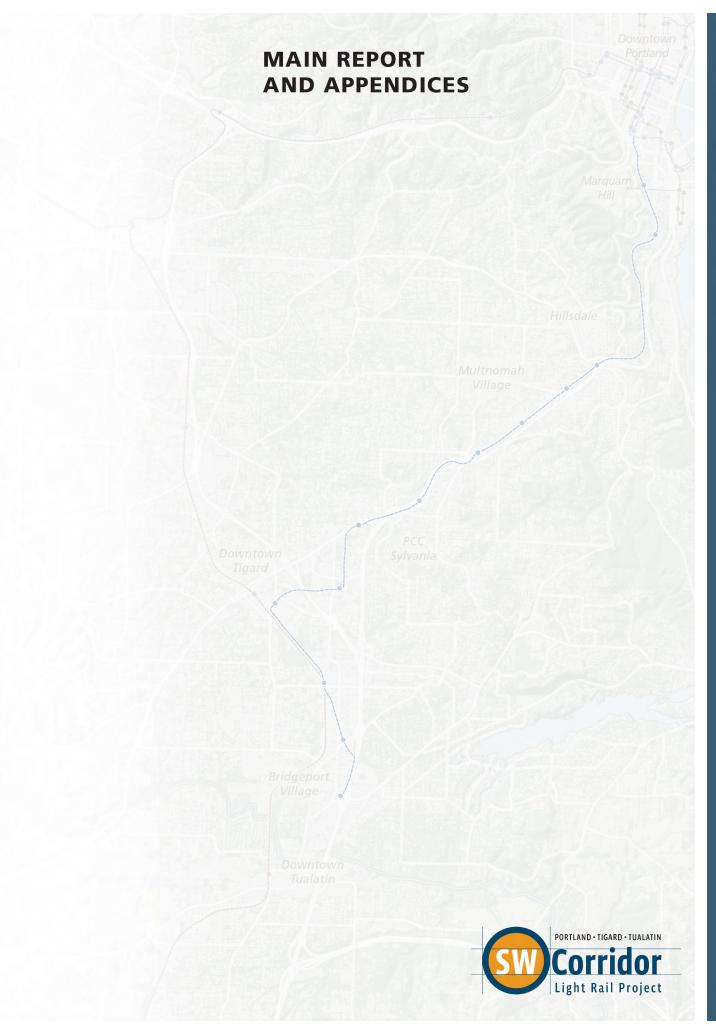


ATTACHMENT C - CULTURAL RESOURCE SURVEY

This Attachment C contains the *Cultural Resource Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon, in Support of the Final Environmental Impact Statement.* The attachment contains the following three parts:

- Cultural Resource Survey main report and appendices
- Addendum One to the Cultural Resource Survey: Railroad Corridor Survey and Update on Terwilliger Parkway
- Addendum Two to the Cultural Resource Survey: Additional Information for Four Archaeological Sites



CULTURAL RESOURCE SURVEY FOR THE

SOUTHWEST CORRIDOR LIGHT RAIL PROJECT,

MULTNOMAH AND WASHINGTON COUNTIES, OREGON

IN SUPPORT OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT



SW Barbur Boulevard. The view is facing northeast. Photo circa 1934. Obtained from Vintage Portland, attributed to Scott Smith.

Prepared for:
Parametrix
Portland, Oregon

October 7, 2020

REPORT NO. 4401

Archaeological Investigations Northwest, Inc.

CULTURAL RESOURCE SURVEY FOR THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT MULTNOMAH AND WASHINGTON COUNTIES, OREGON IN SUPPORT OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT

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Prepared for Parametrix Portland, Oregon

October 7, 2020

REPORT NO. 4401

PROJECT SUMMARY INFORMATION

PROJECT: Southwest Corridor Light Rail

LOCATION: Portland, Multnomah County; Tigard and Tualatin, Washington County

Township	Range	Sections
1 South	1 East	3, 4, 9, 10, 15, 16, 20, 21, 22, 29, 30, 31
1 South	1 West	35, 36
2 South	1 West	1, 2, 12, 13

USGS QUADS: Portland, Oregon-Washington, 7.5-minute, 2017

Lake Oswego, Oreg., 7.5-minute, 2017 Beaverton, Oreg., 7.5-minute, 2017

STUDY: Cultural resource surveys done in support of the Southwest Corridor Light

Rail Project's Final Environmental Impact Statement.

PROJECT APE:

Project Element	Acreage	Archaeological Survey Acreage
		90 acres - previous surveys
Preferred Alternative	499	41 acres - AINW survey
		(6.5 surveyed acres deleted from project)
Ross Island Bridgehead	40	4 acres - previous surveys
Reconfiguration	49	1 acre – AINW survey
Station Access	TDD	TDD
Improvements		TBD

SURVEY RESULTS:

Archaeological Resources

- Thirteen archaeological resources and 20 archaeological High Probability Areas (HPAs) are in the Area of Potential Effects (APE).
 - Nine of the 13 resources are not eligible for listing in the National Register of Historic Places (NRHP).
 - o The NRHP eligibility of four resources remains unevaluated.

Historic Resources

- Surveys identified 619 historic built environment resources in the APE.
 - o Of the 619 historic resources, 79 are properties that are individually listed or eligible for listing in the NRHP.
 - o An additional 79 historic resources contribute to the South Portland Historic District, which is listed in the NRHP.

RECOMMENDATIONS:

A finding of "Historic Properties Adversely Affected" is recommended for the Southwest Corridor Light Rail project.

- The Preferred Alternative will adversely affect 11 historic properties.
- The Related Transportation Improvements are anticipated to have no adverse effects on historic properties.
- Additional survey, documentation, and evaluation needs for cultural resources are outlined in this report.

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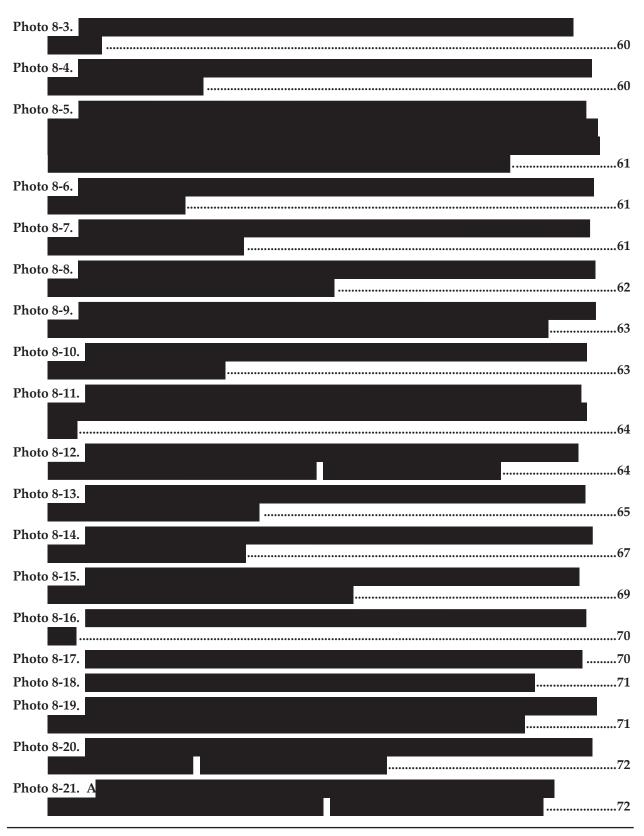
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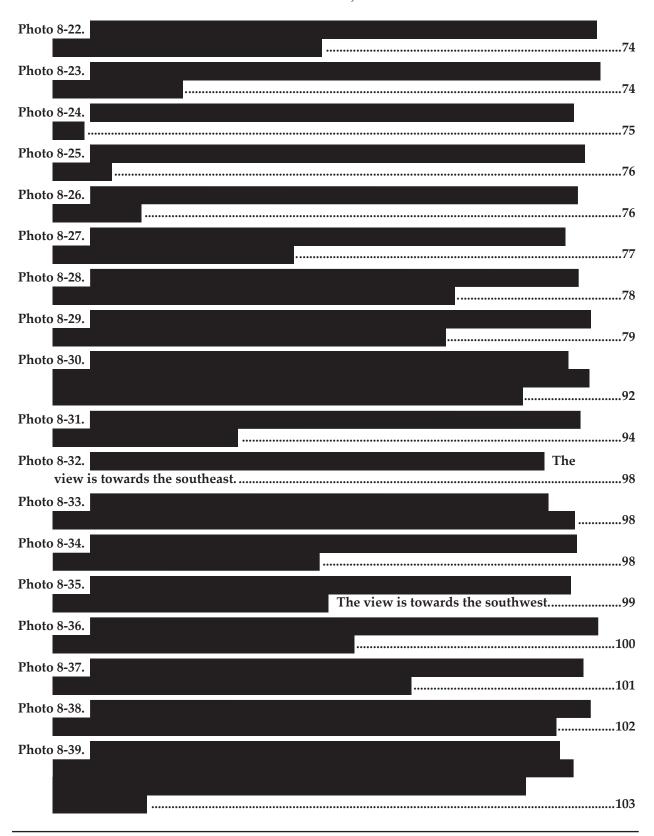


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DEFINITIONS FOR COMMONLY USED TERMS

Cultural Resources: Cultural resources include archaeological sites and isolates; historic resources such as buildings, structures, objects, and districts; and Traditional Cultural Properties (TCPs).

Archaeological Resources: Places where evidence of past use is found, either from the historic period or earlier.

Historic Resources: Buildings, structures, sites, objects, and districts that were constructed at least 45 years ago. Also referred to as the historic built environment.

Historic Property: Cultural resources that are listed in or are eligible for listing in the National Register of Historic Places. Also referred to as individually eligible property.

Contributing Resources: Buildings, sites, structures, or objects that contribute to the eligibility of a historic district for listing in the National Register of Historic Places. Contributing resources derive their significance from the overarching historic district, which is a historic property. However, contributing resources may also be individually listed or eligible for listing in the National Register of Historic Places, in which case the are also considered to be a historic property.

Traditional Cultural Property: A property associated with cultural practices or beliefs of a living community that are rooted in the community's history and are important in maintaining the continuing cultural identity of the community.

Adverse Effect: When an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the National Register in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship feeling, or association.

1. EXECUTIVE SUMMARY

This report summarizes cultural resource investigations done in support of the Final Environmental Impact Statement (FEIS) for the Southwest Corridor Light Rail Project. The purpose of this project is to provide high-quality transit and community investments that will improve mobility between downtown Portland in Multnomah County, and Tigard and Tualatin in Washington County, Oregon (see Figure 1-1). A key component of this project would be the construction of a new Metropolitan Area Express (MAX) light rail line measuring approximately 17.7 kilometers (km) (11 miles [mi]) in length. This new light rail line would be complemented with upgrades to surrounding and integrated infrastructure for pedestrians and cyclists.

The Federal Transit Administration (FTA), Metro, and the Tri-County Metropolitan Transportation District of Oregon (TriMet) are the co-lead agencies for the environmental review process. The project will comply with the National Environmental Policy Act, Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] 800), and Section 4(f) of the Department of Transportation Act.

Archaeological Investigations Northwest, Inc. (AINW), is subcontracted by Parametrix, Inc., to provide cultural resource consulting services for the Southwest Corridor Light Rail Project. The AINW staff who completed and directed cultural resource investigations and reporting meet the Secretary of the Interior's Professional Qualifications Standards in the fields of Archaeology, Architectural History, History, and Historic Preservation.

AINW surveyed the Area of Potential Effects (APE) for the project and identified 630 cultural resources: 619 are historic built environment (i.e., historic) resources and 13 are archaeological resources.

- Of the **619 historic resources** identified in the APE, 79 are individual properties that are listed in the National Register of Historic Places (NRHP) or are eligible for individual listing in the NRHP. This includes the South Portland Historic District, which is listed in the NRHP; an additional 79 historic resources contribute to the significance of the South Portland Historic District.
- Of the **13 archaeological resources** documented in the APE, nine are not eligible for listing in the NRHP. The NRHP eligibility of four archaeological resources remains evaluated.

AINW has assigned a survey number that corresponds to the map atlas in Appendix A to each resource. This same AINW survey number has been used to identify historic resources throughout the report and to order a summary table of the 619 historic resources in the APE (Appendix B). The summary table (Appendix B) provides identifying information, NRHP eligibility information, and resource photographs. Determinations of Eligibility and Findings of Effect prepared for historic properties with potential to be affected by construction of the Preferred Alternative (defined in Chapter 2) are presented in Oregon Section 106 Documentation Forms in Appendix F.

Archaeological resources and pedestrian survey areas of the APE are shown on maps in Appendix C. Archaeological High Probability Areas (HPAs) recommended for further work are mapped in Appendix D and are summarized in a table in Appendix E. Documentation forms for archaeological sites in the APE are presented in Appendix G.

It is AINW's opinion that 11 historic properties will be adversely affected by construction of the project's Preferred Alternative. Effects on historic properties that may result from constructing related transportation improvements, such as the Ross Island Bridgehead Reconfiguration and Station Access Improvements, are not anticipated to be adverse. Effects on historic properties that may result from the Ross Island Bridgehead Reconfiguration have been determined based on conceptual design data. Station Access Improvements are not yet funded, and the footprint for these improvements remains within public rights of way. Further investigation of Station Access Improvements may be needed on a case-bycase basis as individual projects are proposed and completed.

Adverse effects on historic properties will be mitigated by project sponsors; specific mitigation activities will be stipulated in a Memorandum of Agreement (MOA) for the Southwest Corridor Light Rail project. Several areas of the APE were not accessible for archaeological resource investigations during completion of the project's FEIS; and, since inadvertent discoveries of archaeological resources are anticipated during project construction, the MOA will provide detailed specifications for investigations that will take place prior to and/or during construction of the Southwest Corridor Light Rail project.



Figure 1-1. The Southwest Corridor Light Rail Project APE in Multnomah and Washington Counties, Oregon.

2. PROJECT AND DESCRIPTION

The project's light rail investment would extend the existing MAX network with a new 17.7-km (11-mi) light rail line serving southwest Portland, Tigard and Tualatin (see Figure 2-1). The light rail alignment would generally be either center-running within existing or new streets, or adjacent to roadways or railroads, and would serve up to 13 new stations with up to 1,700 park and ride spaces. The light rail investment would also include connections to medical and educational facilities and a new light rail operations and maintenance (O&M) facility. To address topographical challenges, connectivity barriers, and limited existing walking and bicycling infrastructure, the project also includes related transportation improvement options that would enhance access along and to the light rail line.

The **Preferred Alternative** refers to the selected 17.7-km (11-mi) alignment of the light rail line, including 13 new light rail stations and 5 new or modified park and rides. The project area is divided geographically into three segments, which are shown in Figure 2-1.

- Segment A: Inner Portland
- Segment B: Outer Portland
- Segment C: Tigard and Tualatin

Segment A encompasses the area from the southern edge of downtown Portland to just north of the intersection of SW Barbur Boulevard and SW Brier Place. The Preferred Alternative light rail alignment would tie in to the Downtown Portland Transit Mall, which runs along SW 5th and 6th Avenues. The Transit Mall currently supports MAX Green, Yellow, and Orange Lines. The project would extend MAX Green Line service from its terminus at SW 5th Avenue and SW Jackson Street near Portland State University.

Segment A also includes the **Marquam Hill Connection**, an inclined elevator that would link SW Barbur Boulevard near SW Gibbs Street to the intersection of SW Terwilliger Boulevard and SW Campus Drive on Marquam Hill. This new connection would provide access between the proposed Gibbs Station and the complex of medical and educational facilities located at the top of the hill, including the Oregon Health & Science University (OHSU), the Veterans Affairs (VA) Portland Health Care System, and the Portland Shriners Hospital for Children.

Segment B extends from SW Barbur Boulevard at SW Brier Place to the Portland/Tigard city boundary, near the intersection of SW Barbur Boulevard and Pacific Highway (99W) with SW 65th Avenue. The Preferred Alternative would run in the center of SW Barbur Boulevard through the northern portion of this segment, and then transition to run adjacent to Interstate 5 (I-5) south of the Barbur Transit Center.

Segment B also includes the PCC-Sylvania Shuttle, which would operate in mixed traffic on an up to 0.8-km (0.5-mi) long route along SW 53rd Avenue between the PCC-Sylvania campus and the 53rd Station. Currently, a portion of SW 53rd Avenue is undeveloped, and the street dead-ends at G Street on the edge of the PCC campus. The Preferred Alternative includes rebuilding the street with new pavement, sidewalks, stormwater controls, and lighting to improve walking and bicycling access to the campus.

Segment C extends from the Portland/Tigard city boundary to Bridgeport Village in Tualatin, which would be the southern terminus of the Preferred Alternative light rail alignment. In this segment, the light rail trackway would primarily run adjacent to existing roads or railroads.

Segment C also includes the Hunziker O&M Facility in the industrial area east of downtown Tigard to support light rail operations. The facility would encompass about 15 acres, and would be bounded by the Red Rock Creek floodplain to the southeast and the WES Commuter Rail and freight rail tracks to the southwest. The facility layout would be designed to provide 2,743 linear-meters (m) (9,000 linear-feet [ft]) of storage track for approximately 36 light rail vehicles and to accommodate most maintenance functions necessary to operate the light rail system.

The related transportation improvement options would extend the mobility benefits of developing light rail. These optional improvements could be phased to be built before, after, or with the light rail investment, depending on funding.

- Ross Island Bridgehead Reconfiguration. This option would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway, and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.
- Station Access Improvements. These are 30 options for pedestrian and bicycle improvements to improve access to the light rail stations. They include sidewalks, bikeways, enhanced pedestrian crossings, and pedestrian bridges or multi-use paths over I-5 and Highway 217. These improvements would be eligible for FTA capital grant funding for the light rail investment but are currently assumed to be funded separately from that grant request. The improvements are included in the FEIS to facilitate incorporating them into the light rail investment at a later date (if funding allows) or seeking other sources of federal funds.

The Area of Potential Effects (APE) for the Southwest Corridor Light Rail Project defines the area in which historic properties have the potential to be both directly and indirectly affected by construction of the Preferred Alternative and related transportation improvements (see Figure 1-1). The APE encompasses the construction footprint of the Preferred Alternative and related transportation improvements. To account for potential direct and indirect effects on historic properties that may result from noise, vibration, and visual and/or contextual effects, the APE extends 15 m (50 ft) from the construction footprint and includes property acquisitions and easements.

Historic properties are cultural resources that are listed or eligible for listing in the NRHP. Cultural resources may be an archaeological site or isolate; a historic building structure, district, or object; or traditional cultural property.

FTA defined the APE on January 7, 2020, and the Oregon State Historic Preservation Office (SHPO) concurred in a letter dated February 3, 2020. The APE has been reviewed by the Confederated Tribes of Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians of Oregon, the Confederated Tribes of the Warm Springs Reservation of Oregon, the Cowlitz Indian Tribe of Washington, and the Confederated Tribes and Bands of the Yakama Nation.

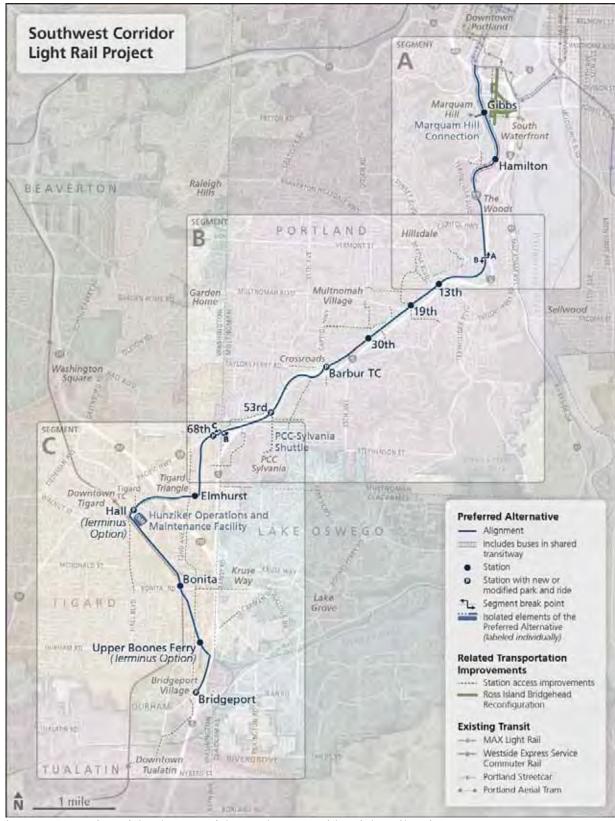


Figure 2-1. Overview of the elements of the Southwest Corridor Light Rail Project.

3. ENVIRONMENTAL SETTING

The Southwest Corridor Light Rail project crosses through a very developed area (see Figure 1-1 and Figure 2-1). The segments of the project APE that are in downtown Portland and the Tualatin Valley, a broad plain located west of the Tualatin Mountains that is traversed by the Tualatin River, are on terraces of fine-grained Pleistocene-era flood deposits capped by later floodplain alluvium and historic period fill (Beeson et al. 1989). The flood deposits date to no later than between 14,271 and 13,739 calendar years (cal yrs) before present (B.P.), and were laid down by a series of glacial lake outburst floods known as the Missoula (or Bretz) Floods (Benito and O'Connor 2003; Minor and Peterson 2013). The Missoula Floods reworked much of the landscape below an elevation of 120 m (393 ft) above sea level (Evarts et al. 2009; Gannett and Caldwell 1998). On the Portland end, the project APE lies at elevations between 40 and 49 m (130 and 160 ft) above sea level, while the Tualatin Valley portion is between 49 and 60 m (160 and 200 ft) above sea level. Despite the extensive impacts of these floods, the terrace soils are contemporary with human settlement in the area, and traces of human settlement immediately post-dating the flooding have been found in the vicinity (for example, Bajdek et al. 2016).

The midsection of the project crosses the Tualatin Mountains, which are formed from the Miocene-era Columbia River Basalt Group (Gannett and Caldwell 1998). The mountains are the result of deformation of the basalt bedrock between the Sylvan Fault and the Portland Hills Fault, leading to elevations of up to 305 m (1,000 ft) above sea level (Walsh et al. 2011). The project APE reaches elevations of between 80 and 120 m (400 and 600 ft) through the mountains. Because of steep slopes and the unstable interface between basalt bedrock and topsoil, landslides are common. Several large prehistoric slides are mapped along SW Barbur Boulevard and I-5 on the eastern slopes of the Tualatin Mountains (Oregon Department of Geology and Mineral Industries [Oregon DOGAMI] 2020). The western slopes of the Tualatin Mountains are mantled by a remnant lava flow from Mount Sylvania, an extinct volcano in the Boring Lava Field (Beeson et al. 1989). Upland terraces are common within the project APE, and these might have prehistoric archaeological sites.

Vegetation within the vicinity of the project APE is characteristic of the *Tsuga heterophylla* vegetation zone (Franklin and Dyrness 1973). Douglas-fir (*Pseudotsuga menziesii*) forest is typical in the uplands, grading to a mixed Douglas-fir and Oregon oak (*Quercus garryana*) woodland on the outskirts of Tigard, and mixed grassland and riparian forest near Fanno Creek and Red Rock Creek. This vegetation is common within the Puget Trough physiographic province, which forms a broad, low basin between the Cascade Mountain Range to the east and Coast Mountain Range to the west (Franklin and Dyrness 1973). General Land Office (GLO) surveyors encountered the landscape during the mid-nineteenth century, before urbanization. They recorded closed Douglas-fir forest across the Tualatin Mountains, open Douglas-fir and oak woodland on the eastern edge of the Tualatin Valley, and closed ponderosa pine forest adjacent to Fanno Creek (Christy and Alverson 2011).

Pollen records indicate that closed conifer forest dominated the project vicinity beginning 5,200 years ago (Walsh et al. 2008; Walsh et al. 2010). Before this, oak savannah dominated the area during warm, dry conditions that prevailed between 10,800 and 5,200 cal yrs B.P. (Barnosky 1985; Walsh et al. 2008; Whitlock 1992). These dry years may have had the effect of concentrating human populations around seasonally wet meadows, where camas and other edible plants thrived (Barnosky 1985; Walsh et al. 2008; Whitlock 1992). Ethnographic records indicate that camas meadows continued to be an important food resource for Native people until the time of Euroamerican contact (Silverstein 1990).

4. CULTURAL SETTING – PREHISTORY AND NATIVE PEOPLES

PREHISTORY OF THE PROJECT APE

The earliest occupation of the project APE and the greater Portland and Tualatin basins likely began during the Paleoarchaic period more than 12,000 years ago. Small groups of hunter-gatherers were using diverse landscapes within the surrounding region as evidenced by early occupations at Paisley Caves in Central Oregon (Jenkins et al. 2012) and the presence of fluted (Clovis) projectile points in the Willamette Valley (Ozbun and Fagan 1996) and across the Columbia Plateau (Aikens et al. 2011; Meltzer 2009). Evidence of Paleoarchaic-era hunter-gatherers in the Portland and Tualatin basins was recently obtained from

The presence of Windust, Cascade, and Great Basin stemmed projectile points at the site indicate an initial occupation of approximately 11,400 B.P. or earlier. Remains of Pleistocene megafauna have been identified within the northern Willamette Valley (Cressman; 1947; Cressman and Laughlin 1941; Hansen and Packard 1949). However, no definitive evidence has yet been found that links megafauna remains in the valley with human predation (Gilmour et al. 2014), although such evidence is found in Washington State (Waters et al. 2011).

The broad-spectrum, hunter-gatherer subsistence patterns established in the Late Pleistocene continued into the Early Archaic period, dating to 6,000 years ago and earlier (Aikens et al. 2011). Archaeological sites dating to this period typically reflect small camps that were used for several weeks or a few months at the most and there is little to no evidence of the widespread use of storage technology during the period (Ames 1992). Projectile point technology during the period was characterized by lanceolate-shaped Cascade projectile points (Aikens et al. 2011). Most Early Archaic sites in the region have been identified in the foothills and upland environs at the edges of the Willamette Valley (Aikens 1993; Aikens et al. 2011). Analyses of Cascade points, groundstone implements, and obsidian from

provides ample evidence of long-term utilization and occupation within the vicinity of the project APE throughout the Early, Middle, and Late Archaic periods (Punke et al. 2011).

The Middle Archaic period, approximately 6,000 to 2,000 years ago, saw a shift from broad-spectrum, highly mobile subsistence patterns to semi-sedentary and logistically mobile patterns similar to those documented in the latter half of the nineteenth century (Aikens 1993; Aikens et al. 2011; Ames 1991). These new subsistence patterns put a greater emphasis on seasonally available resources in the region, including anadromous fish and plant foods. Long-term villages began to appear during this time as well. Winter villages were established in lowland environs along the Columbia and Willamette rivers, usually at the confluence of streams and a major tributary. Early Archaic populations utilized salmon and steelhead. However, a strong focus on catching and processing anadromous fish, not seen in earlier times, appears to have taken root within the Middle Archaic period (Aikens et al. 2011; Ames 1992; Butler and O'Connor 2004).

The archaeological record indicates that in the summer months, residents of the villages would disband and travel to upland areas, not unlike the southern portion of the project APE, for collecting and processing seasonally available plant foods including camas (*Camassia*), bitterroot (*Lewisia rediviva*), and

balsamroot (*Balsamorhiza*) (Aikens et al. 2011). Evidence of camas ovens and groundstone implements, which were used to process these seasonally available foods, become increasingly common during the Middle Archaic period (Thoms 1989). Projectile points from the period are characterized by large notched and stemmed forms (Aikens et al. 2011).

The Late Archaic period, from 2,000 to approximately 200 years ago, saw an increase in populations throughout the Portland Basin and a continued emphasis on seasonally available resources (Aikens et al. 2011; Ames 1992). With the need to feed an increasing population and more settled lifeway, there also came a need to store excess quantities of seasonally available resources (dried fish, roots, etcetera) in order to feed the population year-round without moving substantial distances (Ames 1991). Native peoples used fire to foster the growth of many seasonal plants; evidence of such intervention has been found near Lake Oswego, where an anthropogenic-influenced fire regime best explains changes in vegetation over the past 1,200 years (Walsh et al. 2010).

There was a major shift in hunting technologies during the Late Archaic period from dart and atlatls to the bow and arrow. This change was reflected by the introduction of smaller, notched projectile points. Trade networks began to flourish during the period; the most prolific evidence of these networks comes from the sourcing and dating of obsidian found at archaeological sites across the Pacific Northwest. Obsidian at sites with Late Archaic occupations

have been linked to sources in the Upper Willamette Valley and Eastern Oregon (Aikens et al. 2011; Baxter et al. 2015; Connolly et al. 2015; Punke et al. 2011).

NATIVE PEOPLES

The project APE extends through the traditional lands of Chinookan-speaking people and Kalapuyan-speaking people. While distinctly different Native American groups, they shared similar subsistence resources and interacted extensively through intermarriage and trade. Chinookan-speaking peoples lived along the Lower Columbia River and the Willamette River below Willamette Falls at present-day Oregon City, and relied upon these rivers for subsistence and for travel. Kalapuyan-speaking people occupied the Willamette Valley above Willamette Falls, and had a more terrestrial focus on hunting and gathering.

Chinookan-speakers

The traditional territories of Chinookan-speaking people included areas along the lower Columbia River, on the Willamette River up to Willamette Falls, and on the Clackamas River (Silverstein 1990:533-534). The Clackamas, who spoke an Upper Chinookan dialect, lived in villages located along the east side of the Willamette River, along the Clackamas River, and along their major tributaries (Silverstein 1990:533-535). Woodward (1974:210) notes that there are no accounts of the Clackamas west of the Willamette River or south of the Willamette Falls. The project APE, which is situated adjacent to and west of the Willamette River, may have been within the territory of the Clowewalla (also called Tumwater) subgroup. Their territory is reported to be at the Willamette Falls and along the western banks of the Willamette River between the Molalla River (near present-day Canby) and present-day Portland to the north (Kent 1977). This subgroup might have been part of the Clackamas or a close relation (Woodward 1974).

The Clackamas had close ties to Native groups of the Columbia River Gorge, with whom they shared the same Upper Chinookan dialect (Silverstein 1990:533-545). The Clackamas also intermarried and traded with the Tualatin, who were Kalapuyan speakers. The Tualatin visited the Willamette Falls, controlled by the Clowewalla, to trade for salmon (Gatschet et al. 1945; Zenk 1990). The Tualatin maintained close ties with the Clowewalla through marriage, gaining them fishing rights at the falls (Thorsgard 2013:310). Native groups throughout the region gathered at Willamette Falls; it was an important meeting place to trade salmon (abundant at the falls), to socialize, and to reinforce important social, economic, and political alliances (Jacobs 1958:526-527; Thorsgard 2013). Willamette Falls is located approximately 11 km (7 mi) east-southeast of the south end of the project APE.

Clackamas peoples oriented their village and camp locations toward the procurement of seasonally available resources. Semi-permanent winter villages were established along rivers, where spring and early summer runs of anadromous fish (salmon and steelhead trout) were harvested, dried, and stored. Fish, particularly salmon, dominated the diet of these groups. Winter village dwellings consisted of rectangular, gabled-roof cedar plank houses (Ray 1938:124-126). Former State Archaeologist Le Gilsen noted that a possible Clackamas village may have been at a gulch below SW 3rd Avenue and SW Caruthers Street, placing it at the now infilled Marquam Gulch in downtown Portland that is within the project APE. A group of 500 Native people residing at this location were moved by the government to the Grand Ronde reservation after 1856 (Hajda 1992).

Subsistence activities shifted to upland locations later in the summer. Clackamas people established temporary dwellings at summer villages near fishing, hunting, and root-gathering localities. Edible plants were commonly used, and included camas (*Camassia*), wapato (*Sagittaria latifolia*), horsetail shoots (*Equisetum*), bracken fern (*Pteridium*), cattail roots (*Typha*), as well as edible nuts and berries. Large to small mammals were hunted by the Clackamas people in both the upland and lowland valleys in the area. Autumn fish runs brought people back to the rivers in the fall (Hajda 1994; Silverstein 1990). The abundance of resources available in the Portland Basin may have allowed some people to reside in the village year-round (Ellis 2013:51; Saleeby 1983). Chinookans traded extensively with Euroamericans following the 1825 establishment of Fort Vancouver on the north shore of the Columbia River.

Kalapuyan-speakers

Kalapuyan-speaking people occupied the Willamette Valley, its tributaries, and portions of the Umpqua River drainage. Kalapuyan-speaking people were divided into 13 dialectally distinct regional groups, part of a Kalapuyan linguistic stock unrelated to the languages spoken by the surrounding Native American groups (Swanton 1952). The Tualatin, or Atfalati, were the northernmost Kalapuyan-speaking sub-group, and were known to have traditionally inhabited the project APE and its vicinity. The territory of the Tualatin people was within the Tualatin River Basin from its headwaters in the Coast Range to the Willamette River, including Chehalem Creek, and the North Yamhill River south to the Yamhill River at Lafayette.

During the colder months of the year, the Tualatin inhabited winter villages consisting of one or more extended family groups. During the winter, people sheltered in long houses with a dugout earthen floor, cedar bark or fir boughs for a roof, and split cedar plank siding. Village groups were politically and economically autonomous; however, interaction and exchange between groups often occurred through marriage. Women married and moved outside of their villages to establish alliances and relationships with families from surrounding groups, including Chinookan-speaking peoples (Gatschet et al. 1945: 160-163; Hajda 1994; Zenk 1990).

Present-day Tigard, Beaverton, Hillsboro, and Forest Grove were established near former Tualatin village locations (Swanton 1952; Zenk 1976: 144-154).

This settlement may be the winter village of čhačhimahíyuk '(meaning "place in front of híyuk [an aromatic herb growing in marshy places]") which is reported as

(Zenk 1976:144, 146). Zenk (1976:86) translates híyuk as a wild mint (Mentha arvensis L.) that was used for tea.

The Tualatin were also known to frequent

, as evidenced in a

collection of Kalapuyan oral histories collected in the late nineteenth and early twentieth centuries (Thorsgard 2011; Gatschet et al. 1945). Thorsgard (2011) discusses how Clackamas Chinookan-speaker myths describe a harmful being that resided at Lake Oswego. He suggests that this myth may have served to create social space between the Clackamas Chinookan-speakers and the Tualatin Kalapuya. This myth enforces Lake Oswego as a taboo location. Lake Oswego was situated near the interface between Tualatin and Chinook territory. Chinookan-speakers may have avoided the lake because of the myth, but it might have also served as a territorial buffer to reduce conflict between the two groups (Thorsgard 2011).

During the warmer months of the year, individuals and small family task groups set out to hunt and gather seasonally available food resources (Zenk 1990). The Willamette Valley was a focus of these activities, and areas were regularly burned to maintain open space, to sustain healthy plant populations, and to attract animals to forage (Boyd 1999; Whitlock and Knox 2002). The Kalapuya hunted deer, elk, black bear, birds, and small mammals; they also collected lamprey eels, grasshoppers, and caterpillars. However, plant foods were heavily relied upon. Surpluses of nuts, seeds, berries, and roots were harvested for trade, and were stored for food reserves for the winter. Camas was abundant in the valley and was an important resource. Camas bulbs were roasted in pit ovens, then dried, pressed into cakes, and stored for winter or traded (Zenk 1990).

People would also congregate at to gather wapato in the fall (Zenk 1976: 17, 39-40). In addition, each village group owned rights-of-access to a tarweed plot divided into family-managed sub-plots. The plot was set afire in August and harvested soon after by women who beat the seeds into rawhide buckets with wooden paddles. The seeds were roasted and then ground into a meal with mortar and pestle.

Euroamerican contact greatly affected and influenced Native Americans in the project vicinity because of their proximity to major rivers, which were the transportation corridors. These peoples were among the first groups of Native people who experienced decimation from European diseases. A series of malaria outbreaks between 1830 and 1833 was especially devastating, killing the majority of the Native population in the Portland Basin (Boyd 1990; Hajda 1994). Native American populations also underwent major cultural changes during this time as a result of the introduction of European goods and emphasis on the fur trade. However, Native peoples have maintained their cultural traditions into the present time. The Portland area office of the Confederated Tribes of the Grand Ronde Community of Oregon is within the project APE on SW Barbur Boulevard, attesting to the important connection the people have to the project vicinity.

5. CULTURAL SETTING – HISTORIC-PERIOD CONTEXT

The Southwest Corridor Light Rail Project would connect southwest Portland in Multnomah County with Tigard and Tualatin in Washington County to the southwest. Although these communities are currently connected by roadways such as SW Barbur Boulevard (completed in 1936) and I-5 (completed in 1961), they have different histories of development and growth that are reflected in the cultural resources identified within the APE. Portland, with its location on the Willamette River near the confluence with the Columbia River, is a much larger city that featured an urban environment within the APE by the late nineteenth century. Tigard and Tualatin, which were first connected to the Portland area by rail in 1908, thereafter experienced residential, industrial, and commercial growth as Portland's municipal boundary and population extended farther south and west during the twentieth century (Thompson 2014).

This chapter will discuss significant themes of development that correlate with known and potential cultural resources in the APE dating from the historic period, the era for which written records exist and that is defined by environmental and cultural changes that occurred after contact between Native and non-Native people. These themes will explore settlement patterns, the evolution of public infrastructure, and other major events that have helped to shape the cultural setting of the APE during the nineteenth and twentieth centuries.

NINETEENTH CENTURY SETTLEMENT

The City of Portland is located between two early Euroamerican population centers: Oregon City to the south and Fort Vancouver to the north. Both were outposts of the Hudson's Bay Company, a fur trading business based in London that began an expansion into the disputed Oregon Country in 1821 with the purchase of four trading outposts from the rival North West Company (Jones & Jones 2005). Britain and the United States jointly occupied the Oregon Country; it encompassed the Pacific Northwest region of the United States and the present-day Canadian province of British Columbia.

From 1824 to 1825 the Hudson's Bay Company established Fort Vancouver on the Columbia River at the site of present-day Vancouver, Washington. The Chief Factor of the Columbia District, John McLoughlin, established the company's outpost in Oregon City. In 1829 McLoughlin claimed land on behalf of the company near Willamette Falls, where he built a sawmill and several cabins (Tate 2013). He would later reclaim the land in his own name to establish Oregon City (Tate 2013).

The incorporation of Oregon City in 1844 coincided with an influx of people traveling on the Oregon Trail after the Provisional Government of Oregon authorized free land claims in 1843 (Holman 1912:123). In 1846, the Oregon Treaty established the 49th parallel as the boundary between British and American lands in the Oregon Country. Shortly thereafter, Congress enacted the Donation Land Claim Act of 1850. It allowed individuals and married couples to claim upwards of 640 acres of land to promote settlement of the newly formed Oregon Territory. Oregon achieved statehood in 1859.

Those early arrivals who traveled between Fort Vancouver and Oregon City on the Willamette River knew the future townsite of Portland as "The Clearing" (Snyder 1970:30). William Overton and

Asa Lovejoy filed a claim for "The Clearing" with the Provisional Government of Oregon in 1844 (Snyder 1970:31). Overton would later sell his share of the developing claim to Francis Pettygrove, who succeeded in naming the townsite Portland after Portland, Maine.

The project APE is situated south of this original townsite. Early settlers who had land claims that overlapped the APE in the South Portland area include Stephen Coffin, Finice Caruthers, Elizabeth Caruthers, James Terwilliger, and Thomas Stephens.

land-based transportation between these farms and Portland (GLO 1852a). However, river transport would remain a popular mode of transportation until the next generation of settlers developed a reliable road network during the late nineteenth century (Habersham 1894).

The few early roads that crossed through the project APE usually connected rural farms and

The Tualatin Valley and its surrounding plains were well known for their agricultural production during the mid-nineteenth century; immigrants from Germany, Austria, Russia,

TRANSPORTATION SYSTEMS

Switzerland, and Italy came to this area to grow onions and nut and fruit orchards (Buan 1999).

During the nineteenth century, people traveled through the project APE and its vicinity by river, roads, and rail. Ferries and steamboats were popular modes of transportation during the mid-nineteenth century, but obstructions to navigation, such as Willamette Falls, limited their reach. A failed bid to connect the Willamette River to the Tualatin River via locks and a canal at Sucker (Oswego) Lake also hindered travel (Buan 1999). The construction of new roads and railroads would eventually connect the agricultural bounty of the Tualatin Valley with the deep-water port of Portland.

One early and important road connection between Portland and the Tualatin Valley was present-day Canyon Road. Beginning in 1851, the Portland & Valley Plank Road Company used wooden planks to make this important transportation link, which is north and outside of the APE, passable for much of the year (Buan 1999). Early transportation connections such as Canyon Road adequately met the needs of local communities along their path; however, they were not efficient, nor were they fast. The area was in need of a railroad infrastructure that could transport both people and goods more cheaply and reliably than was possible on early roadways.

provided

The Southern Pacific stepped in to answer this call, playing an outsized role in the development of railroad infrastructure during Portland's early history. By the late nineteenth century, major rail lines in the APE included the Westside Line from Portland to Beaverton (completed in 1875); the Portland Union Station to Cook narrow gauge line (completed in 1888 by the Portland and Willamette Valley Railroad and fully controlled by Southern Pacific by 1892); and the Tigard Branch, which connected Cook to the south and Beaverton to the north (completed circa 1910) (Austin and Dill 1987). The new rail network led to a rapid expansion of Portland's industrial capabilities.

For present-day Tigard, which was known as both East Butte and Tigardville during the late nineteenth and early twentieth centuries, the arrival of a rail connection fundamentally changed the local residents' way of life. First freight, and then passenger lines of the early twentieth century, brought with them opportunities to better connect the community with the outside world (Buan 1999). Passenger service in particular began to increase in the early twentieth century with the advent of electric-powered interurban rail lines. During this period the Southern Pacific would come to embrace electrified local trains because of the increasing resistance in the growing Portland area to steam trains that travelled through densely populated areas (Dill and Grande 1994).

In 1912, Southern Pacific announced that it would electrify several western Willamette Valley lines including the Westside Line, which overlapped the project APE in South Portland along present-day SW Barbur Boulevard and within a railroad right of way (ROW) corridor in Tigard (Dill and Grande 1994). This put Southern Pacific in direct competition with the Oregon Electric Railway, which constructed an interurban line in 1908 that began in Portland and continued on to Tigard within a corridor that roughly follows present-day I-5 and SW Multnomah Boulevard (Thompson 2014). The Metropolitan Railway Company also operated an electric trolley service through the APE along a former horse-drawn rail line that connected South Portland to the downtown area to the north in 1886 (Harrison et al. 1997). The line was electrified in 1889 and extended from its original terminus at SW 1st Avenue and SW Gibbs Street to Fulton Park, with an alignment that travelled along SW Corbett Avenue and SW Virginia Avenue (see Figure 2-1) (Portland Railway Light and Power 1914).

URBANIZATION OF SOUTH PORTLAND

Like many other cities in the western United States, Portland grew in its early years with little to no planning (MacColl 1976). Considering that Portland's population increased to more than 300,000 people in 1930 from just 46,358 in 1890, this usually meant that long delayed but needed improvements in sanitation, transportation, and other public interests would cause momentous change once initiated (Abbott 1994). The modernization of the South Portland neighborhood was no less dramatic, as swaths of nineteenth century housing disappeared over time to make way for new roads, buildings, and open spaces.

An Immigrant Community

Near the end of the nineteenth century, the north end of the project APE was a dense landscape of tenement housing, small businesses, and social gathering places. Refuse was disposed of wherever it was most convenient, including the city dump at Marquam Gulch and several other gulches that crossed through the APE from west to east. Interurban trolleys and trains carrying freight crossed through the area, mixing with pedestrians and horses. In 1894, graded roads had surfaces that were a mixture of gravel, Macadam, and wood planks; many modest bridges conveyed traffic over the gulches (Habersham 1894) (see Photo 5-1).



Photo 5-1. The Gem Hotel on SW 1st Street between SW Sheridan Street and SW Arthur Street in 1918. The photograph was taken from a steel bridge that crossed Marquam Gulch; the bridge railing is visible at left. The Metropolitan Railway's electric trolley line is visible at the center of the roadway. City of Portland (OR) Archives, A2012-003.28.

Since this neighborhood was located near factories and the industrial waterfront of Portland, South Portland was a lower-income working class community. Its affordable accommodation provided a gateway for immigrants who came to Portland seeking better lives, and who brought vibrant cultural traditions with them. This gave the South Portland neighborhood a distinctive feel from others nearby; the languages, foods, and traditions were a direct reflection of local immigrant groups, which included large numbers of Italians and Jews from Poland and Russia (Abbott 1994).

Once initial waves of these settlers made South Portland their home later arrivals were more likely to choose to live in this neighborhood, as they were surrounded by people who might be friends or relatives, or who might simply be familiar to and supportive of a new arrival in Portland (Harrison et al. 1997). As recalled by Augusta Kirshner Reinhardt, the close-knit area of South Portland felt to her and others like a *shtetl*, a small Jewish town in Central or Eastern Europe.

"People chose to live close to each other and it was a wonderful way to live, really, very much as we think of a shtetl because in this small area, anything that anybody needed for good living was available within walking distance. There was the library within a few blocks, there was the synagogue within a few blocks, there were the grocery stores, the laundry, the hospital, the community center, you name it and we had it in our so-called ghetto. It was sweet living and really everybody helped each other." [Lowenstein 1987]

After the turn of the twentieth century, residents made a greater push to improve the living conditions of South Portland. The community sought better amenities for local children, and the current built environment of the APE reflects this effort to the present day. For instance, Marquam Gulch was not only a city dump, but a place where many people lived and children played for lack of better options (*The Morning Oregonian* 1916). After a public outcry, the city established Duniway Park in 1918 and worked for several years thereafter to fill and level the former dump to make it an open space for public benefit.

Similarly, the city established Lair Hill Park at the former location of a Multnomah County hospital. This hospital provided emergency services to treat influenza during an epidemic that began in 1918 and continued through 1920 (City of Portland 1984). A former nurse's quarters building remains at the park; during the 1940s it housed the Youth Administration of the Federal Security Agency, and from 1949 to 2001 was used as children's museum (City of Portland 2017). The city constructed the South Portland Library at Lair Hill Park in 1921 and provided books in Yiddish, German, and Italian (Leflar 2007; *The Sunday Oregonian* 1921). Farther south, the NRHP listed Jewish Shelter Home at 4133 SW Corbett Avenue stands as a reminder for those who had lost family, or struggled with illness or other adversity, and how the local community came to their aid. The shelter home operated from 1919 to 1937 and received support from prominent Portlanders such as Jeanette Hirsh Meier, wife of Meier & Frank founder Aaron Meier (McCabe 1983).

Road Improvements Impact the Community

The push to provide greater social services and amenities within the South Portland neighborhood came at a time of rapid growth. The city was beginning to expand far outside of its early footprint, and the South Portland neighborhood was significantly impacted by projects that were undertaken to connect the downtown area to surrounding suburbs. Interurban rail lines had met the transportation needs of the greater Portland community during the early twentieth century; however, during the dawning age of the automobile existing infrastructure was no longer adequate. Due to the presence of the Willamette River to the east and the Tualatin Mountains to the west, any significant changes to the local infrastructure to better connect South Portland to suburbs to the south, west, and east resulted in lasting changes within this community.

Construction of the Ross Island Bridge was one of the first signs of this impending change. Multnomah County completed the Ross Island Bridge in 1926 to connect South Portland with East Portland across the Willamette River. Construction of the western approach to the bridge was minimally invasive, as it was completed in an area with natural depressions where building had largely been avoided (see Photo 5-2 and Photo 5-3). The design of the bridge approach allowed cars to get both on and off the bridge from SW Corbett Avenue.



Photo 5-2. The western approach to Ross Island Bridge as captured in 1932. This aerial view is facing east. City of Portland (OR) Archives, A199-004-530.



Photo 5-3. The Ross Island Bridge west approach as viewed from a garbage dump near SW Water Avenue and SW Woods Street in 1936. The Julius Heubner House at 3204 SW Corbett Avenue is at right; the house is a contributing resource of the South Portland Historic District. City of Portland (OR) Archives, A2009-009.



Photo 5-4. The Southern Pacific electric interurban on SW 4th Avenue crossed Marquam Gulch atop a timber trestle visible from SW Arthur Street at SW 3rd Avenue in 1931. The trestle was removed for the SW 4th Avenue Extension project, when the Oregon State Highway Department (OSHD) constructed present-day SW Barbur Boulevard. City of Portland (OR) Archives, A2000-025-160.

Even more disruptive to the fabric of the historic South Portland neighborhood was construction of SW Barbur Boulevard during the 1930s. The city constructed the road along the former Southern Pacific Westside Line ROW. It eventually became the SW 4th Avenue Extension. This project began within the APE at the intersection of SW 4th Avenue and SW Sheridan Street; extending south and west, the roadway then transitioned into the Pacific Highway West (today's Oregon Highway 99W) near the present-day intersection of SW Barbur Boulevard and I-5. Construction of this roadway through the South Portland area required removing wood pile railroad trestles (like the one that once spanned Marquam Gulch [see Photo 5-4]), and thus required significant earth-moving activities to fill these landforms for road construction (see Photo 5-5, Photo 5-6, Photo 5-7, and Photo 5-8). The OSHD constructed several new bridges in the APE, including the SW Newbury Street and SW Vermont Street viaducts, as part of this effort (see Photo 5-9). Pacific Highway West opened in 1936, bringing heavy commuter traffic through the South Portland community.

Portland struggled with traffic congestion in the downtown area for many years before the opening of initial segments of Interstate in 1961. In 1940, the city won approval of a bond issue to construct Harbor Drive. The road would connect SW Barbur Boulevard to the south with the Steel Bridge to the north. Construction was already underway when Japan bombed Pearl Harbor in December 1941 (*The Oregonian* 1942a). Wartime restrictions limited the scope of the project, but the state completed Harbor Drive in the early 1950s (*The Oregonian* 1942b, 1950a). Within the project APE the construction of Harbor Drive necessitated the widening of SW Front Avenue (present-day SW Naito Parkway); this divided the neighborhood in two, creating separate Corbett and Lair Hill neighborhoods to the east and west. A reconfiguration of the west approach of Ross Island Bridge to accommodate greater traffic volume further divided the Corbett neighborhood (Harrison et al. 1997). It created an additional north-to-south buffer through an already changing neighborhood (see Photo 5-10).



Photo 5-5. Construction of SW Barbur Boulevard at an unnamed gulch near SW Hamilton Street in 1932. The likely remnants of a wood railroad trestle are visible at right; the curving alignment at right is likely that of the former Southern Pacific electric interurban line that was removed for road construction. City of Portland (OR) Archives, A1999-004.419.



Photo 5-6. Aerial view from 1933 of demolition and fill activities in-process for SW Barbur Boulevard construction at Marquam Gulch. The unpaved alignment at center is the current location of SW Barbur Boulevard; SW Sheridan Street is at upper left; and SW 3rd Avenue is the paved road at right. City of Portland (OR) Archives, A2000-025.550.





Photo 5-7 and Photo 5-8. Excavation and grading at Marquam Gulch during construction of SW Barbur Boulevard in 1933 (top) and the finished roadway in 1937 (bottom). The view is facing towards the south-southwest from SW Sheridan Street; the same house is highlighted in each photograph for orientation. City of Portland (OR) Archives, A2000-025.549 and A2005-001.884.



Photo 5-9. To convey SW Barbur Boulevard through a sloped and elevated area of South Portland, the OSHD constructed new bridges and viaducts, including the SW Newbury Street Viaduct at left. The state completed the span in 1934; this west-facing photograph reportedly captures the bridge in 1932. City of Portland (OR) Archives, A1999-004.535.



Photo 5-10. The widening of Front Avenue (present-day SW Naito Parkway, at upper right) led to a reconfiguration of the west approach to the Ross Island Bridge (at center and left). This 1952 photo is facing southwest, and captures the Josiah Failing School at right. City of Portland (OR) Archives, A2005-001.817.



Photo 5-11. This aerial north-looking view from 1963 captures the impacts of the South Auditorium Urban Renewal project and several road improvement projects on South Portland. The unfinished east-to-west road cut is for the Stadium Freeway, present-day I-405. The north-to-south road at center is SW 1st Avenue, while the overpass under construction to the right now conveys SW Naito Parkway over I-405. Harbor Drive is at far right. City of Portland (OR) Archives, A2004.002.3582.

South Auditorium Urban Renewal and Interstate Highway Construction

Concurrent with upgrades of the city's road infrastructure the City of Portland applied for and received funds to complete the South Auditorium Urban Renewal project. The South Auditorium area overlapped the northern portion of the APE, and instigated major changes that have left a lasting impact in the South Portland area (see Photo 5-11). The city chose the South Portland neighborhood for urban renewal as the result of an analysis that the firm of Skidmore, Owings & Merrill completed in 1958. It factored in accessibility, parking, eligibility for federal funds, and expansion opportunities (*The Oregonian* 1958). South Portland's low percentage (6.2%) of home ownership weighed heavily into this decision, as the city would need to relocate displaced residents as a condition of accepting federal funds (*The Oregonian* 1958).

To the east, the state highway department initially constructed I-5 as the Baldock Freeway during the late 1950s and early 1960s. The agency completed the Baldock Freeway through downtown Portland on December 1, 1961, making the stretch of I-5 between Portland and Eugene the longest continuous piece of the Federal Interstate Highway System in the United States at that time (*The Oregonian* 1961). To construct the connecting Stadium Freeway, now known as Interstate 405, the state highway department cleared buildings from the South Portland area and forced residents to relocate.

This dramatic change to the landscape occurred during the 1960s, the same period in which the City of Portland was removing buildings from several blocks of the urban renewal project area to purge deteriorating building stock and facilitate the construction of new, modern developments. An article published in *The Oregonian* on January 17, 1960, noted that the Portland Development Commission was "about one-third of the way through its job of clearing the two million square feet of the South Auditorium project for eventual replatting and development," and that 470 families and 1,000 single persons had been identified as living in the 54-block area slated for redevelopment (Bauer 1960).

In the place of nineteenth century houses new apartment blocks, commercial buildings, and parks would soon rise on blocks north and south of SW Lincoln Street and west of SW Naito Parkway. Some examples of this 1960s infill are present in the northern portion of the APE between SW Harrison Street to the north down to SW Arthur Street to the south.

During the urban renewal project, contractors reduced some demolished building remnants through controlled fires, but they often left behind debris and covered it with fill to create new surfaces for building construction (*The Oregonian* 1960).

SW BARBUR BOULEVARD AND SUBURBAN RESIDENTIAL EXPANSION



Photo 5-12 and Photo 5-13. The intersection of SW Barbur Boulevard and SW Terwilliger Boulevard as it evolved over a twenty-year period between 1932 (left) and 1952 (right). City of Portland (OR) Archives, A1999-004.534 and A2005-001.52.

The completion of SW Barbur Boulevard in South Portland in the mid-1930s set off a chain reaction of infrastructure projects and other public improvements that would have a lasting impact on the fabric and character of the community (see Photo 5-12, Photo 5-13, Photo 5-14, and Photo 5-15). For suburban neighborhoods located farther south and west, the construction of this roadway also instigated great change, but in a different way. The new road arrived at a time when driving was gaining in popularity, and developers were constructing new building types and styles that catered to the needs of motorists. The earlier completion of the John Olmsted-designed Terwilliger Parkway and its scenic driving route, Terwilliger Boulevard, clinging to the eastern slopes of the Tualatin Mountains, had already introduced the idea of recreational driving to the public. Although the state constructed

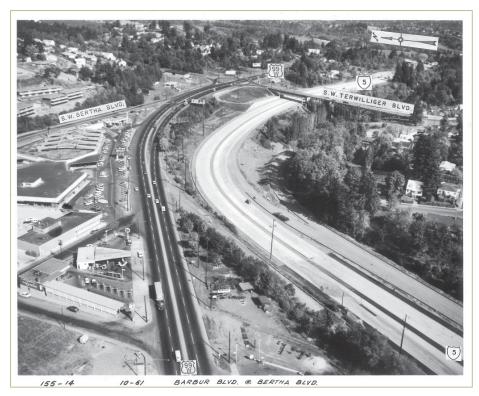


Photo 5-14. The intersection of SW Barbur Boulevard and SW Terwilliger Boulevard in 1961. The Burlingame Fred Meyer is at left, below SW Bertha Boulevard. Photograph courtesy of the Oregon Department of Transportation (ODOT).



Photo 5-15. A street-level view of SW Barbur Boulevard at the Burlingame Fred Meyer in 1961. City of Portland (OR) Archives, A2005-001.42.

SW Barbur Boulevard/Pacific Highway West to meet increasing demands of the motoring public, the commercial businesses that popped up along its path often embraced the modern idea of driving for fun and entertainment.

In 1950, the popular local grocer Fred Meyer opened his newest store on SW Barbur Boulevard in the Burlingame neighborhood (*The Oregonian* 1950b). To prepare a level building platform at the site, the contractor moved 160,000 cubic yards of earth during cut and fill activities (*The Oregonian* 1950c). The new store featured 43,000 square feet of floor space uninterrupted by pillars or support posts, a roof suspended from concrete trusses, and a parking lot with capacity for 700 cars (*The Oregonian* 1950b). Although the store was remodeled in 2013 and no longer retains its historical appearance, a portion of its historic neon sign remains in place at the northwest edge of SW Barbur Boulevard.

During this same period entrepreneurs constructed several "motor hotels," or "motels," along SW Barbur Boulevard to provide lodging in the age of the automobile (see Photo 5-16). Remaining examples include the former Frontier Hotel (1945), the Capitol Hill Motel (1940), and the Ranch Inn (1945), which are located at 8715, 9110, and 10138 SW Barbur Boulevard, respectively. All three had distinctive designs focused on accommodating travelers arriving by car, and that often featured neon signs that lured potential customers in from the busy roadway.



Photo 5-16. An undated post card advertising the Capitol Hill Motel on SW Barbur Boulevard. The back of the post card notes that the motel has "14 De Luxe units with garages," to accommodate road-weary travelers.

With the increase in lodging and storefronts along SW Barbur Boulevard, restaurants also became more frequent along the roadway. One example that remains to this day is the Original Pancake House at 8601 SW 24th Avenue. The popular Portland restaurant has operated from this location since 1941, and first gained critical acclaim when the food writer James Beard included the Original Pancake House on his 1955 list of favorite American restaurants (Russell 2013). The restaurant now has over 100 franchises in the United States, and recently expanded to Tokyo, Japan.

In areas immediately adjacent to SW Barbur Boulevard, developers transformed former fields, farms, and sloping hillsides into new residential neighborhoods. They built both single-family homes and multi-family housing units. Local architect Ernst Kroner designed the Rasmussen Village at 4950 SW Barbur Boulevard, which opened in 1941. At the time of its completion, the *Sunday Oregonian* hailed the apartment complex as part of a new Portland trend of building campus-like multi-family housing units that were private like a home, but provided the amenities and convenience of a traditional apartment structure. The apartments are a good example of Art Deco architecture in the project APE.

Despite this uptick in residential construction, mid-twentieth century commercial development defines the SW Barbur Boulevard corridor. In addition, the construction of I-5 parallel to and south of this roadway in 1961 has solidified the corridor's strong association with transportation between Portland and outlying suburbs and cities to the southwest, a trend that will continue with the construction of the Southwest Corridor Light Rail Project.

TIGARD'S LONG-AWAITED INCORPORATION

This evolution of road infrastructure in the twentieth century had both positive and negative impacts on Tigard. During the nineteenth century, this community relied upon historic wagon roads such as Taylor's Ferry Road, Boones Ferry Road, and Canyon Road to access Portland and other nearby towns. However, as Tigard's population began to increase with the introduction of freight and passenger rail service during the early twentieth century, greater demand was placed on this aging road infrastructure (Marschner 2008). During the 1910s, needed road improvements were initiated when the state constructed SW Capitol Highway along portions of Taylor's Ferry Road and through Tigard's historic downtown area (present-day SW Main Street). To make way for the highway, which was completed in 1916, several older businesses in Tigard's commercial core were forced to relocate (Buan 1999).

In 1927, the state highway department merged SW Capitol Highway with the West Side Highway; this highway later became part of the permanent route for the Pacific Highway West (ODOT 2017a). In 1940, the state realigned the highway northwest of Tigard's downtown area to remove at-grade crossings of the adjacent Southern Pacific Railroad and Oregon Electric Railway corridors (Blaser and O'Brien 2010). This diversion of through traffic from what is now SW Main Street has since helped to preserve historic commercial buildings in downtown Tigard, and created a new commercial thoroughfare along the through highway, which is officially referred to as Pacific Highway West No. 1W and Oregon 99W in ODOT records.

In addition to an increase in commercial activity in Tigard, industry began to flock to the area after the town incorporated in 1961. There was ample open space for development, especially in areas

adjacent to where the Beaverton-Tigard Highway (OR-217) was constructed during the 1960s and completed in its entirety in 1971. As a result of this build-up of road, commercial, and industrial infrastructure, Tigard experienced rapid growth during the mid- to late-twentieth century. In 1950, the town's population was just 2,200 (Sanborn Map & Publishing Company 1950). By 2010, U.S. Census Records documented the town's population at 41,000 (Blaser and O'Brien 2010).

Previous cultural resource studies within the APE are listed in the SHPO's Online Archaeological Geographic Information System (GIS). Nineteen cultural resource studies have been conducted in the project APE. Most of these studies were done in the northern and central portions of the APE and were completed in support of infrastructure projects such as the Portland-Milwaukie Light Rail Project, which constructed the MAX Orange Line from 2011 to 2015. Other studies include ODOT's Iowa Street Viaduct Project that documented historic resources in the project APE (Ruiz and Connolly 2009) and an outdated pedestrian survey of a large portion of SW Barbur Boulevard for the FTV Western Build fiber optic project (Sharp et al. 1998). Table 6-1 provides summary information for each of these studies, and their geographic extent is mapped in Appendix C.

TABLE 6-1. PREVIOUS CULTURAL RESOURCE STUDIES COMPLETED IN THE PROJECT APE

	Trial .	Authors	Work Reported:		
Year	Title		Ped. Survey	Shovel Testing	Monitor- ing
1990	Archaeological Survey of the I-5 at Highway 217/Kruse Way Project, Washington County	Richard D. Cheatham	X	-	-
1992	Cultural Resource Assessment of the Proposed Dartmouth Road Extension, Tigard, Oregon (AINW Report No. 36)	David V. Ellis	X	-	-
1996	Cultural Resources Survey of Four Portland Area Watersheds, Portland, Oregon (AINW Letter Report No. 96-45)	Julie A. Ricks, Laura C. White	X	-	-
1998	Cultural Resources Inventory of the Proposed FTV Western Build, Part 1: Oregon	Nancy D. Sharp, Terri P. Fulton, Philip A. Fulton, Kenneth E. Juell	X	-	-
1999	Supplemental Site Investigations for the FTV Western Build, Oregon	Terri P. Fulton, Philip A. Fulton	-	-	-
2004	Archaeological Survey and Subsurface Testing of the Wall Street Extension Project (AINW Report No. 1300)	R. Todd Baker, David V. Ellis	Х	Х	-

TABLE 6-1, continued

Year	Title	Authors	Work Reported:		
			Ped. Survey	Shovel Testing	Monitor- ing
2007	Portrait from a Privy: A 19th Century Working Class Household Naito Parkway Privy, Portland, Oregon (35MU129)	Chelsea Rose, Christopher L. Ruiz, Tom Connolly, Julie Schablitsky	1	-	-
2008	Portland-Milwaukie Light Rail Project, Archaeological Resources Reconnaissance Study (AINW Report No. 2204)	Jo Reese, Michael J. Boynton	X	-	-
2009	Cultural Resource Survey and Evaluation of the I-5 SW Iowa Street Viaduct Project (MP 298.2), Multnomah County (UOMNCH Report No. 2009-047)	Christopher L. Ruiz, Tom Connolly	Х	Х	-
2010	Archaeological Resources Study of Six 2009 ITS Rural and Urban Improvement Work Areas, Clackamas, Clatsop, Multnomah, and Washington Counties, Oregon	Jessica A. Hale, Aimee A. Finley	Х	-	-
2011	Archaeological Survey for the Portland-Milwaukie Light Rail Project, Multnomah and Clackamas Counties, Oregon, Addendum One: Supplemental Survey Area along Naito Parkway (AINW Report No. 2751)	Andrea Blaser, Michele Punke	Х	-	-
2011	Cultural Resource Survey for the Portland-Milwaukie Light Rail Project, Multnomah and Clackamas Counties, Oregon, Addendum Two: Expanded APE Locations (AINW Report No. 2767)	Andrea Blaser, Cameron Walker, Michele Punke	Х	-	-

TABLE 6-1, continued

Year	Title	Authors	Work Reported:		
			Ped.	Shovel	Monitor-
			Survey	Testing	ing
2014	Archaeological Monitoring and Site Testing for the Construction Phase of the Portland-Milwaukie Light Rail Project, Multnomah and Clackamas Counties, Oregon (AINW Report No. 3330)	Judith A. Chapman, Andrea Blaser, Lucie Tisdale, Nicholas J. Smits, Sarah Jenkins, Jo Reese	-	-	х
2015	Cultural Resource Survey of the SW Wall Street Improvements Project (AINW Report No. 3932)	Ron Adams, Andrea Blaser	Х	-	-
2015	Archaeological Survey of 110 SW Arthur Street, Portland, Multnomah County, Oregon (AINW Report No. 3396)	Nicholas Smits	Х	X	-
2015	Cultural Resource Survey for the Wall Street Industrial Park Project, Tigard, Oregon (AINW Report No. 3559)	Karla Hotze, Elizabeth J. O'Brien, John L. Fagan	Х	Х	-
2017	Pedestrian Survey and Subsurface Reconnaissance of I-5: N. Tigard Interchange-East. Portland Freeway Interchange Section (ODOT Key No. 18836; Museum Report 2017-036)	Paul Baxter	Х	-	-
2017	Cultural Resource Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon (AINW Report No 3869)	Andrea Blaser, Eva Hulse, Judith A. Chapman, Jo Reese, Karla Hotze, Ryan Swanson, Holly Borth	Х	-	-
2018	OR 217: OR 10-99W Southbound Auxiliary Lane, Archaeological Survey (ODOT Key No. 18841, EA: PE002386- 000-J14 Museum Report 2018-056)	Jaime Kennedy	Х	-	-
2019	Ross Island Bridge Crossing: Archaeological Resources Assessment Report	Ross Smith, Rebecca Riggs	X	-	-







Photo 6-1. The NRHP-listed Taylor, Peter & Haehlen, John & Gotlieb House #1 (left), Holt-Saylor-Liberto House (middle), and the Jewish Shelter Home (at right).

PREVIOUSLY DOCUMENTED HISTORIC RESOURCES

To identify previously documented historic resources in the APE, AINW conducted a search of the Oregon Historic Sites Database. Records from the City of Portland Historic Resource Inventory (HRI) (completed in 1984) were checked by AINW, as were the City of Portland Historic Landmarks list and other local government heritage lists and zoning overlays.

This search identified 129 previously recorded historic resources in the project APE.¹ Of these 129 resources, 93 are contributing or non-contributing resources to the South Portland Historic District. The district is listed in the NRHP under Criteria A and C; its significance is derived from its history as a gateway neighborhood for ethnic groups (particularly Jewish and Italian immigrants) arriving in Portland during the late nineteenth and early twentieth centuries, in addition to its collection of Victorian-era dwellings (Harrison et al. 1997).

The South Portland Historic District is roughly bounded by SW Arthur Street to the north, SW Pennoyer Street to the south, SW Hood Avenue to the east, and SW Barbur Boulevard to the west. The APE overlaps a large portion of the historic district boundary; the district is both within the Preferred Alternative and the Ross Island Bridgehead Reconfiguration.

In addition to the South Portland Historic District, there are five other properties in the APE that are listed in the NRHP (Photo 6-1). Two are in the Ross Island Bridgehead Reconfiguration area of the APE, and the other three are located within the Preferred Alternative for the light rail alignment.

• Halprin Open Space Sequence. This non-contiguous historic district is crossed by the northern extent of the APE at SW Naito Parkway. The district encompasses four parks and a system of pedestrian malls that were designed by noted Pacific Northwest landscape architect Lawrence Halprin and constructed from 1966 to 1970 (Tess 2012). The district is listed in the NRHP under Criteria A and C, and meets Criteria Consideration G for properties that are listed when they are less than 50 years in age.

Resources that were originally documented as two separate buildings but are now considered to be one resource (i.e. 3325 SW Water Avenue, 3334 SW Water Avenue, and Lair Hill Park in Portland) were counted as one previously documented resource. In addition, this total does not include ranked bridges from Oregon's Historic Bridge Field Guide (Burrow et al. 2013) unless they have been formally documented or evaluated for NRHP eligibility.

- Taylor, Peter & Haehlen, John & Gotlieb House #1 (2806 SW 1st Avenue). This house is individually listed in the NRHP (Newville 1983), contributes to the eligibility of the South Portland Historic District (Harrison et al. 1997), and is a City of Portland Historic Landmark. Peter Taylor completed this Italianate-design house in 1882. Taylor was a founder of the Willamette Iron Works, which became a major producer of Portland's once famous cast iron building facades. The house is located within the Ross Island Bridgehead Reconfiguration area.
- Neighborhood House (3030 SW 2nd Avenue). This building is individually listed in the NRHP, contributes to the South Portland Historic District, and is a City of Portland Historic Landmark. Designed in the Georgian Revival style by the noted architect A.E. Doyle, the building was built in 1910 by the Portland Section of the National Council of Jewish Women and functioned as a community space (Barton 1979). The building, which is located in the Preferred Alternative, now operates as the Cedarwood Waldorf School.
- Holt-Saylor-Liberto House (3625 SW Condor Avenue, Portland). This Queen Anne house was listed in the NRHP in 1978 and is a City of Portland Historic Landmark (Hutton 1976). William Holt, a Presbyterian missionary to China, completed the house in 1888. A year later, Dr. William Saylor and his wife Carrie purchased the house. The Saylors resided there until 1911, when Carrie sold the house to Italian contractor Antonio Liberto. The Liberto family purchased five adjacent properties and created a communal space known as "Little Italy" with the Holt-Saylor-Liberto House as its anchor (Hutton 1976). These houses shared a vineyard, a wine vat, and a bread house. This house is located within the Preferred Alternative.
- Jewish Shelter Home (4133 SW Corbett Avenue, Portland). U.S. Marshall Elmer Colwell completed this house in 1902 as a private residence. From 1919 to 1937 it operated as a shelter home for Jewish children (McCabe 1983). The home and its volunteers assisted children in times of need; this help ranged from short-term relief for struggling or ill parents to assistance with adoption for orphaned or abandoned children. Prominent individuals of Portland's Jewish community who generously supported the shelter home and its mission included Jeanette Hirsh Meier, wife of Meier & Frank founder Aaron Meier. The shelter home was one of eight agencies of the Federated Jewish Societies of Portland, and was later merged with the Jewish Service Association in 1947. The house was listed in the NRHP in 1984 and is a City of Portland Historic Landmark (McCabe 1983). It is located in the Preferred Alternative.

Other previously documented resources within the APE include more modern buildings associated with the South Auditorium Urban Renewal Project, such as the IBM Building at 2000 SW 1st Avenue and the Boy Scouts of America building at 2145 SW Naito Parkway. Several historic parks also overlap the APE including Terwilliger Parkway, Lair Hill Park, and George Himes Park. Transportation-related resources include structures such as the Ross Island Bridge and historic motels located on SW Barbur Boulevard, including the Capitol Hill Motel. The only previously documented resource in the APE that is not located in Portland is the Tigard Branch of the Southern Pacific Railroad; it is located at the far southwestern extent of the APE near downtown Tigard.

Previously documented resources in the APE are listed in Table 6-2. An AINW survey number is provided for each resource; this number marks the resource location on maps attached in Appendix A and is used to identify each resource in the historic resource summary table in Appendix B. The reported

name and NRHP status of each historic resource reflect up-to-date information on-file at the Oregon SHPO. Only those resources of the South Portland Historic District that have also been individually documented or evaluated for NRHP eligibility are included in Table 6-2; a comprehensive accounting of contributing and non-contributing resources of the South Portland Historic District that are within the project APE is in Appendix B of this report.

Several historic resources included in Table 6-2 were documented in 1984 for the City of Portland's HRI. The HRI ranked resources to provide an indication of their eligibility for listing in the NRHP at that time. Rank I and Rank II resources are likely eligible for listing in the NRHP as individual resources. Rank III resources have the potential to be eligible for listing in the NRHP as a contributing resource of a historic district. "No Rank" resources are considered less likely to be eligible for listing in the NRHP.

TABLE 6-2. PREVIOUSLY RECORDED HISTORIC RESOURCES IN THE APE

Survey No.	Address	Name	NRHP Status/ Recommendation	City of Portland HRI Rank	
2	2000 SW 5th Avenue, Portland		Not Eligible/Out of Period (2007); Eligible/Contributing (2020 – PSU RLS)		
8	Portland	Terwilliger Parkway	Eligible/Significant (1985, 2006)	Rank I	
9	2525 SW 3rd Avenue, Portland	Marquam Plaza	Eligible/Contributing (2011 - Portland Central City Modern Resources RLS 1945-1985)		
14	3225 SW Barbur Boulevard, Portland	Congregation Ahavath Achim Synagogue		Rank III	
25	3935 SW Corbett Avenue, Portland			Rank III	
41	3625 SW Condor Avenue, Portland	Holy-Saylor-Liberto House	Listed in NRHP (1978)	City of Portland Landmark	
71	4133 SW Corbett Avenue, Portland	Jewish Shelter Home Listed in NRHP (1984)		City of Portland Landmark	
72	4145 SW Corbett Avenue, Portland			Rank III	
103	Portland	George Himes Park (Fulton Park)	Eligible/Significant (2006 – Portland Parks Intensive Level Survey)	Rank III	
110	Portland	South Portland Historic District	Listed in NRHP (1998)	1	
114	3037 SW 2nd Avenue, Portland	Lair Hill Park (Multnomah County Hospital Nurses' Quarters; South Portland [Carnegie] Library)	Documented as Two Contributing Resources, South Portland Historic District (1998)	Rank III (Nurses' Quarters - Rank III; Carnegie Library - Rank II)	

TABLE 6-2, continued

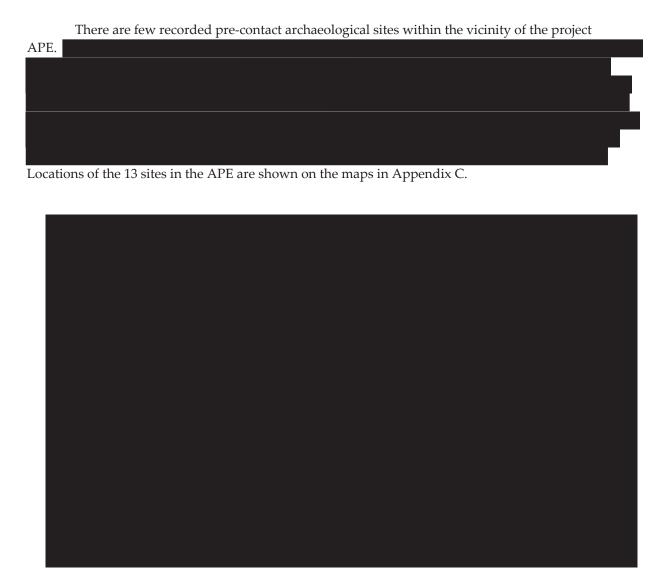
Survey No.	Address	Name	NRHP Status/ Recommendation	City of Portland HRI Rank
145	8715 SW Barbur Boulevard, Portland	Budget Lodge (Frontier Motel)		No Rank
221	8414 SW Barbur Boulevard, Portland	Multnomah Bank		No Rank
271	9110 SW Barbur Boulevard, Portland	Capitol Hill Motel	Eligible/Contributing (1998)	
290	10531 SW Capitol Highway, Portland	Edwin Markham Elementary School (Markham School)	Eligible/Significant (2009 – Portland Public Schools Historic Building Assessment)	
329	68 SW Miles Street, Portland	Fulton Park		Fulton Park School, Rank II
381	7940 SW Hunziker Road, Tigard		Not Eligible/Non-Contributing (2017)	
394	Tigard	Southern Pacific Railroad, Tigard Branch	Eligible/Contributing (2010)	
487	7920 SW Hunziker Road, Tigard		Not Eligible/Non-Contributing (2017)	
B518	2000 SW 1st Avenue, Portland	IBM Building	Eligible/Contributing (2009, 2012)	No Rank
B520	2145 SW Naito Parkway, Portland	Boy Scouts of America (Columbia River Council Boy Scouts of America Service Center)		No Rank
B524	049 SW Porter Street, Portland	National University of Natural Medicine Academic Building (Failing, Josiah, School)		Rank II
B536	2501 SW 1st Avenue, Portland	Marquam Building	Eligible/Contributing (2011 - Portland Central City Modern Resources RLS 1945-1985)	
B537	2737 SW 1st Avenue, Portland	Mayor Riley House	Contributing Resource, South Portland Historic District (1998)	Rank II
B547	2806 SW 1st Avenue, Portland	Taylor, Peter & Haehlen, John & Gotlieb House #1	Listed in NRHP (1984); Contributing Resource, South Portland Historic District (1998)	City of Portland Historic Landmark
B563	018 SW Grover Street, Portland	Robertson House	Contributing Resource, South Portland Historic District (1998)	Rank III
B565	025 SW Gibbs Street, Portland	Drake, John M. & Angeline, House	Contributing Resource, South Portland Historic District (1998)	Rank III

TABLE 6-2, continued

Survey No.	Address	NRHP Status/ Recommendation		City of Portland HRI Rank
B567	3325 SW Water Avenue, Portland	Klump, William, House #1 and #2	Documented as Two Contributing Resources, South Portland Historic District (1998)	Rank III
B575	3417 SW Naito Parkway, Portland	Foulkes, Robert, House	Contributing Resource, South Portland Historic District (1998)	Rank III
B576	16 SW Whitaker Street, Portland	' I Foulkes Laura House #2 South Portland Historic District		Rank III
B577	14 SW Whitaker Street, Portland	Foulkes, Laura, House #1	Contributing Resource, South Portland Historic District (1998)	Rank III
B578	3405 SW Naito Parkway, Portland	Long, H. R. and S. E., House	Contributing Resource, South Portland Historic District (1998)	Rank III
B586	31111 SW 1ct Avonijo		Contributing Resource, South Portland Historic District (1998)	Rank II
B587	3204 SW Corbett Avenue, Portland	Heubner, Julius, House	Contributing Resource, South Portland Historic District (1998)	Rank III
B595	Portland	Ross Island Bridge	Determined Eligible (1985)	Rank III
B619	Portland	Halprin Open Space Sequence	Listed in NRHP (2013)	

PREVIOUSLY DOCUMENTED ARCHAEOLOGICAL RESOURCES

A majority of previously recorded archaeological sites within and surrounding the project date to the historic period. Sites within and surrounding the northern portion of the project APE reflect the urban environment of South Portland, and include remnants of trolley and railroad infrastructure, foundations, privies, brick-lined cesspools, and assorted debris scatters. Historic-period sites in the southern portion of the project APE primarily consist of the remains of structures and associated debris scatters.





7. FIELD INVESTIGATIONS FOR HISTORIC RESOURCES

METHODOLOGY

Historic properties are cultural resources that are listed in or are eligible for listing in the NRHP. To facilitate an assessment of the Southwest Corridor Light Rail Project's potential effects on historic properties of the built environment, AINW has identified previously documented historic built features of the APE and has completed field investigations to identify historic resources. For the purpose of this survey, "historic resources" are defined as buildings, structures, sites, objects, and districts that were constructed in or before 1975 (i.e., at least 45 years ago). Although historic resources must generally be 50 years in age or older to meet minimum eligibility criteria for listing in the NRHP, using this lower age threshold allows for an assessment of potential impacts on historic resources that will reach 50 years of age during project planning and construction phases. An exception to this minimum age requirement was made for younger features of the built environment that appeared to have potential to be locally significant.

To identify previously documented historic resources in the APE, AINW searched the SHPO Historic Sites Database; checked the City of Portland HRI and Landmarks list; and reviewed similar lists and historic resource overlay districts that Multnomah County, Washington County, and the cities of Tigard and Tualatin maintain. As discussed in the "Previous Cultural Resource Studies" chapter of this report, these searches identified 129 previously documented historic resources. Six of these resources are listed in the NRHP.

Field investigations to identify historic resources in the APE were directed by Senior Architectural Historian/Historian Andrea Blaser, M.S. Andrea also assisted Architectural Historians Samantha Gordon, M.S., Allison Geary, B.A., and Holly Borth, M.S., in conducting the survey. Andrea, Samantha, and Holly meet the Secretary of the Interior's Professional Qualifications Standards in the fields of Architectural History and History. The field investigations were accomplished over a three-year period, between 2017 and 2020, in support of the project's Draft Environmental Impact Statement (DEIS) and FEIS. In addition to the historic resources documented in the APE, another 98 were documented along project alternatives to assist with development of the Preferred Alternative for the light rail alignment.

AINW staff completed the survey of the APE for historic resources using an online application developed by Parametrix Planner/GIS Analyst Josh Ahmann. His application allowed AINW architectural historians to electronically input information pertaining to historic buildings, structures, objects, sites, and districts into preselected data fields, and to have this data and accompanying photographs be tied to a mapped location, usually a building's land parcel. Mr. Ahmann imported county tax assessor information to populate addresses, tax parcel numbers, and dates of construction for historic resources. For those features of the built environment that have no publicly available build date on-file with a county tax assessor, AINW performed a field check and historical research to determine whether the feature was of historic-period (built in or before 1975) or modern construction.

The AINW staff also conducted additional research to identify historic resources that are not accounted for in county tax assessor records. For instance, a review of current ODOT and Portland

Bureau of Transportation (PBOT) bridge inventories and Oregon's Historic Bridge Field Guide were completed to identify all historical bridges in the APE (Burrow et al. 2013; ODOT 2017b; PBOT 2015). The staff also identified several parks and transportation-related resources and added them to the historic resource survey application. Once the staff had completed the survey of the APE, they checked all of the parcels that had no identified historic resources to ensure that extant built features were indeed of modern construction.

Resources in the Preferred Alternative and Ross Island Bridgehead Reconfiguration that were recommended by AINW as being eligible for listing in the NRHP based on preliminary observations were then subjected to intensive-level documentation using Oregon Section 106 Documentation Forms. Each form includes a Determination of Eligibility that details the period of significance, historic property boundary, and character-defining features of the property, and provides a Finding of Effect that assesses the potential for the project to adversely affect the property.

RESULTS

There are 619 historic resources in the project APE. Each resource has an AINW survey number that corresponds to the map set attached in Appendix A. Historic resources within the portion of the APE where effects are anticipated from the Preferred Alternative were assigned numbers first, followed by those historic resources located in the portion of the APE where the Ross Island Bridgehead Reconfiguration is planned. Historic resources in the Ross Island Bridgehead Reconfiguration are denoted with a "B" before the survey number.

The AINW survey number has also been used to order a table in Appendix B that identifies each resource location and its name (or names), that provides reconnaissance-level information pertaining to physical features and historical integrity, and that presents an NRHP eligibility recommendation and a representative photograph. Those historic resources that were previously reported by AINW in a cultural resource survey report done in support of the project's DEIS (Blaser et al. 2017) are shaded, while those resources that were documented in support of the FEIS are not. NRHP eligibility recommendations fall into one of the four categories below, following Oregon SHPO guidelines (SHPO 2011).

- Eligible/Significant: A resource that is over 45 years old, retains historic physical materials, and/or design and architectural features, and appears to be of a notable architectural style, architect-designed, or associated with significant events or persons. Resources that are categorized as Eligible/Significant are usually listed in the NRHP or have been determined eligible for listing in the NRHP.
- Eligible/Contributing: A resource that is over 45 years old and retains historic physical materials and/or design and architectural features.
- **Not Eligible/Non-Contributing:** A resource over 45 years old and that does not retain historic physical materials and/or design or architectural features.
- Not Eligible/Out of Period: A resource that is not yet 45 years old or older.

There are 79 historic properties in the APE that are listed in the NRHP or are individually eligible for listing in the NRHP (Table 7-1). An additional 79 historic resources contribute to the significance of the South Portland Historic District, which is listed in the NRHP. A majority of the historic properties in the APE are concentrated in Segment A of the Preferred Alternative, followed by Segment B and the Ross Island Bridgehead Reconfiguration. The remaining 474 historic resources identified in the project APE do not meet minimum eligibility requirements for listing in the NRHP.

Table 7-1 provides a summary of the distribution of historic resources in the APE. If a resource overlaps two or more project elements, the resource has been counted with the element that comes first in Table 7-1. For instance, SW Barbur Boulevard was documented as a historic resource (No. 140) for the project; it is located in both Segment A and Segment B of the Preferred Alternative, but is counted as a resource in Segment A that is not eligible for listing in the NRHP. Likewise, the South Portland Historic District (No. 110) is counted as a NRHP-listed historic resource in Segment A of the Preferred Alternative, but it is also overlapped by the footprint of the Ross Island Bridgehead Reconfiguration. This organizational approach reflects the project's focus on constructing light rail trackway, stations, and park and ride facilities of the Preferred Alternative.

TABLE 7-1. HISTORIC RESOURCES OF THE APE

	Historic Resources Identified					
Project Element	NRHP-Listed or Eligible	Contributes to Listed District	Not Eligible for NRHP	Total		
Light Rail Preferred Alternative						
Segment A	41	23	115	179		
Marquam Hill Connection	1	0	0	1		
Segment B	21	0	184	205		
PCC-Sylvania Shuttle	0	0	25	25		
Segment C	4	0	98	102		
Hunziker O&M Facility	0	0	4	4		
Subtotal	67	23	426	516		
Related Transportation Improvement Options						
Ross Island Bridgehead Reconfiguration	12	56	35	103		
Station Access Improvements	0	0	0	0		
Subtotal	12	56	35	103		
Full Project						
Total Historic Resources	79	79	461	619		



Photo 7-1. The South Portland Library in Lair Hill Park (No. 114). The view is facing southwest.

Preferred Alternative - Segment A (Inner Portland)

There are 179 historic resources in this section of the APE, 64 of which are listed in the NRHP, are eligible for individual listing in the NRHP, or contribute to the NRHP-listed South Portland Historic District (No. 110). The South Portland Historic District, which overlaps both Segment A of the Preferred Alternative and the Ross Island Bridgehead Reconfiguration, was listed in the NRHP in 1998. In addition to the district's historical significance under Criterion C as a good collection of Victorian Era buildings, the district is significant under Criterion A for its association with the settlement history of distinct ethnic groups in Portland.

Buildings within the district and Segment A that share an association with South Portland's immigrant history include the South Portland Library at Lair Hill Park (No. 114) and the Neighborhood House (No. 505), which is individually listed in the NRHP. Using Carnegie Corporation funds, the City of Portland constructed the South Portland Library in 1921 to replace the neighborhood's aging library. This branch library provided a refuge for immigrant children, as its collections included books in Yiddish, German, and Italian that were relocated from the library's former location (Leflar 2007; *The Sunday Oregonian* 1921). The building is now an office used by the Portland Parks & Recreation department (Photo 7-1). The Neighborhood House, now the Cedarwood Waldorf School at 3030 SW 2nd Avenue, was constructed in 1910. The building was commissioned by the National Council of Jewish Women, and functioned as a community space (Barton 1979). The Georgian Revival design is the work of noted Pacific Northwest architect A.E. Doyle.

There are several other buildings within the immediate vicinity of the historic district that also convey the area's immigrant history. Two representative examples are the Congregation Ahavath Achim

Synagogue at 3225 SW Barbur Boulevard (No. 14) and the NRHP-listed Jewish Shelter Home at 4133 SW Corbett Avenue (No. 71). The Congregation Ahavath Achim Synagogue, which dates from 1965, features a Post Modern design by Church & Shiels and John Storrs. The Jewish Shelter Home is a Colonial Revival design from 1902; it is one of four historic properties in Segment A that are listed in the NRHP. Another individually listed house in this area, the Holt-Saylor-Liberto House (No. 41), has a history of communal use by an Italian family during the twentieth century. This house, which dates from 1888, is a good example of the Queen Anne style.

The South Auditorium Urban Renewal project of the 1960s demolished acres of historic buildings in South Portland, many of which had direct associations with the area's immigrant history. The commercial buildings erected in their place are now themselves historic, and several in the APE are eligible for listing in the NRHP. Three examples in Segment A are the Farley Building (No. 1), now known as Duniway Plaza, which was completed in 1967 at 2400 SW 4th Avenue from a design by the firm Fletcher and Finch; and Marquam Plaza (No. 9) and Marquam II (No. 506), located at 2525 and 2611 SW 3rd Avenue, both of which were designed by architect Robert Koch (Photo 7-2). Marquam Plaza was constructed in 1965 while the adjacent Marquam II was constructed in 1970.

These distinctive buildings, and others like them both within and outside of the APE, have a strong association with patterns of events related to urban renewal activities in Portland in the 1960s. There is a potential for a South Auditorium Urban Renewal Historic District to be present in South Portland that may overlap the project APE. However, given how far this potential district might extend outside of the project APE and the project's limited effect on associated buildings (no adverse effects have been identified), the district has not been fully inventoried or evaluated for eligibility to be listed in the NRHP.



Photo 7-2. Marquam II (left) and Marquam Plaza (right) as viewed towards the northwest from SW 3rd Avenue.

Historically significant parks in Segment A include Duniway Park (No. 102), Lair Hill Park (No. 114), and George Himes Park (No. 103). Duniway Park was establihsed in 1918, after South Portland residents banded together to advocate for better conditions and services for area children. The park was created by infilling Marquam Gulch, an area in which children often played but that was also used as a refuse disposal site (*The Morning Oregonian* 1916). Lair Hill Park was created at the former estate of William Lair Hill (editor of *The Oregonian* newspaper) and Charles E. Smith, president and founder of the Smith & Watson Iron Works (Harrison et al. 1997; Nash 2018; Ritz 2002:235-236; *The Morning Oregonian* 1912). Smith deeded the property to Multnomah County, and his lavish former residence was used as a hospital until the county decided to develop a new hospital site to the west on Marquam Hill (present-day OHSU) (*The Morning Oregonian* 1912). The property was then transferred to the City of Portland in 1927 for use as a park (*The Morning Oregonian* 1927). The land for George Himes Park, which is located south of SW Capitol Highway and west of SW Barbur Boulevard, was donated to the City of Portland in 1903 by Charles Ladd, Henry Pittock, and S. B. Lombard.

Near the south end of Segment A the built environment has been greatly influenced by the construction of SW Barbur Boulevard (No. 140) during the early 1930s along the former alignment of a Southern Pacific Railroad line. The completion of this roadway brought with it an increase in commercial development and road-related infrastructure, such as the SW Newbury Street Viaduct (No. 100) (see Photo 7-3) and the SW Vermont Street Viaduct (No. 101). These timber and concrete composite bridges date from 1934, and are Category II Bridges in Oregon's Historic Bridge Field Guide (Burrow et al. 2013). Both structures are eligible for listing in the NRHP, and will be removed to facilitate construction of new crossing structures for the light rail line. SW Barbur Boulevard is not eligible for listing in the NRHP as it has been modified since its construction, and no longer retains many aspects of its historical integrity.



Photo 7-3. The SW Newbury Street Viaduct is located south of the intersection of SW Barbur Boulevard and SW Capitol Highway. It is one of two similarly designed viaducts situated on SW Barbur Boulevard that the Southwest Corridor Light Rail project will replace. The view is facing southeast.

Preferred Alternative – Marquam Hill Connection

The Marquam Hill Connection, an inclined elevator that will provide a pedestrian connection between the light rail line on SW Barbur Boulevard and OHSU on Marquam Hill to the west, will cross through Terwilliger Parkway (No. 8). The connection will also be built at the location of the Congregation Ahavath Achim Synagogue, which has been counted as an NRHP-eligible property of Segment A since it is directly adjacent to the proposed light rail alignment.

Terwilliger Parkway is one of several parks that the Olmsted Brothers landscape firm envisaged in a 1903 report to the Portland's Park Board (Hawkins 2014; Olmsted and Olmsted 1903). The firm approached the parkway as an avenue that would "preserve some of the characteristic hill landscape west of the city, and afford fine views of the snowy peaks." The parkway, which was dedicated in 1912, is on land that the heirs of James Terwilliger donated for its construction (Hawkins 2014). Additional information on Terwilliger Parkway, which is eligible for listing in the NRHP and will be affected by project construction, can be found in the Affected Environment chapter of this report.

Preferred Alternative - Segment B (Outer Portland)

Of the 205 historic resources that AINW identified in Segment B of the APE, only 21 (or 10%) are eligible for listing in the NRHP. One of these resources, the Richard Sundeleaf-designed Markham Elementary School at 10531 SW Capitol Highway (No. 290), was determined eligible for listing in the NRHP in 2009. Segment B is defined by a mixture of residential and commercial development that has largely taken place since the completion of SW Barbur Boulevard in the 1930s. Several historic properties within this section of the APE share an association with the development of SW Barbur Boulevard as a major transportation thoroughfare during the mid-twentieth century.

One of the more representative resources of this history of development along SW Barbur Boulevard is the Burlingame Fred Meyer Sign (No. 330) (see Photo 7-4). The Burlingame Fred Meyer Store (No. 155) was the subject of a recent remodel and no longer reflects its historical appearance. Yet, its original neon advertising sign remains intact as a reminder of the store's long history at SW Barbur Boulevard. Notable advertising signs also remain at the Capitol Hill Motel at 9110 SW Barbur Boulevard (No. 271), a motel constructed in 1940. Capitol Hill Motel is a good example of mid-twentieth century roadside architecture of SW Barbur Boulevard, and is eligible for listing in the NRHP.

Another example of this roadside history is the Original Pancake House at 8601 SW 24th Avenue (No. 228). The building was constructed in 1942 as a house, and it first operated as the "Pancake House" restaurant in 1953. The restaurant has gone on to achieve international acclaim, and is associated with the history of Portland's rapidly evolving restaurant industry.



Photo 7-4. The Burlingame Fred Meyer Sign on SW Barbur Boulevard.

Preferred Alternative – PCC-Sylvania Shuttle

Near Portland's western boundary with Tigard, SW 53rd Avenue will be improved to facilitate shuttle service between a park and ride station at SW Barbur Boulevard to the north and the PCC-Sylvania campus to the south. AINW staff documented 25 single-family houses along the shuttle service route, all of which are not eligible for listing in the NRHP. The buildings in this area are predominately Ranch and Minimal Traditional houses constructed between the late 1940s though the mid-1970s; most have been modernized through the replacement of original windows and siding. Looking at the larger area in which these houses are situated, no potential for a historic district was identified; the individual historic resources have poor integrity, and there is no overarching theme or narrative that provides a significant historic context for the area as a whole.

Preferred Alternative - Segment C (Tigard and Tualatin)

There are 102 historic resources in Segment C of the APE, of which four are eligible for listing in the NRHP. There are no NRHP-listed resources in this segment of the project.

Just one of the NRHP-eligible resources in Segment C, the Tigard Branch of the Southern Pacific Railroad (No. 394), is associated with Tigard's early history of development. It was completed circa 1910 and was purchased by Southern Pacific in 1912 for incorporation into the company's "red electric" interurban railway network (Austin and Dill 1987). The railroad has been previously determined eligible for listing in the NRHP. One of the other four NRHP-eligible properties in Segment C, Fought & Company (No. 390), is located adjacent to the railroad. Fought & Company is a producer of fabricated steel components, and moved to its Tigard location from Swan Island in 1962.

The other NRHP-eligible properties in Segment C are located closer to Pacific Highway (99W) in Tigard. Both properties embody distinctive characteristics of a type and period of construction, particularly the Oregon Education Association at 6900 SW Atlanta Street (No. 461). Constructed in 1968 from a design by Broome, Selig & Oringdulph (now Bora), the building is a good local example of a building that blends the Northwest Regional style with Brutalism.

The remaining resources of Segment C are a mixture of 1970s commercial buildings, mid-twentieth century industrial facilities, and single family residences dating from the early- to mid-twentieth century that are not eligible for listing in the NRHP. Most of these resources do not meet minimum eligible requirements for listing in the NRHP due to modifications that have diminished multiple aspects of historical integrity.

Preferred Alternative - Hunziker O&M Facility

There are four historic resources located within the footprint of the proposed Hunziker O&M Facility. These resources are historic-period industrial facilities that have utilitarian designs and have been modified over time to meet manufacturing and storage demands. None of the resources have a significant historical association with manufacturing activity in Tigard that is still conveyed with the aspects of integrity that remain intact. The four historic resources in this section of the APE are not eligible for listing in the NRHP.







Photo 7-5. Queen Anne houses in the Ross Island Bridgehead Reconfiguration area. From left to right: the Foulkes, Laura, House #1 at 14 SW Whitaker Street; Robertson, John, House at 018 SW Grover Street; Drake, John M. & Angeline, House at 025 SW Gibbs Street.

Related Transportation Improvements - Ross Island Bridgehead Reconfiguration

Reconfiguration of the Ross Island Bridgehead would take place in the northeastern section of the APE. This area and its built environment have many similarities to Segment A of the Preferred Alternative. This is due, in part, to the overlap of the South Portland Historic District with both Segment A and the Ross Island Bridgehead Reconfiguration. Of the 103 historic resources in the Ross Island Bridgehead Reconfiguration area, 56 (54%) contribute to the historic district.

The South Portland Historic District is defined by Victorian Era houses built in the 1880s and 1890s, many of which were completed in the Queen Anne style. Good examples of Queen Anne houses in the Ross Island Bridgehead Reconfiguration area include the Foulkes, Laura, Houses #1 and #2 at 14 and 16 SW Whitaker Street (Nos. B576 and B577), the Robertson, John, House at 018 SW Grover Street (No. B563), and the Drake, John M. & Angeline, House at 025 SW Gibbs Street (No. B565) (Photo 7-5).

The historic urban context of this area is also exemplified through multi-family residential buildings that continue to serve that function today. Good examples of multi-family dwellings include a 1908 Colonial Revival building at 3317-3319 SW Water Avenue (No. B566), an 1897 Queen Anne building at 3325 SW Water Avenue (No. B567), and a 1909 Italianate/Colonial Revival building at 031-037 SW Whitaker Street (No. B568).

Italianate stylistic influences were observed throughout this area, but they were generally mixed with other Victorian-era architectural styles, predominately the Queen Anne style. The most notable example of an Italianate house in the South Portland Historic District is the Taylor, Peter & Haehlen, John & Gotlieb House #1 (No. B547), which contributes to the significance of the historic district and is also individually listed in the NRHP (it is therefore counted with the NRHP-listed and eligible resources in Table 7-1). It dates from 1882, and is located at the intersection of SW Meade Street and SW 1st Avenue.

Similar to Segment A of the Preferred Alternative, there are buildings in the Ross Island Bridgehead Reconfiguration area that have a strong association with immigrant history in South

Portland, and are outside of the South Portland Historic District. One example is the former Helen Kelly Manley Community Center at 2828 SW Naito Parkway (No. B542). Also referred to as the South Portland Settlement Center, the building was constructed in 1929 as a Methodist mission and community space, and became a popular gathering place for Italian immigrants living in the South Portland area (*The Morning Oregonian* 1929). The National University of Natural Medicine now uses the building as an administration building (see Photo 7-6) (Leflar 2007). The building is one of the 12 individually listed or NRHP-eligible historic properties in this section of the APE.



Photo 7-6. The Helen Kelly Manley Community Center at 2828 SW Naito Parkway is now an administration building for the National University of Natural Medicine.

Buildings associated with the South Auditorium Urban Renewal project are also located in the Ross Island Bridgehead Reconfiguration area. They include the Addressograph-Multigraph Building at 2510 SW 1st Avenue (No. B535), which was constructed in the urban renewal area in 1964, and Paul Kirk's IBM Building, which was constructed in 1965 at 2000 SW 1st Avenue (No. B518). The NRHP-listed Haplrin Open Space Sequence (No. B619) was completed within the urban renewal area between 1966 and 1970, and overlaps the APE at SW Naito Parkway. This non-contiguous historic district of parks and pedestrian plazas was designed by noted Pacific Northwest landscape architect Lawrence Halprin, and is considered to be one of his best works (Tess 2012).

There are several transportation-related resources located within the Ross Island Bridgehead Reconfiguration area, most notably the Gustav Lindenthal-designed Ross Island Bridge (B595). The bridge, which was completed in 1926, was determined eligible for listing in the NRHP in 1985 as part of a thematic grouping of Historic Highway Bridges of Oregon (National Park Service 1985).

Related Transportation Improvements – Station Access Improvements

Station Access Improvements that overlap other project elements have been surveyed for historic resources, and the results of the survey have been reported with the corresponding project element. Additional survey is recommended for Station Access Improvements if they will extend beyond existing rights of way or have potential to have an effect on historic properties.

8. FIELD INVESTIGATIONS FOR ARCHAEOLOGICAL RESOURCES

To assess the Southwest Corridor Light Rail Project's potential effects on archaeological resources, AINW has gathered information on previously sdocumented archaeological sites and field surveys within the APE by searching the SHPO's Online Archaeological GIS. To develop management recommendations for archaeological resources that may be discovered within the APE over the course of this project, AINW has defined HPAs for archaeological sites based on historic records, a field reconnaissance of the APE, and an analysis of intact landforms (Table 8-1). The majority of the project APE is developed and paved, which limits opportunities for archaeological survey in advance of construction. AINW conducted pedestrian surveys and shovel testing at selected locations within the project APE from 2017 through 2020 in order to identify archaeological resources (Appendices C and E). Additional archaeological survey and monitoring efforts will target those HPAs that intersect the Preferred Alternative alignment and related Transportation Improvement Options (in Appendix D).



HIGH PROBABILITY AREAS

Identification Methodology

Archaeologists from AINW based their identification of areas where archaeological resources might be present on observation of existing conditions, interpretation of past environmental and landscape conditions, review of previously identified archaeological resources, and review of historical maps and records. Significant pre-contact archaeological resources within the project APE would be located on relatively level terrain, especially in proximity to springs, ponds, streams, or seasonal drainages. AINW also placed pre-contact HPAs where the SHPO database records the locations of former Native American camps or villages. AINW identified pre-contact HPAs using LiDAR elevation data to identify areas with raw land on landforms that have not been heavily cut or filled (Oregon DOGAMI 2020).

Significant historic-period archaeological resources within the project APE would likely be located near the homesteads of early settlers, along transportation corridors, and in early commercial and residential areas that developed into modern towns and cities. The following maps were examined to identify historic HPAs within the project APE.









Most of the Southwest Corridor Light Rail Project alignment is heavily developed and urbanized. For example, much of Southwest Portland within the northern end of the project APE; large portions of SW Barbur Boulevard near the center of the project APE; and commercial and industrial development in Tigard at the southern end of the project APE are almost completely paved by highways, streets, sidewalks, parking lots, and buildings. In those areas, most of the project impacts will remain within previously developed areas. Some areas, however, have seen minimal development, including yards around houses in neighborhoods, park lands, areas around creeks and ponds,

HPAs that are capped by pavement, buildings, or other such surface covering are recommended for monitoring. For those HPAs that have incurred modern development, if the depth of proposed construction impact is less than the estimated average depth of disturbance by modern development, then those HPAs may be deleted or reduced, because they would be very unlikely to retain intact archaeological deposits. Portions of HPAs where raw land can be inspected in advance of construction are noted with recommendations for further work.









Results of HPA Background Research

AINW has identified twenty HPAs (HPA-1 through HPA-7, HPA-9 through HPA-12, HPA-14, HPA-16, HPA-17, HPA-19 through HPA-21, and HPA-26 through HPA-28) in the Southwest Corridor Light Rail Project (see Appendix D). Some HPAs identified for the DEIS were excluded from the FEIS APE, leading to gaps in the numbering sequence. A summary of the particular attributes leading to the designation of an area as having a high probability for archaeological resources, and the recommended archaeological assessment methods for each HPA are presented below. AINW further designated portions of HPAs with raw land (accessible native ground surface) as surveyable areas; some of these surveyable areas remain to be surveyed after access has been allowed, and some have been surveyed. As noted in the prior section, *portions of HPAs where raw land can be inspected in advance of construction*, *but that have not yet been allowed, are noted with recommendations for further work*.

Surveyed areas within the HPAs are shown on the maps in Appendix C. Surveyable areas are described under their respective HPAs. Archaeological survey was recommended at 11 HPAs (HPA-2, HPA-3, HPA-4, HPA-5, HPA-10, HPA-14, HPA-16, HPA-17, HPA-19, HPA-21, and HPA-26) and AINW conducted a preliminary pedestrian survey at ten of those HPAs (HPA-2, HPA-3, HPA-4, HPA-5, HPA-10, HPA-14, HPA-16, HPA-19, HPA-21, and HPA-26). The results of the pedestrian survey are described in the following section; areas surveyed by AINW are shown on the maps in Appendix C.

HPA-1



Management recommendations

• Targeted archaeological monitoring; and document railroad tracks if they are exposed during construction.





 Targeted archaeological monitoring; and document railroad tracks if they are exposed during construction. Conduct archaeological subsurface probes (shovel testing, augering, and backhoe trenching) at
 Monitoring may be recommended during construction in

the vicinity of





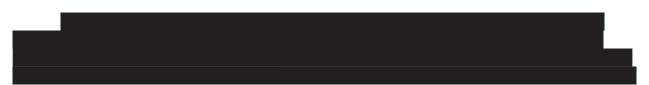






 Pedestrian survey, shovel testing, and augering on undeveloped land; targeted archaeological monitoring; and document railroad tracks if they are exposed during construction.











• Pedestrian survey along surveyable areas where land owners have not yet granted access; shovel testing in areas with intact, undeveloped landforms. Targeted archaeological monitoring might be appropriate.

HPA-5



Management Recommendations

• Pedestrian survey, shovel testing, and augering along portions of the surveyable area where land owners have not yet granted access; targeted archaeological monitoring; and document railroad tracks if they are exposed during construction.

<u>HPA-6</u>



Management Recommendations

 Targeted archaeological monitoring; document railroad tracks if they are exposed during construction.

HPA-7



Management Recommendations

• Targeted archaeological monitoring; document resources if they are exposed during construction.





• Targeted archaeological monitoring; document resources exposed during construction.



Pedestrian survey is complete. AINW recommends shovel testing throughout HPA-10.

<u>HPA-11</u>



Management Recommendations

• Targeted archaeological monitoring.

HPA-12



Management Recommendations

• Targeted archaeological monitoring.











• Pedestrian survey and shovel testing within the surveyable areas.

<u>HPA-16</u>







Pedestrian survey along surveyable areas where land owners have not yet granted access; shovel
testing to confirm that the landform is intact and to identify potential pre-contact archaeological
resources.

<u>HPA-17</u>





Pedestrian survey with shovel testing to confirm that the landforms are intact and to identify
potential pre-contact and historic-period archaeological resources along surveyable areas where
land owners have not yet granted access; archaeological monitoring during construction. The
project should document abandoned railroad-related resources if they are exposed during
construction.





AINW observed undisturbed areas

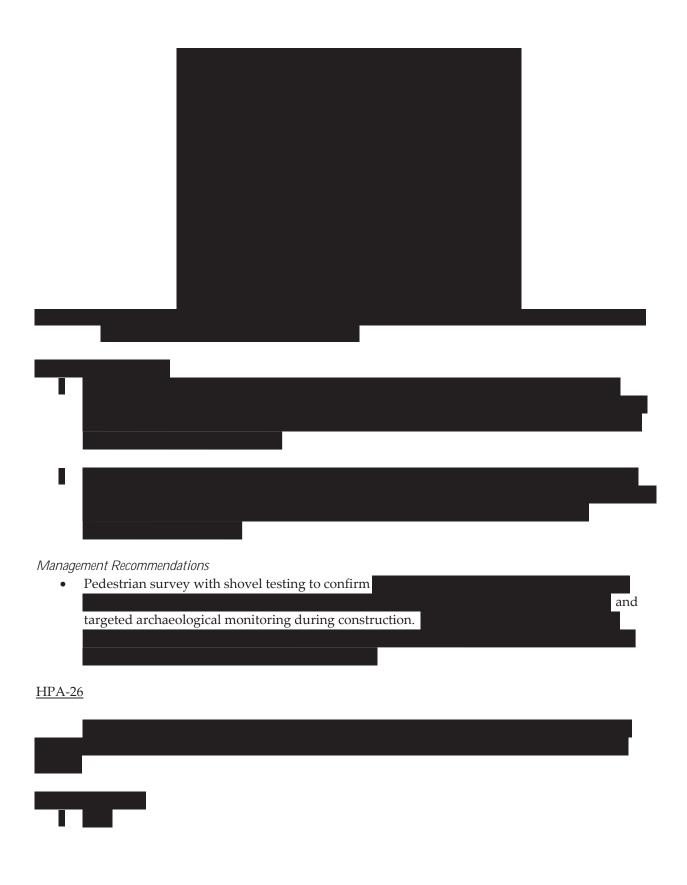
 Shovel testing is recommended to identify potential pre-contact and historic resources in the surveyed area.





Pedestrian survey and shovel testing to confirm
 targeted archaeological monitoring
 during construction.







Pedestrian survey and shovel testing along documentation of abandoned railroad-related resources if they are exposed during construction; where possible, a pedestrian survey and shovel testing on targeted archaeological monitoring during construction.

HPA-27



Management Recommendations

• Targeted archaeological monitoring during construction.

HPA-28



Management Recommendations

• Targeted archaeological monitoring during construction.

ARCHAEOLOGICAL FIELD SURVEY AND MONITORING METHODOLOGY

On April 19 and 20, May 10 and 24, and June 1, 2, and 5, 2017; September 27, 2019; and February 26, March 6 and 18, and April 8, 2020, AINW staff conducted archaeological fieldwork within the project APE where access was granted. AINW conducted archaeological monitoring of selected geotechnical borings and associated vegetation clearing and revegetation activities in July and August, 2019, and March and April, 2020. Areas surveyed are shown in Appendix C.

The fieldwork was conducted by AINW archaeologists Ryan Swanson, M.A., R.P.A., Karla Hotze, M.A., R.P.A., Kelley Prince Martinez, M.A., R.P.A., Marci Monaco, M.A., R.P.A., Lea Loiselle, B.A., and Joey Veysey, B.A., under the field direction of Eva Hulse, Ph.D., R.P.A. Jo Reese, M.A., R.P.A., managed the overall project.

Reconnaissance Methodology

Field reconnaissance of the entire project alignment provided important information regarding the physical state of the project APE. AINW designed these reconnaissance surveys to assess present conditions and access to landforms that archaeologists had identified as having potential for archaeological resources, based on the literature and map review. The field reconnaissance led to the identification of raw-land areas that can be surveyed in advance of project design and construction. Station access improvements were not included in the reconnaissance; these improvements will not require deep excavation, and are therefore not anticipated to result in impacts to archaeological resources.

On April 19 and 20 and May 10, 2017, and September 27, 2019, AINW archaeologists conducted a reconnaissance of the entire project APE from sidewalks and roads. The AINW team drove the entire project corridor, examining the proposed alignment alternatives (for the DEIS) and the Preferred Alternative (for the FEIS) at all accessible points. Staff conducted on-the-ground examination primarily where the APE follows public roads, but they made an effort to remotely view portions of the APE where access had not been granted in order to assess the terrain and current conditions. During the reconnaissance, AINW archaeologists made a provisional identification of locations with a high potential for archaeological resources. They also identified portions of the APE for field survey where there was raw land. The staff classified these locations as surveyable areas, and possible HPAs.

Pedestrian Survey Methodology

AINW archaeologists conducted pedestrian surveys within surveyable areas where access was granted, to determine whether archaeological deposits were present within the areas and to aid in the identification of concentrated artifact scatters or archaeological features that they may recommend for testing and evaluation (see Appendix C). They conducted pedestrian surveys as access was granted within the APE. The team walked two parallel transects, spaced 15 m (49 ft) or less apart, within these areas. They examined all exposed mineral soils for archaeological materials.



Shovel Testing Methodology



Monitoring Methodology

The geotechnical work was conducted in support of the final design for the Preferred Alternative. The geotechnical APE was approved by FTA in advance of the FEIS APE, and the geotechnical APE is aligned with both the DEIS APE and the FEIS APE but they do not entirely overlap. In order to confirm that the geotechnical work would not adversely affect archaeological resources, AINW monitored selected borings in paved or graveled areas that could not be shovel tested in advance. The monitoring locations were chosen because they were within HPAs defined during the DEIS study for the project, or in areas that had not yet been archaeologically studied because they were outside of the DEIS APE.

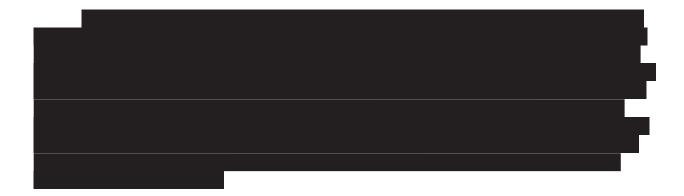
PEDESTRIAN SURVEY RESULTS











SHOVEL TESTING RESULTS









GEOTECHNICAL MONITORING RESULTS

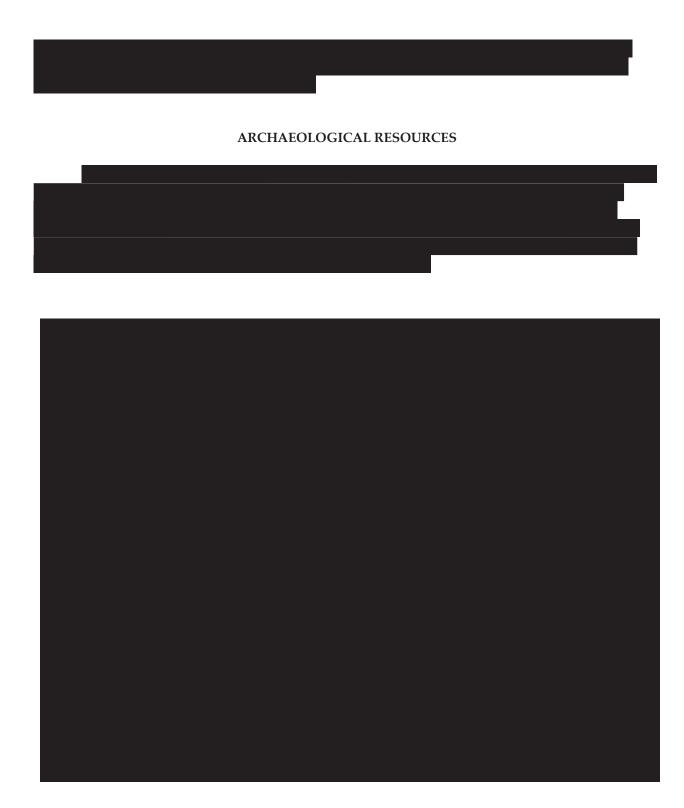












































HISTORIC RESOURCES

There are 619 historic resources on parcels within or crossed by the project's APE (Table 9-1; Appendices A and B). Of these 619 historic resources, 79 are historic properties that are individually listed in the NRHP, or have been identified by AINW as being eligible for listing in the NRHP in consultation with FTA and the Oregon SHPO (Blaser 2020; Blaser et al. 2017). An additional 79 historic resources were identified that contribute to the eligibility of the South Portland Historic District.

	Section		
Historic Resources by NRHP Status	Preferred Alternative	Bridgehead Reconfiguration	Total
Listed/Eligible for Listing	67	12	79
Contributing to South Portland Historic District [^]	23	56	79
Not Eligible/Non-Contributing to District [^]	426+	35	461+
Total	516	103	619

TABLE 9-1. HISTORIC RESOURCES IDENTIFIED IN THE APE FOR DEIS AND FEIS SURVEYS

This report presents an assessment of the Southwest Corridor Light Rail project's potential to have an effect on historic properties by constructing the Preferred Alternative. Only those historic properties that were identified as individually listed in the NRHP or eligible for listing in the NRHP within the Light Rail Preferred Alternative (n=67) are therefore discussed in detail as the Affected Environment. Potential effects on historic properties that may result from constructing the Ross Island Bridgehead Reconfiguration are detailed in Section 106 Documentation Forms (Appendix F).

Methodology for Identifying Effects on Historic Properties

Once the Preferred Alternative was selected for the MAX Green Line extension, AINW architectural historians completed intensive-level documentation of listed and likely NRHP-eligible properties that were identified on parcels within or crossed by the APE along the Preferred Alternative. Consensus on which historic resources should be documented at the intensive level was achieved through consultation between FTA and SHPO, in addition to SHPO's review of the reconnaissance-level information presented in Appendix B.

The Oregon Section 106 Documentation Form was used to provide a Determination of Eligibility and Finding of Effect for the review of Metro, TriMet, and FTA. To complete these forms, archival research was done to provide a historic context, and field investigations helped to define each property's boundary and period of significance. The Section 106 Documentation Forms outline each property's eligibility for listing in the NRHP, and provide an assessment of the project's potential to directly and

[^]Contributing resources that are also individually listed in or eligible for listing in the NRHP have been counted in the Listed/Eligible for Listing category.

Includes one historic resource (No. 476) at 12265 SW 72nd Avenue in Tigard that is recommended not eligible for listing in the NRHP based on available information, but further documentation is recommended prior to project construction to confirm the resource's NRHP eligibility.

indirectly alter the property's character-defining features. The forms are included in Appendix F of this report. Table 9-2 provides findings of effect for the 67 historic properties that are within or overlap the Preferred Alternative.

During this process, a house at 0123 SW Lowell Street in Portland was found to have been moved from its original location. The house is therefore recommended to be not eligible for listing in the NRHP and will not be affected by project construction. Furthermore, a building at 2000 SW 5th Avenue in Portland was identified during consultation between FTA and SHPO in 2020 as being eligible for listing in the NRHP based on the results of a concurrent survey of the PSU campus. As the building will not be directly impacted by the project, FTA and SHPO agreed that intensive-level documentation was not needed to document that the building is eligible for listing in the NRHP and that it will not be affected by the project.

TABLE 9-2. EFFECTS OF LIGHT RAIL CONSTRUCTION ON INDIVIDUAL HISTORIC PROPERTIES OF THE APE

Survey	Property Name and	d NRHP Status Finding of Effect		Proposed Acquisition/ Easement			
No.	No. Address Thanks of Effect		Permanent	Temporary			
Preferred	Preferred Alternative- Segment A						
1	Duniway Plaza 2400 SW 4th Avenue, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х		
2	2000 SW 5 th Avenue, Portland	Eligible/Contributing (PSU RLS 2020)	No Effect				
9	Marquam Plaza 2525 SW 3rd Avenue, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х		
14	Congregation Ahavath Achim Synagogue 3225 SW Barbur	Recommended Eligible under Criteria A and C	Adverse Effect	Full			
	Boulevard						
22	4019 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	-	Х		
27	3926 SW Water Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
38	3811 SW Barbur Boulevard, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect		Х		
40	3635 SW Condor Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
41	Holt-Saylor-Liberto 3625 SW Condor Avenue, Portland	Listed in NRHP under Criteria B and C	No Adverse Effect				

Survey	Property Name and NRHP Status	Finding of Effect	Proposed Acquisition/ Easement				
No.		THE SHOW	222000	Permanent	Temporary		
Preferred	Preferred Alternative- Segment A						
43	3605 SW Condor Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
44	022 SW Lowell Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect	-	Х		
55	4315 SW View Point Terrace, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
58	018 SW Hamilton Street. Portland	Recommended Eligible under Criterion C	No Adverse Effect				
59	04 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
62	218-220 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
63	127 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
67	304 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
71	Jewish Shelter Home 4133 SW Corbett Avenue, Portland	Listed under Criteria A and B, Recommended Eligible under Criterion C	Adverse Effect	Partial	х		
72	4145 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
73	4205 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
74	4215-4217 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	х		
76	4231-4237 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
83	Tabernacle Seventh-day Adventist Church 26 SW Condor Way, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	X		
85	4619 SW Condor Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
89	4820 SW Barbur Boulevard, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		
90	Rasmussen Village 4950 SW Barbur Boulevard, Portland	Recommended Eligible under Criterion C	Adverse Effect	Partial	х		

Survey No.	Property Name and Address	NRHP Status	Finding of Effect	Proposed Acquisition/ Easement	
		11222 00000		Permanent	Temporary
Preferre	d Alternative- Segment A				
95	5910 SW Ralston Drive, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
100	SW Newbury Street Viaduct, Bridge #01983	Recommended Eligible under Criteria A and C	Adverse Effect		
101	SW Vermont Street Viaduct, Bridge #01984	Recommended Eligible under Criteria A and C	Adverse Effect		
102	Duniway Park SW 6th Avenue and SW Sheridan Street	Recommended Eligible under Criterion A	No Adverse Effect	Partial	Х
103	George Himes Park 6400 SW Terwilliger Blvd	Recommended Eligible under Criterion A	No Adverse Effect	-	Х
110	South Portland Historic District	Listed in NRHP under Criteria A and C	Adverse Effect		
114	Lair Hill Park 3037 SW 2nd Avenue, Portland	Recommended Eligible under Criteria A and C; Multnomah County Hospital Nurses' Quarters and South Portland Library contribute to the	No Adverse Effect	Partial	х
	Hudson, Harvey S., House	South Portland Historic District			
410	16 SW Abernethy Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
418	0219-0221 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
421	4515 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		Х
422	0112 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
425	4606 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
426	374 SW Hamilton Court, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
505	Neighborhood House 3030 SW 2nd Avenue, Portland	Listed in NRHP (Criterion Not Specified)	No Adverse Effect		
506	Marquam II 2611 SW 3rd Avenue	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	X

				Droposed A	Aggicition/		
Survey	Property Name and Address	NRHP Status	Finding of Effect	Proposed Acquisition/ Easement			
No.				Permanent	Temporary		
Preferred	Preferred Alternative - Marquam Hill Connection						
8	Terwilliger Parkway	Recommended Eligible under Criteria A and C	Adverse Effect	Partial	х		
Preferred	d Alternative - Segment B						
167	7225 SW 4th Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
201	1801 SW Evans Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		Х		
228	Original Pancake House 8601 SW 24th Avenue, Portland	Recommended Eligible under Criterion A	No Adverse Effect	Partial	Х		
229	7114 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
246	7037 SW 2nd Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
247	7115 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
269	Good Shepherd Lutheran Church and Little Lambs Preschool/Daycare 3405 SW Alice Street,	Recommended Eligible under Criterion C	No Adverse Effect		X		
271	Portland Capitol Hill Motel 9110 SW Barbur	Recommended Eligible	Adverse Effect	Full			
	Boulevard, Portland	under Criteria A and C					
278	Master Wrench 9803 SW Barbur Boulevard, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х		
290	Edwin Markham Elementary School 10531 SW Capitol Highway, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х		
300	5350 SW Pasadena Street	Recommended Eligible under Criterion C	Adverse Effect	Full			
302	11125 SW Barbur Boulevard	Recommended Eligible under Criterion C	Adverse Effect	Full			
328	Oregon Electric Railway Overcrossing, Bridge #02010	Recommended Eligible under Criterion A	Adverse Effect				

Survey	Property Name and	NKHP Status Funding of Fifth		Proposed Acquisition/ Easement			
No.	Address			Permanent	Temporary		
Preferred	Preferred Alternative - Segment B						
	Fulton Park						
329	68 SW Miles Street, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Χ		
330	Burlingame Fred Meyer Sign	Recommended Eligible	No Adverse Effect		Х		
330	7529-7601 SW Barbur Boulevard, Portland	under Criteria A and C	TVO TRAVETSE Effect		Λ		
337	7147 SW 4th Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
439	7211 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
440	7221 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
495	7301 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
497	3211 SW Primrose Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
498	3220 SW Primrose Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect				
Preferred	Preferred Alternative - Segment C						
390	Fought & Company 14255 SW 72nd Avenue, Tigard	Recommended Eligible under Criterion A	No Adverse Effect		Х		
394	Southern Pacific Railroad, Tigard Branch Tigard	Recommended Eligible under Criterion A	No Adverse Effect				
460	11530 SW 72nd Avenue, Tigard	Recommended Eligible under Criterion C	No Adverse Effect				
461	Oregon Education Association 6900 SW Atlanta Street, Tigard	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х		

Effects on Historic Properties Resulting from Light Rail Construction

Construction of the Preferred Alternative will require full and partial acquisitions of land, permanent and temporary easements, and the replacement of existing structures. If land acquisitions and easements overlap the locations of historic properties, or if historic structures must be replaced, there is potential that the project will adversely affect those historic properties. Likewise, increases in noise or vibration, changes in circulation, and foreseeable increases in pressure on neighborhoods along the light rail line to accommodate transit-oriented development, introduce potential for historic properties to be directly and indirectly affected by project construction.

It is AINWs opinion that 11 of the 67 historic properties in the APE will be adversely affected by construction of the Preferred Alternative (Figure 9-1, Figure 9-2, Figure 9-3, and Figure 9-4). The remaining historic properties of the Preferred Alternative will either be not affected or not adversely affected, and the 475 historic resources that are not eligible for listing in the NRHP will not be affected by project construction. A summary of effects on historic properties is below, and is organized by the different project elements of the Preferred Alternative that have potential to affect historic properties (Segment A, Marquam Hill Connection, Segment B, and Segment C).

Segment A

Segment A has the greatest number of adverse effects on historic properties in the APE because of the segment's high concentration of NRHP-listed and NRHP-eligible historic resources. All NRHP-listed properties in the Preferred Alternative are situated within this segment, including the South Portland Historic District. There are 25 resources that contribute to the significance of this historic district overlap the APE; two of the 25 contributing resources within the Preferred Alternative are individually listed or are eligible for listing in the NRHP.

Adverse effects have been identified for 6 of the 42 historic properties in Segment A. Descriptions of these properties and the proposed actions that have led to an adverse effect finding are below. The remaining historic properties will not be adversely affected by project construction.

Congregation Ahavath Achim Synagogue, 3225 SW Barbur Boulevard, Portland (No. 14) (Figure 9-1)

The Congregation Ahavath Achim synagogue is recommended to be eligible for listing in the NRHP under Criteria A and C, and is a Rank II resource in the City of Portland Historic Resource Inventory. The synagogue was designed by architect John Storrs and the architectural firm of Church & Shiels, and was constructed in 1966 for Ahavath Achim, Portland's first Sephardic congregation. The building was commissioned by the congregation after a failed attempt to move their first synagogue (constructed in 1930) from its original location in South Portland to the site at 3225 SW Barbur Boulevard. The congregation's relocation to 3225 SW Barbur Boulevard was prompted by widespread demolitions that occurred during the 1960s for the South Auditorium Urban Renewal project.

The 1966 Ahavath Achim synagogue was a center of Sephardic Jewish life until the congregation sold the property to TriMet in 2018 (Levy 2018). Although the congregation no longer worships in the building, it remains important to the Jewish community of Portland for its historical associations and distinctive architecture (Photo 9-1) (The Jewish Museum & Archives of BC 2019).



Figure 9-1. Historic properties in Segment A and the Marquam Hill Connection that will be adversely affected in the northern portion of the APE in Portland.



Figure 9-2. Historic properties near the intersection of SW Barbur Boulevard and SW Capitol Highway in Segment A that would be adversely affected by the Project's Preferred Alternative in Portland.



Figure 9-3. Historic properties in Segment B that will be adversely affected by the Project near SW Barbur Boulevard's intersection with SW Multnomah Boulevard in Portland.

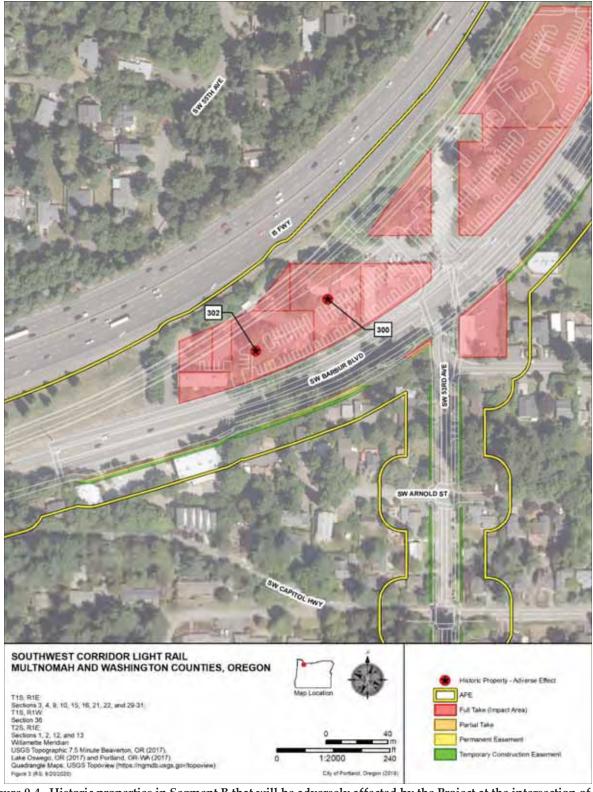


Figure 9-4. Historic properties in Segment B that will be adversely affected by the Project at the intersection of SW Barbur Boulevard and SW 53rd Avenue in Portland.



Photo 9-1. Congregation Ahavath Achim Synagogue, as viewed towards the northwest from SW Barbur Boulevard.

The Congregation Ahavath Achim Synagogue was purchased by TriMet in 2018. It will likely be removed to make way for project improvements. A southbound light rail track is proposed directly east of the property, with a gated rail crossing east of the synagogue building. Expanded public ROW and a pedestrian walkway are proposed on the property to the north, east, and south of the building, and a new retaining wall is proposed east of the building. A potential stormwater facility is proposed south of the building.

Pedestrian improvement options for a Marquam Hill connection are included in the Preferred Alternative. The construction of this connection will contribute to the project's adverse effect on the Congregation Ahavath Achim Synagogue. The preferred design option for the Marquam Hill Connection is an inclined elevator that will connect the light rail line on SW Barbur Boulevard and the Oregon Health & Science University on Marquam Hill to the east. The trackway will extend 300 feet (ft) up a hillslope in the Terwilliger Parkway boundary, connecting a lower elevator house and plaza at the current location of Congregation Ahavath Achim Synagogue to an upper elevator house to be constructed on the east side of SW Terwilliger Boulevard.

Jewish Shelter Home, 4133 SW Corbett Avenue, Portland (No. 71) (Figure 9-1)

The Jewish Shelter Home was listed in the NRHP under Criteria A and B in 1984. Constructed circa 1902 as a private residence, the property later served as a shelter for Jewish children, instilling Jewish cultural values and customs, from 1919 to 1937. In 1937, the property was sold back to a private buyer and underwent various internal conversions to accommodate multiple apartment units (McCabe 1983). The building was documented as a Rank II resource in the City of Portland's 1984

Historic Resource Inventory, and it is a locally designated Historic Landmark (City of Portland, Bureau of Planning and Sustainability 2019).

The Jewish Shelter Home is significant under Criterion A for its association with the development of a Jewish immigrant community in Southwest Portland at the turn of the twentieth century, and for its association with providing cultural continuity and humanitarian services. Moreover, the shelter provided a community service by housing orphans and by offering them medical treatment. It was one of eight benevolent agencies within the Federated Jewish Societies of Portland during the 1930s (McCabe 1983). The Jewish Shelter Home is listed under Criterion B for its association with prominent local Jewish leaders such as Mrs. Jeanette Meier, Aaron Meier (founder of Meier & Frank), and their son Julius Meier (President of the Jewish Shelter Home Board until 1933, and Oregon Governor from 1930 to 1934). The Jewish Shelter Home is a combination of Colonial Revival and Queen Anne architectural styles (Photo 9-2). Although the building is not listed under Criterion C, it is highly representative of its period of construction and meets the minimum requirements for listing in the NRHP under that criterion.



Photo 9-2. The Jewish Shelter Home as viewed towards the west from SW Corbett Avenue.

Adjacent to the Jewish Shelter Home the project proposes to widen SW Barbur Boulevard to accommodate construction of light rail trackway and new sidewalks. Although the proposed footprint of the project impact at the Jewish Shelter Home is limited to a small area on the property's western (rear) edge, the proximity of the building to the existing road ROW at SW Barbur Boulevard necessitates a partial acquisition of the property and demolition of a former isolation hospital that is attached to the building's western elevation. TriMet is considering ways in which the main building can be retained and restored if the isolation hospital is demolished, and is also pursuing a variance that would allow for a narrower sidewalk behind the house, eliminating the need to partially acquire the property. If restoration work is needed, it would be done in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Rasmussen Village, 4950 SW Barbur Boulevard, Portland (No. 90) (Figure 9-1)

Rasmussen Village is recommended to be eligible for listing in the NRHP under Criterion C. The apartment complex retains distinctive characteristics of the Art Deco style as applied to a multi-family dwelling from the 1940s, and is highly representative of its type and period of construction (Photo 9-3). A search of records on file with the Oregon SHPO found limited representation of Art Deco apartment buildings from this period; the two closest examples are the Ongford Apartments and Regent Apartments in downtown Portland (SHPO 2019a, 2019b).



Photo 9-3. Rasmussen Village at 4950 SW Barbur Boulevard, viewed towards the northeast.

At Rasmussen Village, the project proposes a partial ROW acquisition and a temporary construction easement. The property's current access point at SW Barbur Boulevard will be closed off, and its entry signage, walls, and trees along the western property boundary will be removed to facilitate widening of SW Barbur Boulevard. A new signalized intersection will be constructed to access the property from its northwest corner; new curbs and a sidewalk will be constructed, and a bus landing pad will be constructed on the opposite side of the street. As the driveway/ circulation, entry signage, and walls at the western edge of the property are character defining, their removal and/or modification will result in an adverse effect on a historic property.

SW Newbury Street Viaduct, Bridge #01983, on SW Barbur Boulevard, Portland (No. 100), and SW Vermont Street Viaduct, Bridge #01984, on SW Barbur Boulevard, Portland (No. 101) (Figure 9-2)

The SW Newbury Street and SW Vermont Street Viaducts are recommended to be eligible for listing in the NRHP under Criteria A and C. They are ranked as Category II bridges in ODOT's statewide survey of bridges and viaducts; Category II bridges are those that are likely eligible for listing in the NRHP but are of a more common type, or have unsympathetic rehabilitations (Burrow et. al 2013). Both structures were built in the place of former railroad trestles to convey SW Barbur Boulevard over gulches, and are situated south of SW Barbur Boulevard's intersection with SW Capitol Highway. The primary difference between the two structures is their length. The SW Newbury Street Viaduct is 114.9 m (377 ft) long and has 13 spans, while the SW Vermont Street Viaduct is 161.8 m (531 ft) long and has 18 spans.

Both viaducts are significant under Criterion A for their association with broad patterns of local transportation history, and for their association with New Deal-era programs undertaken to stimulate the economy during the Great Depression. The viaducts were constructed by the OSHD, the predecessor agency to ODOT, with funding secured through the National Industrial Recovery Act (Photo 9-4 and Photo 9-5) (State of Oregon Highway Commission 1933). The federal recovery funds were administered by the Bureau of Public Roads, a predecessor of the Federal Highway Administration. The viaducts are also significant under Criterion C as early examples of composite timber trestle and concrete slab bridges with a shear connection. This design was suggested by engineer Conde B. McCullough as a cost-saving measure (*The Morning Oregonian* 1934).



Photo 9-4. The SW Newbury Street Viaduct as viewed towards the west.



Photo 9-5. The SW Newbury Street Viaduct in 1934 (OSHD 1934). The view is facing north.

The project proposes to replace both viaducts with new structures. Replacement of the viaducts is necessary to accommodate existing lanes of traffic and the MAX Green Line, and to upgrade existing bicycle and pedestrian travel lanes on SW Barbur Boulevard. Avoidance alternatives were considered in the project's DEIS, but no feasible build alternative was identified that would avoid the need to remove and replace the historic viaducts.

South Portland Historic District (No. 110) (Figure 9-1)

The South Portland Historic District is listed in the NRHP under Criteria A and C (Harrison et. al 1997). Under Criterion A, the district has significant associations with early suburban development in the City of Portland and the history of several ethnic and immigrant communities in the Portland metro area. Under Criterion C, the district is a collection of built resources that embody distinctive characteristics of different types and periods of construction.

The South Portland Historic District spans approximately 49 acres and 31 blocks in the City of Portland, and consists of 246 resources in the Lair Hill and Corbett neighborhoods. Overall, the resources are primarily single-family houses, followed by multi-family dwellings, civic buildings, and religious facilities. Represented architectural styles include Queen Anne, Italianate, East Lake, Gothic vernacular, Colonial Revival, Georgian Revival, Gothic Revival, and Craftsman (Photo 9-6).



Photo 9-6. Victorian-era houses on SW Gibbs Street in the South Portland Historic District. The view is facing northeast.

There are 30 individual resources of the historic district that are within or crossed by the Preferred Alternative. Of these resources, 25 contribute to the historical significance of the district; two of the 25 contributing resources are individually listed or eligible for listing in the NRHP, and were also assessed for project effects as individual resources. Table 9-3 provides detailed information for each of the 30 individual resources in the district that are within or overlapped by the Preferred Alternative. This information includes the AINW survey number, the number used to identify the resource in the district

nomination, the resource location, and proposed acquisitions and easements at that location. One of the resources of the district, the Severson, R.W. and Tracy C.W., House at 3419 SW 1st Avenue (HR-129) is currently documented in the historic district as Historic-Non-Contributing; however, FTA has agreed to treat the building as if it were a contributing to the district due to its good historical integrity and likely inclusion as a contributing resource if an update of the South Portland Historic District is completed.

To facilitate light rail construction, there will be full acquisitions of eight historic resources in the historic district, six of which contribute to the district's significance. Partial acquisitions and easements are proposed at 14 locations. The adverse effect finding for the district takes into consideration not only direct effects that will result from the removal of contributing buildings, but also those direct effects that may result from noise, vibration, visual disruption, or changes in circulation proposed by the project.

TABLE 9-3. RESOURCES OF THE SOUTH PORTLAND HISTORIC DISTRICT (SPHD) IN THE LIGHT RAIL APE

AINW Survey	SPHD No.	Property Name and Address	SPHD Status		
No.	140.			Permanent	Temporary
111	63	Murphy, Charles C. and Anna, House	Primary Contributing		
111		322 SW Meade Street			
	68	Tartarimi, Gaetano and Victoria,	Secondary Contributing		
112		House #2			X
		330 SW Meade Street			
		Tartarimi, Gaetano and Victoria,		Full	
113	67	House #1	Secondary Contributing		
		338 SW Meade Street			
		Lair Hill Park (Multnomah County		Partial	
	59, 60	Nurses' Quarters and Carnegie	Secondary Contributing		
114		Library)			X
		3037 SW 2 nd Avenue; 2909 SW 2 nd			
		Avenue			
115	97	Oregon Central Railroad Company House	Historic Non-Contributing Secondary Contributing	Full	
115					
		3203 SW 2 nd Avenue			
116	93	Durschmidt, Rudolph, House		Partial	X
		3133 SW 2 nd Avenue			
117	92	King, Ann, House	Secondary Contributing	Partial	x
		3125 SW 2 nd Avenue			74
118	91	Fiebiger, Victoria, House	Secondary Contributing	Full	
		3124 SW Barbur Boulevard			
119	95	Pulvermacher, R., House	Secondary Contributing	T 11	
		230 SW Woods Street		Full	

Table 9-3, continued

AINW	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement	
Survey No.				Permanent	Temporary
140.		King, William, House	TTisteria	1 emianem	Temporary
120	94	224 SW Woods Street	Historic Non-Contributing	Partial	Х
		Boyd, Narcissa and Thomas, House #2	Tron Contine uting		
121	189	(Building 1 of 2)	Primary Contributing		х
		3333 SW 1st Avenue			
	189	Boyd, Narcissa and Thomas, House #2	Primary Contributing		
122		(Building 2 of 2)			Х
		117 SW Whitaker Street			
123	186	Switzler, Dennie, House	Primary Contributing		
120	100	3311 SW 1st Avenue			
124	185	Spageli, Fred, House #2	Secondary Contributing		
124	185	3307 SW 1st Avenue	Secondary Contributing		
125	184	Spageli, Fred, House #1	Secondary Contributing		
123	104	3303 SW 1st Avenue	Secondary Continuuming		
126	183	Dilg, Julius and Anna, House	Primary Contributing		x
120	165	118 SW Gibbs Street	Frimary Contributing		A
127	197	Chehak, Seraphim John, House #4	Secondary Contributing	Full	
127	19/	105 SW Curry Street		run	
128	196	Lawton, Phillip and Julia, House	Primary Contributing	Full	
120	190	3425 SW 1st Avenue		run	
	195		Historic		
100		Severson, R.W. and Tracy C.W., House	Non-Contributing	D (1.1	2/
129			(Treated as	Partial	X
		3419 SW 1st Avenue	Eligible/Contributing for Project)		
		Front and Curry Community Gardens	Non-Compatible		
130	247	20 SW Curry Street	Non-Contributing		X
	253	Thompson, D.P., House #2	Primary Contributing		
131		26 SW Curry Street			
	256	Voos, Fredrika, House	Primary Contributing		
132		3504 SW 1st Avenue			
	255	O'Leanor, Bridget L., House	Primary Contributing		
133		3510 SW 1st Avenue			
134	254	Gervutz, S., House	Secondary Contributing		
		3516 SW 1st Avenue		Partial	
135	248	Gundoph, Ferdinand, House #1	Compatible		
		11 SW Pennoyer Street	Non-Contributing		X
		1		1	l

Table 9-3, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement	
				Permanent	Temporary
126	249	Gundoph, Ferdinand, House #2	Primary Contributing		v
136		19 SW Pennoyer Street			Х
127	252	Thompson, D.P., House #1	Primary Contributing	Full	
137		3522-3524 SW 1st Avenue			
138	250	Schappert, Theo W. and Leora E., House	Compatible Non-Contributing	Full	
		3538 SW Barbur Boulevard			
139	251	Sussman, Osias, House 23 Pennoyer Street	Secondary Contributing		Х
505	71	Neighborhood House	Secondary Contributing		
		3030 SW 2 nd Avenue			

Marquam Hill Connection

Pedestrian improvement options for a Marquam Hill connection are included in the Preferred Alternative. The construction of this connection will adversely affect Terwilliger Parkway; it will also contribute to the project's adverse effect on the Congregation Ahavath Achim Synagogue, which is discussed with the adverse effects on historic properties in Segment A. The preferred design option for the Marquam Hill Connection is an inclined elevator. The trackway will extend 300 feet up a hillslope in the Terwilliger Parkway boundary, connecting a lower elevator house and plaza at SW Barbur Boulevard to an upper elevator house to be constructed on the east side of SW Terwilliger Boulevard (Photo 9-7).

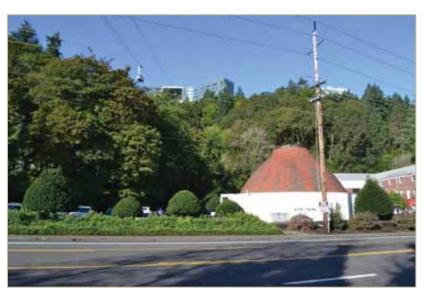


Photo 9-7. The Marquam Hill Connection will be constructed between the Congregation Ahavath Achim Synagogue (at right) and OHSU at the intersection of SW Terwilliger Boulevard and SW Campus Drive, crossing through an undeveloped section of Terwilliger Parkway. The view is facing west-northwest from SW Barbur Boulevard.

Terwillger Parkway is a 98.87-acre public park managed by the City of Portland Parks & Recreation. It provides a north-south connection between several Portland parks, and has an elevated scenic corridor that was designed to celebrate the hill landscape of South Portland and its eastern viewshed towards the Willamette River and the Cascade Range. The park centers on SW Terwilliger Boulevard, a two-lane, 10.9-m (36-ft) wide roadway with a 2.7-m (9-ft) wide paved sidewalk and lighting along its eastern edge.

The park was constructed between 1910 and 1914 as part of a vision outlined for the City of Portland by the prestigious Olmsted Brothers landscape architecture firm, and was completed by Portland Parks Superintendent and landscape architect Emanuel (Emil) T. Mische (Olmsted and Olmsted 1903). The park is one of many in the city that were conceived as a system that conformed with the City Beautiful philosophy, one that anticipated the increasing difficulty and cost of new park development just as the desire and need for them would increase with population density and traffic congestion (Lang 1910).

Terwilliger Parkway, a Rank I resource in the City of Portland Historic Resources Inventory, is recommended to be eligible for listing in the NRHP under Criterion A and Criterion C. Under Criterion A, the parkway is closely associated with a broad pattern of events that unfolded near the turn of the twentieth century, and that continued to evolve during the mid-twentieth century to shape Portland's current system of parks. Under Criterion C, the historic property is a good example of a hillside parkway, a park type that was advocated in the Olmsted Brothers' 1903 plan for Portland parks. It is highly representative of the City Beautiful movement and meets registration requirements outlined for boulevards and parkways in the Multiple Property Documentation for the *City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921* (Lutino et al. 2000).

The preferred design for the Marquam Hill Connection is an inclined elevator; this elevator will transport riders from the light rail line on SW Barbur Boulevard up to Terwilliger Parkway, where it is a short walk up to the OHSU campus to the west. The inclined elevator will be constructed within Terwilliger Parkway's boundary, necessitating a 27,200-square-foot permanent easement and a 47,989-square-foot temporary construction easement in a central section of the parkway that is currently undeveloped and below the path of the Portland Aerial Tram. The tram was constructed in 2006 to connect OHSU facilities at the South Portland waterfront to the east and Marquam Hill to the west.

Although design details will be refined to minimize the project's adverse effect on Terwilliger Parkway, it is assumed that the upper elevator house for the Marquam Hill Connection will be one story in height, and that it will be situated directly adjacent to the sidewalk that lines the eastern edge of SW Terwilliger Boulevard. Construction of the upper elevator house will likely lead to modification of the parkway's sidewalk and introduce modern lighting. It is estimated that the inclined elevator will provide 10,000 rider-trips each day; to facilitate a safe crossing for riders between OHSU and the upper elevator house, a traffic light will be installed at the intersection of SW Terwilliger Boulevard and SW Campus Drive (Photo 9-8 and Photo 9-9). If constructed, the traffic light will be the only signal between the park's north and south end points at SW Sam Jackson Park Road and SW Capitol Highway.



Photo 9-8. Terwilliger Parkway looking towards the project APE and OHSU. The Portland Aerial Tram is crossing directly above the proposed location of the upper elevator house. The view is facing southwest.



Photo 9-9. Northwest-facing view of OHSU and the upper terminal of the aerial tram (center) from Terwilliger Parkway and the APE. SW Campus Drive is at left. A traffic light would be installed at this location to provide a safe pedestrian crossing; the upper elevator house of the inclined elevator would be installed at right, adjacent to the existing crosswalk.

Segment B

There are 21 historic properties in Segment B of the Light Rail Preferred Alternative, four of which will be adversely affected by project construction. The remaining historic properties will not be adversely affected by the undertaking.

Capitol Hill Motel, 9110 SW Barbur Boulevard, Portland (No. 271) (Figure 9-3)

Capitol Hill Motel is recommended to be eligible for listing in the NRHP under Criteria A and C. The auto court motel is significant under Criterion A for its local association with a nationwide historical trend of auto tourism that combined automobile transportation and leisure in the mid-twentieth century.

While many auto court motels — such as Portland Rose Motel, The Colonial Village, Ara-Vista Motel, Frontier Motel, Ranch Inn, and the Capitol Hill Motel — existed along SW Barbur Boulevard in the mid-twentieth century, only the latter three remain in the modern period. Under Criterion C, the Capitol Hill Motel retains its overall form and circulation, and it clearly embodies the primary characteristics that are typical of mid-twentieth century auto court motels (Photo 9-Error! Reference source not found.10). The motel accomplishes this despite modifications that have been made to the original exterior materials and interior features.



Photo 9-10. The Capitol Hill Motel at 9110 SW Barbur Boulevard. The view is facing east.

The widening of SW Barbur Boulevard to accommodate the light rail line, related infrastructure, and a reconfigured street that includes safety, traffic, and sidewalk improvements will encroach on the Capitol Hill Motel historic property. This will result in a full acquisition of the property, and the Capitol Hill Motel will be demolished.

The house at 5350 SW Pasadena Street is eligible for listing in the NRHP under Criterion C. The house embodies distinctive characteristics of its period of construction, as it retains architectural elements of Tudor Revival and Minimal Traditional housing styles that were near their peak in popularity when the house was constructed in 1938 (Photo 9-11). Despite its proximity to SW Barbur Boulevard, aerial photographs from the historic period suggest that the house had an associated orchard (USGS 1952). After I-5 was completed just north of the house in 1961, the surrounding area transitioned; the proximity of I-5 to the north and SW Barbur Boulevard to the south led to less residential development and more commercial/light industrial building in this area over time.



Photo 9-11. The house at 5350 SW Pasadena Street, viewed towards the south.

A park and ride facility and new MAX station are proposed at the intersection of SW Barbur Boulevard and SW 53rd Avenue. The footprint of the park and ride facility overlaps the property location, necessitating a full acquisition of the NRHP-eligible house at 5350 SW Pasadena Street.

11125 SW Barbur Boulevard, Portland (No. 302) (Figure 9-4)

The commercial building at 11125 SW Barbur Boulevard is recommended to be eligible for listing in the NRHP under Criterion C. Built in 1969, the building appears to be architect designed, and is a good example of a regionally influenced iteration of Modern commercial architecture (Photo 9-12).

The siting and design of the building takes the immediate environment into account; the façade at SW Barbur Boulevard has narrow windows that provide a sense of privacy, while the wood siding, which is stained in a wood-toned color, blends with associated landscaping. While modest, the building is a good example of its type and period of construction and distinguishes itself among the other commercial buildings along this stretch of SW Barbur Boulevard.



Photo 9-12. The commercial building at 11125 SW Barbur Boulevard viewed towards the northeast.

A park and ride facility and new MAX station are proposed at the intersection of SW Barbur Boulevard and SW 53rd Avenue and will overlap the historic property. To construct the Preferred Alternative, the property will be fully acquired.

Oregon Electric Railway Overcrossing, Bridge #02010, on SW Barbur Boulevard, Portland (No. 328) (Figure 9-3)

The Oregon Electric Railway Overcrossing (Bridge #02010) is recommended to be eligible for listing in the NRHP under Criterion A for its association with the National Industrial Recovery Act of 1933, and for its association with early- to mid-twentieth century highway development in Oregon. The bridge is classified by ODOT as a Category II bridge, or one that is historic and likely eligible for listing in the NRHP. However, Category II bridges are defined as being common in type, or as having integrity issues that prevent their consideration as a premier (Category I) bridge in Oregon (Burrow et al. 2013).

The bridge was constructed under a cooperative agreement between the Oregon State Highway Commission and the Bureau of Public Roads, a precursor agency of the Federal Highway Administration that distributed federal funding for New Deal-era projects to stimulate local economies throughout the country during the Great Depression. In addition to generating sought-after local employment opportunities, construction of the bridge provided an important crossing over the Oregon Electric Railway for a new and highly anticipated four-lane highway, SW Barbur Boulevard. The Oregon Electric Railway was later converted for use as SW Multnomah Boulevard (Photo 9-13).

SW Barbur Boulevard will be widened at several locations to accommodate the light rail extension, including at the location of the Oregon Electric Railway Overcrossing. This widening necessitates the removal and replacement of the Oregon Electric Railway Overcrossing with a new bridge structure that will accommodate vehicles, pedestrians, and the proposed MAX Green Line.



Photo 9-13. The Oregon Electric Railway Overcrossing, as viewed towards the southeast from SW Multnomah Boulevard.

Segment C

Only four of the 66 historic properties that are within the Preferred Alternative are in Segment C. None of these properties will be adversely affected by light rail construction. The historic resources of Segment C are a mixture of Ranch houses, industrial buildings, and commercial storefronts. NRHP-eligible properties in this segment of the project include the headquarters of the Oregon Education Association (No. 461), where a partial acquisition is proposed, and the headquarters of Fought & Company (No. 390), a steel fabrication facility where a temporary construction easement is proposed.

There is a circa 1959 Ranch house (No. 476) in Segment C that is assumed to be not eligible for listing in the NRHP based on available information; however, the house was not accessible at the time of survey. Located at 12265 SW 72nd Avenue in Tigard, the parcel will be fully acquired to facilitate light rail construction. If permission to access the parcel is granted, AINW architectural historians will document the building's historical integrity and physical characteristics, and findings will be reported on an Oregon Section 106 Documentation Form. It is anticipated that this effort will result in confirmation that the house is not eligible for listing in the NRHP, and that it will not be affected by project construction. If permission to access the parcel is not granted, AINW recommends that the house should be documented at an intensive level once the parcel is acquired and before project construction begins.

Summary

Of the 67 historic properties in the Preferred Alternative, 11 will be adversely affected by project construction. The remaining historic properties will not be affected or adversely affected by

partial acquisitions, permanent and temporary easements, or by the construction of the MAX Green Line extension and associated infrastructure within the vicinity. Historic resources in the Preferred Alternative that are not eligible for listing in the NRHP will not be affected by project construction.

Potential adverse effects on historic properties that were identified in preliminary studies were analyzed by project's design team in attempt to avoid or minimize the effect. This effort resulted in the avoidance and minimization of potential adverse effects on some, but not all historic properties in the Preferred Alternative. Although mitigation measures will be developed for the 11 adverse effects on historic properties outlined in this report, and the project design team will continue to explore options to minimize adverse effects as the project design is refined. Mitigation measures will be determined by project sponsors in consultation with FTA and SHPO.

Conceptual design information for the Ross Island Bridgehead Reconfiguration indicates that this option would have no adverse effects on historic properties if it is constructed, although it would compound the adverse effect of the Preferred Alternative on the South Portland Historic District (No. 110). Property-level assessments of the conceptual design and potential effects have been completed and are included in Appendix F, following Section 106 Documentation Forms for historic properties of the Preferred Alternative.

A majority of the improvements for the Ross Island Bridgehead design option involve reconfiguring transportation infrastructure within existing ROW; the profile and extent of the improvements would be similar to or less than existing facilities, and would not require full property acquisitions or the removal of buildings. The improvements are designed to reduce the physical and high-traffic barriers that the Ross Island Bridge circulation system and SW Naito Parkway pose for South Portland. For most historic properties in the Ross Island Bridgehead Reconfiguration area of the APE, nearby improvements would be limited to sidewalk and bicycle lane construction. Physical, visual, and noise impacts on historic properties would be minor and unlikely to result in an adverse effect.

Station Access Improvements that overlap the Preferred Alternative and Ross Island Bridgehead Reconfiguration will have no effect on historic properties. Station Access Improvements that extend beyond the AINW survey area are limited to existing ROW and are unlikely to affect historic properties. Dependent upon the final design and placement of the Station Access Improvements, additional survey for historic resources may be needed prior to implementation of this aspect of the project.

ARCHAEOLOGICAL RESOURCES







The HPAs represents the maximum area where archaeological monitoring might be recommended to take place during construction. Pedestrian survey and shovel testing of raw land (i.e., unpaved or undeveloped areas) in advance of project construction, reduces the likelihood of unanticipated discoveries and the need for archaeological monitoring. Most of this raw land has been included in AINW's pedestrian survey (Appendix C). AINW will complete pedestrian survey of raw land and conduct subsurface testing in areas with potential for intact archaeological deposits. Archaeological survey within the HPAs in advance could eliminate some or most of the need for construction monitoring.

Most of the HPAs are developed and archaeological survey in advance of project construction is not possible. Archaeological monitoring during construction would be recommended within HPAs where archaeological survey was not feasible. Archaeological resources are likely to be encountered during archaeological monitoring during project construction.

10. RECOMMENDATIONS

AINW has conducted cultural resource investigations for the Southwest Corridor Light Rail Project in support of the FEIS. The undertaking will have an adverse effect on historic properties.

The cultural resource investigations identified 619 historic resources in the APE, of which 79 are listed in the NRHP or are individually eligible for listing in the NRHP, including the South Portland Historic District. An additional 79 historic resources contribute to the significance of the South Portland Historic District. The remaining 475 historic resources identified in the project APE do not meet minimum eligibility requirements for listing in the NRHP.



Of the 79 historic properties in the APE, 67 discussed in the Affected Environment (Chapter 9) are within the Preferred Alternative. Adverse effects on 11 historic properties have been identified, and will be resolved through avoidance, minimization, or mitigation measures that will be documented in a MOA signed by FTA, TriMet, and SHPO. A summary of remaining archaeological tasks will be made part of the MOA, as will an archaeological monitoring plan that will address the project's potential to disturb buried archaeological deposits, and an archaeological inadvertent discovery plan. These documents will outline areas where an archaeological monitor must be on-site during project construction and will detail the coordinated response and notification procedures for discoveries.

Potential effects on historic properties that may result from construction of the Ross Island Bridgehead Reconfiguration have been analyzed, and no adverse effects on historic properties are anticipated. However, construction of the bridgehead reconfiguration would compound the adverse effect of constructing the Light Rail Preferred Alternative on the South Portland Historic District, and there are two unevaluated archaeological sites within the bridgehead portion of the APE. Proposed Station Access Improvements, which are anticipated to remain within existing road rights of way, are also anticipated to have no adverse effects on historic properties; however, much of these areas have yet to be surveyed for cultural resources, and the designs for these improvements have not yet been finalized.

There will be a need for further cultural resource investigations prior to and during construction. The list below is a summary of actions recommended for completion as the project moves forward with design refinement and property acquisitions.

- Complete intensive-level documentation for the house at 12265 SW 72nd Avenue (No. 476) in Segment C that is assumed to be not eligible for listing in the NRHP based on available information, and will be fully acquired for the Preferred Alternative.
- Conduct archaeological surveys in areas of the APE where access was not obtained.

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•	If unevaluated archaeological resources cannot be avoided by the final project design,
	additional research or testing is recommended to evaluate the eligibility of the resources for
	listing in the NRHP.

•	If feasible, pre-construction investigations at archaeological HPAs will limit the need for
	archaeological monitoring and stoppages during project construction in some areas.

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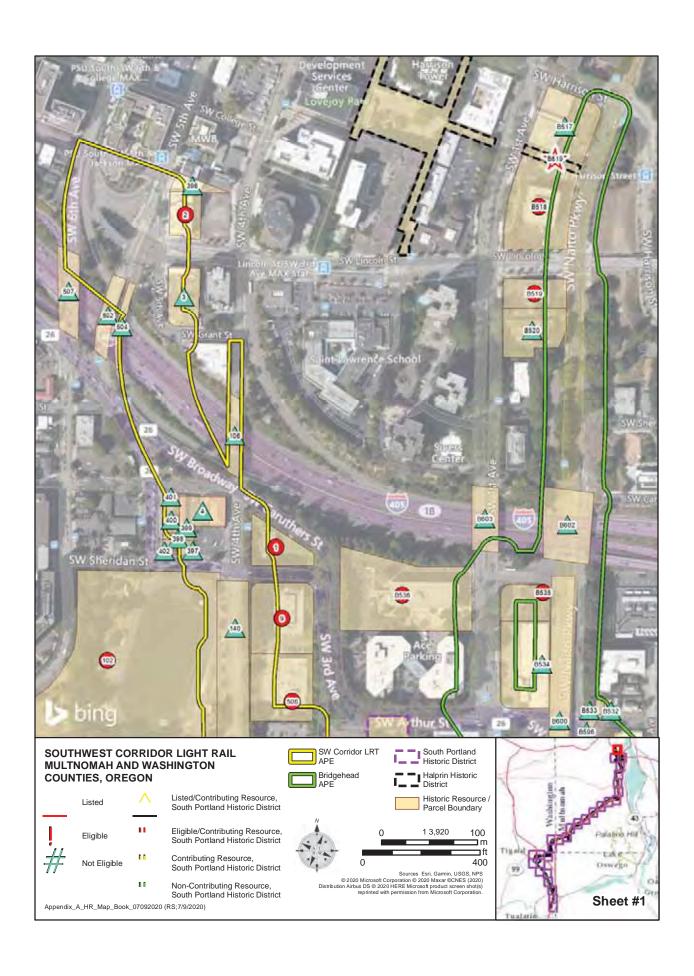
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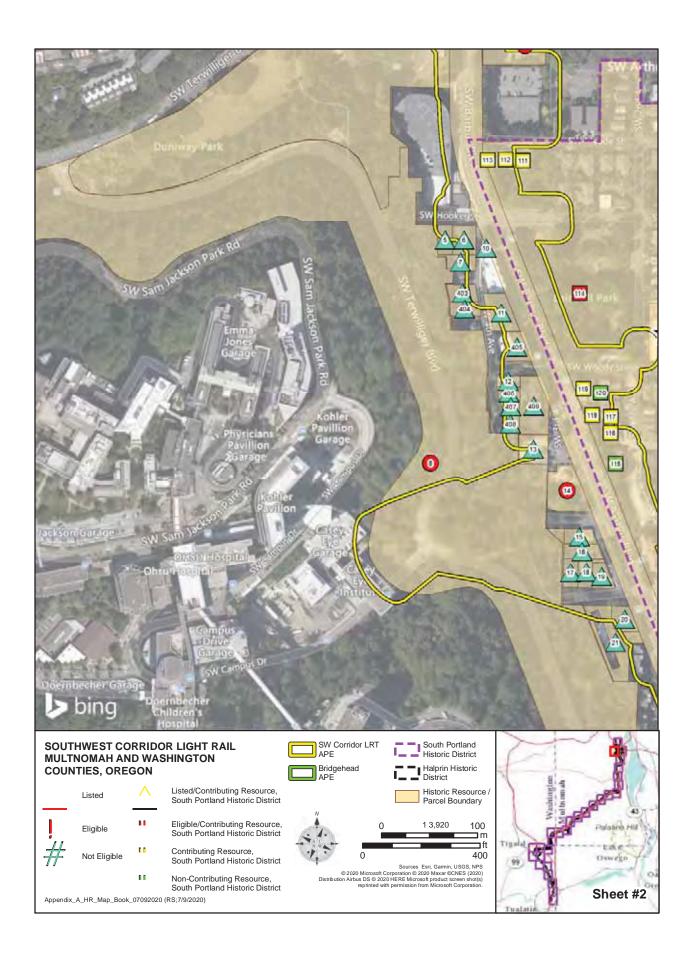


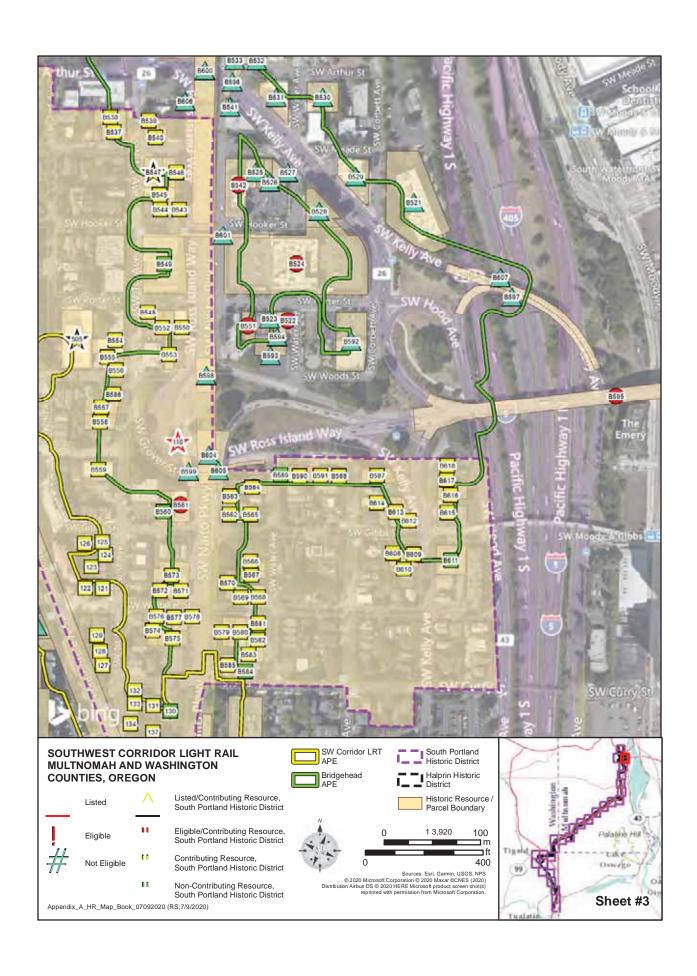
APPENDIX A

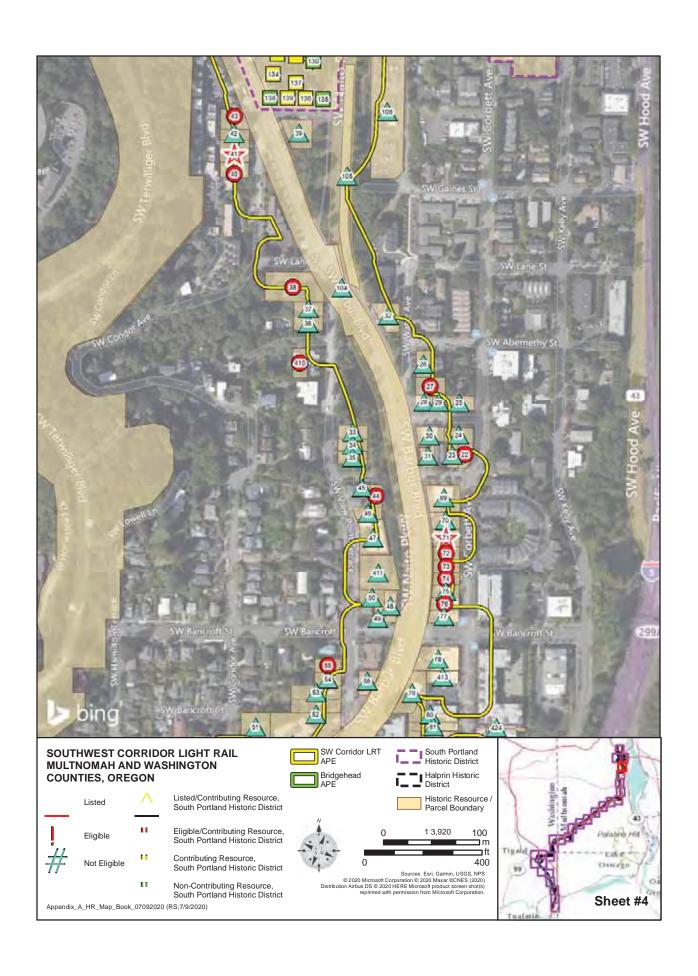
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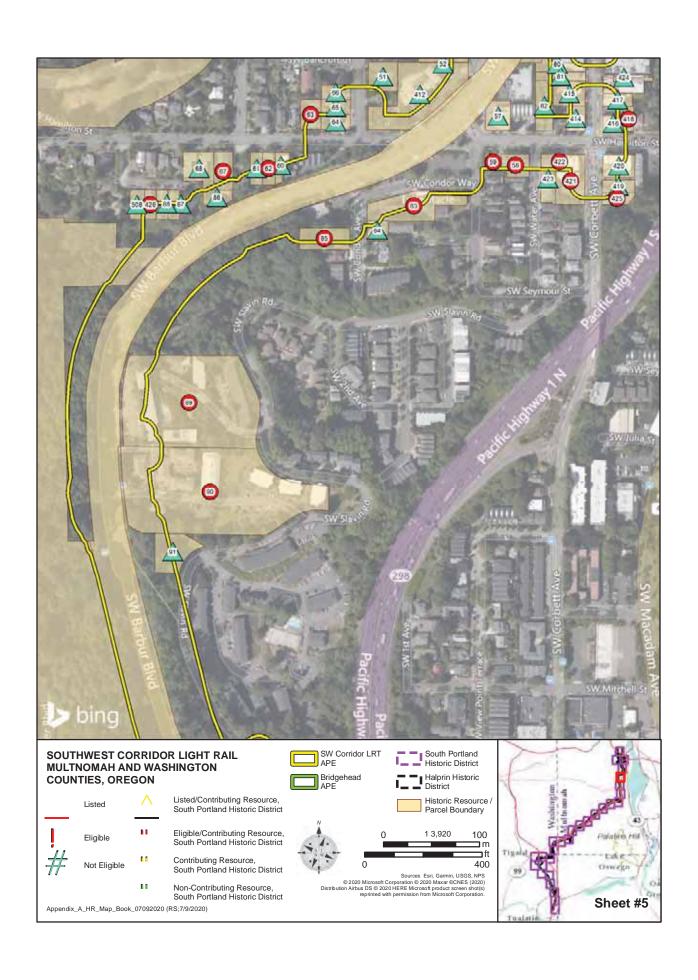
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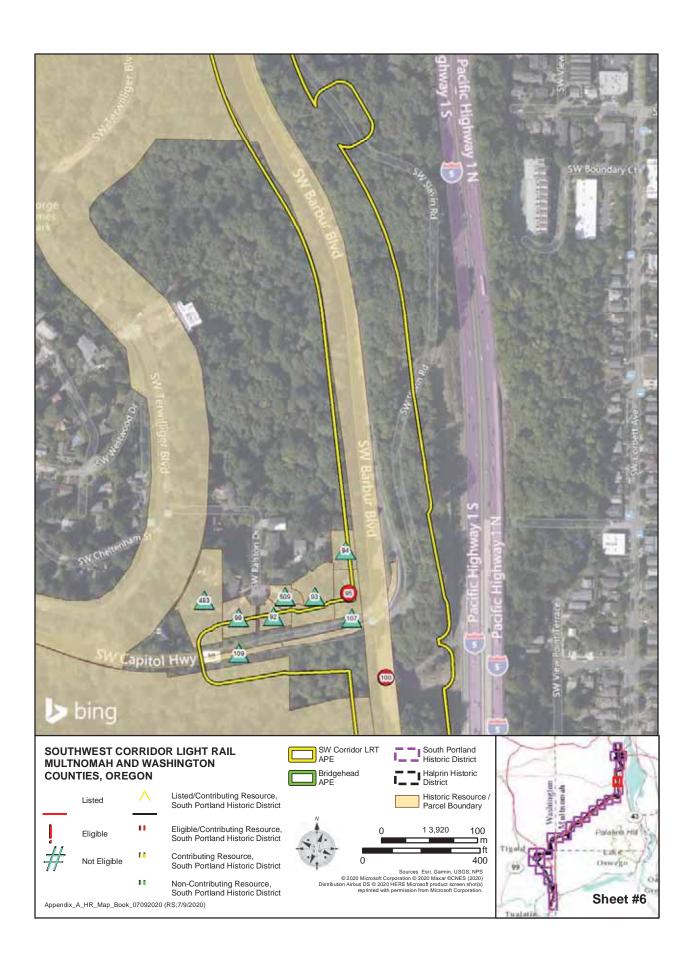


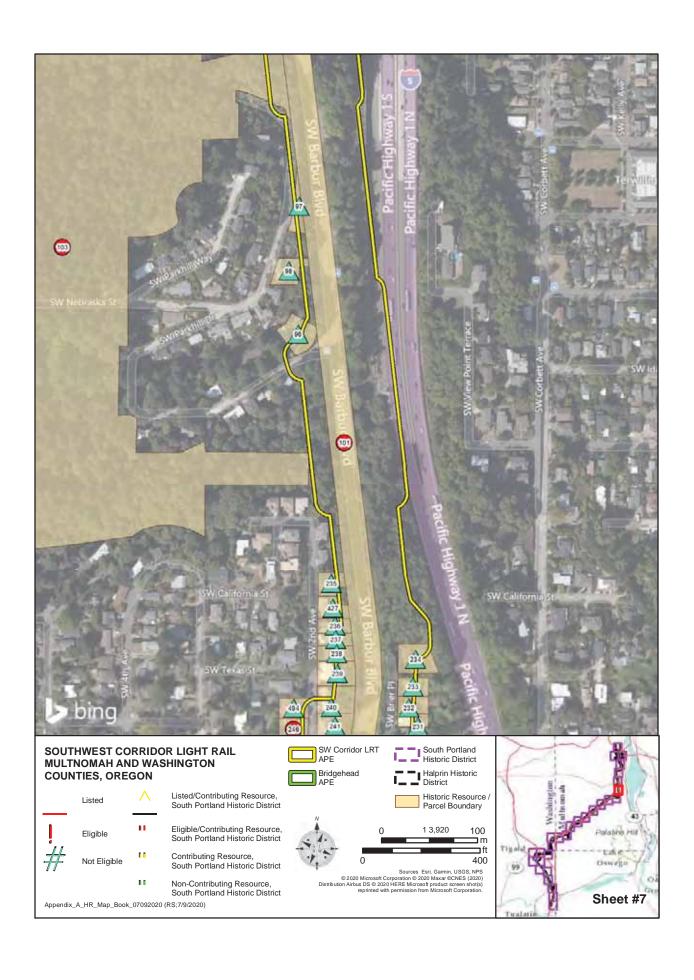


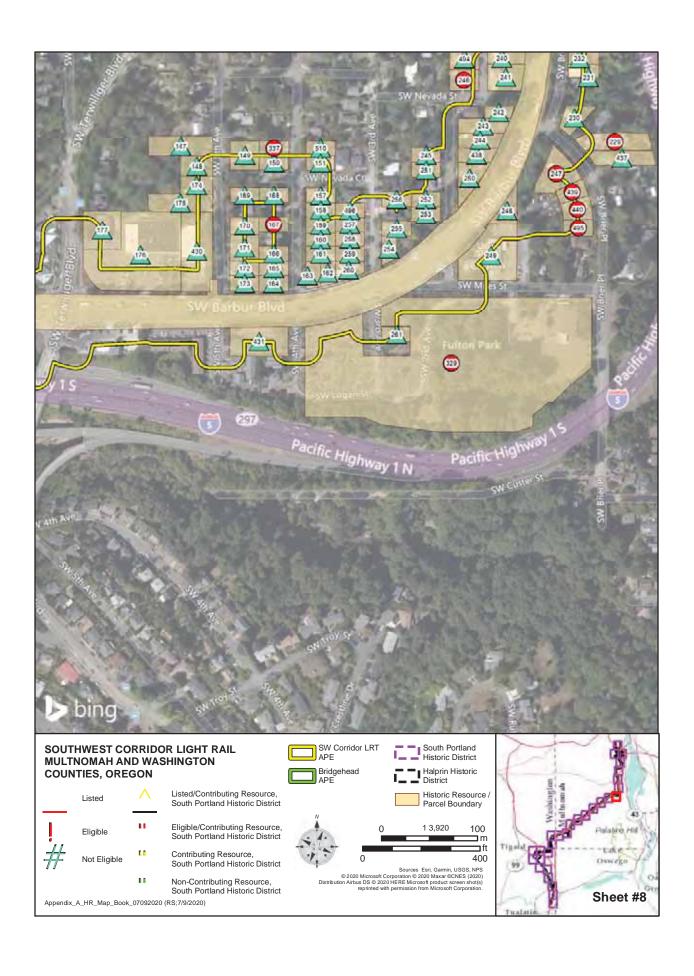


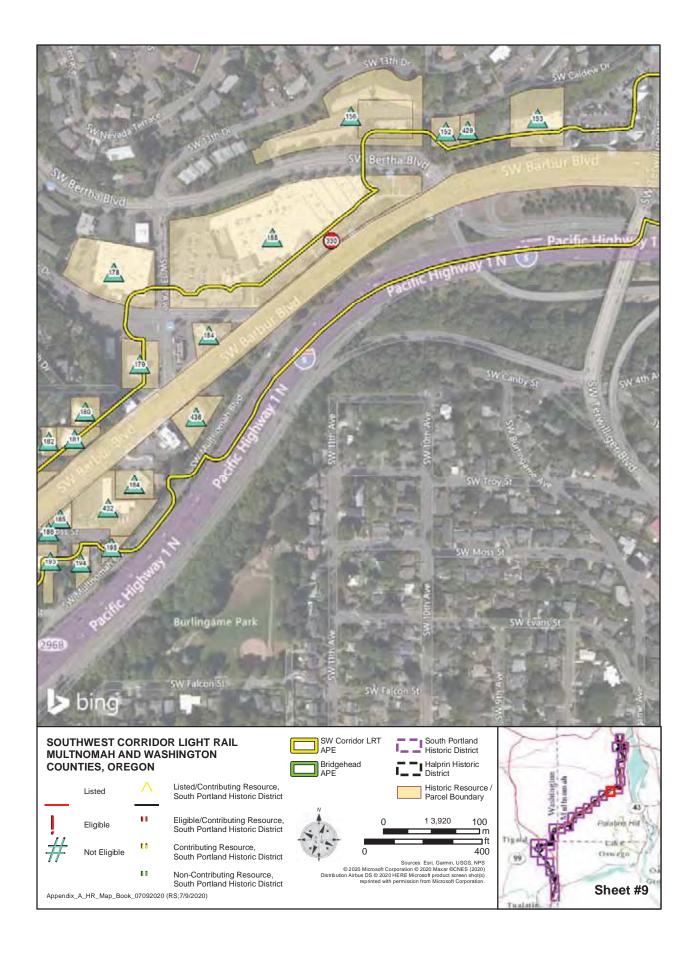


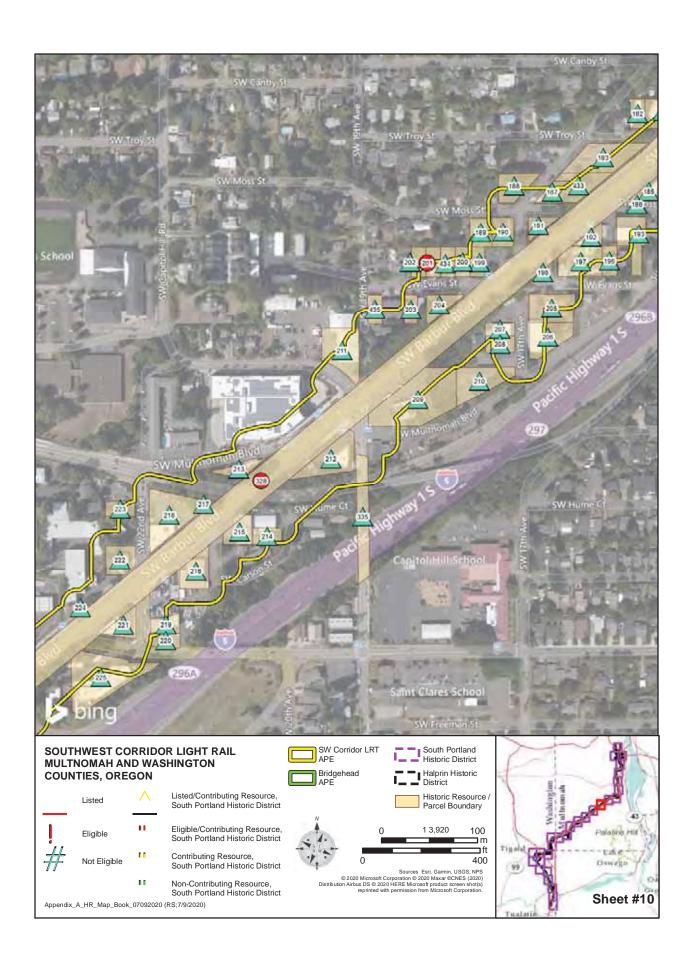


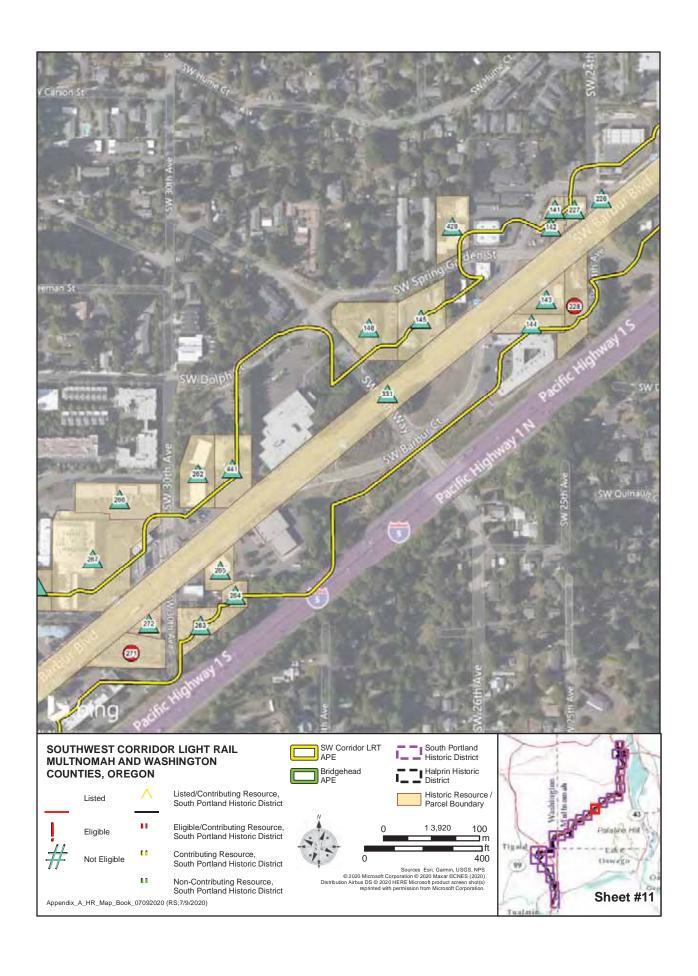


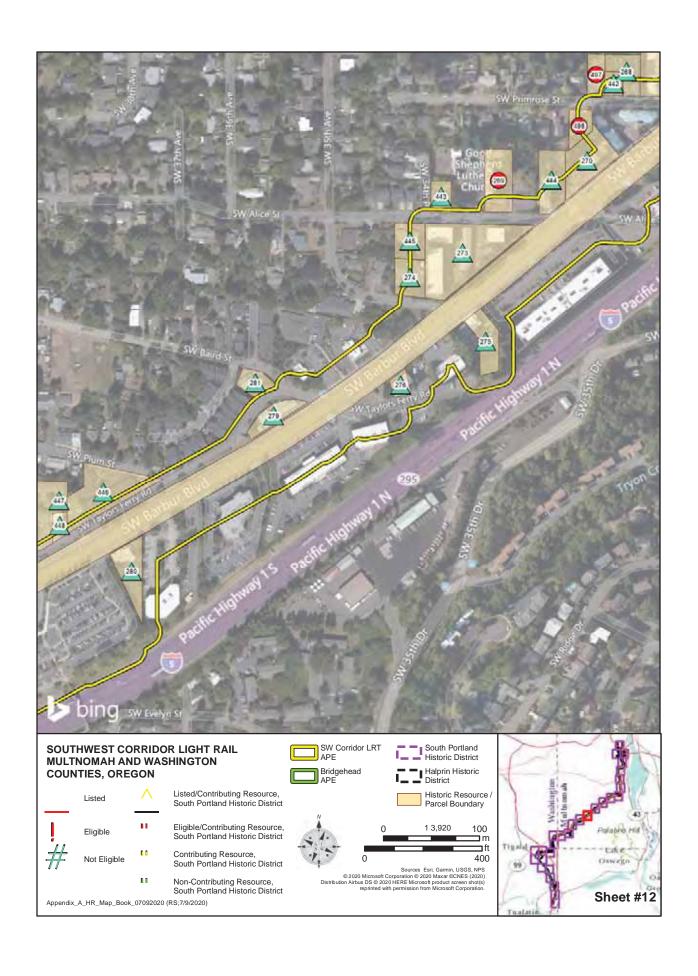


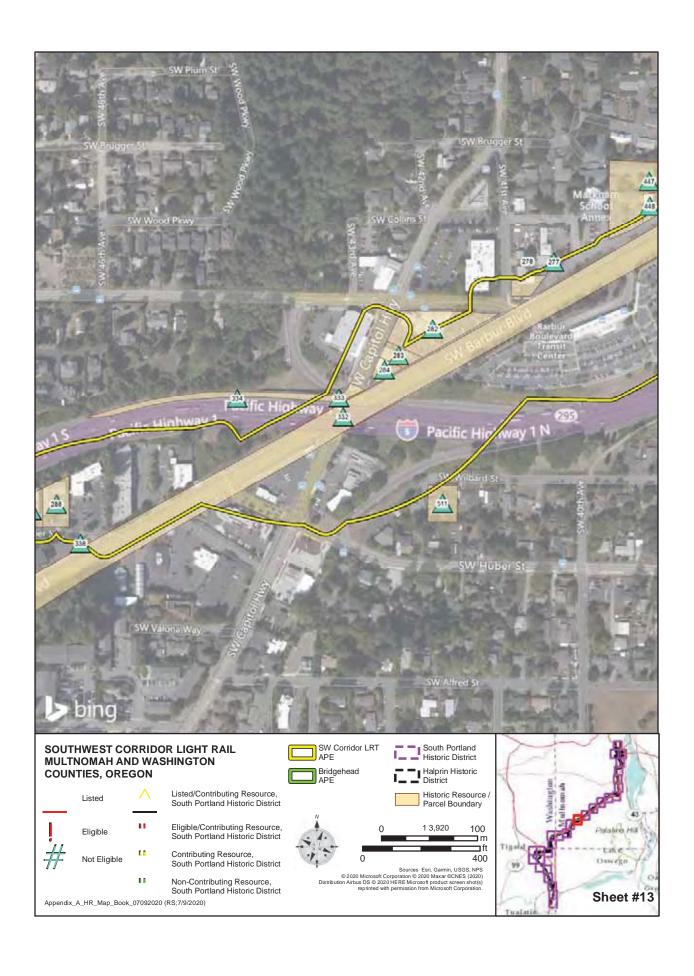


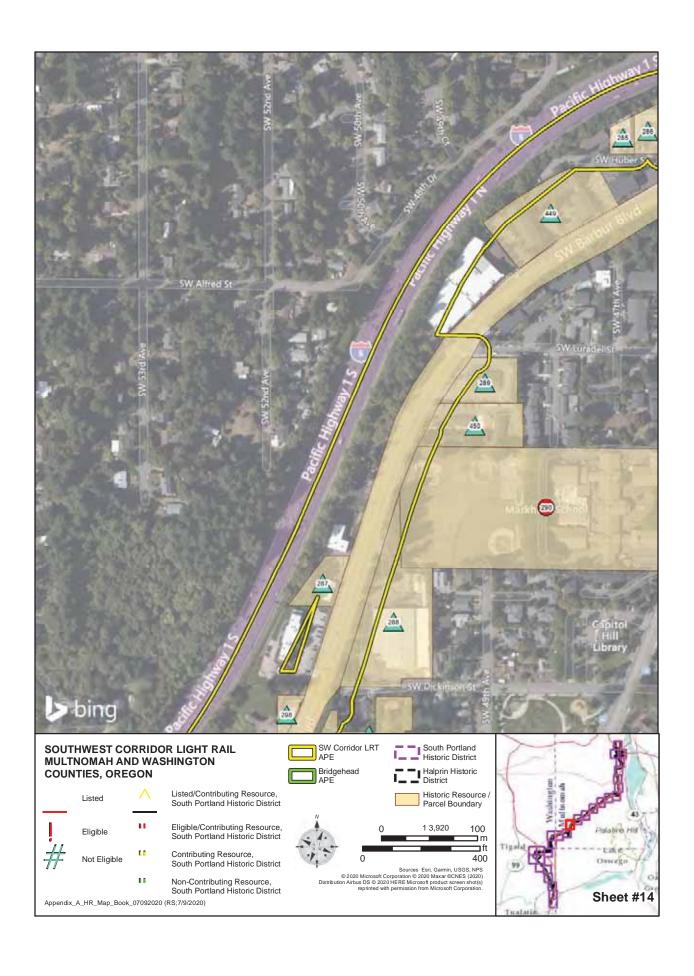


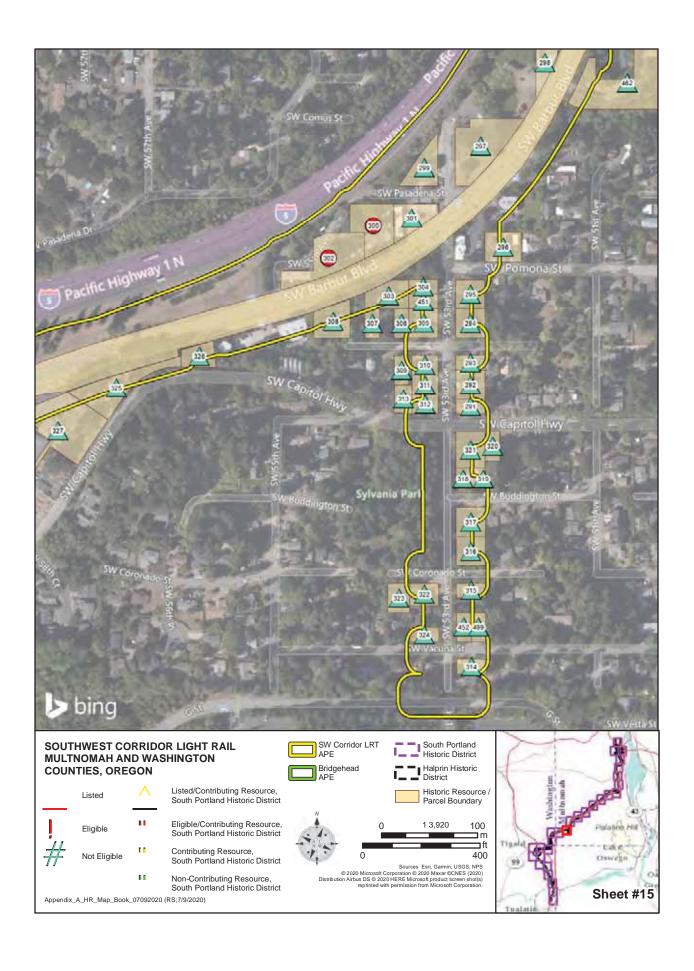


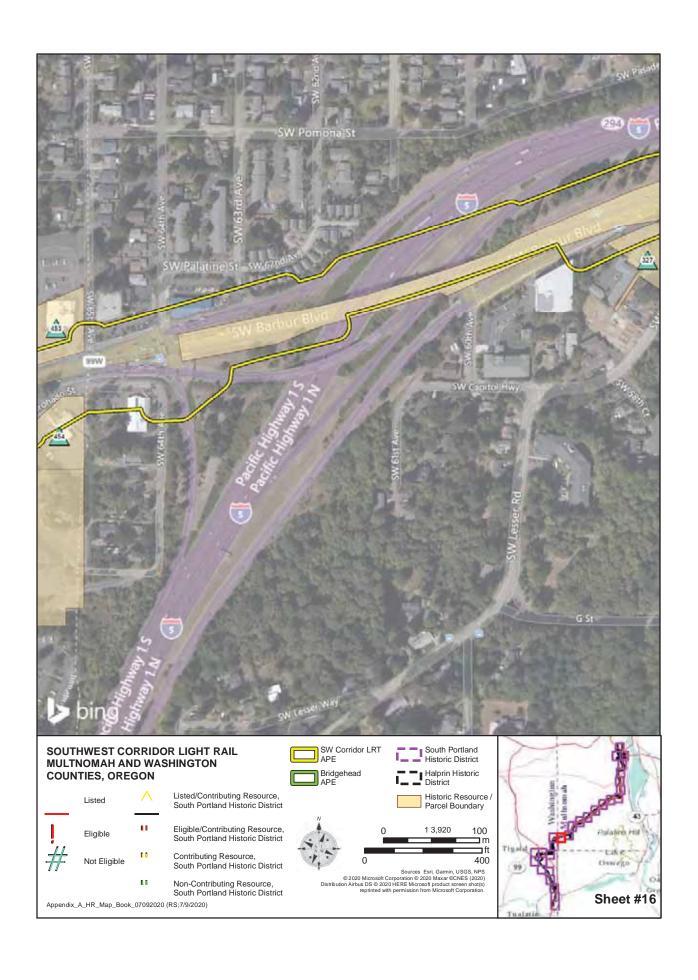


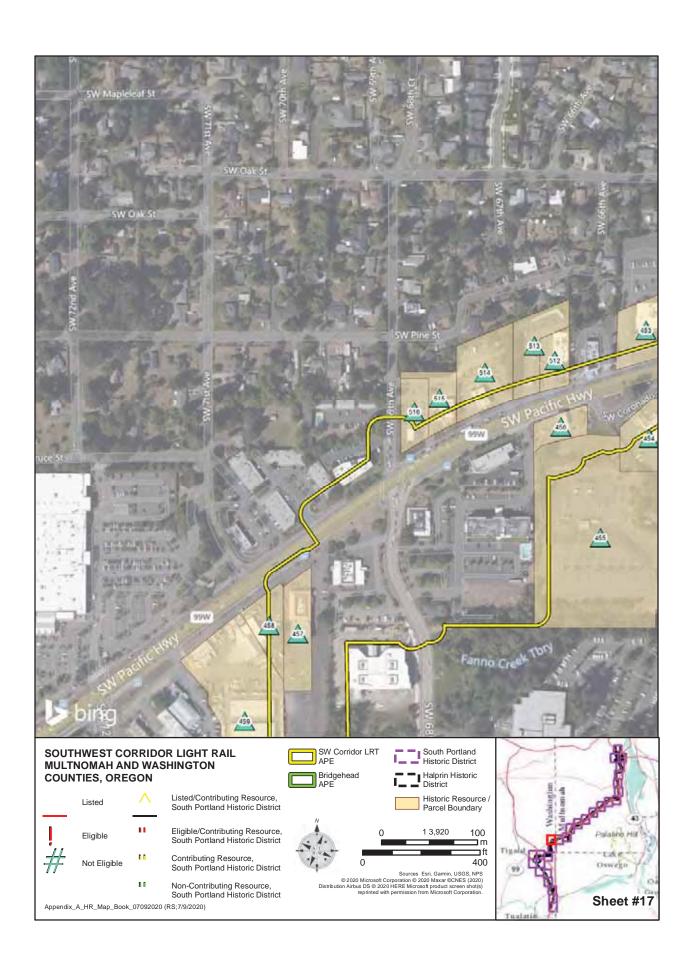


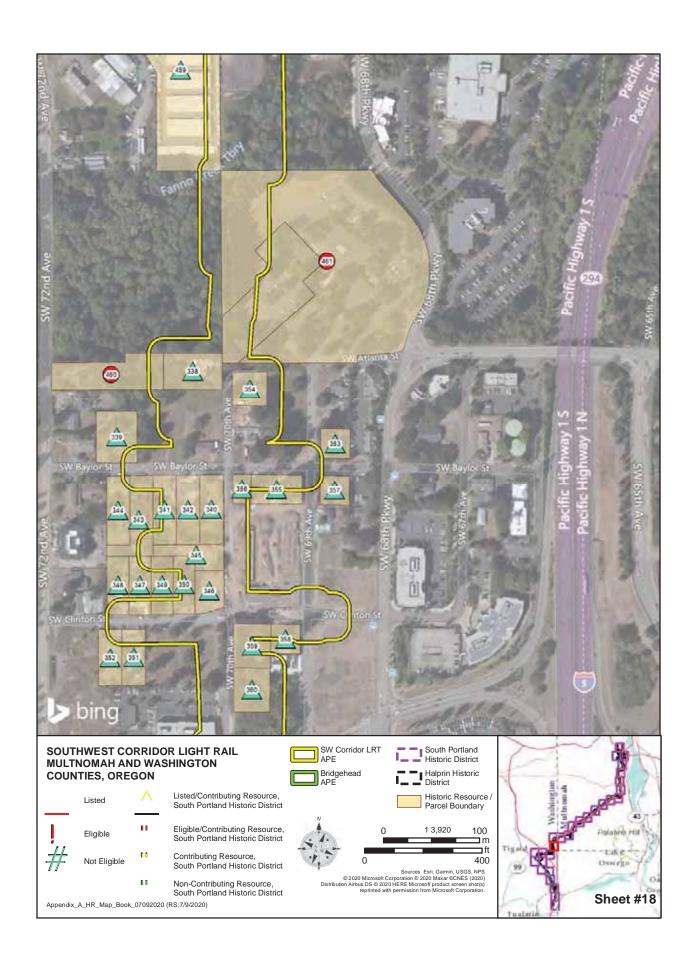


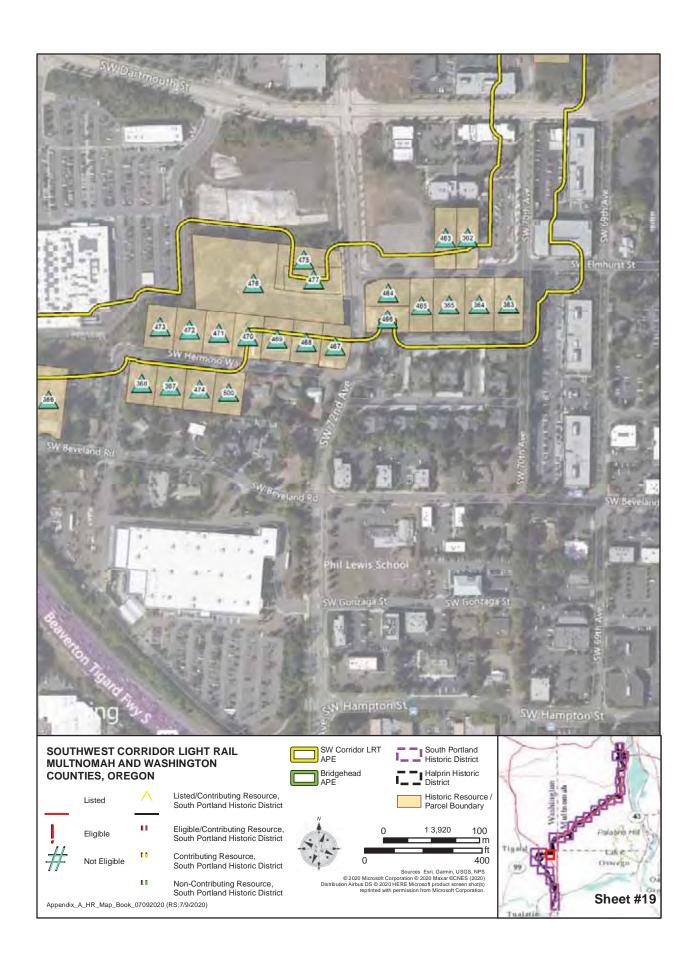


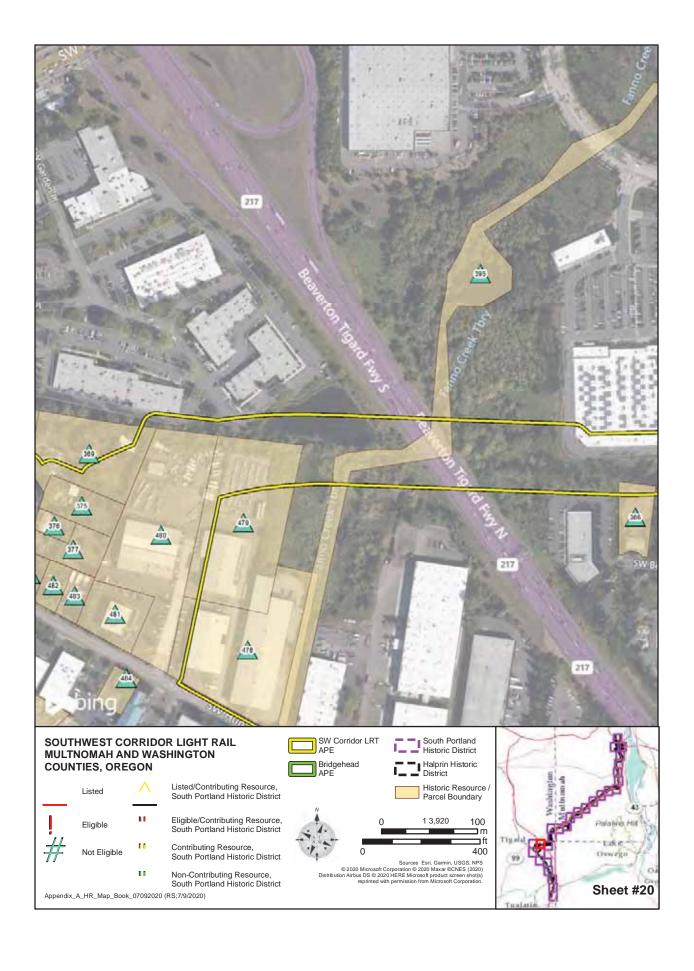


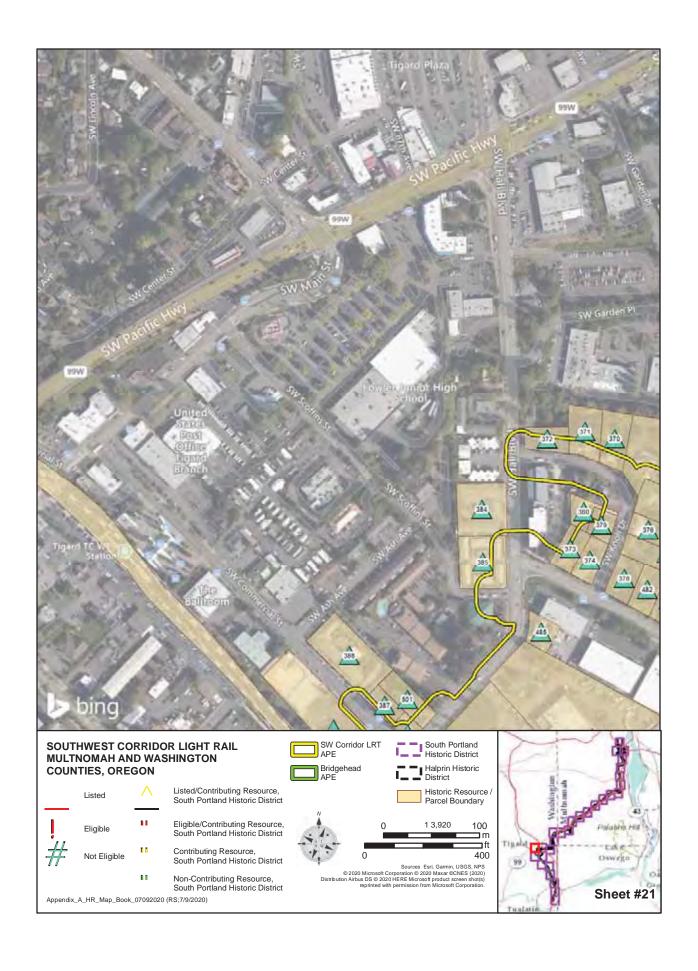


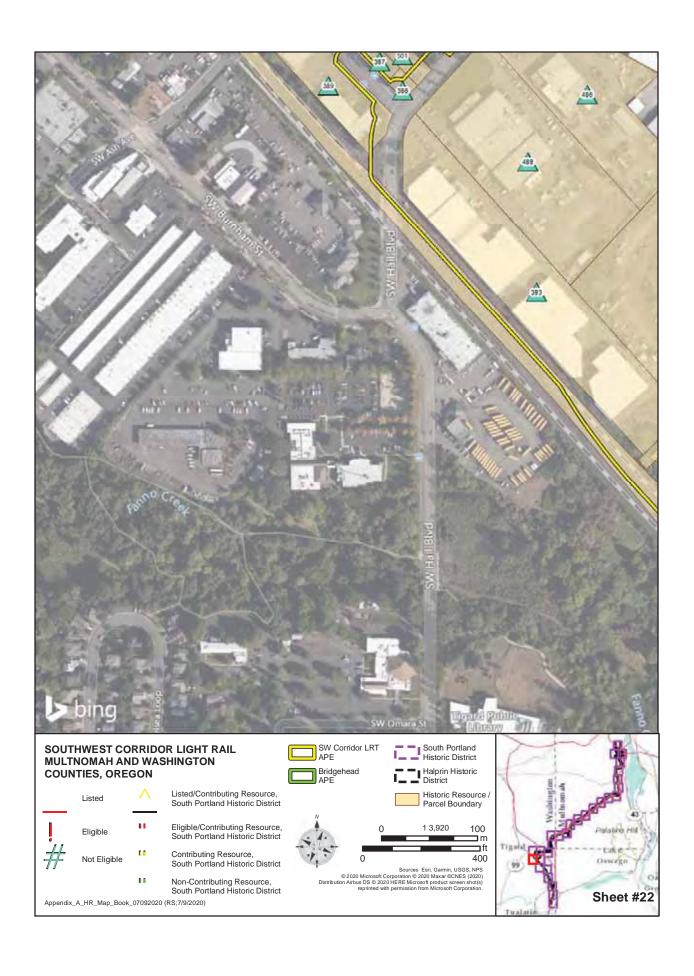


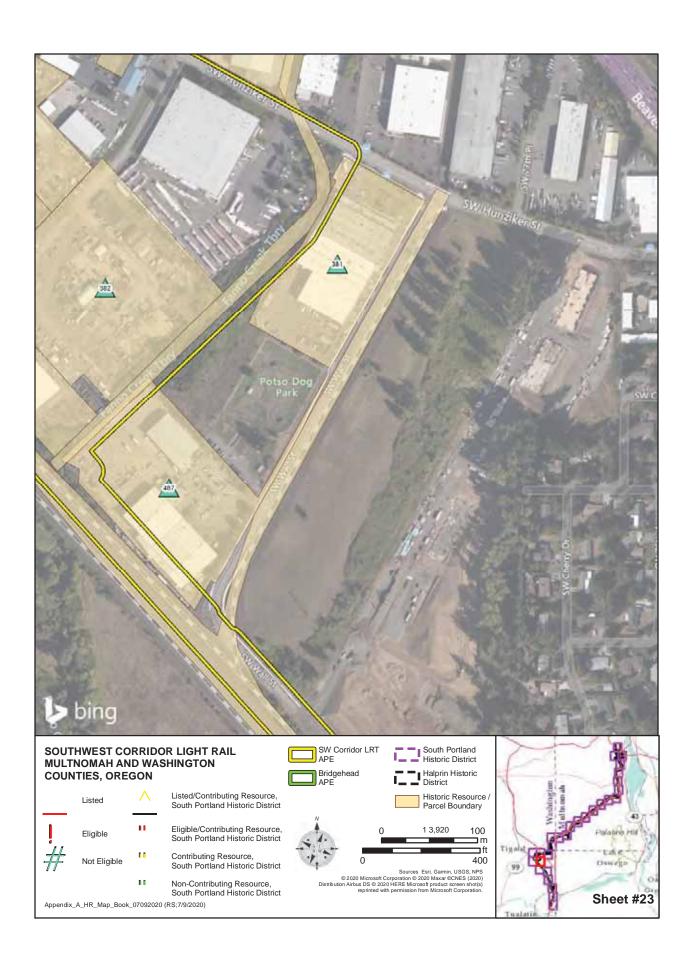






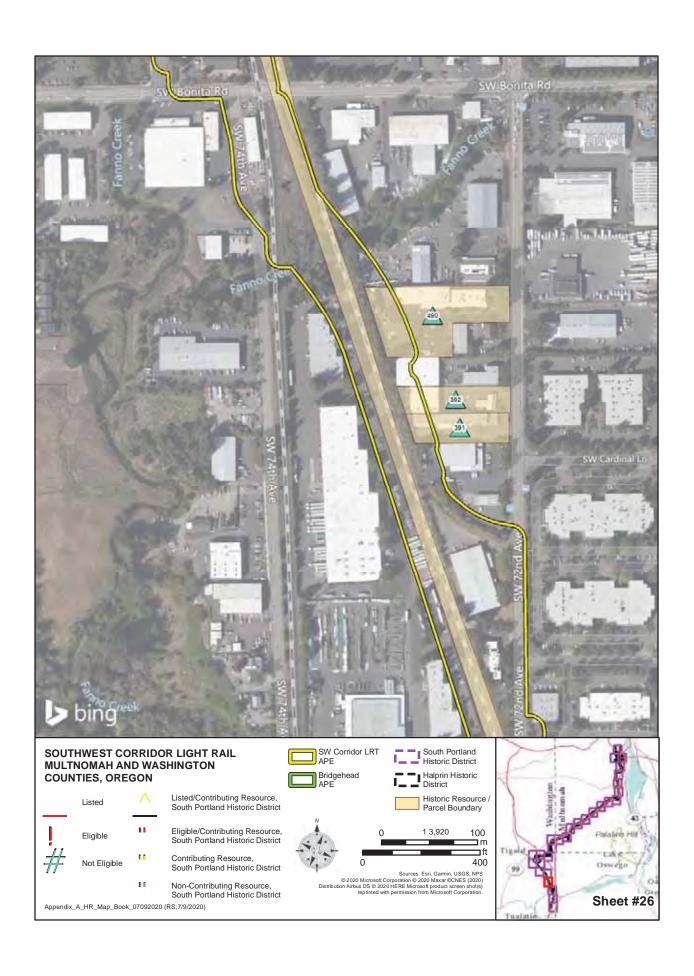


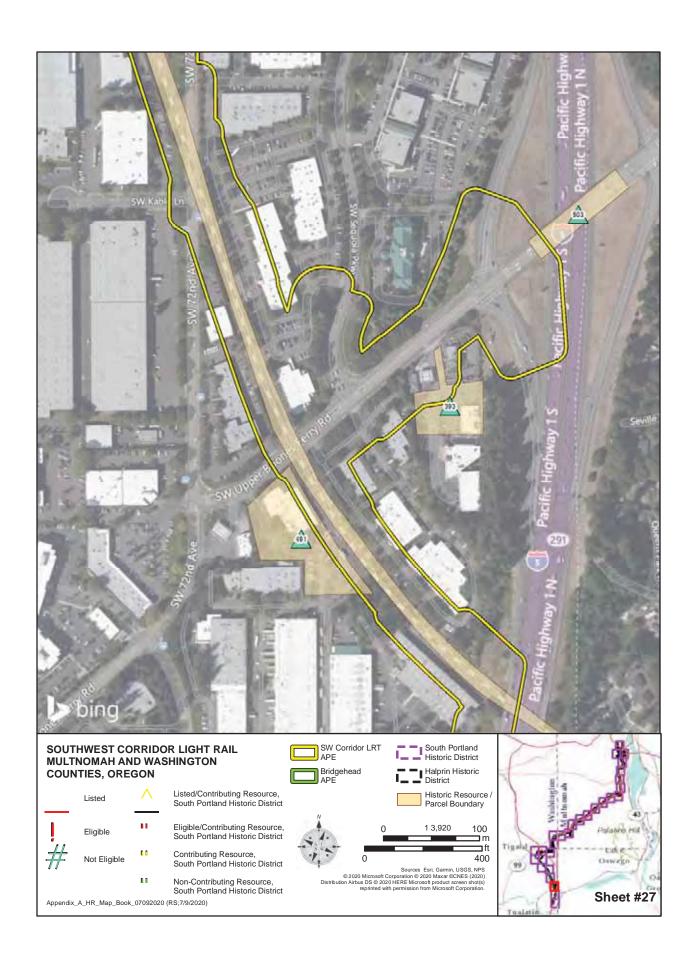


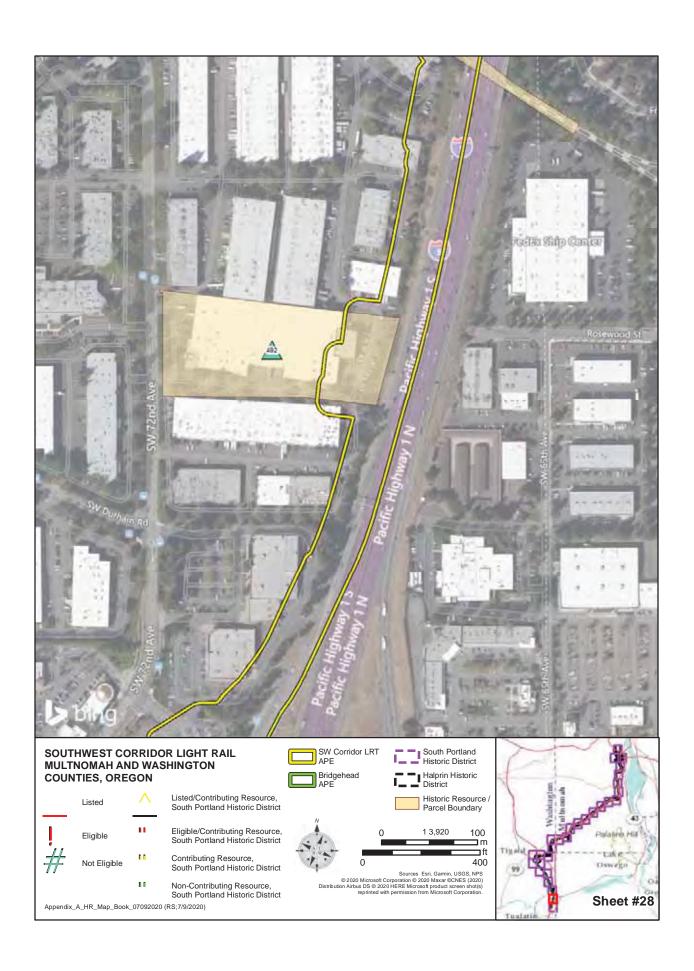


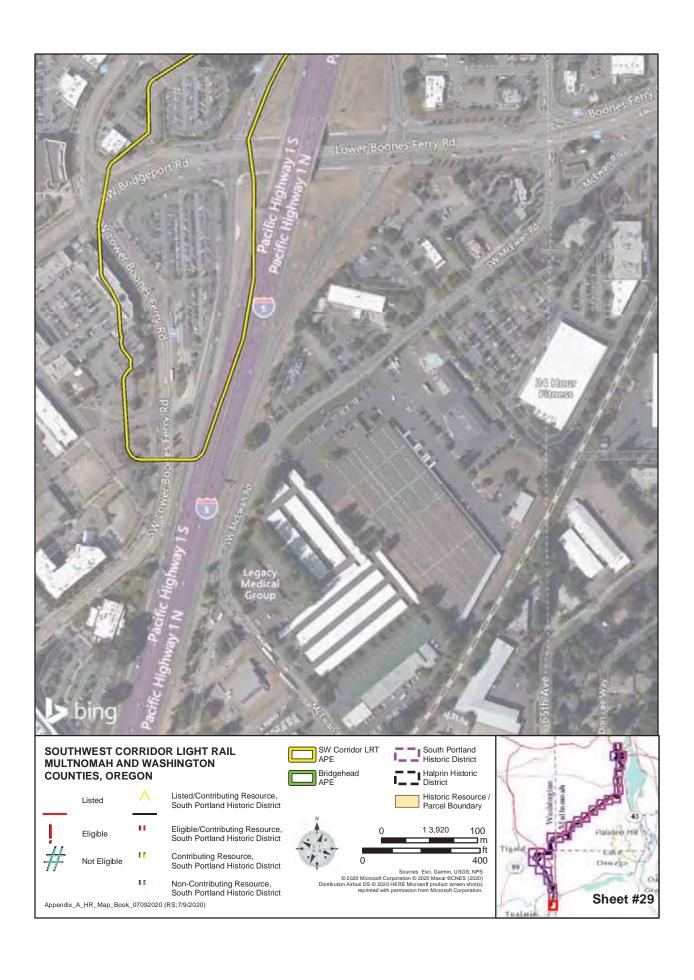












APPENDIX B

BASELINE TABLE OF HISTORIC RESOURCES IDENTIFIED

- The survey numbers correlate with the numbers shown in Appendix A
- Brown shading indicates that the property was documented in support of the DEIS
- All recommendations of NRHP eligibility are proposed by AINW
- City of Portland HRI rankings (Rank I, Rank II, Rank III, and No Rank) are reported in the "NRHP Status/Recommendations" column, as these rankings convey an evaluation of the inventoried resource's potential for NRHP eligibility as of 1984
 - Rank I and Rank II=Likely eligible for listing in the NRHP as individual resources
 - Rank III=Likely eligible for listing in the NRHP as a contributing resource of a historic district
 - o No Rank =Unlikely to meet NRHP eligibility criteria

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11871 1 PARTIAL	Duniway Plaza 2400 SW 4TH AVE PORTLAND R777501500 Farley Building	1967 Building Modern Commercial Standard Brick	Recommended Eligible/Contributing	Originally served as patent, trademark, and copyright offices of L.R. Geisler, Oliver D. Olson, Eugene M. Eckelman, and Eugene D. Farley.		MATTER STATE OF THE PARTY OF TH
SW_15042 2 NO IMPACT	2000 SW 5TH AVE PORTLAND R140902090	1965 Building Modern Period Other Standard Brick	Previously Recorded as Not Eligible/Out of Period (2007); Recommended Eligible/Contributing for PSU RLS survey (2020); Recommended Eligible/Contributing			NW Chooks of
SW_15043 3 PARTIAL	2130-2136 SW 5TH AVE PORTLAND R140902190	1959 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		SW LANCO B SI

Project ID Survey# Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3506 4 FULL	2401 SW 4TH AVE PORTLAND R140902480 Caravan Motor Hotel	1962 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		DIX BIND SO AITS AND SO AITS A
SW_16111 5 NO IMPACT	420 SW HOOKER ST PORTLAND R140907680	1930 Building Craftsman Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		SW FOOTR 6T
SW_7717 6 TCE	2903-2915 SW 4TH AVE PORTLAND R140907670	1908 Building Foursquare Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows and siding have been replaced, and east facade porches have been modified. Diminished historical integrity limits the building's eligibility to be listed in the NRHP.		300 SW 47H AV

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_8135 7 NO IMPACT	2925 SW 4TH AVE PORTLAND R140907690	1894 Building Queen Anne Cedar Rake Shingle		Basement, siding, and window modifications have diminished the house's historical integrity, and limit the building's eligibility for listing in the NRHP.		Swath Ave
SW_16334 8 PARTIAL	SW TERWILLIGER BLVD PORTLAND R991100300 Terwilliger Parkway	1914 Site Not Applicable Not Applicable	City of Portland HRI (1984 - Rank I); Previously Documented as Eligible/Significant (1985, 2006); Recommended Eligible/Significant	Envisioned as part of the Olmsted Brothers plan for Portland parks in 1903, Terwilliger Parkway was constructed between 1910 and 1914. Completion of the Portland Aerial Tram in 2006 and other modern developments at OHSU have diminished some aspects of the park's integrity where the Southwest Corridor Light Rail project proposes the Marquam Hill Connection.	25	Portland
9 PARTIAL	Marquam Plaza 2525 SW 3RD AVE PORTLAND 2525 SW 3rd Avenue R777501700 Marquam Plaza	1965 Building International Concrete Panels	Previously Recorded as Eligible/Contributing (2011 - Portland Central City Modern Resources RLS 1945-1985); Recommended Eligible/Contributing	Designed by Robert Koch and constructed in the South Auditorium Urban Renewal area.		Management and the control of the co

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW 12211 10 FULL	2901 SW BARBUR BLVD PORTLAND R140906760	1888 Building Victorian Era Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		
SW_2741 11 PARTIAL	3007 SW BARBUR BLVD PORTLAND R140907860	1941 Building Other / Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	The building appears to have been extensively modified during the 1960s; the gable roof was likely constructed at that time. The building's diminished integrity limits its eligibility for listing in the NRHP.		SW BAINWA BING
SW_12715 12 NO IMPACT	336 SW WOODS ST PORTLAND R140910550	1934 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_10801 13 TCE	3141 SW BARBUR BLVD PORTLAND R991100320	1943 Building Georgian Standard Brick		Windows are vinyl replacements; the removal of original windows appears to have necessitated the installation of new window sills. Garage doors at the lower level are also replacements. These changes have diminished the building's historical integrity, and limit its eligibility for listing in the NRHP.		S THE PART AVE
SW_3816 14 FULL	Congregation Ahavath Achim Synagogue 3225 SW BARBUR BLVD PORTLAND R140910580 Abavath Achim Synagogue	1965 Building Post-Modern Stucco	City of Portland HRI (1984 - Rank III); Recommended Eligible/Contributing			W DEFENSE
SW_6366 15 FULL	3305-3307 SW BARBUR BLVD PORTLAND R140912290	1940 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	There are two buildings on this tax parcel; a duplex fronting SW Barbur Boulevard and a house to the west that appears to have been constructed circa 1940. The duplex retains many of its original characteristics; however, the siding and windows of the house to the west have been modified. Neither building has historical associations under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1481 16 PARTIAL	3319 SW BARBUR BLVD PORTLAND R140912310	1939 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	The original siding and some windows have been replaced. A modern carport/deck has been constructed at the east facade. Diminished historical integrity limits the building's eligibility for listing in the NRHP.		
SW_7355 17 NO IMPACT	239 SW WHITAKER ST PORTLAND R140912350	1934 Building Tudor Revival Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	All visible windows appear to be vinyl replacements. Cedar rake siding is likely not original to the house. The house has no historical associations of significance under Criteria A through D.		
SW 4873 18 PARTIAL	225-239 SW WHITAKER ST PORTLAND R140912340	1938 Building Cape Cod Horizontal Board	Recommended Not Eligible/Non-Contributing	Plan has been extensively modified; enlarged from one- and one-half stories to two sometime after 1950. Diminished historical integrity limits the NRHP eligibility of the building.		SW circles of

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_8708 19 FULL	3339 SW BARBUR BLVD PORTLAND R140912320	1912 Building Vernacular Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	The house has no historical associations of significance under Criteria A through D.		SW GIBRS ST
SW_11181 20 FULL	3405 SW BARBUR BLVD PORTLAND R991100520	1936 Building Tudor Revival Standard Brick	Recommended Not Eligible/Non-Contributing	All visible windows are modern replacements. A dormer has been added to the north elevation. Diminished historical integrity limits the NRHP eligibility of the building.		
SW 851 21 NO IMPACT	Vista View Condominiums 3425 SW Barbur Boulevard PORTLAND R868620010	1966 Building Modern Period Other Vertical Board	Recommended Not Eligible/Non-Contributing	All original aluminum sliding windows have been replaced with vinyl sliding sashes. A remodeling project was underway at the time of survey. The building has no historical associations of significance under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_10566 22 TCE	4019 SW CORBETT AVE PORTLAND R140917050	1927 Building Tudor Revival Horizontal Board	Recommended Eligible/Contributing	Siding may not be original, but does not diminish historical appearance. All original windows appear to be intact. The house is a representative example of its type and period of construction.		TEAL ST
SW 20066 23 TCE	0123 SW LOWELL ST PORTLAND R649754460	1907 Building Queen Anne Shingle	Was recommended Eligible/Contributing after preliminary assessment for DEIS Recommended Not Eligible/Non-Contributing for FEIS			SW THOMAS ST
SW_8902 24 NO IMPACT	0130 SW THOMAS ST PORTLAND R140917000	1927 Building Minimal Traditional Shingle	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl sashes. A detached garage is situated west of the house. The building has no historical associations of significance under Criteria A through D.		IN TOWN IN WA

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1572 25 NO IMPACT	3935 SW CORBETT AVE PORTLAND R140916700	1893	City of Portland HRI (1984 – Rank III); Recommended Not Eligible/Non- Contributing	Siding, window, and porch modifications diminish the house's historical integrity and limit its eligibility for listing in the NRHP.		TO DESCRIPTION OF THE PARTY OF
SW_16576 26 PARTIAL	0102 SW ABERNETHY ST PORTLAND R140916740	1908 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Siding and window modifications diminish the house's historical integrity and limit its eligibility for listing in the NRHP.		SW THOMAS ST
SW 9175 27 PARTIAL	3926 SW WATER AVE PORTLAND R140916730	1908 Building Craftsman Shingle	Recommended Eligible/Contributing	Some original windows have been replaced with vinyl sashes; however, the house is a good example of its type and period of construction.		Ply WATER AND

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_8615 28 TCE	3932-3934 SW WATER AVE PORTLAND R140916710	1924 Building Colonial Revival Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Siding does not appear to be original; aluminum storm windows obscure original wood windows. The house has no historical associations of significance under Criteria A through D.		SW THOMAS
SW_21603 29 TCE	0117 SW THOMAS ST PORTLAND R140916720	1884 Building Victorian Era Cedar Rake Shingle		Original windows and siding have been modified. A circa 1930 detached garage is to west. A possible addition was observed at the rear (north) elevation. These modifications diminish the house's historical integrity and limit its eligibility for listing in the NRHP.		SW THOMAS ST
SW_15092 30 PARTIAL	4004-4006 SW BARBUR BLVD PORTLAND R140917060	1949 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	All original windows replaced with vinyl sashes. Diminished historical integrity limits the building's eligibility for listing in the NRHP.	TO THE REAL PROPERTY OF THE PR	SAM TOTAL BY

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4769 31 FULL	0109 SW LOWELL ST PORTLAND R140917070	1926 Building Vernacular Vertical Board	Recommended Not Eligible/Non-Contributing	Windows and siding have been extensively modified, diminishing the house's historical integrity and limiting its eligibility for listing in the NRHP.		SW THOMAS S
SW_17394 32 PARTIAL	3838 SW BARBUR BLVD PORTLAND R140915620	1950 Building Modern Period Other Metal Other / Undefined		Modifications to the fenestration diminish the building's historical integrity and its potential to be eligible for listing in the NRHP. Most windows appear to be replacements for originals, and former window openings have been infilled and painted over.		AND THE WATER AVE
SW_21002 33 NO IMPACT	4000 SW VIEW POINT TER PORTLAND R140916990	1925 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows replaced with aluminum and vinyl sashes. This building has no historical associations of significance under Criterion A through D.		Apply 6/500 pt.

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11363 34 NO IMPACT	4014 SW VIEW POINT TER PORTLAND R140916980	1925 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Second entry door and deck added to west facade. This building has no historical associations of significance under Criterion A through D.		AND AND DEAD OF THE WARRENCE OF
SW 7206 35 NO IMPACT	4024 SW VIEW POINT TER PORTLAND R140916970	1925 Building Craftsman Stucco	Recommended Not Eligible/Non-Contributing	Siding and window modifications diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		particip state (II)
SW 20636 36 TCE	3833 SW VIEW POINT TER PORTLAND R140915550	1899 Building Vernacular Vinyl Siding	Eligible/Non-Contributing	Vinyl windows and siding diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		AND LANCE ST

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_15622 37 TCE	3825 SW VIEW POINT TER PORTLAND R140915540	1893 Building Vernacular Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to windows, siding, and plan diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		APERNATHY ST
SW_11040 38 TCE	3811 SW BARBUR BLVD PORTLAND R140915520	1960 Building Northwest Regional Wood Other / Undefined	Recommended Eligible/Contributing	Designed by Potter and Robinson Architects, this building embodies distinctive characteristics of the Northwest Regional style.		The same that the train the train the train that th
SW_12822 39 FULL	3606 SW BARBUR BLVD PORTLAND R140914190	1965 Building Modern Commercial Vertical Board		Siding and window modifications detract from the building's historical character, diminishing the building's historical integrity and its potential to be eligible for listing in the NRHP		WW PENNSYER III

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11179 40 NO IMPACT	3635 SW CONDOR AVE PORTLAND R140914100	1871 Building Victorian Era Horizontal Board	Recommended Eligible/Contributing	Most original windows have been replaced; however, the house is one of the oldest identified in the project area, and it embodies distinctive characteristics of its period of construction.		and corecust Avy
SW_9114 41 NO IMPACT	3625 SW CONDOR AVE PORTLAND R140914080 Holt-Saylor-Liberto House	1885 Building Queen Anne Horizontal Board	Individually Listed in NRHP (1978); City of Portland Historic Landmark	The building is a good representation of the Queen Anne style.		W CHICAL ALE
SW_21131 42 NO IMPACT	3611 SW CONDOR AVE PORTLAND R140914070	1898 Building Colonial Revival Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Original siding and windows have been modified, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP.		SN TONCON AVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_18317 43 PARTIAL	3605 SW CONDOR AVE PORTLAND R140914060	1898 Building Colonial Revival Horizontal Board	Recommended Eligible/Contributing	The house embodies distinctive characteristics of its period of construction. An associated stone wall dates to the historic period, but does not contribute to the eligibility of the house for listing in the NRHP under Criterion C.		DOIL AVE
SW_1917 44 TCE	022 SW LOWELL ST PORTLAND R669101960 022 SW Lowell St.	1908 Building Colonial Revival Horizontal Board	Recommended Eligible/Contributing	Original windows likely remain but are obscured by storm windows. The house embodies distinctive characteristics of its type and period of construction.		OFFIL ST
SW_19868 45 NO IMPACT	012 SW LOWELL ST PORTLAND R669101950	1908 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Extensive window and door modifications have diminished the house's historical integrity and its potential to be eligible for listing in the NRHP.		SW LOWELL ST

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_14225 46 NO IMPACT	4126 SW VIEW POINT TER PORTLAND R669101920	1908 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		
SW_13764 47 NO IMPACT	4130-4144 SW VIEW POINT TER PORTLAND R669101900	1962 Building Modern Period Other Vertical Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		
SW_5147 48 FULL	021 SW BANCROFT ST PORTLAND R669101890	1906 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	All windows have been replaced with vinyl sashes, and porch modifications were observed. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3420 49 FULL	015 SW BANCROFT ST PORTLAND R669101860	1890 Building Victorian Era Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Window, porch, and siding modifications; second chimney added after construction. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		SW BANCRO
SW 3700 50 TCE	4234 SW VIEW POINT TER PORTLAND R669101870	1894 Building Queen Anne Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to plan, cladding, and windows. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		TEN 1027
SW_22467 51 NO IMPACT	4400 SW CONDOR AVE PORTLAND R669102560	1948 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	All original windows replaced with vinyl sashes; siding also appears to be a modern replacement. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		SW COULON AVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4417 52 PARTIAL	4341 SW VIEW POINT TER PORTLAND R669102430	1942 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	Siding and windows are modern. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		Bon St
SW 18281 53 PARTIAL	4331 SW VIEW POINT TER PORTLAND R669102340	1908 Building Colonial Revival Synthetic Other / Undefined	Recommended Not Eligible/Non-Contributing	Modifications to the siding and windows of the house diminish its historical appearance and integrity, limiting the house's eligibility for listing in the NRHP. An associated garage is situated east of the house.		Iton St
SW 18600 54 NO IMPACT	4323 SW VIEW POINT TER PORTLAND R669102420	1941 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Siding and window modifications diminish historical integrity and appearance, limiting the house's eligibility for listing in the NRHP.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_10180 55 NO IMPACT	4315 SW VIEW POINT TER PORTLAND R669102410	1941 Building Minimal Traditional Horizontal Board	Recommended Eligible/Contributing	High level of integrity. Distinctive mixture of Minimal Traditional and World War II- era styles.		
SW 7075 56 FULL	4320 SW VIEW POINT TER PORTLAND R669101700	1910 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	All original windows replaced with vinyl sashes; west facade porch modifications were also observed. The building's diminished historical integrity limits its eligibility for listing in the NRHP. A detached garage is situated to the house.		The state of the s
SW 128 57 FULL	4440 SW BARBUR BLVD PORTLAND R669101600	1948 Building Commercial Poured Concrete	Recommended Not Eligible/Non-Contributing	Retains some original steel sash windows. However, this building has no historical associations of significance under Criteria A through D.		SW HAMILTON ST

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SW_2591 58 NO IMPACT	018 SW HAMILTON ST PORTLAND R669101280	1885 Building Victorian Era Horizontal Board	Recommended Eligible/Contributing	Embodies distinctive characteristics of its type and period of construction.		SW WATER AVE
SW 8693 59 NO IMPACT	04 SW HAMILTON ST PORTLAND R669101370	1885 Building Queen Anne Horizontal Board	Recommended Eligible/Contributing	Embodies distinctive characteristics of its type and period of construction. The associated garage does not contribute to the NRHP eligibility of the house.		THE PROPERTY AND A STATE OF THE PARTY AND A ST
SW_8398 60 EASEMENT	212-214 SW HAMILTON ST PORTLAND R354250350	1893 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Extensive modifications to siding, windows, plan, and roof diminish the building's historical integrity and it potential to be eligible for listing in the NRHP.		451\ 9W)

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_103 61 TCE	232 SW HAMILTON ST PORTLAND R669103220	1900 Building Victorian Era Shingle	Recommended Not Eligible/Non-Contributing	The house has diminished historical integrity due to the replacement of the original windows and siding, and the original entry porch has been infilled. It is not eligible for listing in the NRHP due to a lack of historical integrity.		SW HAMILTON TER
SW_6814 62 EASEMENT	218-220 SW HAMILTON ST PORTLAND R669103230	1888 Building Victorian Era Horizontal Board	Recommended Eligible/Contributing	Some window replacements; at the time of survey, work was being done at the south end of the house and was covered with a tarp. Adjacent garage to the west does not contribute to the house's NRHP Eligibility.		60W HAMILTON TER
SW 17013 63 NO IMPACT	127 SW HAMILTON ST PORTLAND R669103490	1924 Building Craftsman Horizontal Board	Recommended Eligible/Contributing	Semi-attached garage situated northeast of the house replaced an original outbuilding sometime after 1950. The house is a good example of the Craftsman style in this area of Portland.		SW BANCROFT

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SW_3733 64 TCE	105 SW HAMILTON ST PORTLAND R669103460	1921 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Extensive modifications to windows, an added south-facing dormer, and modern porch rail diminish the house's integrity and its potential to be eligible for listing in the NRHP.		SW BANGROFT CT ON ME
SW_3806 65 TCE	4423 SW CONDOR AVE PORTLAND R669103450	1928 Building Colonial Revival Vinyl Siding	Recommended Not Eligible/Non-Contributing	Siding is modern vinyl. Picture windows of the east facade may be historic- period replacements. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		SW RANCOPAT CT TO THOUGH AN
SW_3807 66 NO IMPACT	4415 SW CONDOR AVE PORTLAND R669103440	1927 Building Craftsman Aluminum Siding	Recommended Not Eligible/Non-Contributing	Windows and siding are not original to the date of construction. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		SW BANCHOFT CT TO THOM WAY

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_9626 67 NO IMPACT	304 SW HAMILTON ST PORTLAND R669104410	1908 Building Colonial Revival Shingle	Fligible/Contributing	Storm windows obscure windows from view. Siding may not be original; however, the house embodies distinctive characteristics of its type and period of construction.		HAMILTON ST SW HAMILTON TER
SW_8038 68 NO IMPACT	326-334 SW HAMILTON ST PORTLAND R669104430	1957 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Two multi-family dwellings of the same design and finish. Both have modern windows and siding, diminishing their historical integrity and potential to be eligible for listing in the NRHP.		THY HMAN, York MY
SW 2798 69 PARTIAL	4100 WI/ SW BARBUR BLVD PORTLAND R669101720 Multnomah County Welfare Commission Offices; Grant's Market	1935 Building Commercial Horizontal Board	Recommended Not Eligible/Non-Contributing	This building housed a market facing SW Barbur Boulevard and welfare offices fronting SW Corbett Avenue. It was damaged by fire in 1946, but was repaired and maintains its original plan. Circa 1970s modifications to the windows and siding were observed. Diminished historical integrity limits the eligibility of the building for listing in the NRHP.		SW Thomas St SW Lowell St

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_5949 70 PARTIAL	4123 SW CORBETT AVE PORTLAND R669101730	1886 Building Vernacular Shingle	Recommended Not Eligible/Non-Contributing	Modifications to siding, windows, and plan diminish the building's historical integrity and limit its potential to be eligible for listing in the NRHP		SW TOWETT BL
SW_14663 71 TCE	4133 SW CORBETT AVE PORTLAND R669101750 Jewish Shelter Home	1902 Building Colonial Revival Horizontal Board	Listed in NRHP (1984); City of Portland HRI (1984 - Rank II)	The building is listed under Criteria A and B, and is recommended as being eligible for listing under Criterion C.		W LOWILL ST
SW_12407 72 PARTIAL	4145 SW CORBETT AVE PORTLAND R669101770	1898 Building Queen Anne Horizontal Board	City of Portland HRI (1984 – Rank III); Recommended Eligible/Contributing	Recommended eligible under Criterion C.		

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SW_11336 73 PARTIAL	4205 SW CORBETT AVE PORTLAND R669101820	1898 Building Queen Anne Horizontal Board	Recommended Eligible/Contributing	The east facade porch was enclosed at an unknown date. Windows look like replacements but do not significantly diminish the house's historical appearance or integrity. An associated historic-period garage is east of the house.		153
SW_17827 74 PARTIAL	4215-4217 SW CORBETT AVE PORTLAND R669101810	1890 Building Italianate Horizontal Board	Recommended Eligible/Contributing	Windows are vinyl replacements but do not significantly detract from the building's historical appearance or integrity.		
SW_1196 75 PARTIAL	4225 SW CORBETT AVE PORTLAND R669101800	1912 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Addition constructed at northeast corner post- 1950 diminished the house's historical integrity and its potential to be eligible for listing in the NRHP.		

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SW_17828 76 PARTIAL	4231-4237 SW CORBETT AVE PORTLAND R669101790	1906 Building Commercial Horizontal Board	Recommended Eligible/Contributing	Second story windows are modern vinyl sashes. Original bulkheads have been retained at the first story.		
SW_1136 77 PARTIAL	4245-4247 SW CORBETT AVE PORTLAND R669101780	1892 Building Other / Undefined Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has been heavily modified and no longer reflects its historical appearance. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		
SW_1862 78 FULL	0110 SW BANCROFT ST PORTLAND R669101380	1962 Building Modern Period Other Vertical Board	Recommended Not Eligible/Non-Contributing	A detached garage is situated west of the building. This building has no historical associations of significance under Criteria A through D.		SW Cortest Ave Age

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SW_19401 79 PARTIAL	Lou Stafford Insurance 4330 SW BARBUR BLVD PORTLAND R669101440 Enco Service Station	1962 Building Modern Commercial Oversized Brick	Recommended Not Eligible/Non-Contributing	Originally constructed as a gas station; in 1972 was converted for use as office space. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		
SW_3920 80 NO IMPACT	4343 SW CORBETT AVE PORTLAND R669101490	1957 Building Modern Period Other Vertical Board	Recommended Not Eligible/Non-Contributing	Windows are modern vinyl sashes. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		SW Corber Am
SW_3248 81 NO IMPACT	4407 SW CORBETT AVE PORTLAND R669101510	1889 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to the house's plan and windows were observed. It is zoned for mixed use (residential and commercial). The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		SWOMEN AND STREET

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_2524 82 NO IMPACT	037 SW HAMILTON ST PORTLAND R669101570	1890 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	The building has been heavily modified, resulting in a mixture of styles and eras represented. Now used for commercial and residential purposes. The building's diminished integrity limits its potential to be eligible for listing in the NRHP. A detached garage is situated southeast of the building.		MATCH, 81
SW_15106 83 PARTIAL	Tabernacle Seventh-Day Adventist Church 26 SW CONDOR WAY PORTLAND R669102700	1963 Building Modern Period Other Vertical Board		Designed by Philip S. Balsiger, the church embodies distinctive characteristics of its type and period of construction, and meets the requirements of Criteria Consideration A.		SW Hauctor St.
SW_15801 84 NO IMPACT	4604 SW CONDOR AVE PORTLAND R649782930	1952 Building Vernacular Concrete Panels	Recommended Not Eligible/Non-Contributing	No longer reflects its historical appearance due to modern modifications. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		SW CONDOR AVE

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SW_12304 85 NO IMPACT	4619 SW CONDOR AVE PORTLAND R669103070	1910 Building Colonial Revival Horizontal Board	Recommended Eligible/Contributing	Embodies distinctive characteristics of its type and period of construction.		SW Hamilton &
SW 1671 86 PARTIAL	4529 SW HAMILTON TER PORTLAND R669104400	1889 Building Other / Undefined Shingle		Sanborn maps indicate that the house was expanded towards the west after 1950. Historic-period and modern changes to the siding and windows were observed. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		IN HAMILTON BY
SW 11548 87 EASEMENT	354 SW HAMILTON CT PORTLAND R669104640	1894 Building Queen Anne Vinyl Siding	Recommended Not Eligible/Non-Contributing	Original siding and windows have been removed and replaced with vinyl components, diminishing the historical appearance and integrity of the house. The house has no significant associations under Criteria A through D.		W HAMLICH ET

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SW_1200 88 EASEMENT	364 SW HAMILTON CT PORTLAND R669104630	1894 Building Victorian Era Horizontal Board	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl sashes. The north facade porch has been infilled and adorned with Craftsman decorative features, further diminishing the historical appearance and integrity of the house. The house is not eligible for listing in the NRHP due to its diminished historical integrity.		SW HAMALTON CI
SW_10285 89 PARTIAL	4820 SW BARBUR BLVD PORTLAND R991150550	1962 Building Modern Period Other Stone Other Undefined	Recommended Eligible/Contributing	Embodies distinctive characteristics of its type and period of construction.		
SW_16950 90 PARTIAL	4950 SW BARBUR BLVD PORTLAND R991150270 Rasmussen Village	1941 Building Art Deco Stucco	Recommended Eligible/Contributing	Three historic apartment buildings with an associated historic-period garage and original signs at the SW Barbur Boulevard entry. Three other apartment buildings, possibly modern in construction, are situated east and do not contribute to the property's historical significance.		SW YEAR HOLE AT SO

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_5424 91 PARTIAL	5055 SW SLAVIN RD PORTLAND R991150620	1949 Building Vernacular Standard Brick	Recommended Not Eligible/Non-Contributing	This building does not have historically significant associations under Criteria A through D.		
SW_1026 92 NO IMPACT	5930 SW RALSTON DR PORTLAND R300600010	1957 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	This building does not have historically significant associations under Criteria A through D.		
SW_3069 93 NO IMPACT	5870 SW RALSTON DR PORTLAND R649821090	1949 Building Colonial Revival Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Siding and window modifications diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		

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SW_10322 94 NO IMPACT	5880 SW RALSTON DR PORTLAND R649631970	1950 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, siding, and windows diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW 13234 95 PARTIAL	5910 SW RALSTON DR PORTLAND R780207870	1937 Building Tudor Revival Roman Brick	Fligible/Contributing	Some original windows have been replaced with vinyl sashes of similar configuration. The house embodies distinctive characteristics of its type and period of construction.		The second of th
SW 22611 96 NO IMPACT	6660 SW PARKHILL DR PORTLAND R646300920	1952 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Likely addition (circa 1970s) observed at the south elevation. This building does not have historically significant associations under Criteria A through D.		

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SW 668 97 NO IMPACT	6402 SW PARKHILL DR PORTLAND R646300730	1961 Building Split Level Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	The house has anodized aluminum windows that are not original to the date of construction. This building does not have historically significant associations under Criteria A through D.		S parts notive MS
SW_11986 98 NO IMPACT	6438 SW PARKHILL DR PORTLAND R646300820	1940 Building Other / Undefined Horizontal Board	Recommended Not Eligible/Non-Contributing	Windows appear to be modern replacements. This building does not have historically significant associations under Criteria A through D.		997W
SW_20265 99 NO IMPACT	5933 SW RALSTON DR PORTLAND R300600250	1957 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Window modifications diminish the building's historical integrity. This building does not have historically significant associations under Criteria A through D.		

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Overpass 100 NA	SW Newbury St Viaduct, Hwy 1W Bridge #01983	1934 Structure Not Applicable Not Applicable	Category II Bridge, ODOT Historic Bridge Field Guide (2013); Recommended Eligible/Contributing	Constructed with federal relief funds, this structure has a composite design of timber and concrete.		ped riging MR (8)
Overpass 101 NA	SW Vermont St Viaduct, Hwy 1W Bridge #01984	1934 Structure Not Applicable Not Applicable	Category II Bridge, ODOT Historic Bridge Field Guide (2013); Recommended Eligible/Contributing	Constructed with federal relief funds, this structure has a composite design of timber and concrete.		The state of the s
SW_16303 102 PARTIAL	Duniway Park SW 6 TH AVE AND SW SHERIDAN ST PORTLAND	1918 Site Not Applicable Not Applicable	Recommended Eligible/Contributing	Park features a modern recreation field, but retains a historic-period lilac garden and two restroom buildings. It has a significant association with the development of South Portland during the early twentieth century.		CATIN MOUNTAI

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SW_16377 103 TCE	George Himes Park 6400 SW Terwilliger Boulevard Fulton Park; George Himes Park	1903 Site Not Applicable Not Applicable	Eligible/Significant	Park lands were donated in 1903 by Charles Ladd, Henry Pittock, and S.B. Lombard; was originally referred to as Fulton Park, and was later dedicated as George Himes Park in 1935.		Manage Ma
Overpass 104 NA	SW Barbur Blvd over Hwy 1W SB Bridge #05195B	1949 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete rigid frame bridge. Not included in Oregon's Historic Bridge Field Guide (2013).		SW And State And
Overpass 105 NA	Harbor Drive Viaduct, Hwy 1W NB Bridge #05195A	1949 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete deck girder bridge with filled retaining wall. Not included in Oregon's Historic Bridge Field Guide (2013).		William Service Servic

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Overpass 106 NA	SW 4th Ave over Hwy 61 & Conn #8 Bridge #09155	1964 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete box girder. Not included in Oregon's Historic Bridge Field Guide (2013).		SW Crant SI
Overpass 107 NA	SW Slavin Rd Conn over Hwy 1W (SW Barbur Blvd) Bridge #08551; City of Portland Bridge #139	1959 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Bridge with several different construction methods; reinforced concrete deck girder, reinforced concrete box girder, and steel deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		
Substation 108 NA	SW Curry Street at SW Water Avenue Portland General Electric Urban Substation	1963 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	This substation was originally constructed with one 3,000 kVA transformer. In 1971, the original transformer was replaced with two 16,800 kVA transformers to meet an increased demand. In 1975, the capacity was increased to its current 54,200 kVA. The substation has no known historical associations of significance under Criteria A through D.		SW Natio Pawy SW Water Ave

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Overpass 109 NA	S.W. Capitol Hwy. Semi- Viaduct-M.P. 6.62 at Sloped City of Portland Bridge #140	1959 Structure Not Applicable Not Applicable		Cast-in-place concrete semi- viaduct situated on the sloped hillside of SW Capitol Highway. Not included in Oregon's Historic Bridge Field Guide (2013); categorized as "not historic" in PBOT's Crossing the Divide Bridge Inventory (2015).		NE TabinDr.
District 110 NA	South Portland Historic District	District		Listed under Criteria A and C, this district is a good collection of Victorian-era buildings associated with the settlement of South Portland by immigrant groups at the turn of the twentieth century.		Portlan Amb (Market State Sta
SW_11603 111 NO IMPACT	322 SW MEADE ST PORTLAND R140906790 Murphy, Charles C & Anna, House	1894 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_9786 112 TCE	330 SW MEADE ST PORTLAND R140906870 Tartarimi, Gaetano & Victoria, House #2	1914 Building Bungalow Shingle	Contributing Resource, South Portland Historic District (Listed in 1998)			
SW_13119 113 FULL	338 SW MEADE ST PORTLAND R140906860 Tartarimi House #1	1914 Building Bungalow Shingle	Contributing Resource, South Portland Historic District (Listed in 1998)			
SW_16345 114 PARTIAL	Lair Hill Park 3037 SW 2ND AVE PORTLAND R140906580 Multnomah County Hospital Nurses' Quarters; Lair Hill Park; South	1918 Site	Recommended Eligible/Significant; Contributing Resource, South Portland Historic District	Lair Hill Park was established in 1927. Two historic buildings are within its boundary: the 1918 Multnomah County Hospital Nurses' Quarters and a 1921 South Portland (Carnegie) Library. Within the South Portland Historic District, Lair Hill Park is considered to be part of the Nurses' Quarters, and the Carnegie Library was documented as a separate property.		TW Area of the second of the s

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_14596 115 FULL	3203 SW 2ND AVE PORTLAND R140910570 Oregon Central Railroad Company House	1900 Building Queen Anne Horizontal Board	Not Eligible/Non- Contributing, South Portland Historic District (Listed in 1998)	The house was moved to its current location, and has incurred several other major modifications.		M CHANGE AND A STATE OF A STATE O
SW_11876 116 PARTIAL	3133 SW 2ND AVE PORTLAND R140910440 Durschmidt, Rudolph, House	1910 Building Foursquare Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998);	All original windows have been replaced with vinyl, and non-compatible standingseam metal has been placed on the roof. The east facade porch overhang, which was in place as late as 1950, has since been removed. The current porch features modern railings, and rests atop a street level garage. The house lacks adequate integrity to contribute to the historic district.		TH WOODS ST
SW_6659 117 TCE	3125 SW 2ND AVE PORTLAND R140910430 King, Ann, House	1906 Building Bungalow Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			And the Ave

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_22760 118 FULL	3124 SW BARBUR BLVD PORTLAND R140910420 Fiebiger, Victoria, House	1912 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			
SW_14792 119 FULL	230 SW WOODS ST PORTLAND R140910460 Pulvermacher, R., House	1902 Building Queen Anne Synthetic Wood Siding	Contributing Resource, South Portland Historic District (Listed in 1998)	At the time of survey in 2017, this house was in the process of being remodeled. Original siding has been removed and replaced with synthetic lap boards, and original windows have been replaced with vinyl sashes. These modifications diminish the historical integrity of the house.		
SW_5049 120 PARTIAL	224 SW WOODS ST PORTLAND R140910450 King, William, House	1900 Building Vernacular Cement Fiber Siding	Not Eligible/Non- Contributing, South Portland Historic District (Listed in 1998)	The north facade window appears to have been installed circa 1950; porch modifications and the construction of a concrete block addition to the rear (south) elevation also appear to have been completed at that time.		THE SHE WOODS SH

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_21705 121 TCE	3333 SW 1ST AVE PORTLAND R649882610 Boyd, Narcissa and Thomas, House #2 (Building 1 of 2)	1896 Building Victorian Era Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Porch and window modifications detract from historical integrity. Tax assessor records document the build date as 1896, while South Portland Historic District nomination reports a build date of 1888.		M INTERIOR OF THE STATE OF THE
SW_2773 122 TCE	117 SW WHITAKER ST PORTLAND R649882620 Boyd, Narcissa and Thomas, House #2 (Building 2 of 2)	1896 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			NW WHITAKER ST
SW_10541 123 NO IMPACT	3311 SW 1ST AVE PORTLAND R140912200 Switzler, Dennie, House	1890 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			NV WHITAKER

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_10223 124 NO IMPACT	3307 SW 1ST AVE PORTLAND R140912190 Spageli, Fred, House #2	1906 Building Bungalow Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			
SW_22753 125 NO IMPACT	3303 SW 1ST AVE PORTLAND R140912180 Spageli, Fred, House #1	1906 Building Bungalow Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998);	Siding and windows have been modified since the house was last documented in 1998. It now lacks historical integrity.		3351
SW_3750 126 TCE	118 SW GIBBS ST PORTLAND R140912170 Dilg, Julius and Anna, House	1900 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW CHEES ST

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_10519 127 FULL	105 SW CURRY ST PORTLAND R140912410 Chehak, Seraphim John, House #4	1906 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			
SW_11574 128 FULL	3425 SW 1ST AVE PORTLAND R140912400 Lawton, Philip and Julia, House	1894 Building Italianate Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW 1ST AVE
SW_3209 129 PARTIAL	3419 SW 1ST AVE PORTLAND R140912380 Severson, R.W. and Tracy, C.W., House	1892 Building Queen Anne Horizontal Board	Not Eligible/Non- Contributing, South Portland Historic District (Listed in 1998); Recommended Eligible/Contributing	This house is in poor condition but retains an adequate level of integrity to contribute to the historic district. The east facade porch rail is not original, and the South Portland Historic District nomination notes that skylights have been added. However, original windows and siding appear to have been retained.		EW 1ST AVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_16350 130 TCE	Front & Curry Community Gardens 20 SW CURRY ST PORTLAND R140913880	1970 Site Not Applicable Horizontal Board	Not Eligible/Out of Period, South Portland Historic District (Listed in 1998); Recommended Not Eligible/Non-Contributing as an individual resource	This 1970 park encompasses one historic- period garage and one modern shed. The historic- period garage was likely associated with a house that is no longer extant. This small park is used as a community garden. It is not eligible as an individual resource outside of the context of the historic district.		SW CURRY ST Post A Curry Communicaty Comm
SW_6759 131 NO IMPACT	26 SW CURRY ST PORTLAND R140913950 Thompson, D. P., House #2	1880 Building Victorian Era Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			ENV CAMPOY ST
SW_14368 132 NO IMPACT	3504 SW 1ST AVE PORTLAND R140913980 Voos, Frederika, House	1885 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			Sive 1917 Aires

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_13471 133 NO IMPACT	3510 SW 1ST AVE PORTLAND R140913970 O'Leanor, Bridget L., House	1890 Building Foursquare Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			Silv ter ave
SW_8165 134 PARTIAL	3516 SW 1ST AVE PORTLAND R140913960 Gervutz, S., House	1910 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Siding is original; windows and most ornamentation are not.		BW 12T AVE
SW_9787 135 TCE	11 SW PENNOYER ST PORTLAND R140913900 Gundoph, Ferdinand, House #1	1884 Building Queen Anne Cedar Rake Shingle	Not Eligible/Non- Contributing, South Portland Historic District (Listed in 1998)			Pana B Cares Cares marry Standard

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_22236 136 TCE	19 SW PENNOYER ST PORTLAND R140913910 Gundoph, Ferdinand, House #2	1884 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			Curry Community Clarken
SW_19580 137 FULL	3522-3524 SW 1ST AVE PORTLAND R140913940 Thompson, D. P., House #1	1880 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	All original windows have been replaced with vinyl sashes. A detached garage is non- contributing.		SW COMMY ST SW OFFINCHER ST SW OFFINCHER ST
SW_14216 138 FULL	3538 SW BARBUR BLVD PORTLAND R140913920 Schappert, Theo W. and Leora E., House	1942 Building WWII Era Cottage Horizontal Board	Previously Documented as Not Eligible/Out of Period, South Portland Historic District (Listed in 1998); Recommended Not Eligible/Non-Contributing as an individual resource	Basement windows are original wood three light; all others are modern vinyl replacements. The house has no historical associations of significance under Criteria A through D that would qualify it for listing in the NRHP as an individual resource.		

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SW_13830 139 TCE	23 SW PENNOYER ST PORTLAND R140913930 Sussman, Osias, House	1914 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW PENNINER ST
Barbur 140 NA	SW Barbur Boulevard Barbur Boulevard	1936 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	This road resource has been extensively modified since its completion in 1936. Few associated features were identified within the project area; they include stairs at SW 5th and Barbur and a retaining wall between the road's intersections with SW Terwilliger Boulevard and SW Logan Street.		Portlan Beaverton Tigard Lake Os ustatin wood
SW_11778 141 NO IMPACT	2524 SW SPRING GARDEN ST PORTLAND R524701570	1919 Building Craftsman Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		A SPRING GARDE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_253 142 PARTIAL	8565 SW BARBUR BLVD PORTLAND R524701530	1949 Building Other / Undefined Standard Brick	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		A PATHAS CANDEN S
SW_11916 143 FULL	8604 SW BARBUR BLVD PORTLAND R524701500	1959 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	Building may be vacant; surrounding lot used as overflow parking for the adjacent Original Pancake House. The building has no historical associations of significance.		
SW_15898 144 PARTIAL	8630 SW BARBUR BLVD PORTLAND R524701600	1967 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SW24th

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_15651 145 PARTIAL	Budget Lodge 8715 SW BARBUR BLVD PORTLAND R524701700 Frontier Motel	1945 Building Minimal Traditional Vinyl Siding	City of Portland HRI (1984 - No Rank); Recommended Not Eligible/Non- Contributing	Modifications to siding and windows; original roadside sign has been replaced. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		
SW_12362 146 NO IMPACT	2720-2722 SW SPRING GARDEN ST PORTLAND R524701850	1943 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Apartment complex consisting of four buildings, several of which appear to have been constructed circa 1970s or later. Only one building, a duplex, appears to have been constructed in 1943. The apartment complex has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		
SW 398 147 NO IMPACT	7147 SW 5TH AVE PORTLAND R119103520	1942 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	A detached garage is south of the house. Some original windows have been replaced with vinyl sashes. The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_19273 148 NO IMPACT	7159 SW 5TH AVE PORTLAND R119103610	1941 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows have been replaced with vinyl sashes. A detached garage is situated northeast. The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		
SW_21168 149 NO IMPACT	7152 SW 5TH AVE PORTLAND R300400690	1930 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Porch and window modifications diminish the house's historical integrity and limit its eligibility for listing in the NRHP.		
SW_15823 150 NO IMPACT	7159 SW 4TH AVE PORTLAND R300400800	1948 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of type, period, or method of construction. The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		THE ANY THE PARTY OF THE PARTY

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_16785 151 NO IMPACT	7158 SW 4TH AVE PORTLAND R300400810	1948 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows; plan appears to have been modified after construction. The house's diminished historical integrity limits its potential to be eligible for listing in the NRHP.		SW ME VADA CT
SW_532 152 NO IMPACT	940-946 SW CALDEW DR PORTLAND R119102990	1967 Building Neo-Colonial Horizontal Board	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		ari caldirii
SW_18098 153 NO IMPACT	7461-7463 SW BARBUR BLVD PORTLAND R119103070	1970 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		SW Baresi Blist Type

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_9493 154 TCE	Goodwill Donation Center 7635 SW BARBUR BLVD PORTLAND R133902830	1954 Building Modern Period Other Stucco	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		SW 13th Ave
SW_6350 155 PARTIAL	Burlingame Fred Meyer 7529-7601 SW BARBUR BLVD PORTLAND R991210680	1951 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	Store was extensively remodeled in 2013, and no longer retains historical integrity. The store's original neon sign at SW Barbur Boulevard has been maintained, and was documented as a separate resource for the SW Corridor project. The building is recommended to be not eligible for listing in the NRHP due to its lack of historical integrity.		WHILE IS
SW 878 156 NO IMPACT	Burlingame View Condominiums 1015 SW BERTHA BLVD PORTLAND R119480010	1961 Building Undefined Horizontal Board	Recommended Not Eligible/Non-Contributing	Apartments recently converted to condominiums. There are four separate buildings at this location, all of which are similarly constructed and finished. The complex has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		SA SMITH BAND

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1251 157 NO IMPACT	324 SW NEVADA CT PORTLAND R300401310	1960 Building Split Entry Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to cladding and windows diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		ANY HE VACA CT
SW_17590 158 NO IMPACT	7222 SW 4TH AVE PORTLAND R300401300	1967 Building Vernacular Wood Sheet	Recommended Not Eligible/Non-Contributing	This building has good historical integrity but it is not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		THE WAY AND A CIT.
SW 1252 159 NO IMPACT	7228 SW 4TH AVE PORTLAND R300401290	1890 Building Victorian Era Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		ANY INCOMES OF THE PROPERTY OF

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3964 160 NO IMPACT	7306 SW 4TH AVE PORTLAND R300401270	1964 Building Vernacular Vinyl Siding	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP.		TO VOO A CL
SW_21217 161 NO IMPACT	7312 SW 4TH AVE PORTLAND R300401260	1890 Building Queen Anne Cement Fiber Siding		Modifications to siding and windows diminish the historical integrity of the building and its potential to be eligible for listing in the NRHP.		SHENADA CY
SW_12423 162 FULL	7331 SW BARBUR BLVD PORTLAND R300401250	1890 Building Queen Anne Horizontal Board		Modifications to windows and the south facade porch diminish the historical integrity of the house and its potential to be eligible for listing in the NRHP. A detached garage is situated to the east.		

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SW_20626 163 FULL	7318 SW 4TH AVE PORTLAND R300401240	1890 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, cladding, and fenestration diminish the historical integrity of the house and its potential to be eligible for listing in the NRHP.		HAM BIAND WITH
SW_3809 164 FULL	7341 SW BARBUR BLVD PORTLAND R300401520	1970 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Siding and window modifications diminish the historical integrity of the house and its potential to be eligible for listing in the NRHP.		
SW_3810 165 NO IMPACT	7323 SW 4TH AVE PORTLAND R300401510	1970 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows have been replaced with vinyl sashes, diminishing the historical integrity of the house and its potential to be eligible for listing in the NRHP.		THE PARTY AND TH

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_12810 166 NO IMPACT	7311 SW 4TH AVE PORTLAND R300401500	1922 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	The windows and siding of the house are modern, and a large dormer has been added to the north elevation. The house's diminished historical integrity limits its potential to be eligible for listing in the NRHP. A detached garage is situated southeast of the house at street level.		COLOR POR POR
SW_18837 167 NO IMPACT	7225 SW 4TH AVE PORTLAND R300401480	1941 Building Minimal Traditional Horizontal Board	Recommended Eligible/Contributing	Good integrity. Distinctive example of a Tudor- inspired Minimal Traditional House. A street- level garage appears to be original.		
SW_9583 168 NO IMPACT	7207 SW 4TH AVE PORTLAND R300401460	1948 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	The east facade porch is a modern addition to the house, which has no historical associations of significance under Criteria A through D.		SW 474 AND THE SW 474

Project ID Survey# Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1078 169 NO IMPACT	7204 SW 5TH AVE PORTLAND R300401450	1922 Building Bungalow Stucco	Recommended Not Eligible/Non-Contributing	East facade porch appears to be of modern construction and diminishes the historical appearance and integrity of the house. The house has no historical associations of significance under Criteria A through D.		
SW 11695 170 NO IMPACT	7224 SW 5TH AVE PORTLAND R300401420	1919 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows and porch modifications diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW 16939 171 NO IMPACT	7312 SW 5TH AVE PORTLAND R300401400	1900 Building Foursquare Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Large carport addition to north elevation; window and siding modifications were also observed. This diminished historical integrity limits the house's potential to be eligible for listing in the NRHP.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_7875 172 NO IMPACT	7320 SW 5TH AVE PORTLAND R300401390	1970 Building Vernacular Vinyl Siding	Recommended Not Eligible/Non-Contributing	Original siding and windows have been replaced with vinyl, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP.		U.Vo
SW_1546 173 FULL	7326 SW 5TH AVE PORTLAND R300401380	1890 Building Vernacular Vinyl Siding		Modifications to the siding and windows diminish the house's historical integrity and its potential to be eligible for listing in the NRHP. Westfacing entry may represent a historic-period change to the house's original plan.		swittings of the late of the l
SW_6507 174 NO IMPACT	7207 SW 5TH AVE PORTLAND R119103620	1943 Building Minimal Traditional Horizontal Board		Most all original windows have been replaced with vinyl sashes, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP. A detached garage is situated north of the house.		The Water

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1614 175 NO IMPACT	7227 SW 5TH AVE PORTLAND R119103490	1943 Building Minimal Traditional Cedar Rake Shingle	Eligible/Non-Contributing	This house is not a distinctive example of a type, period, or method of construction, and it has no historical associations of significance under Criteria A through D. A detached garage is situated north of the house.		
SW_20889 176 PARTIAL	7365-7375 SW BARBUR BLVD PORTLAND R119103430	1963 Building Modern Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		SMY The countries of August Au
SW_13715 177 PARTIAL	7300 SW TERWILLIGER BLVD PORTLAND R119103250	1963 Building Modern Commercial Standard Brick	Recommended Not Eligible/Non-Contributing	Good integrity. However, this building is not a distinctive example of a type, period, or method of construction, nor does it have a historical association of significance under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_13325 178 PARTIAL	1325-1341 SW CUSTER DR PORTLAND R991212060	1963 Building Modern Commercial Concrete Panels	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		Cantry St.
SW_6012 179 NO IMPACT	Wells Fargo 7615 SW 13TH AVE PORTLAND R133902920	1964 Building Modern Commercial Concrete Other / Undefined	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		SW 13th Ave
SW_21186 180 NO IMPACT	1400 SW CANBY ST PORTLAND R133902590	1950 Building Other / Undefined Wood Sheet	Recommended Not Eligible/Non-Contributing	Building was being remodeled at the time of survey, and does not have a historical association of significance under Criteria A through D.		

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SW_401 181 NO IMPACT	1423 SW TROY ST PORTLAND R133902760	1949 Building Vernacular Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		by St. SW Moss St.
SW_13839 182 NO IMPACT	7726 SW 17TH DR PORTLAND R133902770	1948 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D. One associated outbuilding was observed on the parcel.		
SW_13281 183 NO IMPACT	7802 SW 17TH DR PORTLAND R133902310	1963 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Some original windows and doors have been replaced. The building is in poor condition, but retains fair historical integrity. The building does not have a historical association of significance under Criteria A through D.		SW Canby St

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SW_15736 184 FULL	1330 SW TROY ST PORTLAND R133902400	1968 Building Modern Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		
SW_9848 185 FULL	7850 SW BARBUR BLVD PORTLAND R133902480	1951 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		M. M. M. S.
SW_9849 186 FULL	7900 SW BARBUR BLVD PORTLAND R133902500	1952 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	The building does not have a historical association of significance under Criteria A through D.		swı

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1673 187 NO IMPACT	7830 SW 17TH DR PORTLAND R133902540	1945 Building Tudor Revival Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to plan, cladding, and windows diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		SW Troy St
SW_1269 188 NO IMPACT	1703 SW MOSS ST PORTLAND R133901820	1932 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Most all original windows have been replaced with vinyl sashes, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP. A detached garage is situated north of the house.		SW Tray S SW Tray S SW Tray S
SW_4140 189 NO IMPACT	1718 SW MOSS ST PORTLAND R133902000	1920 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Some original windows replaced; converted for multifamily use. Not a distinctive example of a type, period, or method of construction, nor does it have significant historical associations under Criteria A through D.		SW MOSS ST

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SW_12645 190 PARTIAL	1704 SW MOSS ST PORTLAND R133902020	1926 Building Tudor Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Most all original windows have been replaced with vinyl sashes, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP. The house has been converted for multi- family use, and has no historical associations of significance under Criteria A through C.		SW MOSE ST
SW_12341 191 FULL	7910 SW 17TH AVE PORTLAND R133902120	1921 Building Tudor Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows have been replaced with vinyl and aluminum sashes, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_2758 192 FULL	7914 SW BARBUR BLVD PORTLAND R133902140	1952 Building Other / Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	Three-part commercial building; northeast section is two stories and features crenellation, central section has a false front, and southwest section has a flat roof. The building appears to have been modified circa 1970s. It has no historical associations of significance under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_8132 193 PARTIAL	1430 SW MOSS ST PORTLAND R133902170	1941 Building Vernacular Standard Brick	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl sashes of various configurations, diminishing the building's historical integrity and its potential to be eligible for listing in the NRHP.		PET AOTH AT
SW_4393 194 NO IMPACT	7917 SW 14TH AVE PORTLAND R133902210	1908 Building Vernacular Vinyl Siding	Recommended Not Eligible/Non-Contributing	Vinyl siding, vinyl windows, and porch modifications diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		W MOSS 51
SW_8363 195 NO IMPACT	7904 SW 14TH AVE PORTLAND R133902220	1926 Building Tudor Revival Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl sashes, diminishing the house's historical integrity and its potential to be eligible for listing in the NRHP.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4000 196 NO IMPACT	1513 SW EVANS ST PORTLAND R133902260	1915 Building Vernacular Horizontal Board	Recommended Not	Modifications to windows and siding, in addition to possible porch modifications diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_1175 197 PARTIAL	7934 SW BARBUR BLVD PORTLAND R133902270	1942 Building Minimal Traditional Vinyl Siding	Recommended Not Eligible/Non-Contributing	Several homes and one duplex that represent a mixture of historic and modern construction episodes. Currently used as rental housing. The complex has no historical associations of significance under Criteria A through D.		SW Evans St
SW_13968 198 FULL	7958 SW BARBUR BLVD PORTLAND R133902300	1937 Building Commercial Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, windows, and siding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		THE STREET BY

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_18515 199 PARTIAL	1727 SW EVANS ST PORTLAND R133902050	1928 Building Craftsman Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction, nor does the house have significant historical associations under Criteria A through D.		
SW_18304 200 PARTIAL	1739 SW EVANS ST PORTLAND R133902060	1928 Building Minimal Traditional Aluminum	Recommended Not Eligible/Non-Contributing	The building does not have significant historical associations under Criteria A through D. A detached garage is situated east of the house.		
SW_5397 201 TCE	1801 SW EVANS ST PORTLAND R133902080	1922 Building Craftsman Horizontal Board	Recommended Eligible/Contributing	One aluminum window was observed in the upper half story of the east elevation; otherwise, the house retains its historical appearance. Within its local context the house is a good example of its type and period of construction.		Add 31

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_5279 202 NO IMPACT	1825 SW EVANS ST PORTLAND R133902090	1940 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction, nor does the house have significant historical associations under Criteria A through D.		W (VAR) of
SW_17608 203 PARTIAL	1824 SW EVANS ST PORTLAND R133904040	1926 Building Craftsman Horizontal Board		Siding appears to be a modern replacement; bargeboard also looks modern. This house has fair historical integrity, but it is not a distinctive example of its type, period, or method of construction, nor does the house have significant historical associations under Criteria A through D.		TW EVANS ST
SW_9040 204 FULL	8005 SW BARBUR BLVD PORTLAND R133904010	1951 Building Vernacular Shingle	Recommended Not Eligible/Non-Contributing	Fenestration has been modified. The building has no historical associations of significance under Criteria A through D. A modern shed was also observed on this land parcel.		ars St 199W

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_2987 205 TCE	1624 SW EVANS ST PORTLAND R133903850	1928 Building Colonial Revival Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to plan and siding diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		SW Evare.
SW_2988 206 TCE	1641 SW MULTNOMAH BLVD PORTLAND R133903890	1970 Building Modern Period Other Metal Other / Undefined	Recommended Not Eligible/Non-Contributing	Not distinctive of a type, period, or method of construction, nor does the building have significant historical associations under Criteria A through D.		SW Evern
SW_21431 207 PARTIAL	8029 SW 17TH AVE PORTLAND R133904190	1955 Building Utilitarian Concrete Block	Recommended Not Eligible/Non-Contributing	Fenestration has been modified. Was likely constructed in association with building to immediate south (8037 SW 17th Avenue). The building has no significant historical associations under Criteria A through D.		BM FALSON ST

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_21432 208 PARTIAL	8037 SW 17TH AVE PORTLAND R133904200	1955 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	Modifications to fenestration. Was likely constructed in association with adjacent building to north (8029 SW 17th Avenue). The building has no historical associations of significance under Criteria A through D.		SW FALCON ST
SW_6672 209 PARTIAL	Golden Touch Family Restaurant 8124 SW BARBUR BLVD PORTLAND R133904340	1970 Building Modern Commercial Stucco	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction, nor does the building have significant historical associations under Criteria A through D.		SW Evars St Capitol Hill Capitol Hill Elementary
SW_56 210 NO IMPACT	1725 SW MULTNOMAH BLVD PORTLAND R133904210	1968 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl sliding sashes; stairs and balcony are modern. The building's diminished historical integrity limits its potential to be eligible for listing in the NRHP.		Capitol

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_5352 211 PARTIAL	8201-8205 SW BARBUR BLVD PORTLAND R991210910	1959 Building Modern Commercial Brick Other / Undefined	Recommended Not Eligible/Non-Contributing	Large addition to north elevation that extends onto a neighboring tax parcel (R330154). The building has no historical associations of significance under Criteria A through D.		SW EVAI
SW_20293 212 FULL	8200-8224 SW BARBUR BLVD PORTLAND R991210340	1951 Building Commercial Poured Concrete		"Edwards 1953" imprint was observed on the second story at the southeast corner of the building. A secondary building constructed of concrete block is located to the west; it is currently operated as a small restaurant. The building has no historical associations of significance under Criteria A through D.		
SW_7405 213 FULL	8283 SW BARBUR BLVD PORTLAND R991211080	1951 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D.		Committee of the commit

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_22202 214 NO IMPACT	8321 SW 20TH AVE PORTLAND R012801600	1926 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	The north portion of the house appears to have been constructed as an addition, circa 1940. At least one outbuilding is situated west of the house but was not visible at the time of survey; modern temporary shelters are situated along the driveway north and west of the house. Integrity of setting has been diminished. The building has no historical associations of significance under Criteria A through D.		W MILTICAN WHITE THE CASE AND BY
SW_162 215 FULL	8300 SW BARBUR BLVD PORTLAND R012801630	1947 Building Commercial Poured Concrete	Recommended Not Eligible/Non-Contributing	Abstract column motifs frame windows and doors; most original windows have been replaced. The building has no significant historical associations under Criteria A through D.	In her her her	
SW_165 216 FULL	8350 SW BARBUR BLVD PORTLAND R012801280	1939 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	Modifications to fenestration diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.	Name tax use	SPATISTIC OF STATES OF STA

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3748 217 FULL	8315 SW BARBUR BLVD PORTLAND R012801460	1952 Building Modern Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction, nor does it have significant historical associations under Criteria A through D.		
SW_15317 218 FULL	8343 SW BARBUR BLVD PORTLAND R012801320	1935 Building Other/Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to fenestration and cladding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP. The building is constructed of poured concrete.	Season Tiresament	
SW_13970 219 NO IMPACT	8424 SW 22ND AVE PORTLAND R012801430	1947 Building Vernacular Vertical Board		Building appears to have been expanded and remodeled circa 1965. It has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_22979 220 NO IMPACT	8430 SW 22ND AVE PORTLAND R012801440	1949 Building Modern Commercial Roman Brick	Recommended Not Eligible/Non-Contributing	Modifications to plan, siding, and fenestration diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_9672 221 FULL	8414 SW BARBUR BLVD PORTLAND R012801010 Multnomah Bank	1951 Building Modern Commercial Vertical Board	City of Portland HRI (1984 - No Rank); Recommended Not Eligible/Non- Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SW Spring Garden s
SW_18270 222 FULL	8405 SW 22ND AVE PORTLAND R012801080	1922 Building Vernacular Vertical Board	Recommended Not Eligible/Non-Contributing	Appears to be a former residence that was later expanded and modified for commercial use. It has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		EN 2310 AVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4268 223 NO IMPACT	8309 SW 22ND AVE PORTLAND R012801120	1950 Building Vernacular Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to plan, cladding, and windows diminish the building's integrity and its potential to be eligible for listing in the NRHP.		SHE SEE LINE SEELS SEED
SW_4828 224 FULL	8449 SW BARBUR BLVD PORTLAND R012801200	1945 Building Vernacular Vertical Board	Recommended Not	Modifications to the plan and siding diminish the building's integrity and its potential to be eligible for listing in the NRHP	Public Storage	Town Street
SW_20960 225 PARTIAL	2222 SW SPRING GARDEN ST PORTLAND R012800390 Spring Garden Apartments	1967 Building Modern Period Other Concrete Panels	Recommended Not Eligible/Non-Contributing	Vinyl windows diminish historical appearance and integrity. The building has no historical associations of significance under Criteria A through D.		SM Dojuju ca state Average de la company de

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_12821 226 FULL	8521 SW BARBUR BLVD PORTLAND R012800530	1935 Building Modern Commercial Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's integrity and its potential to be eligible for listing in the NRHP	SILVER	8 501
SW_4507 227 PARTIAL	8525 SW BARBUR BLVD PORTLAND R012800630	1941 Building Other / Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, windows, and siding diminish the building's integrity and its potential to be eligible for listing in the NRHP		SPRING GARDEN ST
SW_15228 228 PARTIAL	Original Pancake House 8601 SW 24TH AVE PORTLAND R799501000 Pancake House	1942 Building Tudor Revival Horizontal Board	Recommended Eligible/Contributing	An addition was observed on the north elevation and several original windows have been replaced. However, this building is associated with a significant local restaurant, the Original Pancake House, which has operated from this location since 1953.		

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SW_6674 229 NO IMPACT	7114 SW BRIER PL PORTLAND R178200490	Circa 1930 Building Tudor Revival Stucco	Recommended Eligible/Contributing	Large addition to the rear (east) elevation is not visible from public right of way. Some original windows have been replaced with vinyl sashes; however, the house retains distinctive characteristics of its type and period of construction.		SW Brief Pt
SW_8327 230 NO IMPACT	7100 SW BRIER PL PORTLAND R178200640	1924 Building Craftsman Horizontal Board		Garage and sunroom addition at north elevation; siding does not appear to be original to construction, and some original windows have been replaced. The house's diminished integrity limits its potential to be eligible for listing in the NRHP.		
SW_16973 231 NO IMPACT	7032 SW BRIER PL PORTLAND R780206650	1968 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	The building has no associations of historical significance under Criteria A through D.		

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SW_21826 232 TCE	7010 SW BRIER PL PORTLAND R780206660	1890 Building Vernacular Shingle	Recommended Not Eligible/Non-Contributing	Modifications to plan, windows, and siding diminish the building's integrity and its potential to be eligible for listing in the NRHP.		
SW_14513 233 TCE	7006 SW BRIER PL PORTLAND R780206670	1964 Building Ranch Stucco	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D.		
SW_3940 234 PARTIAL	6930 SW BRIER PL PORTLAND R780206450	1949 Building Ranch Concrete Block	Recommended Not Eligible/Non-Contributing	Garage door opening now enclosed with concrete block. The building has no historical associations of significance under Criteria A through D.		

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SW_1081 235 NO IMPACT	6834 SW 2ND AVE PORTLAND R780207050	1912 Building Vernacular Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to the plan, siding, and windows diminish the building's integrity and its potential to be eligible for listing in the NRHP.		NDA ATY
SW_8049 236 NO IMPACT	6920 SW 2ND AVE PORTLAND R780207020	1950 Building Vernacular Vertical Board		Modifications to siding and windows; roof likely modified circa 1970s. The building's diminished historical integrity limits its potential to be eligible for listing in the NRHP.		
SW_18826 237 EASEMENT	6924 SW 2ND AVE PORTLAND R780207000	1970 Building Modern Period Other Shingle	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D.		SW 2nd Ave

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1503 238 EASEMENT	6926 SW 2ND AVE PORTLAND R780206980	1957 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D.		SW 2nd Ave
SW_11585 239 PARTIAL	7000 SW 2ND AVE PORTLAND R780206940	1957 Building Modern Period Other Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Some original wood windows have been replaced. The building has no historical associations of significance under Criteria A through D.		SW2MAve
SW_12450 240 PARTIAL	7030 SW 2ND AVE PORTLAND R780206900	1955 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Window and siding modifications diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SWZNA AC

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4838 241 FULL	7040 SW 2ND AVE PORTLAND R780206870	1964 Building Ranch Vinyl Siding	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D.		
SW_12802 242 FULL	110 SW NEVADA ST PORTLAND R300401000	1941 Building Cape Cod Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows have replaced original wood windows. The building has no historical associations of significance under Criteria A through D.		
SW_10259 243 FULL	7116 SW 2ND AVE PORTLAND R300400990	1941 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D. There is a detached garage west of house.		Market Cold of the state of the

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_20902 244 FULL	7134 SW 2ND AVE PORTLAND R300400970	1941 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D. A detached garage is west of the house.		CONTROLL OF THE STATE OF THE ST
SW_9110 245 NO IMPACT	7145 SW 2ND AVE PORTLAND R300401190	1957 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance under Criteria A through D.		
SW_10314 246 NO IMPACT	7037 SW 2ND AVE PORTLAND R780207770	1953 Building Ranch Horizontal Board		Some possible window replacements. House is a good example of mid- century ranch in this immediate area.		THE TANK THE TANK

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SW_12156 247 NO IMPACT	7115 SW BRIER PL PORTLAND R178200010	1926 Building English Cottage Stucco	Recommended Eligible/Contributing	Rolled eaves, original windows, street level garage.		SW lat App
SW_2672 248 FULL	7225 SW 1ST AVE PORTLAND R178202100	1916 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and fenestration diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_2673 249 PARTIAL	PDX Church 125 SW MILES ST PORTLAND R300401530	1948 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and south facade entry diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SW Marie State of Sta

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_17208 250 FULL	7208 SW 2ND AVE PORTLAND R300400930	1924 Building Vernacular Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to siding, plan, and fenestration diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_4462 251 NO IMPACT	7207 SW 2ND AVE PORTLAND R300401200	1954 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance to qualify it as eligible for listing in the NRHP under Criteria A through D.		
SW_8205 252 EASEMENT	7231 SW 2ND AVE PORTLAND R300401220	1940 Building Minimal Traditional Vinyl Siding	Recommended Not Eligible/ Non-Contributing	This building has no historical associations of significance to qualify it as eligible for listing in the NRHP under Criteria A through D.		

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SW_8725 253 FULL	7235 SW 2ND AVE PORTLAND R300401230	1910 Building Craftsman Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Historic-period modifications to windows and siding diminish the historical integrity of the house. This building has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		
SW_22623 254 FULL	7316 SW 3RD AVE PORTLAND R300401050	1925 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to plan and windows; siding may not be original. The house's diminished historical integrity limits its eligibility for listing in the NRHP.		And the same
SW_17791 255 NO IMPACT	7224 SW 3RD AVE PORTLAND R300401030	1908 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		THE PARTY OF THE P

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_8726 256 NO IMPACT	7206 SW 3RD AVE PORTLAND R300401090	1941 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		
SW_2454 257 NO IMPACT	7239 SW 3RD AVE PORTLAND R300401340	1967 Building Vernacular Horizontal Board	Recommended Not	Modifications to cladding and windows; plan likely modified as well. The house's diminished historical integrity limits its eligibility for listing in the NRHP.		HE VADA CI
SW_14657 258 FULL	7305 SW 3RD AVE PORTLAND R300401350	1952 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		THE STATE OF THE S

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_6267 259 FULL	7311 SW 3RD AVE PORTLAND R300401360	1950 Building Minimal Traditional Horizontal Board	Eligible/Non-Contributing	Siding and window modifications diminish the house's historical integrity and its potential to be eligible for listing in the NRHP. A detached garage is situated northwest of the house.		THE VADA CT
SW_15569 260 FULL	7321 SW BARBUR BLVD PORTLAND R300401370	1920 Building Vernacular Shingle	Recommended Not Eligible/Non-Contributing	Extensive modifications to plan, cladding, and windows diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		Control of the same of the sam
SW_2011 261 NO IMPACT	7420 SW 3RD AVE PORTLAND R300402360	1890 Building Queen Anne Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to fenestration and roof diminish the house's historical integrity and its potential to be eligible for listing in the NRHP. The house has no known historical associations of significance.		BANKER I

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_15372 262 NO IMPACT	Barbur Place Apartments 8924-8934 SW 30TH AVE PORTLAND R524703620	1969 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction, and has no historical associations of significance under Criteria A through D.		SW 30th Ave
SW_19238 263 PARTIAL	9104 SW 30TH AVE PORTLAND R013901660	1924 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Setting is diminished, windows have been replaced. A perimeter fence prevented the collection of clear photographs. The building has diminished integrity and no known historical associations of significance under Criteria A through D.		Taylors Ferry
SW_10786 264 NO IMPACT	8946 SW BARBUR BLVD PORTLAND R013901520	1923 Building Craftsman Vertical Board	Recommended Not Eligible/Non-Contributing	The siding and windows have been modified, and the house is now used as a commercial office space. The building's diminished historical integrity limits its potential to be eligible for listing in the NRHP. A detached garage is situated to the southwest.		

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SW_8978 265 FULL	8948-8952 SW BARBUR BLVD PORTLAND R524703960	1951 Building Commercial Vinyl Siding	Recommended Not Eligible/Non-Contributing	Extensive modifications to siding and fenestration diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_11385 266 NO IMPACT	Aladdin Hotel 8915 SW 30TH AVE PORTLAND R539000550	1967 Building Modern Commercial Synthetic Wood Siding	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows, and a possible addition at west end of the building diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SW Freeman St 20
SW_1180 267 PARTIAL	9045 SW BARBUR BLVD PORTLAND R539000580	1957 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	Modifications to siding and fenestration diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		The Deltar Co

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_2813 268 PARTIAL	Primrose Apartments 3137-3139 SW PRIMROSE ST PORTLAND R383800020	1963 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SI SH E
SW_7068 269 TCE	Good Shepherd Lutheran Church and Little Lambs Preschool 3405 SW ALICE ST PORTLAND R892300840 Good Shepherd Lutheran Church	1959 Building Modern Period Other Vertical Board	Recommended Eligible/Contributing	These two buildings have the same address but are situated on two separate land parcels. Both parcels are included in the resource boundary. The property is a good example or the work of architect Kurt P. Schuette of Church, Newberry, Roehr and Schuette.		SW Mangold Si SW Primrose W Aice St
SW_3783 270 PARTIAL	9155 SW BARBUR BLVD PORTLAND R892300720	1970 Building Colonial Revival Aluminum	Recommended Not Eligible/Non-Contributing	Modifications to plan and siding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SW Preston St

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SW_15652 271 FULL	9110 SW BARBUR BLVD PORTLAND R991290810 Capitol Hill Motel	1940 Building Minimal Traditional Standard Brick		This motel is a good example of roadside architecture along SW Barbur Boulevard. Most all original windows have been replaced with vinyl sashes, original doors have been replaced, and vinyl siding has replaced wood lap siding. Two neon signs advertise the property on SW Barbur Boulevard.		St St SW Toylo
SW_11099 272 FULL	9050 SW BARBUR BLVD PORTLAND R991290710	1955 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	Modifications to windows and cladding diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		SW 30th Ave
SW_5170 273 PARTIAL	Crestwood Terrace 3410-3440 SW ALICE ST PORTLAND R892301420	1970 Building Other / Undefined Stucco	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		SW Alter St.

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SW_2373 274 NO IMPACT	9386 SW 35TH AVE PORTLAND R892301330	1949	Recommended Not Eligible/Non-Contributing	Modifications to windows and attached garage diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.	45 45 46	
SW_20041 275 FULL	9400 SW BARBUR BLVD PORTLAND R892301230	1946 Building Commercial Roman Brick	Recommended Not Eligible/Non-Contributing	Modifications to cladding and windows diminish the building's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_15155 276 FULL	9442 SW BARBUR BLVD PORTLAND R991291020	1957 Building Commercial Standard Brick	Recommended Not	Upper story appears to have been modified circa 1975. The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		SW TAYLORS FERRY HD

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_16472 277 NO IMPACT	9748 SW BARBUR BLVD PORTLAND R894213520	1940 Building Minimal Traditional Horizontal Board	Eligible/Non-Contributing	Good integrity but not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance that would qualify it as eligible for listing in the NRHP under Criteria A through D.		
SW_6950 278 PARTIAL	Master Wrench 9803 SW BARBUR BLVD PORTLAND R894213460	Circa 1940 Building Commercial Metal Sheet	Recommended Eligible/Contributing	The circa 1940 service station is a good example of its type and period of construction, and is representative of midcentury roadside architecture of SW Barbur Boulevard. The other three buildings on this parcel do not contribute to the eligibility of the service station.		SW Black SW 41st Ave SW 40th 4.5
SW_1183 279 FULL	9513-9521 SW BARBUR BLVD PORTLAND R991292230	1941 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to the fenestration diminish the building's historical integrity and its potential to meet minimum eligibility qualifications for listing in the NRHP.		

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SW_12301 280 FULL	9656 SW BARBUR BLVD PORTLAND R991290170	1940 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D. Modifications to the fenestration diminish the building's historical integrity.		SW PROPERTY.
SW_9487 281 NO IMPACT	3540 SW BAIRD ST PORTLAND R233400030	1926 Building Colonial Revival Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to plan and siding diminish the house's historical integrity and its potential to be eligible for listing in the NRHP.		
SW_12102 282 PARTIAL	9845 SW BARBUR BLVD PORTLAND R406400270	1936 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	Building appears to have been modified during the modern era to have a Mediterranean Revival appearance. This building has no historical associations of significance under Criteria A through D.		W William

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_12103 283 PARTIAL	9875 SW BARBUR BLVD PORTLAND R406400300	1961 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance under Criteria A through D.		SW that We
SW_19628 284 PARTIAL	9889 SW BARBUR BLVD PORTLAND R406400070	1947 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_1521 285 NO IMPACT	4647 SW HUBER ST PORTLAND R991300550	1961 Building Split Level Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_14124 286 EASEMENT	4633 SW HUBER ST PORTLAND R991302050	1969	Recommended Not Eligible/Non-Contributing	All original windows replaced with vinyl sliding sashes. This building has no historical associations of significance under Criteria A through D.		
SW_22568 287 PARTIAL	10629 SW BARBUR BLVD PORTLAND R991300380	1947 Building Vernacular Standard Brick	Recommended Not Eligible/Non-Contributing	Modifications to windows, siding, and roof diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_12477 288 EASEMENT	10626-10630 SW BARBUR BLVD PORTLAND R991300650	1955 Building Utilitarian Metal Other / Undefined	Recommended Not Eligible/Non-Contributing	Modern siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		Main I I I I I I I I I I I I I I I I I I I

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3227 289 NO IMPACT	Happy Fortune 10420 SW BARBUR BLVD PORTLAND R991300810 Boulevard Coffee Shop Restaurant	1950 Building Commercial Standard Brick	Recommended Not Eligible/Non-Contributing	Building may have significant associations with mid-century commercial development along SW Barbur Boulevard, but modifications to its plan, fenestration, and siding diminish its historical appearance and integrity. The original Boulevard Coffee Shop sign is no longer extant.		SW L Markham Elementary
SW_18254 290 EASEMENT	Edwin Markham Elementary School 10531 SW CAPITOL HWY PORTLAND R991300200 Markham School	1951 Building Neo-Colonial Standard Brick	Previously Recorded as Eligible/Significant (2009 - Portland Public Schools Historic Building Assessment); Recommended Eligible/Significant	Designed by Richard Sundeleaf, this building is eligible for listing in the NRHP under Criteria A and C		SW Pomora SW Columno St SW Vacuum St
SW_20458 291 TCE	11261 SW CAPITOL HWY PORTLAND R894607780	1949 Building Vernacular Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		TOU HAVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_9715 292 TCE	11224 SW 53RD AVE PORTLAND R894607760	1944 Building Minimal Traditional Cedar Rake Shingle		Modifications to plan and cladding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A detached garage is situated northeast of the house.		TOW HAM TONE OF THE PARTY OF TH
SW_12705 293 TCE	11204 SW 53RD AVE PORTLAND R894607750	1948 Building Minimal Traditional Shingle	Recommended Not Eligible/Non-Contributing	Modifications to plan, cladding, and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		TOTAL STATE OF THE PART OF THE
SW_17414 294 TCE	11138 SW 53RD AVE PORTLAND R894607210	1935 Building Minimal Traditional Horizontal Board	Pasammandad Nat	Modifications to windows; not a distinctive example of a type, period, or method of construction. This building has no historical associations of significance under Criteria A through D.		W AND CLU ST

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SW_16222 295 TCE	11106 SW 53RD AVE PORTLAND R894607190	1961 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction; this house has no historical associations of significance under Criterion A through D.		
SW_17516 296 NO IMPACT	5203-5227 SW POMONA ST PORTLAND R894604160	1954 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		WWICO DAY
SW_12618 297 FULL	10813 SW BARBUR BLVD PORTLAND R894603430	1947 Building Tudor Revival Stucco	Recommended Not Eligible/Non-Contributing	Modifications to fenestration and setting diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW Pomone

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SW_16582 298 FULL	10803 SW BARBUR BLVD PORTLAND R894600290	1956 Building Modern Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	Window modifications; not a distinctive example of a type, period, or method of construction. This building has no historical associations of significance under Criteria A through D.		
SW_2756 299 FULL	10931 SW 53RD AVE PORTLAND R894603710	1940 Building Cape Cod Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. The attached garage has been converted and enclosed.		Bell September 1
SW_9014 300 FULL	5350 SW PASADENA ST PORTLAND R894603870	1938 Building Tudor Revival Horizontal Board	Recommended Eligible/Contributing	The house is a good example of the Tudor Revival style for this area. Associated outbuildings do not contribute to the house's NRHP eligibility.		Comus St

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SW_20756 301 FULL	11051 SW BARBUR BLVD PORTLAND R894603900	1949 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	This complex consists of two buildings; the eastern building provides commercial and residential space while the building to the west is used for multi- family housing. The complex has no historical associations of significance under Criteria A through D.		SH REF
SW_9015 302 FULL	11125 SW BARBUR BLVD PORTLAND R894607370	1969 Building Modern Period Other Horizontal Board	Pasammandad	This building is a good example of its type and period of construction, and is eligible for listing in the NRHP under Criterion C.		Pacification and and and and and and and and and an
SW_14012 303 PARTIAL	11100 SW BARBUR BLVD PORTLAND R894607450	1945 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, cladding, and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW Amok

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SW_19695 304 TCE	5308 SW POMONA ST PORTLAND R894607460	1942 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	House retains good integrity; however, modifications to the windows and setting were observed. In addition, the house is not a distinctive example of a type, period, or method of construction, nor does it have historical associations of significance under Criteria A through D.		A discount was
SW_6504 305 TCE	11133 SW 53RD AVE PORTLAND R894607480	1940 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to fenestration diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		W ALMOND SI
SW_183 306 NO IMPACT	5325 SW ARNOLD ST PORTLAND R894607500	1941 Building Minimal Traditional Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		W APPROAD Y

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SW_19938 307 NO IMPACT	5345 SW ARNOLD ST PORTLAND R894607520	1963 Building Modern Period Other Vertical Board		Large carport at south elevation. A sunroom has been added at the west elevation; no windows were visible from SW Arnold Street. The house is not representative of a type, period, or method of construction, nor does it have significant historical associations under Criteria A through D		
SW_964 308 EASEMENT	11120 SW BARBUR BLVD PORTLAND R894607540	1947 Building WWII Era Cottage Vertical Board	Recommended Not Eligible/Non-Contributing	Two buildings are situated on this parcel; a 1947 building and a circa 1960 building to the north. Both are clad with T1-11 siding and have vinyl windows, although the 1947 building does retain some original wood windows. Changes to the windows and cladding diminish each building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		
SW_7375 309 NO IMPACT	5324 SW ARNOLD ST PORTLAND R894607650	1940 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modification to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A large dormer has been added at the south elevation.		IW AMAZD 1

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SW_15332 310 TCE	11207 SW 53RD AVE PORTLAND R894607660	1950 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW CAPITOL HWY
SW_8350 311 TCE	11221 SW 53RD AVE PORTLAND R894607680	1950 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and fenestration diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. An attached garage has been converted to living space.		SW APRIOLD ST
SW_9018 312 TCE	11271 SW CAPITOL HWY PORTLAND R894607690	1950 Building Vernacular Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A detached outbuilding is situated west of the house.		SW ARROLD ST

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SW_18981 313 NO IMPACT	11273 SW CAPITOL HWY PORTLAND R894607700	1950 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to windows; siding may be a replacement. A detached garage is situated northeast of the house. The house has no known historical associations of significance under Criteria A through D.		SW CAPITO
SW_18370 314 TCE	5238 SW VACUNA ST PORTLAND R894615710	1948 Building WWII Era Cottage Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. The original garage has been converted for use as living space.		
SW_17156 315 TCE	5234 SW CORONADO ST PORTLAND R894615110	1948 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Second story added; original windows and siding have been replaced, diminishing the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		AW Interview of the Control of the C

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_14307 316 TCE	11434 SW 53RD AVE PORTLAND R894612090	1955 Building Ranch Horizontal Board	Pocommonded Not	Modifications to windows; not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.	The second secon	
SW_3839 317 TCE	5232 SW BUDDINGTON ST PORTLAND R894612070	1962 Building Ranch Standard Brick	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_22182 318 TCE	1336 SW 53RD AVE PORTLAND R894611520	1946 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Good integrity but not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		SAW SANDOMOLIO

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SW_7785 319 NO IMPACT	5223 SW BUDDINGTON ST PORTLAND R894611510	1940 Building Vernacular Stucco	Recommended Not Eligible/Non-Contributing	Extensive modifications to plan, cladding, and fenestration diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_8408 320 NO IMPACT	11256 SW CAPITOL HWY PORTLAND R894611530	1952 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to cladding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		W CANTOL MAY
SW_14568 321 TCE	11262 SW CAPITOL HWY PORTLAND R894611490	1940 Building Other / Undefined Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Modifications to plan, siding, and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		TON THE TON TH

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_20194 322 TCE	11505 SW 53RD AVE PORTLAND R894615390	1948 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Original wood windows replaced with vinyl sashes. The building has no historical associations of significance under Criteria A through D.		
SW_18036 323 NO IMPACT	5322 SW CORONADO ST PORTLAND R894615360	1948 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A detached garage is situated west of the house.		
SW_22343 324 TCE	5309 SW VACUNA ST PORTLAND R894615420	1942 Building Vernacular Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, siding, and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		W. Dist. At

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SW_21366 325 NO IMPACT	11323 SW CAPITOL HWY PORTLAND R991310210	1935 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A detached garage is to the northeast.		A THE STATE OF THE
SW_4953 326 TCE	11305 SW CAPITOL HWY PORTLAND R991310370	1941 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	Some modern windows observed; not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		CATION HITT
SW_14572 327 NO IMPACT	Westview Terrace 11240 SW BARBUR BLVD PORTLAND Parcel R991310850 R991311560 Breeze Hill Motel and Apartments	1938 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. Units were constructed in 1938 and 1948 as hotel rooms and apartments. The complex is now operated as Westview Terrace; it is not a distinctive example of roadside architecture of SW Barbur Boulevard.		

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Overpass 328 NA	Hwy 1W over SW Multnomah Blvd Bridge #02010; Oregon Electric Railway Overcrossing	1934 Structure Not Applicable Not Applicable		Reinforced concrete deck girder bridge. ODOT bridge manual notes its date of construction as 1934, while the plaque on the bridge notes its date of completion as 1935.		SW MARIEMAN ENGLANDS CAN
SW_16407 329 PARTIAL	Fulton Park 68 SW MILES ST PORTLAND	1941 Site Not Applicable	Fulton Park School Previously Recorded, City of Portland HRI (1984 - Rank II); Recommended Eligible/Contributing	Park encompasses the historic Fulton Park School and community gardens.		Riversian Abbey Mauroleum
Sign 330 TCE	Burlingame Fred Meyer Sign 7529-7601 SW BARBUR BLVD PORTLAND	1950 Object Not Applicable Not Applicable		Sign designed and fabricated by Security Signs. The sign is a well- known visual landmark in the local community, and is a distinctive example of its type and period of construction.		

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Overpass 331 NA	Hwy 1W over SW 26th Ave Bridge #08322	1958 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		SW Barthy Ct.
Overpass 332 NA	Hwy 1W (SW Barbur) over Hwy 1 Bridge #08205	1958 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		The About to
Overpass 333 NA	Sign Truss Br, Hwy 1W Conn at MP C6.21 Bridge #16496E	1961 Structure Not Applicable Not Applicable		Steel truss sign bridge situated on an on-ramp constructed in 1958 that is not eligible for listing in the NRHP. Not a distinctive example of a type, period, or method of construction.		

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Overpass 334 NA	Hwy 1W SB Ramp to Hwy 1 SB Bridge #08205R	1958	Recommended Not Eligible/Non-Contributing	Reinforced concrete deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		The said Andrews Create out Annual Andrews Create out Annual Annu
Overpass 335 NA	SW 19th Ave over Hwy 1 Conn Bridge #08201	1959 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		Capitol Hill Capitol Hill Capitol H Elementa SW Spring Garden St St Clare Parachael St Clare
Access 336 NA	10149 SW Barbur Boulevard Soldier of Liberty	1976 Object Not Applicable Not Applicable	Created and installed less than 50 years ago; has potential to be locally significant but does not meet minimum NRHP eligibility requirements	Commissioned for the Colonial Office Campus at 10211 SW Barbur Boulevard. The statue was fabricated by Carlton Bell, a noted self-taught sculptor who arrived in Portland in 1970.		JBER ST

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SW_8485 337 NO IMPACT	7147 SW 4TH AVE PORTLAND R300400790	1948 Building Minimal Traditional Horizontal Board	Recommended Eligible/Contributing	Intact and distinctive example of mixing Minimal Traditional and World War II-era Cottage styles.		AW NEVADA ST
SW_7118 338 FULL	11515 SW 70TH AVE TIGARD R284873	Circa 1920 Building Vernacular Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, windows, and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		
SW_17641 339 NO IMPACT	7135 SW BAYLOR ST TIGARD R285257	Circa 1910 Building Vernacular Vinyl Siding	Recommended Not Eligible/Non-Contributing	House appears to have been constructed circa 1910 and expanded circa 1955. Modern windows and vinyl siding were also observed that diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		

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SW_18299 340 FULL	7010 SW BAYLOR ST TIGARD R285514	Circa 1955 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction. This house does not have historical associations of significance under Criteria A through D.		SW.Baylor St
SW_3684 341 NO IMPACT	7070 SW BAYLOR ST TIGARD R285523	Circa 1960 Building Ranch Vinyl Siding	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW Baylor
SW_6118 342 FULL	7040 SW BAYLOR ST TIGARD R285532	Circa 1960 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW Baylor St

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SW_17910 343 NO IMPACT	7100 SW BAYLOR ST TIGARD R285541	Circa 1958 Building Ranch Vinyl Siding	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction. This building has no historical associations of significance under Criteria A through D.		SW Cirrion St
SW_10614 344 NO IMPACT	7130 SW BAYLOR ST TIGARD R285550	Circa 1955 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW 22437 345 FULL	11745 SW 70TH AVE TIGARD R285612	Circa 1955 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. This building has no historical associations of significance under Criteria A through D.		

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SW_22842 346 FULL	7015 SW CLINTON ST TIGARD R285630	Circa 1970 Building Split Entry Synthetic Wood Siding	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		
SW_13779 347 TCE	7105 SW CLINTON ST TIGARD R285649	Circa 1968 Building Split Level Horizontal Board	Recommended Not Eligible/Non-Contributing	Good integrity, but not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		WW CLAHON ST
SW_21697 348 TCE	7135 SW CLINTON ST TIGARD R285658	Circa 1968 Building Split Level Horizontal Board	Recommended Not Eligible/Non-Contributing	All original windows replaced with vinyl sashes, diminishing the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		NA CA MICH ST

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SW_5027 349 TCE	7075 SW CLINTON ST TIGARD R285667	Circa 1968 Building Split Level Horizontal Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		all Cunton at
SW_9361 350 TCE	7045 SW CLINTON ST TIGARD R285676	Circa 1968 Building Split Level Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_5815 351 TCE	7110 SW CLINTON ST TIGARD R285710	Circa 1965 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to cladding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		W CLWICH ST

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SW_12755 352 TCE	7140 SW CLINTON ST TIGARD R285729	Circa 1965 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows replaced with anodized aluminum sashes. The house has no historical associations of significance under Criteria A through D.		SW CO NY DIA ST
SW_1336 353 NO IMPACT	11600 SW 69TH AVE TIGARD R285916	Circa 1945 Building WWII-Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and main entry porch diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		SAV GO THE AVE
SW_7928 354 FULL	11540 SW 70TH AVE TIGARD R285952	Circa 1935 Building Minimal Traditional Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding, and a large garage addition at the northeast corner of the house diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		

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SW_3880 355 TCE	6940 SW BAYLOR ST TIGARD R286005	Circa 1955 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Siding may not be original; associated garage has been modified. Not a distinctive example of its type, period, or method of construction. The house has no historical associations of significance under Criteria A through D.		The second secon
SW_21449 356 TCE	6980 SW BAYLOR ST TIGARD R286014	Circa 1935 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to windows and cladding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		1701
SW_13769 357 NO IMPACT	6870 SW BAYLOR ST TIGARD R286087	Circa 1948 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	Large addition to east elevation of the attached garage. The house is not a distinctive example of a type, period, or method of construction. The house has no historical associations of significance under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_17642 358 NO IMPACT	11875 SW 69TH AVE TIGARD R286522	Circa 1950 Building WWII Era Cottage Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Extensive modifications to fenestration and a carport added to west elevation diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		PAY SELECT AND
SW_17643 359 PARTIAL	6960 SW CLINTON ST TIGARD R1291854	Circa 1960 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW 70th Ave
SW_19213 360 FULL	11930 SW 70TH AVE TIGARD R286568	Circa 1969 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW 70th Ave

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11724 361 NO IMPACT	6945 SW BAYLOR ST TIGARD R 285970	1935 Building Colonial Revival/ Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		W Dayor St.
SW_16204 362 PARTIAL	7085 SW ELMHURST ST TIGARD R456982	Circa 1960 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		ELMACHET ST
SW_14470 363 FULL	7040 SW ELMHURST ST TIGARD R457008	Circa 1970 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to the windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. An associated garage is situated southwest of the house.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_13612 364 FULL	7070 SW ELMHURST ST TIGARD R457017	Circa 1955 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	The fenestration has been extensively modified, diminishing the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A detached garage is situated east of the house.		
SW_6657 365 FULL	7100 SW ELMHURST ST TIGARD R457026	Circa 1955 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		
SW_18888 366 NO IMPACT	7615 SW BEVELAND RD TIGARD R457188	Circa 1960 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_17671 367 NO IMPACT	7460 SW HERMOSO WAY TIGARD R457268	1961 Building Ranch Vertical Board	Recommended Not	Original windows remain but siding has been replaced. Not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		
SW_155 368 NO IMPACT	Luby Professional Building 7540 SW HERMOSO WAY TIGARD R457286	1961 Building Split Entry Horizontal Board	Recommended Not Eligible/Non-Contributing	Split level house converted to commercial office space. Original siding and windows have been replaced, diminishing the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_5434 369 PARTIAL	12360 SW KNOLL DR TIGARD R458383	1938 Building Colonial Revival Horizontal Board		Several windows have been removed while others have been replaced; house is in poor condition and its setting has been modified. Although the house has characteristics from its period of construction, it is no longer a distinctive example of its type, period, or method of construction. Furthermore, the building has no historic associations of significance under Criteria A through D.		Tings

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_2915 370 NO IMPACT	12330 SW KNOLL DR TIGARD R458392	1959 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		
SW_19689 371 NO IMPACT	12300 SW KNOLL DR TIGARD R458409	1955 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SALANDIA (II)
SW_6827 372 NO IMPACT	12280 SW HALL BLVD TIGARD R458427	1950 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Siding not original; house is not a distinctive example of a type, period, or method of construction. The building has no known historical associations of significance under Criteria A through D.		Triand Learning Tree Day School

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11851 373 NO IMPACT	8465 SW HUNZIKER RD TIGARD R458463	1950 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP. A detached outbuilding is north of the house.		Tigand Dearning Tree Day School Schoo
SW_17077 374 FULL	8445 SW HUNZIKER RD TIGARD R458472	1950 Building WWII Era Cottage Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to siding; not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		Trace Sw Hungs
SW_17039 375 FULL	12390 SW KNOLL DR TIGARD R458506	1940 Building WWII Era Cottage Shingle	Recommended Not Eligible/Non-Contributing	Shingle siding does not appear to be original; some original wood windows have been replaced with vinyl sashes. Not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		Trece

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SW_19684 376 FULL	12420 SW KNOLL DR TIGARD R458515	1960 Building Ranch Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Modifications to windows and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		Ce Summadacky
SW_19552 377 FULL	12450 SW KNOLL DR TIGARD R458524	1955 Building Modern Period Other Horizontal Board	Recommended Not Eligible/Non-Contributing	Second story added circa 2009. The plan, siding, and fenestration of the house have been modified, diminishing the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		SW Kroug
SW_1383 378 PARTIAL	12490 SW KNOLL DR TIGARD R458533	1946 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to plan, windows, and siding diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		Trece Swittenswaren

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SW_17078 379 NO IMPACT	12435 SW KNOLL DR TIGARD R2037602	1955 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Most original windows have been replaced with vinyl sashes. The house has no historical associations of significance under Criteria A through D.		
SW 18049 380 NO IMPACT	12419 SW KNOLL DR TIGARD R2037603	1958 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		Trece Sections
SW_13311 381 NO IMPACT	7940 SW HUNZIKER RD TIGARD R2157860	Circa 1963 Building Modern Commercial Concrete Panels	Recommended Not Eligible/Non-Contributing	North facade has been modernized; building is not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		rece

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_19093 382 FULL	8200 SW HUNZIKER RD TIGARD R456054	Circa 1958 Building Modern Period Other Vertical Board		Buildings once operated as part of a larger industrial operation that was constructed prior to 1960; the focal building of this operation was at the center of the parcel and was demolished during the modern era. Thus, the buildings that remain no longer retain historical integrity of design, setting, feeling, and association. This diminished integrity limits their eligibility to be listed in the NRHP.	the second secon	Trece Tigard Town Tamen Tamen Tamen Tamen Tamen
SW_13157 383 FULL	12700 SW HALL BLVD TIGARD R456045	Circa 1965 Building Modern Period Other Metal Other / Undefined	Recommended Not Eligible/Non-Contributing	A portion of this industrial complex was constructed prior to 1970; all buildings were completed by 1986. Not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance.		Trece
SW_20505 384 NO IMPACT	12375 SW HALL TIGARD R460502	Circa 1968 Building Modern Period Other Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to siding and windows diminish the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP.		E Sov Has land

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SW_18761 385 NO IMPACT	12437 SW HALL BLVD TIGARD R460511	Circa 1955	Recommended Not Eligible/Non-Contributing	Six small buildings, each with two units; original siding and windows have been replaced, diminishing the building's historical integrity and its potential to meet minimum qualifications for listing in the NRHP		Figure 1 State 1 State 2 State
SW_12263 386 TCE	12665 SW HALL BLVD TIGARD R462001	Circa 1950 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	The house is now used for commercial purposes. Most original windows have been removed and replaced with vinyl sashes. The building has no historical associations of significance under Criteria A through D.		
SW_122 387 TCE	8725 SW COMMERCIAL ST TIGARD R462010	Circa 1955 Building Minimal Traditional/ Period Cottage Horizontal Board	Recommended Not	Most all original windows have been replaced with vinyl sashes. A large outbuilding is situated northwest of the house; it is clad with vertical wood siding and has four bays. The building has no historical associations of significance under Criteria A through D		

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SW_166 388 TCE	8775 SW COMMERCIAL ST TIGARD R462029	1969 Building Ranch Standard Brick	Recommended Not Eligible/Non-Contributing	All original windows replaced with vinyl sliders. Not a distinctive example of a type, period, or method of construction. The building has no historical associations of significance under Criteria A through D.		Parthand Faith
SW_12247 389 TCE	8800 SW COMMERCIAL ST TIGARD R462083	Circa 1965 Building Utilitarian Concrete Block	Recommended Not Eligible/Non-Contributing	Two buildings are on this parcel; the northernmost building was constructed circa 1965 while the building to the south was constructed circa 1990. The buildings have no historical associations of significance under Criteria A through D.		
SW_6256 390 NO IMPACT	Fought & Company, Inc. 14255 SW 72ND AVE TIGARD R510931 Fought & Company	1962 Building Utilitarian Corrugated Metal	Recommended Eligible/Contributing	Fought & Company moved to this location from Swan Island in 1962; the company is associated with industrial development in Tigard during the mid-twentieth century.		M.S. M.S. Z.nd A. S. Z.nd A. Z.nd A. S. Z.nd A.

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SW_8430 391 PARTIAL	14945 SW 72ND AVE TIGARD R511280	Circa 1970 Building 20 th Century Other Vertical Board	Recommended Not Eligible/Non-Contributing	Building is not a distinctive example of a type, period, or method of construction, nor does it have historical associations of significance under Criteria A through D. The western portion of the building may have been constructed prior to the eastern office area.		SW Bely
SW_6957 392 PARTIAL	14915 SW 72ND AVE TIGARD R511271	1969 Building 20 th Century Other Concrete Block	Recommended Not Eligible/Non-Contributing	A detached modern building is situated to the east. Modifications to the fenestration were observed. The building does not have historical associations of significance under Criteria A through D.		DW Hird no
SW_1722 393 TCE	15680 SW UPPER BOONES FERRY RD LAKE OSWEGO R513091	Circa 1969 Building Commercial Stucco	Recommended Not Eligible/Non-Contributing	This circa 1969 building has been extensively modified and no longer retains historical integrity.		

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SW 20802 394 NO IMPACT	Southern Pacific Railroad, Tigard Branch	Circa 1910 Structure Not Applicable Not Applicable	(2010): Recommended	The railroad is associated with Tigard's development near the turn of the twentieth century.		Proof the Code of Code
Creek 395 NA	Red Rock Creek	Circa 1945 Structure Not Applicable Earth		This channel and pond were constructed during the mid-twentieth century, likely to assist with the commercial development of the surrounding area. The channelized creek has no distinctive features and has no known historical associations of significance under Criteria A through D.		Tigard Str

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SW_15013 396 NO IMPACT	Art Building Annex 1990 SW 5TH AVE PORTLAND R667715810	1926 Building Other / Undefined Stucco	Recommended Not Eligible/Non-Contributing	This annex to PSU's Art Building was constructed in 1926 and appears to have been modified circa 1976 when both buildings were first used together as the Bassist College and Art Institute. The adjacent Art Building was constructed in 1965. Modifications have diminished the building's historical integrity.		All Count No
SW_1102 397 NO IMPACT	425 SW SHERIDAN ST PORTLAND R140902540	1900 Building Colonial Revival Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Modifications to the plan, siding, and windows of the house have diminished its historical integrity.		SW BHELUDAN ST
SW_1461 398 NO IMPACT	2430 SW 5TH AVE PORTLAND R140902560	1890 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to the plan, windows, and siding have diminished the historical integrity of the house.		

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SW_18060 399 NO IMPACT	2422 SW 5TH AVE PORTLAND R140902550	1890 Building Colonial Revival Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to the windows and siding diminish the house's historical integrity.		
SW_19283 400 NO IMPACT	2416 SW 5TH AVE PORTLAND R140902590	1900 Building Classical Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Porch and window modifications, in addition to the house's setting and a change in use from residential to commercial diminish the integrity of this house.		THE CARLITHEN
SW_5314 401 NO IMPACT	2404 SW 5TH AVE PORTLAND R140902580	1890 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	This 1890 house was extensively remodeled circa 1940, and is now used as a commercial office space. The building has diminished integrity of design, setting, materials, workmanship, feeling, and association.		SW CANATHERS

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SW_14916 402 NO IMPACT	SW 5TH AVE PORTLAND R627820010	Circa 1915 Building Standard Brick	Recommended Not Eligible/Non-Contributing	Modifications to the windows and siding have diminished this building's historical integrity. Windows are a mixture of aluminum and wood sashes.		20 SW SHERIDA
SW_21881 403 NO IMPACT	2945 SW 4TH AVE PORTLAND R991091750	1944 Building Minimal Traditional Shingle	Recommended Not Eligible/Non-Contributing	This house has modern siding and windows. The east facade porch was constructed in 2003. Modifications have diminished the house's integrity of design, materials, workmanship, feeling, and association.		
SW_15969 404 NO IMPACT	3007 SW 4TH AVE PORTLAND R140907890	1880 Building Victorian Era Shingle	Recommended Not Eligible/Non-Contributing	Sanborn maps indicate that the front entrance was moved from the north elevation to the east sometime after 1950. Windows are vinyl replacements. Once section of drop siding was observed on the east elevation; modern shingles clad remaining portions of the house. A detached garage appears to have been constructed during the modern era.		

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SW_11018 405 PARTIAL	3030-3032 SW 4TH AVE PORTLAND R140907900	1975 Building Shed Shingle	Recommended Not Eligible/Non-Contributing	Windows are modern vinyl sashes. The building has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		The party and th
SW_19579 406 NO IMPACT	3114 SW 4TH AVE PORTLAND R140910540	1935 Building Minimal Traditional Horizontal Board		The roof appears to have been modified circa 1950, and the lap siding does not appear to be original to 1935. The house has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		
SW_3859 407 NO IMPACT	3118 SW 4TH AVE PORTLAND R140910530	1938 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	Replacement of the house's original siding and windows has diminished its historical integrity.		

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SW_9620 408 NO IMPACT	3120 SW 4TH AVE PORTLAND R140910520	1940 Building Minimal Traditional Shingle	Recommended Not Eligible/Non-Contributing	The house's modern siding and fenestration diminish its historical integrity.		
SW_9265 409 PARTIAL	3105 SW BARBUR BLVD PORTLAND R140910470	1973 Building No Style Horizontal Board	Recommended Not Eligible/Non-Contributing	Modern siding and vinyl windows diminish the apartment building's historical integrity of design, materials, workmanship, feeling, and association.		
SW_18672 410 NO IMPACT	16 SW ABERNETHY ST PORTLAND R864500200 Hudson, Harvey S., House	1937 Building Modern Period Other Stucco	City of Portland HRI (Rank II - 1984); Recommended Eligible/Contributing	This house is one of the few Streamline Moderne/International style houses designed by Roscoe Hemenway in Portland. Most original windows have been replaced, but this house retains many aspects of its historical integrity and embodies distinctive characteristics of its period of construction.		SH ARTHUR THE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1147 411 PARTIAL	4210-4230 SW VIEW POINT TER PORTLAND R669101850	1974 Building Colonial Revival Synthetic Wood Siding	Recommended Not Eligible/Non-Contributing	Modern siding and vinyl windows diminish the building's integrity of design, materials, workmanship, feeling, and association.		Of Section when As
SW_20303 412 PARTIAL	4445 SW BARBUR BLVD PORTLAND R669102440	1974 Building Contemporary Concrete Panels	Recommended Not Eligible/Non-Contributing	This commercial office building has no known historical associations of significance, nor does it embody distinctive characteristics of a type, period, or method of construction.		SW Water Ave
SW_3917 413 PARTIAL	4321 SW CORBETT AVE PORTLAND R669101420	1973 Building Contemporary Concrete Panels	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		PHY COMPANY AND AND

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SW_17805 414 TCE	0123 SW HAMILTON ST PORTLAND R669101550	1961 Building Modern Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	All original windows appear to have been replaced with vinyl sashes. This building has no known associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_127 415 NO IMPACT	4425 SW CORBETT AVE PORTLAND R669101530	1975 Building Contemporary Vinyl Siding	Recommended Not Eligible/Non-Contributing	This building has no known historical associations of significance, nor does it embody distinctive characteristics of a type, period, or method of construction.		
SW_20043 416 NO IMPACT	4438-4444 SW CORBETT AVE PORTLAND R669100480	1908 Building Commercial Horizontal Board	Recommended Not Eligible/Non-Contributing	The original siding has been replaced with vinyl siding, and windows are modern aluminum sashes installed circa 1980. A 1950 Sanborn map indicates that this building had two storefronts at the west facade; it now has three. A warehouse area is accessed from SW Hamilton Street to the south.		1007

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SW_20045 417 NO IMPACT	4422-4424 SW CORBETT AVE PORTLAND R669100490	1949 Building Commercial Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no known historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		IN CORRECT ANY
SW_16663 418 NO IMPACT	0219-0221 SW HAMILTON ST PORTLAND R669100450	1912 Building Colonial Revival Horizontal Board	Recommended Eligible/Contributing	This multi-family residential building is a good local example of its period of construction. The lap siding may have been added after the building's construction, but it dates to the historic period. Original windows appear to be intact, but are obscured from view by vinyl storm windows.		SW H
SW_18930 419 NO IMPACT	0224 WI/ SW HAMILTON ST PORTLAND R669100870	Building Utilitarian Concrete Block	Recommended Not Eligible/Non-Contributing	This concrete block garage was associated with a historic building that is no longer standing. It has diminished integrity of materials, workmanship, feeling, and association.		

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SW_4606 420 PARTIAL	4504 SW CORBETT AVE PORTLAND R669100840 Panorama Building	1954 Building Contemporary Concrete Panels	Recommended Not Eligible/Non-Contributing	All windows are modern anodized aluminum sashes. This change, in addition to the building's modern parapet diminish historical integrity of design, materials, workmanship, feeling, and association. A search of local newspapers yielded no information pertaining to the building's design or construction.		
SW_18936 421 TCE	4515 SW CORBETT AVE PORTLAND R669101000 Oregon Insurance Center	1963 Building Modern Commercial Concrete Panels	Recommended Eligible/Contributing	Windows appear to be anodized aluminum replacements, but are likely in original window openings. At the building's northeast corner, a small infilled section was observed. The building appears to be clad with concrete panels that are coated with stucco.		The same of the sa
SW_817 422 NO IMPACT	0112 SW HAMILTON ST PORTLAND R669100980	1905 Building Queen Anne Horizontal Board	Recommended Eligible/Contributing	This former residence has been converted for commercial use. Most original wood windows have been replaced with vinyl sashes, but some original wood windows remain. The building is a good local example of its period of construction.		SW H

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SW_5904 423 NO IMPACT	4520-4522 SW WATER AVE PORTLAND R669100950	1972 Building Contemporary Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to the building's siding and windows have diminished its historical integrity of design, materials, workmanship, feeling, and association.		SWWIELANT
SW_3923 424 NO IMPACT	Corbett Garage SW CORBETT AVE PORTLAND R178050010	1919 Building Commercial Synthetic Other / Undefined	Recommended Not Eligible/Non-Contributing	An expansion and renovation project completed in 2002 has diminished the building's historical integrity.		SW Cotted Ave 25 through 25 throu
SW_8311 425 NO IMPACT	4606 SW CORBETT AVE PORTLAND R669100880	1910 Building Colonial Revival Horizontal Board	Recommended Eligible/Contributing	Some original windows have been replaced with vinyl sashes, and Sanborn maps indicate the house had an associated garage to the north. However, this house retains many aspects of its historical integrity, and is a good example of its period of construction in the local area.		

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SW_7796 426 NO IMPACT	374 SW HAMILTON CT PORTLAND R669104620	1894 Building Victorian Era Horizontal Board	Recommended Eligible/Contributing	Original siding and windows have been retained, although anodized aluminum windows were observed in the basement. The house rests on a brick foundation, and has a detached garage.		SW PARKETON CT
SW_1308 427 NO IMPACT	6902 SW 2ND AVE PORTLAND R780207030	1973 Building Split Entry Synthetic Wood Siding	Recommended Not Eligible/Non-Contributing	This house has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_21692 428 NO IMPACT	2645 SW SPRING GARDEN ST PORTLAND R524701160	1973 Building Mansard Horizontal Board	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		

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SW_22735 429 NO IMPACT	934-936 SW CALDEW DR PORTLAND R119103010	1971 Building Other / Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	This duplex has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		SW CALDEW OR
SW_20888 430 PARTIAL	7361 SW BARBUR BLVD PORTLAND R119103240	1972 Building Utilitarian Poured Concrete	Recommended Not Eligible/Non-Contributing	Used as a warehouse space in association with A-Boy Hardware. Has no associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		SW Shi Ave
SW_6508 431 TCE	7350 SW BARBUR BLVD PORTLAND R300402560	1975 Building Other / Undefined Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows have replaced what were likely aluminum windows. This building has no known historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		September 20 Mary 20 M

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_156 432 FULL	7800 SW BARBUR BLVD PORTLAND R133902390	Circa 1950 Building Commercial Horizontal Board	Recommended Not Eligible/Non-Contributing	Westernmost building was constructed by 1952; central building completed by 1960; eastern building constructed circa 1985. Historic buildings are clad with modern materials and have modern aluminum and vinyl windows. These modifications have diminished the resource's historical integrity.		Carrier St. Own SW Falcon St.
SW_11721 433 EASEMENT	7820-7840 SW 17TH DR PORTLAND R133902510	1973 Building Aluminum	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		THE SECOND SECON
SW_4177 434 PARTIAL	1745-1747 SW EVANS ST PORTLAND R133902070	1974 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	This building has no known historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_15684 435 NO IMPACT	1844 SW EVANS ST PORTLAND R133904080	1931 Building Minimal Traditional Vertical Board	Recommended Not Eligible/Non-Contributing	The windows and siding of this building have been modified. The second story was likely added sometime after the original date of construction. The house no longer retains historical integrity of design, materials, workmanship, feeling, and association.		Ann total Aug
SW_17010 436 FULL	7660 SW BARBUR BLVD PORTLAND R133902640	1972 Building Other / Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	Windows are a mixture of wood and aluminum windows. The building has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.	A And a second s	
SW_19514 437 NO IMPACT	7136 SW BRIER PL PORTLAND R178200340	1949 Building Modern Period Other Standard Brick	Recommended Not Eligible/Non-Contributing	Original windows have been replaced with aluminum sashes, and shingles on the south elevation do not appear to be original to the date of construction. The house has no known historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_8096 438 FULL	7142 SW 2ND AVE PORTLAND R300400950	1975 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to cladding and doors diminish the building's integrity of design, materials, workmanship, feeling, and association.		St Ave
SW_13236 439 NO IMPACT	7211 SW BRIER PL PORTLAND R178200130	1942 Building Tudor Revival Cement Fiber Siding	Recommended Eligible/Contributing	The house's lap siding appears to be a modern replacement, but windows are original wood multi- light sashes. This house embodies distinctive characteristics of its period of construction, and retains good historical integrity.		
SW_19834 440 NO IMPACT	7221 SW BRIER PL PORTLAND R178200160	1926 Building Colonial Revival Cedar Rake Shingle	Recommended Eligible/Contributing	Original wood windows likely remain in place, but are obscured by aluminum storm windows. The shingle siding may represent a historicperiod modification.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1178 441 PARTIAL	8959 SW BARBUR BLVD PORTLAND R524703650	1973 Building Other / Undefined Synthetic Wood Siding	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		Om Julin Ave
SW_18756 442 PARTIAL	3145 SW PRIMROSE ST PORTLAND R383800030	1942 Building Tudor Revival Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Original wood windows have been replaced with vinyl sashes. This house has no known historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction compared to other houses in the vicinity.		
SW_3356 443 NO IMPACT	3415 SW ALICE ST PORTLAND R892300880	1921 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to the windows and siding of the house diminish its historical integrity.		5W 34TH PL

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_1181 444 PARTIAL	9221 SW BARBUR BLVD PORTLAND R892300760	1975 Building Other/Undefined Concrete Panels	Recommended Not Eligible/Non-Contributing	A modern envelope has been constructed over the 1975 building. The 1975 portion of the building is clad with horizontal boards and has anodized aluminum windows. The modern envelope is made of concrete panels that are coated with stucco. The building has diminished historical integrity, and has no historical associations of significance.		SW Primrosie St
SW_10586 445 NO IMPACT	3446 SW ALICE ST PORTLAND R892301300	1946 Building WWII Era Cottage Horizontal Board	Recommended Not	All original windows have been replaced with gridded vinyl sashes. This change diminishes the house's integrity of design, materials, workmanship, feeling, and association.		
SW_4145 446 NO IMPACT	3822-3830 SW PLUM ST PORTLAND R111000666	1974 Building Other / Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	Operated in association with apartment buildings on adjacent parcel (R111000600); vinyl windows and modern cladding diminish the building's historical integrity.		ON BUILD BY

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4146 447 NO IMPACT	9671-9677 SW BARBUR BLVD PORTLAND R111000600	1975 Building Other/Undefined Vertical Board	Recommended Not Eligible/Non-Contributing	Operatedinassociation with apartmentbuildings on adjacent parcel (R111000666); vinyl windows and modern siding diminish the building's historical integrity.		M. Works M. W.
SW_8774 448 NO IMPACT	9663 SW BARBUR BLVD PORTLAND R111000700	1974 Building Other / Undefined Standard Brick	Recommended Not Eligible/Non-Contributing	This building has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_21066 449 PARTIAL	Colonial Office Campus 10157-10213 SW BARBUR BLVD PORTLAND R516000520	1974 Building Colonial Revival Vinyl Siding	Recommended Not Eligible/Non-Contributing	There are three buildings on this parcel, and a fourth is on an adjacent parcel to the northeast that was constructed in 1976. Most original lap siding has been replaced with vinyl siding, and most original windows have been replaced with vinyl sashes. This office complex has no known historical associations of significance, and does not have adequate integrity to embody distinctive characteristics of a type, period, or method of construction.		TALL STREET

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_19187 450 EASEMENT	10450 SW BARBUR BLVD PORTLAND R991302150	1973 Building Shed Vinyl Siding	Recommended Not Eligible/Non-Contributing	Siding and windows are modern vinyl replacements, diminishing the building's historical integrity.		SW Lists Mark ham Ele reserbay When he was a second seco
SW_4676 451 TCE	11117 SW 53RD AVE PORTLAND R894607470	1974 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	This house has a mixture of vinyl and aluminum windows. It appears that the plan has been expanded since the date of construction. The house no longer has historical integrity of design, materials, workmanship, feeling, and association.		AND AND AND AND THE THE PARTY AND AND THE PARTY AND THE PA
SW_9028 452 TCE	5241 SW VACUNA ST PORTLAND R894615140	1973 Building Ranch Vertical Board		All original windows have been replaced with vinyl sashes, diminishing the house's integrity of materials, feeling, and association. The house has no known associations with significant events or people of the past, and it does not embody distinctive characteristics of a type, period, or method of construction.		A CONTRACT AND THE SAME THE SA

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_18245 453 NO IMPACT	11419 SW PACIFIC HWY TIGARD R279521	Circa 1973 Building Modern Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	This building has no known associations of historical significance, and does not embody distinctive characteristics of a type, period, or method of construction.		
SW_20486 454 FULL	11424 SW PACIFIC HWY TIGARD R279530	Circa 1968 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	The building has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		
SW_16553 455 PARTIAL	PGE West Portland Substation 10955 SW 65TH AVE TIGARD R2144057	Circa 1958 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	The substation was significantly expanded by 1970. It has no known associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		Villa Ric

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SW_20487 456 FULL	11440 SW PACIFIC HWY TIGARD R2194205	Circa 1956 Building Utilitarian Metal Sheet	Recommended Not Eligible/Non-Contributing	A new anodized aluminum storefront entrance is at the north corner. Brick veneer is not original. The building, which is now associated with a modern gas station, no longer has historical integrity of design, materials, workmanship, feeling, and association.		
SW_8431 457 FULL	11530 SW PACIFIC HWY TIGARD R284631	Circa 1967 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	Large addition to the rear elevation constructed circa 1970s. The building has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		
SW_8470 458 NO IMPACT	11540 SW PACIFIC HWY TIGARD R284640	Circa 1959 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	The showroom at the north end of the building was added by 1970. The building no longer has integrity of design, materials, workmanship, feeling, and association.		

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SW_20959 459 NO IMPACT	11552 SW PACIFIC HWY TIGARD R284668	Circa 1958 Building Utilitarian Metal Other / Undefined	Recommended Not Eligible/Non-Contributing	Second floor windows have been painted over, and the parapet at the north end of the roof is not original to construction. Varied roof lines indicate different phases of construction. There are four modern buildings on the same parcel that are situated to the south. The building no longer has integrity of design, materials, workmanship, feeling, and association.		
SW_1354 460 NO IMPACT	11530 SW 72ND AVE TIGARD R284864	Circa 1920 Building Colonial Revival Horizontal Board	Recommended Eligible/Contributing	Additional research is needed to establish this house's date of construction and historical associations. Within its local context the house has potential for significant historical associations, and likely embodies distinctive characteristics of its type, period, and method of construction.		SW Buy Air St
SW_15211 461 PARTIAL	Oregon Education Association 6900 SW ATLANTA ST TIGARD R284882	1968 Building Northwest Regional Horizontal Board	Recommended Eligible/Significant	Was intended to be part of a larger mixed-use development that never materialized. The building embodies distinctive characteristics of its period of construction.		SW 77s SW

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SW_9434 462 EASEMENT	10800 SW BARBUR BLVD PORTLAND R894600320	1973 Building Vertical Board	Recommended Not Eligible/Non-Contributing	This apartment complex has no known historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		W Formung SH25
SW_14634 463 PARTIAL	7105 SW ELMHURST ST TIGARD R456991	Circa 1967 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	This house has good historical integrity but has no historical associations of significance. It does not embody distinctive characteristics of a type, period, or method of construction.		EN EARL AT AT
SW_7449 464 FULL	12260 SW 72ND AVE TIGARD R457035	Circa 1952 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl siding and fixed sashes. The house has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		

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SW_5755 465 FULL	7130 SW ELMHURST ST TIGARD R457044	Circa 1966 Building Ranch Vinyl Siding	Recommended Not Eligible/Non-Contributing	The house's north wing was added during the modern era to expand garage space. The house no longer has integrity of design, materials, workmanship, feeling, and association.		
SW_8315 466 FULL	12280 SW 72ND AVE TIGARD R457053	Circa 1940 Building Minimal Traditional Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	Garage added to the south elevation between 1960 and 1970. The house has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_1322 467 NO IMPACT	12335 SW 72ND AVE TIGARD R457106	1954 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Original windows have been replaced with vinyl sashes, and vertical wood siding has been added to portions of the house. A modern building situated north of the house is operated as a dog boarding facility. The house no longer has integrity of materials, workmanship, feeling, and association.		

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SW_10753 468 NO IMPACT	7275 SW HERMOSO WAY TIGARD R457115	Circa 1958 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	This house has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_13721 469 NO IMPACT	7315 SW HERMOSO WAY TIGARD R457124	Circa 1958 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	This house has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		
SW_9208 470 PARTIAL	7355 SW HERMOSO WAY TIGARD R457142	Circa 1958 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to the windows and siding have diminished this house's historical integrity.		

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SW_12088 471 FULL	7395 SW HERMOSO WAY TIGARD R457151	Circa 1958 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Modifications to the siding and windows have diminished the house's historical integrity.		
SW_3784 472 FULL	7435 SW HERMOSO WAY TIGARD R457160	Circa 1965 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Small addition to west elevation constructed circa 1980. The house does not embody distinctive characteristics of a type, period, or method of construction, and has no associations with significant events or people of the past.		
SW_21384 473 FULL	7475 SW HERMOSO WAY TIGARD R457179	Circa 1965 Building Ranch Vertical Board	Recommended Not	Basement-level garage has been converted to living space, garage door has been removed and infilled with modern vinyl doors. The house lacks integrity of design, materials, workmanship, feeling, and association.		

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SW_13478 474 NO IMPACT	7420 SW HERMOSO WAY TIGARD R457311	Circa 1958 Building Ranch Shingle	Recommended Not Eligible/Non- Contributing	The house does not embody distinctive characteristics of a type, period, or method of construction, nor does it have known associations with significant events and people of the past.		
SW_1292 475 NO IMPACT	12215 SW 72ND AVE TIGARD R458105	Circa 1965 Building Ranch Cedar Rake Shingle	Recommended Not Eligible/Non-Contributing	This house has been abandoned and is currently vacant. The house has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_20805 476 FULL	12265 SW 72ND AVE TIGARD R458114	Circa 1959 Building Ranch	Recommended Not Eligible/Non- Contributing	The house was not visible at the time of survey. Based on its form type (Ranch house) and historical context, it is unlikely that the house is eligible for listing in the NRHP. However, the parcel should be accessed to confirm this NRHP eligibility recommendation prior to project construction.		SW Dartmouth St.

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SW_1293 477 NO IMPACT	12235 SW 72ND AVE TIGARD R458123	Circa 1940 Building Tudor Revival Horizontal Board		This house is abandoned, and being overtaken by vegetation. It appears to have a Tudor Revival form and World War Ilera materials. The house has no historical associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		
SW_9067 478 NO IMPACT	8185 SW HUNZIKER RD TIGARD R458347	Circa 1973 Building Utilitarian Corrugated Metal	Recommended Not Eligible/Non-Contributing	The western building on the parcel was constructed circa 1973, and the eastern building was constructed circa 1990. The buildings do not embody distinctive characteristics of a type, period, or method of construction, and have no known associations with historically significant events or people of the past.		Trece SW Manake
SW_10574 479 PARTIAL	8195 SW HUNZIKER RD TIGARD R458356	Circa 1973 Building Utilitarian Corrugated Metal	Recommended Not Eligible/Non-Contributing	Main building was constructed circa 1973; a small building to the west was added circa 1990. These buildings do not embody distinctive characteristics of a type, period, or method of construction, nor do they have an association with significant events or people of the past.		

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SW_10575 480 PARTIAL	8205 SW HUNZIKER RD TIGARD R458365	Circa 1958 Building Utilitarian Concrete Other / Undefined	Recommended Not Eligible/Non-Contributing	The building appears to be a mixture of poured concrete and tilt-up concrete construction. This difference in wall construction, in addition to the mixture of circa 1950s multi-light and circa 1970s sliding metal windows, indicates that the building has been modified since its original construction circa 1958. These modifications diminish the building's integrity.		Truck
SW_9577 481 NO IMPACT	8255 SW HUNZIKER RD TIGARD R458374	Circa 1973 Building International Concrete Panels	Recommended Not Eligible/Non-Contributing	Anodized aluminum windows may have replaced original windows circa 1990. The building does not embody distinctive characteristics of a type, period, or method of construction, nor does it have associations with significant people or events of the past.	THE STATE OF THE S	Trece SW Hamilton
SW_13614 482 NO IMPACT	8365 SW HUNZIKER RD TIGARD R458542	1958 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	Original windows have been replaced with vinyl sliders. The house does not embody distinctive characteristics of a type, period, or method of construction, nor does it have an association with significant events or people of the past.		Ce Swittenson Ro

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_22057 483 NO IMPACT	8335 SW HUNZIKER RD TIGARD R458551	1959 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	The replacement of original windows with vinyl sashes, in addition to the replacement of the house's original siding, have diminished its integrity of design, materials, workmanship, feeling, and association.		W Harris Ra
SW_686 484 NO IMPACT	8260 SW HUNZIKER RD TIGARD R458560	Circa 1948 Building WWII Era Cottage Horizontal Board	Recommended Not Eligible/Non-Contributing	This building was constructed as a single- family residence, and has been converted for use as commercial office space. The windows are a mixture of wood, vinyl, and anodized aluminum. The house no longer has integrity of design, materials, workmanship, feeling, and association, and has no historical associations of significance.		
SW_3485 485 FULL	12530 SW HALL BLVD TIGARD R458588	Circa 1948 Building Minimal Traditional Horizontal Board	Recommended Not Eligible/Non-Contributing	Originally constructed as a single-family residence, this house has been converted for use as commercial office space. The siding and vinyl windows are not original to the date of construction. The building no longer has integrity of design, materials, workmanship, feeling, and association.		

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SW_10458 486 FULL	12650 SW HALL BLVD TIGARD R458604	Circa 1955 Building Utilitarian Concrete Panels	Recommended Not Eligible/Non-Contributing	The circa 1955 industrial building appears to have been modified circa 1970s, at which point metal awnings were added. Windows are a mixture of vinyl and aluminum sashes. The building no longer has integrity of design, materials, workmanship, feeling, and association, and has no historical associations of significance.		Trece Tigard Fusions SO 2 10
SW_21539 487 PARTIAL	7920 SW HUNZIKER RD TIGARD R456090	Circa 1972 Building Utilitarian Corrugated Metal	Previously Documented and Determined Not Eligible/Non-Contributing (2017); Recommended Not Eligible/Non-Contributing	No change was observed since the building was last documented and determined not eligible in 2017.		Trece
SW_705 488 FULL	12670 SW HALL BLVD TIGARD R2183630	Circa 1955 Building Utilitarian Concrete Panels	Recommended Not Eligible/Non-Contributing	Warehouse space was expanded to the southeast and an office space was added to the northwest circa 1968. The building does not embody distinctive characteristics of a type, period, or method of construction, and has no known associations with historically significant events or people of the past.		Trece Tigard Tourish Tourish Tourish Tourish Tourish Tourish Tourish Tourish Tourish Tourish

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SW_2017 489 PARTIAL	7400 SW LANDMARK LN TIGARD R2105152	Circa 1973 Building Utilitarian Corrugated Metal	Recommended Not Eligible/Non-Contributing	The southeast end of this building was constructed circa 1973; it features an office area with anodized aluminum windows. Circa 2000, a large addition expanded the building's footprint to the northwest. The building no longer has integrity of design, workmanship, feeling, and association, and it has no historical associations of significance.		SW Cherry Dr. SW Street.
SW_2772 490 PARTIAL	14795 SW 72ND AVE TIGARD R511253	Circa 1975 Building Utilitarian Vertical Board	Recommended Not Eligible/Non-Contributing	This building has an office space to the east that is clad with vertical wood siding, and has anodized aluminum windows. To the west is a warehouse space that is obscured from view of SW 72nd Avenue. The building does not embody distinctive characteristics of a type, period, or method of construction, nor is it associated with significant people or events of our past.		SW Can
SW_15419 491 NO IMPACT	15860 SW UPPER BOONES FERRY RD TIGARD R513135	Circa 1974 Building Utilitarian Concrete Panels	Recommended Not Eligible/Non-Contributing	The circa 1974 warehouse space was remodeled circa 1990; metal multi-light windows were installed, and a projecting, curved office space was constructed at the northwest corner. The building no longer has integrity of design, materials, workmanship, feeling, and association.		

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SW_15447 492 PARTIAL	16640 SW 72ND AVE TIGARD R513545	Circa 1975 Building Utilitarian Concrete Panels	Recommended Not Eligible/Non-Contributing	Office at the southwest corner was constructed circa 1995; it has anodized aluminum windows and brick veneer		Titoroan History Loyel History Till
SW_976 493 NO IMPACT	5870 SW TERWILLIGER BLVD PORTLAND R119105570	1926 Building Tudor Revival Synthetic Wood Siding	Recommended Not Eligible/Non-Contributing	The house's vinyl windows and modern siding diminish its historical integrity of design, materials, workmanship, feeling, and association.		SW Rainer
SW_13840 494 NO IMPACT	7021 SW 2ND AVE PORTLAND R780207790	1953 Building Ranch Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows have replaced the original windows. This house has no known associations of significance, and it does not embody distinctive characteristics of a type, period, or method of construction.		TO A STATE AND

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11518 495 NO IMPACT	7301 SW BRIER PL PORTLAND R300401640	1940 Building Tudor Revival Cedar Rake Shingle	Recommended Eligible/Contributing	This house retains its original wood windows. Shingles that clad portions of the exterior may represent a historicperiod modification. An outbuilding is located west of the house.		
SW_20883 496 NO IMPACT	7215 SW 3RD AVE PORTLAND R300401330	1923 Building Craftsman Horizontal Board	Recommended Not Eligible/Non-Contributing	Modifications to the windows, siding, front porch, and east-facing dormer diminish the house's integrity of design, materials, workmanship, feeling, and association.		HEANING ARE
SW_12027 497 NO IMPACT	3211 SW PRIMROSE ST PORTLAND R383800050	1943 Building WWII Era Cottage Horizontal Board	Recommended Eligible/Contributing	The lap siding on the house exterior may represent a modification made at an unknown date. However, the original wood windows have been retained, and the house embodies distinctive characteristics of its period of construction.		

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SW_7485 498 NO IMPACT	3220 SW PRIMROSE ST PORTLAND R383800490	1942 Building WWII Era Cottage Cedar Rake Shingle	Eligible/Contributing	An small overhang has been constructed over the garage door, and a modern garden window has been added to the east elevation. However, this house has good historical integrity, and embodies distinctive characteristics of its period of construction.		
SW_14415 499 NO IMPACT	5235 SW VACUNA ST PORTLAND R894615130	1973 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	This house has no historical associations of significance, and does not embody distinctive characteristics of a type, period, or method of construction.		SW VACUPA ST
SW_1944 500 NO IMPACT	7380 SW HERMOSO WAY TIGARD R457320	Circa 1958 Building Ranch Vertical Board	Recommended Not Eligible/Non-Contributing	The house does not embody distinctive characteristics of a type, period, or method of construction, nor does it have known associations with significant events and people of the past.		

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SW_121 501 TCE	12645 SW HALL BLVD TIGARD R461994	Circa 1940 Building Minimal Traditional Shingle	Recommended Not Eligible/Non-Contributing	Originally constructed as a single-family house, the building has been converted for use as a commercial space and is surrounded by multifamily, commercial, and industrial development. The building does not embody distinctive characteristics of a type, period, or method of construction, and has no associations with historically significant events or people of the past.		
502 NO IMPACT	SW 5th Ave over Hwy 61 Bridge #09157	1964 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete box girder. Not included in Oregon's Historic Bridge Field Guide (2013).		See Appendix A
503 NO IMPACT	SW Upper Boones Ferry Rd (Carman Dr) over Hwy 1 Bridge #07728A	1975 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete box girder. Not included in Oregon's Historic Bridge Field Guide (2013).		See Appendix A

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
504 NO IMPACT	SW 5th Ave Conn #8 to Hwy 61 SB over Hwy 61 Bridge #09156	1964 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete box girder. Not included in Oregon's Historic Bridge Field Guide (2013).		See Appendix A
SW_22014 505 NO IMPACT	Cedarwood Waldorf School 3030 SW 2ND AVE Portland R140907740 Neighborhood House	1910 Building Georgian Revival Brick	Listed in NRHP; City of Portland Landmark; Contributing Resource, South Portland Historic District (Listed in 1998)	Neighborhood House was constructed by the Portland Section of the National Council of Jewish Women in 1910 to meet the social needs of a rapid influx of European immigrants to Portland.		Service Control of the Control of th
SW_15085 506 PARTIAL	Marquam II 2611 SW 3RD AVE Portland R777501600 Marquam II	Circa 1970 Building International Concrete Other / Undefined	Recommended Eligible/Contributing	Constructed from a design by Robert Koch in the South Auditorium Urban Renewal Area.		The party and th

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
507 NO IMPACT	SW 6th Ave Conn #3 over Hwy 61 Bridge #09158	1964 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete box girder with modern metal barriers installed at the railing. Not included in Oregon's Historic Bridge Field Guide (2013).		See Appendix A
SW_13864 508 NO IMPACT	382 SW HAMILTON CT Portland R669104690	1894 Building Victorian Era Horizontal Board	Recommended Not Eligible/Non-Contributing	The house has been modified by the construction of a circa 1950s entry vestibule at the north facade and a carport at the east elevation. All original windows have been replaced with wood and vinyl sashes.		DAN HARRES TO
SW_6790 509 NO IMPACT	5920 SW RALSTON DR Portland R300600070	1959 Building Ranch Synthetic Other/Undefined	Recommended Not Eligible/Non-Contributing	The roof is comprised of multiple sheds. Original siding has been replaced with composite lap siding, and original windows have been replaced with vinyl sashes.		

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SW_11494 510 NO IMPACT	7148 SW 4TH AVE Portland R300400820	1948 Building Minimal Traditional Synthetic Other/Undefined	Recommended Not Eligible/Non-Contributing	A second floor was added during the modern period. First floor has some original wood windows; remaining windows are vinyl. The original wood siding was likely replaced when the second floor was added; the house is now clad in synthetic siding.		DW MEVADA CT

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SW_7962 511 NO IMPACT	4134 SW WILBARD ST Portland R406401000	1949 Building Modern Period Other Shingle	Recommended Not Eligible/Non-Contributing	All original windows have been replaced with vinyl sashes, and a former garage (that may have once been detached) has been converted for use as living space. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		NV months at
SW_13339 512 NO IMPACT	11445 SW PACIFIC HWY Tigard R279497	Circa 1975 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	The building's false front appears to be of modern construction. The windows and much of the building's siding date to the modern period. The building's diminished historical integrity limits its eligibility for listing in the NRHP.		Wap acinemwy
SW_7099 513 NO IMPACT	11455 SW PACIFIC HWY Tigard R2164668	Circa 1975 Building Late 20 th Century Other Synthetic Other/Undefined	Recommended Not Eligible/Non-Contributing	Windows are modern vinyl sliding sashes with grid inserts, and the siding is a modern synthetic replacement. The building lacks historical integrity and has no known historical associations of significance.		

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SW_20284 514 NO IMPACT	11465 SW PACIFIC HWY Tigard R2079845	Circa 1975 Building Late 20 th Century Other Metal Sheet	Recommended Not Eligible/Non-Contributing	Windows appear to be original fixed aluminum sashes, while the siding is modern corrugated metal. The building has diminished aspects of historical integrity and no historical associations of significance under Criteria A through D.		
SW_18402 515 NO IMPACT	11475 SW PACIFIC HWY Tigard R279335	Circa 1975 Building Commercial Concrete Block	Recommended Not Eligible/Non-Contributing	Former openings have been infilled, and modern cladding has been added to the exterior. The building has diminished integrity and no known associations of significance under Criteria A through D.	A 794 à Easy,	
SW_1150 516 NO IMPACT	11477 SW PACIFIC HWY Tigard R279326	Circa 1975 Building Commercial Vertical Board	Recommended Not Eligible/Non-Contributing	Board and batten siding is not original to the date of construction. The building has no known historical associations of significance under Criteria A through D.		Sw 69th Apr

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW 13450 B517 PARTIAL	1881 SW NAITO PKWY PORTLAND R777502200	1922 Building Contemporary	Recommended Not Eligible/Non-Contributing	Despite its modern appearance, Multnomah County records note this building as having been constructed in 1922. A 1950 Sanborn Fire Insurance map confirms that the north portion of the building matches the footprint of a steam laundry business. A later expansion of the building's footprint and an extensive remodel done in 2000 give the building its modern appearance.		SW 1st Ave
SW 479 B518 PARTIAL	2000 SW 1ST AVE PORTLAND R777502400 IBM Building	1965 Building New Formalism Concrete Other / Undefined	Recommended Eligible/Contributing	Designed by Paul Kirk and constructed in the South Auditorium Urban Renewal area.		SW 1St. Awe
SW_99 B519 PARTIAL	2112 SW 1ST AVE PORTLAND R777502310	1968 Building Modern Commercial Concrete Panels	Recommended Eligible/Contributing	Retains good integrity, and is within the South Auditorium Urban Renewal area.		Serv tus Anne

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SW_3061 B520 PARTIAL	Boy Scouts of America 2145 SW NAITO PKWY PORTLAND 25 SW Grant Street R777502600 Columbia River Council Boy Scouts of America Service Center	1958 Building Shed Vinyl Siding	City of Portland HRI (1984 - No Rank); Recommended Not Eligible/Non- Contributing	This building has been extensively modified; it is clad with modern siding and has vinyl windows. The building's diminished integrity limits its potential to be eligible for listing in the NRHP.		The state of the s
SW_106 B521 NO IMPACT	2828 SW CORBETT AVE PORTLAND R140909340 Cascade Plaza	1965 Building Modern Period Other Standard Brick	Recommended Not Eligible/Non-Contributing	Modern aluminum windows and concrete block observed on exterior diminish the building's historical integrity and its eligibility to be listed in the NRHP.		
SW_7139 B522 NO IMPACT	036-038 SW PORTER ST PORTLAND R140904810	1908 Building Craftsman Horizontal Board	Recommended Eligible/Contributing	Oriel projecting from the north facade does not appear to be original.		SW WATER AVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_2575 B523 NO IMPACT	030-032 SW PORTER ST PORTLAND R140904820	1906 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Modern windows diminish the house's historical integrity. The house has no known associations of significance under Criteria A through D.		PORTER ST
SW_14290 B524 NO IMPACT	National University of Natural Medicine Academic 049 SW PORTER ST PORTLAND R140904550 Failing, Josiah, School	1912 Building Tudor Revival Standard Brick	City of Portland HRI (1984 - Rank II); Recommended Eligible/Contributing	Eligible under Criteria A and C		SW 1st Ave 0 5 5 50 50 50 50 50 50 50 50 50 50 50
SW_4872 B525 NO IMPACT	022 SW MEADE ST PORTLAND R140904950	1886 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows and porch modifications diminish the house's historical integrity. The house has no known historical associations of significance under Criteria A through D.		SW MEALE 61

Project ID Survey# Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3221 B526 NO IMPACT	030 SW MEADE ST PORTLAND R140904960	1898 Building Colonial Revival Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows and porch modifications diminish the house's historical integrity. The house has no known historical associations of significance under Criteria A through D.		KAKE ST
SW 3222 B527 NO IMPACT	2809 SW WATER AVE PORTLAND R140904970	1896 Building Queen Anne Horizontal Board	Recommended Not Eligible/Non-Contributing	A circa 1940s addition with modern board-and-batten siding diminishes the house's historical integrity. The house has no known historical associations of significance under Criteria A through D.		
SW_14292 B528 PARTIAL	2828 SW WATER AVE PORTLAND R140904510	1886 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	A non-conforming addition, modern siding, and vinyl windows diminish the house's historical integrity. The house has no known historical associations of significance under Criteria A through D.		SM ME 229 ST

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SW_12578 B529 NO IMPACT	2828 SW KELLY AVE PORTLAND R140904470	1959 Building Split Level Vertical Board	Recommended Not Eligible/Non-Contributing	Some sections of modern cladding and anodized aluminum metal windows were observed. The building has no known historical associations of significance under Criteria A through D.		
SW_461 B530 NO IMPACT	2718 SW WATER AVE PORTLAND R140904460	1958 Building Other / Undefined Stucco	Recommended Not Eligible/Non-Contributing	The stucco siding and vinyl windows diminish the building's historical integrity. The building has no known historical associations of significance under Criteria A through D.		MW APTHAN ET
SW_16219 B531 NO IMPACT	2718 SW KELLY AVE PORTLAND R140905080	1931 Building Mediterranean Revival Stucco	Recommended Not	Rear of building has vinyl windows and siding that diminish its historical integrity. The building has no known historical associations of significance under Criteria A through D.		

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SW_3580 B532 NO IMPACT	019 SW ARTHUR ST PORTLAND R140905220	1887 Building Vernacular Horizontal Board	Recommended Not Eligible/Non-Contributing	Vinyl windows diminish the house's historical integrity. The building has no known historical associations of significance under Criteria A through D.		S
SW_16561 B533 NO IMPACT	013 SW ARTHUR ST PORTLAND R140905230	1886 Building Vernacular Cement Fiber Siding	Recommended Not Eligible/Non-Contributing	Vinyl windows and cement fiber siding diminish the building's historical integrity. The building has no known historical associations of significance under Criteria A through D.		
SW_10949 B534 NO IMPACT	La Grand Industrial Supply 2620 SW 1ST AVE PORTLAND R777502100	1947 Building Modern Commercial Standard Brick	Recommended Not Eligible/Non-Contributing	Originally constructed in 1947, the building appears to have been significantly expanded circa 1964. The building has no known historical associations of significance under Criteria A through D.		SW Tee Asse

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_11727 B535 NO IMPACT	Summa Institute 2510 SW 1ST AVE PORTLAND R777502030 Addressograph-Multigraph Building	1964 Building Modern Commercial Standard Brick		Constructed in South Auditorium Urban Renewal project area and has good historical integrity.		TOTAL
SW_22039 B536 NO IMPACT	Marquam Building 2501 SW 1ST AVE PORTLAND R777501820	1966 Building International Poured Concrete	Previously Recorded as Eligible/Contributing (2011 - Portland Central City Modern Resources RLS 1945- 1985); Recommended Eligible/Contributing	Constructed in South Auditorium Urban Renewal project area and has good historical integrity.		ANY LIPTOR III
SW_15758 B537 NO IMPACT	2737 SW 1ST AVE PORTLAND R140905960 Mayor Riley House	1894 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			PH TO SW 1ST AVE

Project ID Survey# Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_19409 B538 NO IMPACT	2721-2725 SW 1ST AVE PORTLAND R140905950 Lakefish, B & Mary, House (2721) and Lamberson, CE House (2725)	1898 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	The 1898 date of construction is derived from tax assessor records for the house at 2725 SW 1st Avenue, which appears to have been remodeled circa 1930 to have a Craftsman appearance. The South Portland Historic District nomination reports the house's date of construction as circa 1905. A second building on the parcel (at 2721 SW 1st Avenue) was constructed in 1926.		
SW_249 B539 NO IMPACT	2732 SW 1ST AVE PORTLAND R140905460 Marquam, Philip Augustus, House #2	1884 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			NW MEADE BT
SW_4793 B540 NO IMPACT	2740 SW 1ST AVE PORTLAND R140905450 Marquam, Philip Augustus, House #1	1884 Building Vernacular Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Poor integrity. Building contributes to district due to its significant association with Philip Augustus Marquam.		5W 1ST AVE

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SW_14294 B541 NO IMPACT	2715-2719 WI/ SW KELLY AVE PORTLAND R140905130	1929 Building Commercial Aluminum Siding	Recommended Not Eligible/Non-Contributing	Boundary includes two parcels: R140905130 and R140905120. Constructed as two separate buildings in 1929 and 1932 that now functionally operate as one building. Has modern siding and vinyl windows that diminish the building's historical integrity.		THE BATTO PROVINCE
SW 14297 B542 NO IMPACT	National University of Natural Medicine 2828 SW NAITO PKWY PORTLAND R140905050 Helen Kelly Manley Community Center	1929 Building Tudor Revival Standard Brick	Recommended Eligible/Contributing	Craftsman house is on same parcel and appears to be constructed near the same time as the main building, circa 1929. Was a popular community gathering place, particularly for Italian immigrants during the early- to mid-twentieth century.		W (SOMM I)
SW_6905 B543 PARTIAL	19-21 SW HOOKER ST PORTLAND R140905520 Dewell, Mary E & Charles, House	1888 Building Queen Anne Vinyl Siding	Contributing Resource, South Portland Historic District (Listed in 1998)	Extensive modifications to the siding and windows of the house have diminished its historical integrity since it was last documented in 1998.		DKER ST

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SW_11145 B544 PARTIAL	25 SW HOOKER ST PORTLAND R463840200 Warren, Mary, House	1880 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW HOOKER ST
SW_20861 B545 NO IMPACT	2824-2826 SW 1ST AVE PORTLAND R140905540	1905 Building Vernacular Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Modifications to the porch and windows of the house have greatly diminished its historical integrity since it was last documented in 1998.		
SW_510 B546 NO IMPACT	26 SW MEADE ST PORTLAND R140905560 Rosenfeld, Maris Sophia, House	1923 Building Bungalow Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			STO MEASE ST

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SW_20862 B547 NO IMPACT	2806 SW 1ST AVE PORTLAND R140905550 Taylor, Peter & Haehlen, John & Gotlieb House #1	1876 Building Italianate Horizontal Board	Individually Listed in NRHP (1984); Contributing Resource, South Portland Historic District (Listed in 1998); City of Portland Historic Landmark			
SW_21152 B548 PARTIAL	3004 SW 1ST AVE PORTLAND 26 SW Porter Street R140905660 Pope, Seth L, House	1885 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998) g	Historic period modifications to roof and modern modifications to windows diminish the historical integrity of the house; compared to others in the district, it is no longer a good example of a Queen Anne residence.		ITER ST
SW_20339 B549 PARTIAL	2904 SW 1ST AVE PORTLAND R140905570	1952 Building Modern Commercial Poured Concrete	Not Eligible/Out of Period, South Portland Historic District (Listed in 1998); Recommended Not Eligible/Non-Contributing as an individual resource	First used by Urban Plumbing and Heating Company. Some original windows have been replaced with anodized aluminum sashes. The building is not individually eligible for listing in the NRHP, as it has no historical associations of significance under Criteria A through D.		SW ^T with Press

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SW_11016 B550 PARTIAL	16 SW PORTER ST PORTLAND R140905610 Baldwin, LeGrand M., House	1913	Contributing Resource, South Portland Historic District (Listed in 1998)			POCITION PROPERTY.
SW_11875 B551 NO IMPACT	018 SW PORTER ST PORTLAND R140904940	1886 Building Italianate Horizontal Board	Recommended Eligible/Contributing	Good historical integrity; the house is representative of its type and period of construction.		W POTTER M
SW_11257 B552 PARTIAL	26 SW PORTER ST PORTLAND R140905650 Perlot, John N & Harriet E, House	Queen Anne	Contributing Resource, South Portland Historic District (Listed in 1998)			SW PORISH BY

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SW_22592 B553 NO IMPACT	25 SW WOODS ST PORTLAND R140905640 Jolly, William B., House	1906 Building Bungalow Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			EW WOORDS AT
SW_6725 B554 NO IMPACT	3025 SW 1ST AVE PORTLAND R140907820 Wallace, Sidney, Property	1916 Building Commercial Standard Brick	Contributing Resource, South Portland Historic District (Listed in 1998)	Modifications to east facade noted in South Portland Historic District NRHP nomination		WW FORTH AT THE PARTY OF THE PA
SW_20263 B555 NO IMPACT	3033 SW 1ST AVE PORTLAND R140907840 Coldwell, Edward Lathrop, House #2	1905 Building Foursquare Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			OW PURIER ST

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SW 18412 B556 NO IMPACT	3037 SW 1ST AVE PORTLAND R140907830 Coldwell, Edward Lathrop, House #1	1905 Building Foursquare Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			Signature Signature
SW_9133 B557 NO IMPACT	3115 SW 1ST AVE PORTLAND R140910290 Barcroft, Anna, House #3	1880 Building Colonial Revival Cement Fiber Siding	Contributing Resource, South Portland Historic District (Listed in 1998)	Modifications to cladding, windows, and east facade porch have diminished the historical integrity of the house.		
SW 557 B558 NO IMPACT	3125 SW 1ST AVE PORTLAND R140910300 Corner, E.L., House	1888 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	All original windows and surrounds have been replaced. The main entry door is modern, and Sanborn Fire Insurance maps indicate that the L- shaped main entry porch was constructed between 1909 and 1950.		

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SW_11023 B559 NO IMPACT	3207 SW 1ST AVE PORTLAND R140910610 Vance Land Company Warehouse	1913 Building Other / Undefined	Contributing Resource, South Portland Historic District (Listed in 1998)	Cornice and second floor windows have been modified.		
SW_16020 B560 NO IMPACT	19 SW GIBBS ST PORTLAND R140910700 Smith, M.W., House	1908 Building Vernacular Stucco	Not Eligible/Non- Contributing, South Portland Historic District (Listed in 1998)			NW Santa of
SW_6941 B561 PARTIAL	11 SW GIBBS ST PORTLAND 3223 SW Front Avenue R140910720 Wolfman, A., Building	1952 Building Modern Commercial Vertical Board	Not Eligible/Out of Period, South Portland Historic District (Listed in 1998); Recommended Eligible/Significant as an individual resource	Does not contribute to South Portland Historic District due to date of construction and style. However, the building retains a high level of integrity and is a good example of small-scale modern commercial architecture.		Y MARIO PROV

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SW_18982 B562 NO IMPACT	015 SW GIBBS ST PORTLAND R140910820 Carlson, John and Sophia, House	1888 Building Victorian Eclectic Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Condition is poor; integrity remains adequate.		SW Citibs ST Was a Class Exercise Com
SW 16112 B563 NO IMPACT	018 SW GROVER ST PORTLAND R140910826 Robertson, John, House	1888 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			EW Colonia at
SW_11439 B564 NO IMPACT	3213-3215 SW WATER AVE PORTLAND R140910770 Watkins, George and Rood, E. H., House	1908 Building Victorian Eclectic Cement Fiber Siding	Contributing Resource, South Portland Historic District (Listed in 1998)			NW GHIES ET

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SW_7157 B565 NO IMPACT	025 SW GIBBS ST PORTLAND R140910790 Drake, John M. & Angeline, House	1888 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW GIBBS ST
SW_6544 B566 NO IMPACT	3317-3319 SW WATER AVE PORTLAND R140911990 Gavurtz, J., House	1908 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	A modern shed is situated within a large garden north of the house; this shed is non- contributing.		Carendry Carrier
SW_3419 B567 NO IMPACT	3325-3327 SW WATER AVE PORTLAND R140912000 and R140912006 Klump, William, House #1 and #2	1894 Building Queen Anne Shingle	City of Portland HRI (1984 - Rank III); documented as two contributing resources, South Portland Historic District (Listed in 1998); recommended for treatment as one contributing resource	This duplex was documented as one resource for the City of Portland HRI, but was then documented as two separate contributing buildings for the South Portland Historic District, likely because it is situated on two separate tax parcels. It is recommended for treatment as one historic building for the project.		AW dates up

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SW_9970 B568 NO IMPACT	031-037 SW WHITAKER ST PORTLAND R140912020 Rummeline, Frank and Louise R., House #2	1909	Contributing Resource, South Portland Historic District (Listed in 1998)			R AVE
SW 21198 B569 NO IMPACT	023 SW WHITAKER ST PORTLAND R140912010 Rummeline, Frank and Louise R., House #1		Contributing Resource, South Portland Historic District (Listed in 1998)			
SW 13780 B570 NO IMPACT	017 SW WHITAKER ST PORTLAND R140912030 Driskell, C.E., House	1904 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			

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SW_2577 B571 NO IMPACT	5 SW WHITAKER ST PORTLAND R140912090 Tillman, Constance and Frank, House	1890 Building Italianate	Contributing Resource, South Portland Historic District (Listed in 1998)	South Portland Historic District nomination notes this building was constructed as a private residence, but Sanborn Maps indicate it housed two separate commercial storefronts at the turn of the twentieth century.		W WHITAKER ST
SW 5441 B572 NO IMPACT	17 SW WHITAKER ST PORTLAND R140912110 Rudy, Marcus, House #1	1890 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW WHITAKER
SW_9924 B573 NO IMPACT	3323 SW NAITO PKWY PORTLAND R649752420 Maxwell, Mary L., House	1904 Building Colonial Revival Standard Brick	Contributing Resource, South Portland Historic District (Listed in 1998)	Modern stone, shingles, and vinyl windows. The South Portland Historic District nomination documents the building as a house, but it was a fire station for Portland Fire Department Engine Company No. 5 according to 1908-1909 Sanborn Fire Insurance maps.		

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SW_20938 B574 NO IMPACT	24 SW WHITAKER ST PORTLAND R140912540 Strauss, Charles A. & R. F., House	1890 Building Victorian Era	Contributing Resource, South Portland Historic District (Listed in 1998)			ON WINTAKES 9
SW_18381 B575 NO IMPACT	3417 SW NAITO PKWY PORTLAND R140912470 Foulkes, Robert, House	1902 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			EARLY OT EW CONTROL ST A COUNTY ST Control ST
SW_19015 B576 NO IMPACT	16 SW WHITAKER ST PORTLAND R140912460 Foulkes, Laura, House #2	1892 Building Queen Anne Horizontal Board	City of Portland HRI (1984 - Rank III); Contributing Resource, South Portland Historic District (Listed in 1998)			SW WHITAKER

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SW_9621 B577 NO IMPACT	14 SW WHITAKER ST PORTLAND R140912450 Foulkes, Laura, House #1	1892 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			SW WHITAKER ST
SW 18005 B578 NO IMPACT	3405 SW NAITO PKWY PORTLAND R140912440 Long, H. R. and S. E., House	1890 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			NA VINTAGED ST
SW_20351 B579 NO IMPACT	016 SW WHITAKER ST PORTLAND R140912640 Rice, Alice R., House	1926 Building Vernacular Cedar Rake Shingle	Contributing Resource, South	Description of this building in the South Portland Historic District nomination does not match this house. Modifications to the windows, porch, and siding of the house have diminished its historical integrity. A detached garage is located to the southeast.		WW No. CO, Propriet (Co. Co. Co. Co. Co. Co. Co. Co. Co. Co.

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SW 18178 B580 NO IMPACT	024 SW WHITAKER ST PORTLAND R140912570 Anderson, Richard & Beda, House	1926 Building Craftsman Horizontal Board	Portland Historic District (Listed in 1998)	Since this house was last documented in 1998, siding, window, and porch modifications have been completed that diminish its historical integrity. A detached garage is located to the southwest.		
SW_15995 B581 NO IMPACT	036 SW WHITAKER ST PORTLAND R140912590 Francone, Marie, House	1926 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Original siding and windows have been modified. A detached garage is west of the house.		SW WATER AVE
SW_19546 B582 NO IMPACT	3415 SW WATER AVE PORTLAND R140912580 Hope, John B., House	1926 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	The house has a detached garage with a modern door		SW WATER AVE

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_21854 B583 NO IMPACT	3425 SW WATER AVE PORTLAND R140912600 Smith, Earl P. and Marvel E., House	1020	Contributing Resource, South Portland Historic District (Listed in 1998)	A detached garage is east of the house.		W WATER ALE
SW 20931 B584 NO IMPACT	025 SW CURRY ST PORTLAND R140912620 McGlashan, James C., House	1927 Building Craftsman Horizontal Board		House retains adequate integrity. It is not included as a contributing resource in the South Portland Historic District due to its date of construction (1927), which is outside of the period of significance. As an individual resource, the house has no known historical associations of significance under Criteria A through D. A detached garage is situated southwest of the house.		W CLPRY I
SW_9099 B585 NO IMPACT	017 SW CURRY ST PORTLAND R140912630 Bronaugh, Earl C. and Carter, Lorenzo E., House	1904 Building Queen Anne Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	The windows and south facade porch have been modified; it is possible that the steeply pitched gables of the roof are not original.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_19149 B586 NO IMPACT	Lair Hill Historical Condominiums 3101 SW 1ST AVE PORTLAND R463860040 Buckman Apartments	1890 Building Queen Anne Shingle	Contributing Resource, South Portland Historic District (Listed in 1998)			Alle 151 AVE
SW 6635 B587 PARTIAL	3204 SW CORBETT AVE PORTLAND R140911030 Heubner, Julius, House	1876 Building Italianate Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)			
SW_12348 B588 PARTIAL	3205 SW CORBETT AVE PORTLAND R140910830 Heimes, George and A. F., House	1894 Building Queen Anne Cedar Rake Shingle	Contributing Resource, South Portland Historic District (Listed in 1998)	Several modifications were observed: an addition to rear (west) elevation; all original windows have been replaced; shingle siding not original to construction; porch modifications.		SW. GROVER BY

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_13829 B589 PARTIAL	0104 SW GROVER ST PORTLAND R140910930 Cardwell, H. R., House	1903 Building Vernacular Cement Fiber Siding	Not Eligible/Non- Contributing, South Portland Historic District (Listed in 1998)			TANES AVE
SW_18390 B590 PARTIAL	0110 SW GROVER ST PORTLAND R140910920 Cardwell, B. P., House	1903 Building Queen Anne Shingle	Contributing Resource, South Portland Historic District (Listed in 1998)			7100·
SW_1682 B591 PARTIAL	0116 SW GROVER ST PORTLAND R140910910 Smith, A. P., House	1903 Building Queen Anne Shingle	Contributing Resource, South Portland Historic District (Listed in 1998)	Original windows have been replaced with aluminum sashes.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_14298 B592 PARTIAL	NUNM Health Centers - Lair Hill 3025 SW CORBETT AVE PORTLAND R140904710	1968 Building Modern Period Other Stucco	Recommended Not Eligible/ Non-Contributing	Extensive modifications to the windows and siding diminish the building's historical integrity and give it a modern appearance. The building has no known historical associations of significance under Criteria A through D.		ZIE MHODR EL
SW_14304 B593 NO IMPACT	3029 SW WATER AVE PORTLAND R140904860	1890 Building Victorian Era Horizontal Board	Recommended Not Eligible/ Non-Contributing	All original windows have been replaced with vinyl, and porch modifications have occurred during the modern era. The house has no historical associations of significance under Criteria A through D.		The souther of
SW_1783 B594 NO IMPACT	3017 SW WATER AVE PORTLAND R140904850	1880 Building Victorian Era Horizontal Board	Recommended Not Eligible/ Non-Contributing	The infilled front porch and vinyl window replacements diminish the house's historical integrity and its eligibility for listing in the NRHP.		PERSON OF

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Bridge B595 NA	Ross Island Bridge	1926 Structure Not Applicable Not Applicable	City of Portland HRI (1984 - Rank III); Determined Eligible for Listing in NRHP (1985 - Historic Highway Bridges of Oregon Thematic Resources);	Included in Multiple Property Document for Willamette River Highway Bridges of Portland, Oregon (2011)		Fortland
Lane B596 NA	Hwy 26 over Kelly St Pedestrian Tunnel Bridge #06946	1945 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Reinforced concrete box culvert pedestrian tunnel with stairs at north and south ends. Not included in Oregon's Historic Bridge Field Guide (2013).		TO PKW
Lane B597 NA	Hwy 3 NB Conn to Hwy 3 SB (SW Hood Ave) (Ross Island Bridge #08194R	1959 Structure Not Applicable Not Applicable		Reinforced concrete box girder; immediately south of Bridge #08194. Not included in Oregon's Historic Bridge Field Guide (2013).		More and the part of the part

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Lane B598 NA	Hwy 1W over Hwy 26 WB Conn #1 to Hwy 1 SB Bridge #06896	1946 Structure Not Applicable Not Applicable	Recommended Not Eligible/ Non-Contributing	Reinforced concrete rigid frame bridge. Not included in Oregon's Historic Bridge Field Guide (2013)		SW NATO PRWY (S)
Overpass B599 NA	Hwy 26 WB Conn #1 to Hwy 1W over Hwy 26 EB & SW Bridge #06895R	1948 Structure Not Applicable Not Applicable	Recommended Not Eligible/ Non-Contributing	Reinforced concrete rigid frame bridge. Not included in Oregon's Historic Bridge Field Guide (2013).		
Overpass B600 NA	Hwy 1W Bridge over SW Arthur St Bridge #05194	1946 Structure Not Applicable Not Applicable	Recommended Not Eligible/ Non-Contributing	Reinforced concrete deck girder partial viaduct with a section of steel deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		W Mhode St And Organia

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Overpass B601 NA	Pedestrian Bridge (SW Hooker St) over Hwy 1W & Bridge #05239; City of Portland Bridge #043	1948 Structure Not Applicable Not Applicable	Recommended Not Eligible/ Non-Contributing	Steel girder pedestrian bridge. Not included in Oregon's Historic Bridge Field Guide (2013); categorized as "not historic" in PBOT's Crossing the Divide Bridge Inventory (2015).		Station and College Of National College Of National Made are Sty Porter St
Overpass B602 NA	Hwy 1W over Hwy 61 Bridge #09153	1964 Structure Not Applicable Not Applicable	Recommended Not Eligible/ Non-Contributing	Reinforced concrete deck girder. Not included in Oregon's Historic Bridge Field Guide (2013).		AND STAGE WARRINGS
Overpass B603 NA	SW 1st Ave over Hwy 61 Bridge #09154	1964 Structure Not Applicable Not Applicable	Recommended Not Eligible/ Non-Contributing	Reinforced concrete box girder. Not included in Oregon's Historic Bridge Field Guide (2013).	HAMILION OF THE PARTY OF THE PA	

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Overpass B604 NA	Hwy 1 over Hwy 26 EB & SW Grover St Bridge #06895	1948 Structure Not Applicable Not Applicable	Category III Bridge, ODOT Historic Bridge Field Guide (2013); Recommended Not Eligible/Non-Contributing	Reinforced concrete slab bridge		The latest st.
Overpass B605 NA	Retaining Wall at SW Grover Street	Circa 1948 Structure Other / Undefined Concrete Other / Undefined	Recommended Not Eligible/Non-Contributing	Not a distinctive example of a type, period, or method of construction. Situated below two historic bridges (#06895 and 06895R) that are not eligible for listing in the NRHP.		When the St.
Pedestrian B606 NA	Pedestrian Bridge (SW Arthur St) over Hwy 1W Bridge #05194S	1947 Structure Not Applicable Not Applicable	Recommended Not Eligible/Non-Contributing	Pedestrian bridge providing access to Bridge #05194 (constructed in 1946). Not included in Oregon's Historic Bridge Field Guide (2013).		ANS CONTRACTOR

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
Overpass B607 NA	Hwy 3 NB over Hwy 1 & Conns (Ross Island Interchange) Bridge #08194	1959 Structure Not Applicable Not Applicable		Reinforced concrete deck and bridge girder; immediately north of Bridge #08194R. Not included in Oregon's Historic Bridge Field Guide (2013).		d'Ave of Amh-oursed

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_3908 B608 NO IMPACT	0222 SW GIBBS ST PORTLAND R140911720 Forsythe, Maria L., House	1908 Building Italianate Horizontal Board	Contributing Resource, South Portland Historic District (1998)	Windows are anodized aluminum replacements. A detached garage is situated east of the house.		SW CRIES 217
SW_11576 B609 NO IMPACT	3303 SW KELLY AVE PORTLAND R140911730 Deuschel, Emma L., House	1910 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (Listed in 1998)	Windows are obscured by aluminum storm windows. The house's lap siding appears to be original to the date of construction.		Common at
SW_7211 B610 NO IMPACT	3315 SW KELLY AVE PORTLAND R140911750 Hughes, Julia M., House #3	1910 Building Craftsman Shingle	Contributing Resource, South Portland Historic District (1998)	The house appears to retain most all of its original wood windows, but is clad with a mixture of wood and fiber cement shingles that are not original to the date of construction. A house of the same design is located immediately south at 3317 SW Kelly Avenue.		

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_17344 B611 NO IMPACT	3312-3314 SW KELLY AVE PORTLAND R140911700 Omaha Industries, Inc. Building	1965 Building Contemporary Horizontal Board	Non-Contributing Resource, South Portland Historic District (Listed in 1998)	Anodized aluminum windows have replaced most all original windows, with exception to the east (rear) elevation. Modern lap siding has been added to several elevations. Not eligible for listing in the NRHP as an individual resource.		
SW_7560 B612 PARTIAL	0231 SW GIBBS ST PORTLAND R140910970 The Reed Institute Building #1	1920 Building Craftsman Horizontal Board	Contributing Resource, South Portland Historic District (1998)	This building has changed significantly since 1998. A second story has been added, and the original siding and windows have been replaced. The South Portland Historic District nomination notes that the house was moved in 1926 to accommodate Ross Island Bridge construction.		
SW_18055 B613 NO IMPACT	0223 SW GIBBS ST PORTLAND R140910980 The Reed Institute Building #2	1920 Building Craftsman Shingle	Contributing Resource, South Portland Historic District (1998)	Aluminum storm windows obscure original wood windows. Shingles were added to the house exterior during the historic period, but are not original.		Ave tientes at

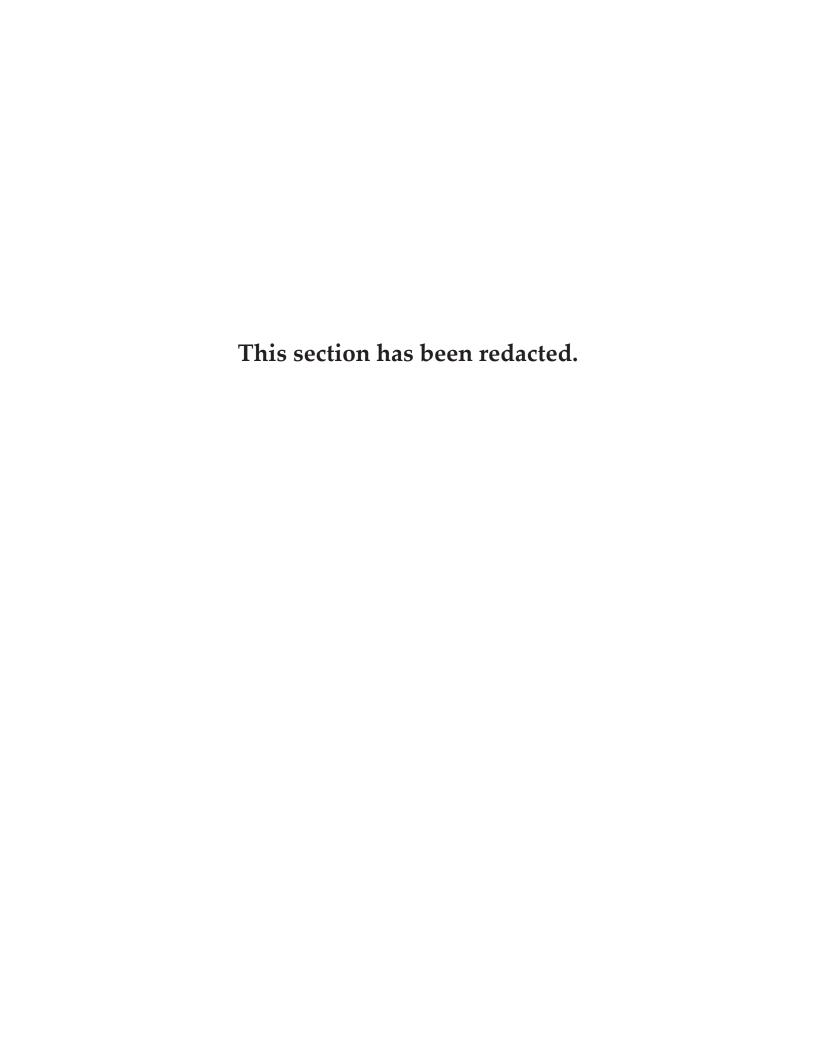
Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_22962 B614 NO IMPACT	3222 SW CORBETT AVE PORTLAND R140911010 Failing, Jesse, House #2	1906 Building Colonial Revival Horizontal Board	Contributing Resource, South Portland Historic District (1998)	Some original windows have been replaced, while others remain in place.		
SW_3176 B615 PARTIAL	3224 SW KELLY AVE PORTLAND R140911110 Sprover, Dora, House	1885 Building Victorian Era Horizontal Boards	Contributing Resource, South Portland Historic District (1998)	Windows are original wood sashes with anodized aluminum storm windows. Standing seam metal has been placed on the roof.		SW KELLY AVE
SW_12901 B616 PARTIAL	3214 SW KELLY AVE PORTLAND R140911120 Donovan, R.M., House	1889 Building Victorian Eclectic Horizontal Boards	Contributing Resource, South Portland Historic District (1998)	Wood sash windows are covered by storm windows; at least one vinyl replacement is on the south elevation.		Although and the second

Project ID Survey # Acquisition	Resource Name Address & Assoc. Address Property ID Historic Name	Construction Date Resource Type Primary Style Primary Siding	NRHP Status	Integrity Comments / Notes	Photograph of Resource	Location
SW_4673 B617 PARTIAL	3206-3208 SW KELLY AVE PORTLAND R140911150 Findley, May, House #3	1889 Building Queen Anne Horizontal Boards	Contributing Resource, South Portland Historic District (1998)	Vinyl windows have replaced original wood windows since the South Portland Historic District was listed in the NRHP in 1998. The house, which has been converted for use as a duplex, has a nearly identical plan to the adjacent house at 3204 SW Kelly Avenue.		SW KELLY AVE
SW_22784 B618 PARTIAL	3204 SW KELLY AVE PORTLAND R140911140 Findley, May, House #2	1889 Building Queen Anne Asbestos Shingles	Documented as a Non- Contributing Resource, South Portland Historic District (1998); Recommended Eligible/Contributing	The primary facade has fish scale-shingles and horizontal board siding. Remaining elevations are clad in asbestos shingles. Original wood windows are retained. The building has a nearly identical design to the adjacent house at 3206-3208 SW Kelly Avenue.		SW KELLY AVE
B619 NO IMPACT	Halprin Open Space Sequence	1966-1970 District	Listed in NRHP (2013)	The discontiguous district is listed under Criteria A and C, and meets Criteria Consideration G. The APE crosses the easternmost section of the district at SW Naito Parkway.		ENV THE Asse

APPENDIX C

MAP ATLAS OF ARCHAEOLOGICAL SURVEYS AND RESOURCES

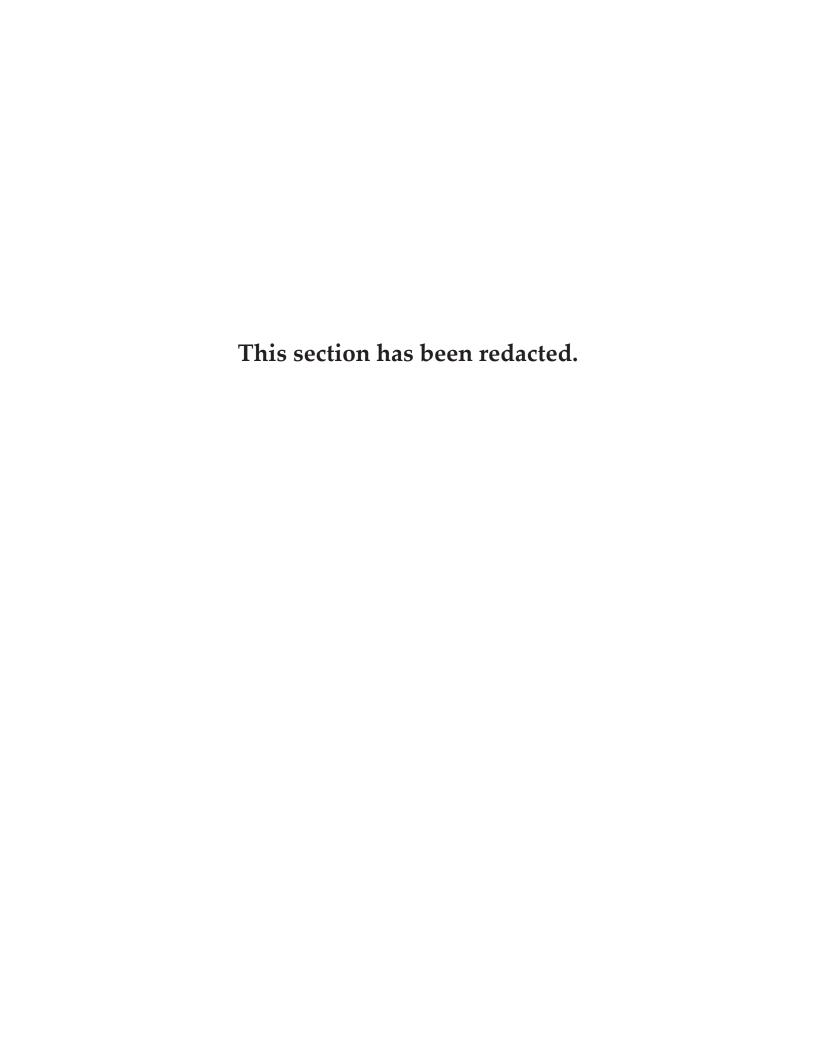
- Previously recorded resources are numbered 35MU###
- References for previous survey reports are shown by the author(s) and date



APPENDIX D

MAP ATLAS OF ARCHAEOLOGICAL HIGH PROBABILITY AREA (HPA) LOCATIONS

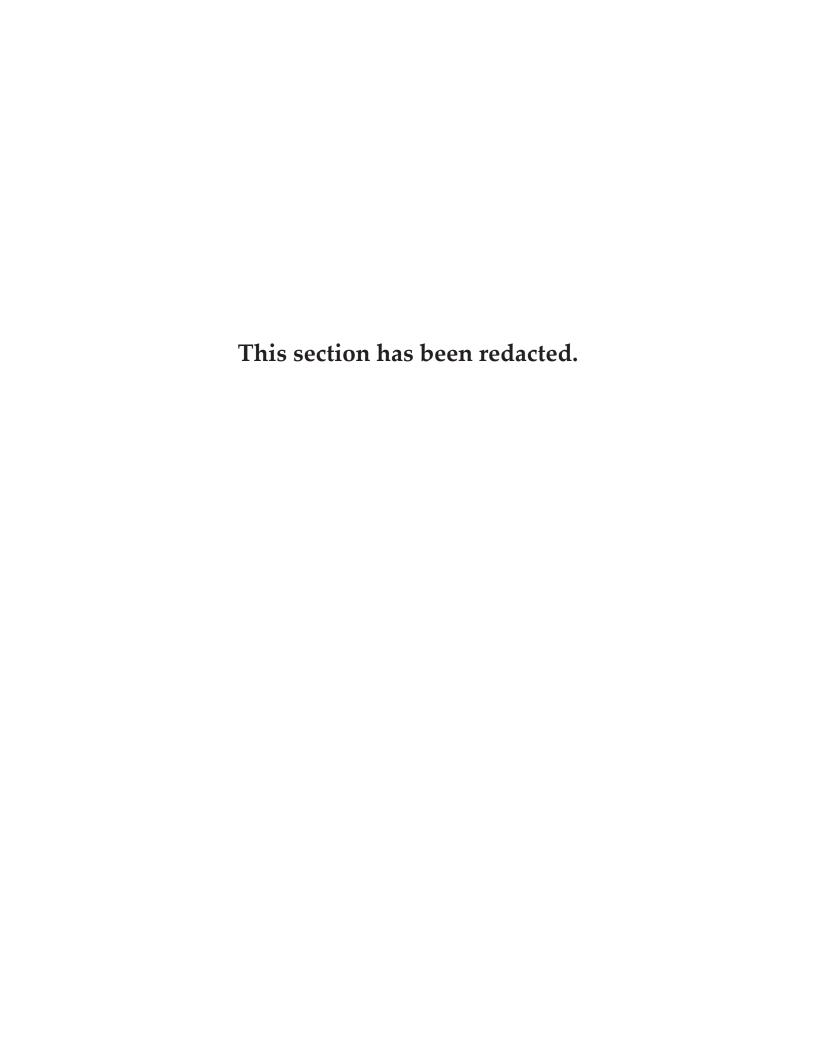
The HPA numbers in circles correlate with the text and with the Map ID numbers in Appendix E



APPENDIX E

TABLE OF ARCHAEOLOGICAL HIGH PROBABILITY AREAS (HPAs)

The HPA numbers correlate with the Map ID numbers in Appendix D



APPENDIX F

SECTION 106 DOCUMENTATION FORMS

INTRODUCTION TO APPENDIX F

Section 106 Documentation Forms were used to evaluate the NRHP eligibility of historic properties and to assess the project's potential to adversely affect their character-defining features. The forms, which constitute Appendix F, are ordered by their location within the project and the AINW survey number. Properties in the Preferred Alternative are grouped by Segment, and those are followed by historic properties of the Ross Island Bridgehead Reconfiguration. The location of each historic property is mapped by AINW survey number in Appendix A.

Just one historic property, the South Portland Historic District, is overlapped by both the Preferred Alternative and the Ross Island Bridgehead Reconfiguration. Two separate forms were completed for the district to document the contributing resources and the effect of constructing the Light Rail Preferred Alternative versus the effect of constructing the Preferred Alternative with Ross Island Bridgehead Reconfiguration. With or without the Ross Island Bridgehead Reconfiguration, the Preferred Alternative will have an adverse effect on the South Portland Historic District. The Ross Island Bridgehead Reconfiguration does not propose full acquisitions of properties or the removal of buildings; however, it would compound changes to the setting of the district, thereby contributing to the adverse effect of light rail construction for the Preferred Alternative.

On the following table, properties with **names in bold would be adversely affected by the proposed undertaking.** Three historic properties identified in the APE are not included in the table.

- A Section 106 Documentation Form was not completed for an NRHP-eligible building at 2000 SW 5th Avenue in Portland (No. 2); SHPO and FTA agreed that a form was not needed to document the Preferred Alternative's avoidance of the property, resulting in no effect on character-defining features.
- In addition, SHPO and FTA agreed that individual Section 106 Documentation Forms were not required for the Neighborhood House (No. 505) and the Taylor, Peter & Haehlen, John & Gotlieb House #1 (No. B547), properties that contribute to the eligibility of the South Portland Historic District and are individually listed in the NRHP.

Survey No.	Property Name and Address	NRHP Status	Finding of Effect	Proposed Acquisition/ Easement	
NO.	Address			Permanent	Temporary
Preferred	Alternative- Segment A				
	Duniway Plaza	Recommended Eligible			
1	2400 SW 4th Avenue, Portland	under Criteria A and C	No Adverse Effect	Partial	Х
	Marquam Plaza	Recommended Eligible			
9	2525 SW 3rd Avenue, Portland	under Criteria A and C	No Adverse Effect	Partial	X
14	Congregation Ahavath Achim Synagogue	Recommended Eligible	Adverse Effect	Full	
14	3225 SW Barbur Boulevard, Portland	under Criteria A and C	Adverse Effect	run	
22	4019 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	-	Χ
23	0123 SW Lowell Street, Portland	Recommended Not Eligible	No Effect		Х
27	3926 SW Water Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
38	3811 SW Barbur Boulevard, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect		X
40	3635 SW Condor Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
41	Holt-Saylor-Liberto 3625 SW Condor Avenue, Portland	Listed in NRHP under Criteria B and C	No Adverse Effect		
43	3605 SW Condor Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	X
44	022 SW Lowell Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect	-	Х
55	4315 SW View Point Terrace, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
58	018 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
59	04 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
62	218-220 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
63	127 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		

Survey	Property Name and	NRHP Status	Finding of Effect	Proposed Acquisition/ Easement	
No.	No. Address		Ü	Permanent	Temporary
Preferred	Alternative- Segment A				
67	304 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
71	Jewish Shelter Home 4133 SW Corbett Avenue, Portland	Listed under Criteria A and B, Recommended Eligible under Criterion C	Adverse Effect	Partial	х
72	4145 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	х
73	4205 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
74	4215-4217 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
76	4231-4237 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
83	Tabernacle Seventh-day Adventist Church 26 SW Condor Way,	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
	Portland				
85	4619 SW Condor Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
89	4820 SW Barbur Boulevard, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
90	Rasmussen Village 4950 SW Barbur Boulevard, Portland	Recommended Eligible under Criterion C	Adverse Effect	Partial	х
95	5910 SW Ralston Drive, Portland	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
100	SW Newbury Street Viaduct, Bridge #01983	Recommended Eligible under Criteria A and C	Adverse Effect		
101	SW Vermont Street Viaduct, Bridge #01984	Recommended Eligible under Criteria A and C	Adverse Effect		
102	Duniway Park SW 6th Avenue and SW Sheridan Street, Portland	Recommended Eligible under Criterion A	No Adverse Effect	Partial	Х
103	George Himes Park 6400 SW Terwilliger Blvd, Portland	Recommended Eligible under Criterion A	No Adverse Effect	-	Х

Survey	Property Name and	NRHP Status	Finding of Effect	Proposed Acquisition/ Easement	
No.	Address			Permanent	Temporary
Preferred A	Alternative- Segment A				
110	South Portland Historic District (Documentation Includes Neighborhood House [No. 505], Individually Listed in NRHP)	Listed in NRHP under Criteria A and C	Adverse Effect		
114	Lair Hill Park 3037 SW 2nd Avenue, Portland	Recommended Eligible under Criteria A and C; Multnomah County Hospital Nurses' Quarters and South Portland Library contribute to the South Portland Historic District	No Adverse Effect	Partial	Х
410	Hudson, Harvey S., House 16 SW Abernethy Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
418	0219-0221 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
421	4515 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		X
422	0112 SW Hamilton Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
425	4606 SW Corbett Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
426	374 SW Hamilton Court, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
506	Marquam II 2611 SW 3rd Avenue, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	X
Preferred A	Alternative - Marquam Hill C	Connection			
8	Terwilliger Parkway	Recommended Eligible under Criteria A and C	Adverse Effect	Partial	х
Preferred A	Alternative - Segment B				
167	7225 SW 4th Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
201	1801 SW Evans Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		Х
228	Original Pancake House 8601 SW 24th Avenue, Portland	Recommended Eligible under Criterion A	No Adverse Effect	Partial	Х

Survey	Property Name and	NRHP Status	Finding of Effect	Proposed Acquisition/ Easement	
No.	Address	1,11111	a same of same	Permanent	Temporary
Preferred A	Alternative- Segment B				
229	7114 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
246	7037 SW 2nd Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
247	7115 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
269	Good Shepherd Lutheran Church and Little Lambs Preschool/Daycare 3405 SW Alice Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		X
271	Capitol Hill Motel 9110 SW Barbur Boulevard, Portland	Recommended Eligible under Criteria A and C	Adverse Effect	Full	
278	Master Wrench 9803 SW Barbur Boulevard, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х
290	Edwin Markham Elementary School 10531 SW Capitol	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	X
300	Highway, Portland 5350 SW Pasadena Street, Portland	Recommended Eligible under Criterion C	Adverse Effect	Full	
302	11125 SW Barbur Boulevard, Portland	Recommended Eligible under Criterion C	Adverse Effect	Full	
328	Oregon Electric Railway Overcrossing, Bridge #02010	Recommended Eligible under Criterion A	Adverse Effect		
329	Fulton Park 68 SW Miles Street, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х
330	Burlingame Fred Meyer Sign 7529-7601 SW Barbur Boulevard, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect		х
337	7147 SW 4th Avenue, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
439	7211 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
440	7221 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect		

Survey	Property Name and	NRHP Status	Finding of Effect	_	oosed n/Easement
No.	Address	1111111	222000	Permanent	Temporary
Preferred A	Alternative- Segment B				
495	7301 SW Brier Place, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
497	3211 SW Primrose Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
498	3220 SW Primrose Street, Portland	Recommended Eligible under Criterion C	No Adverse Effect		
Preferred A	lternative - Segment C				
	Fought & Company	D 1 1 EU 11 1			
390	14255 SW 72nd Avenue, Tigard	Recommended Eligible under Criterion A	No Adverse Effect		Χ
394	Southern Pacific Railroad, Tigard Branch Tigard	Recommended Eligible under Criterion A	No Adverse Effect		
460	11530 SW 72nd Avenue, Tigard	Recommended Eligible under Criterion C	No Adverse Effect		
461	Oregon Education Association 6900 SW Atlanta Street, Tigard	Recommended Eligible under Criterion C	No Adverse Effect	Partial	Х
Duafarrad A		ridesheed Reconfiguration Ont	ion		
110	South Portland Historic District (Including Neighborhood House [No. 505] and Taylor, Peter & Haehlen, John & Gotlieb House #1 [B547])	Listed in NRHP under Criteria A and C	Adverse Effect of Preferred Alternative Compounded by Ross Island Bridgehead Reconfiguration		
B518	IBM Building 2000 SW 1 st Avenue, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х
B519	Pitney-Bowes Building 2112 SW 1 st Avenue, Portland	Recommended Eligible under Criteria A and C	No Adverse Effect	Partial	Х
B522	036-038 SW Porter Street, Portland	Recommended Eligible under Criterion C	No Effect		
B524	Josiah Failing School 049 SW Porter Street, Portland	Recommended Eligible under Criteria A and C	No Effect		

Survey No.	Property Name and Address	NRHP Status	Finding of Effect	Proposed sof Effect Acquisition/Easement	
INO.	Address			Permanent	Temporary
Preferred A	lternative with Ross Island E	Bridgehead Reconfiguration Opt	ion		
B535	Addressograph- Multigraph Building 2510 SW 1 st Avenue, Portland	Recommended Eligible under Criteria A and C	No Effect		
B536	Marquam Building 2501 SW 1 st Avenue, Portland	Recommended Eligible under Criteria A and C	- INDESTRUCT		
B542	Helen Kelly Manley Community Center 2828 SW Naito Parkway, Portland	Recommended Eligible under Criteria A and C	No Effect		
B551	018 SW Porter Street, Portland	Recommended Eligible under Criterion C	No Effect		
B561	Wolfman, A., Building 11 SW Gibbs Street, Portland	Recommended Eligible under Criterion C; Noncontributing, South Portland Historic District	No Adverse Effect	Partial	Х
B595	Ross Island Bridge	Recommended Eligible under Criteria A and C	No Adverse Effect		
B619	Halprin Open Space Sequence Historic District	Listed in NRHP under Criteria A and C	No Effect		

Property Name: Duniway Plaza	Street Address: 2400 SW 4 th Avenue		City, County: Portland, Multnomah		
Project Name: Southwest Corridor Light Rail Project			Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet			SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.505380 Longitude: -122.681603		Histori	property listed in the National Register of c Places? S – Individually NO S – In a district		



The north and west elevations of the building, as viewed towards the southeast.

The north and west elevations of the building, as viewed towards the	Southeast.				
Surveyor: Allison Geary B.A., and Andrea Blaser, M.S.	Date Recorded: 12/4/2019				
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect					
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:					
Effect: □Concur □Do Not Concur: RECE	EIVED STAMP				
Signed Date					
CONTACT INFORMATION STAMP					
Comments:					

Property Name: Duniway Plaza	Street Address: 2400 SW 4 th Avenue		City, County: Portland, Mult	tnomah
Original Use: Commercial Office		Number of Associated Resources: N/A		
Architectural Classification / Resource Type: Modern Commercial (type) Building		Owner: ⊠Priv		☐Local Government ☐Federal
Window type and Materials: Fixed Aluminum Roof Type and Materials: Flat roof with parapet, likely clad with built-up asphalt roofing		Exterior Surface Materials: Primary: Multi-color Brick Secondary: Concrete: Other/undefined Decorative -select materials-		
Integrity:		Construction Da	nte: 1966	(□Circa)
□Excellent ⊠Good □Fair □F	oor	Architect/Builder (if known): Fletcher and Finch/ E.C. Owen		

Description of Property (including previous alterations & approximate dates):

Duniway Plaza, a commercial building built in 1966, is currently occupied by the family law firm of Stahancyk, Kent, and Hook. The building is on a parcel bound by SW 4th Avenue to the west, SW Caruthers Street to the north, SW Third Avenue to the east, and SW Sheridan Street to the south. Duniway Plaza was formerly known as the Farley Building.

The building has a rectangular footprint with a rectangular projection at the southwest corner; this projection likely houses an elevator or stairwell adjacent to the building's main entrance at the south elevation. The building is two stories tall, has a daylight basement, and is capped by a flat roof with parapets. Warm-toned orange brick clads the building and surrounds vertical aluminum-frame windows that are original to the date of construction. Bands of concrete at the foundation, between the floors, and at the parapet provide a contrast to the brick, and accentuate the horizontality of the building. The primary entrance is on the south elevation, and features a concrete landing and stairs that connect to the adjacent sidewalk and surrounding streetscape. Additional entrances are at the basement level on the east elevation, adjacent to a parking lot. The windows at this west elevation entrance were likely installed during the modern period, and they are much larger than the prior openings that were captured in a 1973 photograph (see page 5).

The building's interior spaces have been renovated by the current owners to meet the needs of a modern law firm, and include conference rooms, waiting rooms for clients, and a kitchen (Stahancyk, Kent, and Hook 2019). Modern signage has been added to the building, including a sign attached to an oversized concrete planter that is adjacent to the south elevation entry. This planter features two light fixtures with globe lamps; no other period light fixtures were observed on the property's exterior. Trees border the parcel and shelter the building from adjacent roadways, and are assumed to be original to the construction of the building and the development of the South Auditorium Urban Renewal Area (U.S. Geological Survey 1970).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Duniway Plaza, located at 2400 SW 4th Avenue in Portland, is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. Formerly known as the Farley Building, Duniway Plaza was constructed in 1966 as part of the South Auditorium Urban Renewal Project. Since the building was constructed in 1966 and dedicated in 1967, it has incurred few modifications to its outer envelope. Windows of the daylight basement are modern replacements, and modern signage has been added to the building exterior; otherwise, the building retains its historical appearance. It is recommended that the building retains all seven aspects of historical integrity (location, design, setting, materials, workmanship, feeling, and association). The historic property boundary is the parcel boundary. The building's period of significance is its construction date, 1966, and its character is defined by its placement and relationship within the South Auditorium Urban Renewal Area. Other character-defining features include period light fixtures and the building's balanced design, which blends brick and concrete, and horizontal and vertical elements.

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Duniway Plaza	2400 SW 4 th Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

The new light rail line would be elevated in the vicinity of Duniway Plaza to facilitate a crossing of Interstate 405; the new bridge structure would begin north of Interstate 405, and would terminate on SW Barbur Boulevard Avenue, at Duniway Park. The alignment of the light rail line would cross through the parcel immediately west and across from SW 4th Avenue from Duniway Plaza. At the southwest corner of the Duniway Plaza property, a partial right of way acquisition (87.5 square feet) and temporary construction easement (355.5 square feet) are proposed to facilitate new sidewalk construction at the intersection of SW Sheridan Street and SW 4th Avenue. This corner of the property is sparsely landscaped, with shrubs planted in an area bounded by a curb.

Finding of Effect and justification:

The proposed acquisition of right of way and a temporary construction easement at Duniway Plaza to facilitate sidewalk construction, in addition to the completion of an elevated light rail structure on the block immediately west, will have no adverse effect on the historic property. Direct impacts to the property will be limited to a small area with minimal landscaping that is adjacent to one of the building's parking lots; parking capacity and traffic circulation will not be altered by the Project.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise and vibration, changes in local circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the anticipated effect on the property's setting will be concentrated within Duniway Plaza's western viewshed, which is screened by mature trees on SW 4th Avenue. The building will retain its spatial and visual association with nearby buildings of the South Auditorium Urban Renewal Area to the east and south. Environmental studies done for the Project indicate that vibration caused by operation of the new light rail line will not reach a level that requires mitigation.

Once the Project is constructed, the building will continue to retain its character-defining features. The building will remain strongly associated with the South Auditorium Urban Renewal Project, and will retain distinctive features of its type and period of construction. Thus, no adverse effect on a history property will occur.

Property Name: Street Address: City, County:
Duniway Plaza 2400 SW 4th Avenue Portland, Multnomah



View: West elevation of Duniway Plaza; facing northeast.



View: 1967 photograph; facing northeast. City of Portland (OR) Archives, A2010-003.10836.

Property Name: Street Address: City, County:
Duniway Plaza 2400 SW 4th Avenue Portland, Multnomah



View: East elevation of Duniway Plaza; facing west.



View: A 1973 photograph; facing northwest. City of Portland (OR) Archives, A2010-003.14159.

Property Name: Street Address: City, County:
Duniway Plaza 2400 SW 4th Avenue Portland, Multnomah



View: South elevation of Duniway Plaza; facing north.



View: North and west elevations of Duniway Plaza; facing southeast.

Property Name: Street Address: City, County:
Duniway Plaza 2400 SW 4th Avenue Portland, Multnomah



View: The intersection of SW 4th Avenue and SW Sheridan Street; Duniway Plaza is at left. A right of way acquisition and temporary construction easement at Duniway Plaza will facilitate improvement of this intersection, and will be limited to the southwest corner of the property. The view is facing east-northeast from the proposed location of an elevated light rail structure.



View: The southwest corner of the Duniway Plaza property, facing northeast.

Property Name:	Street Address:	City, County:
Duniway Plaza	2400 SW 4 th Avenue	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

Under Criterion A, the building is eligible for listing in the NRHP for its important association with the South Auditorium Urban Renewal Project, which was undertaken by the City of Portland during the 1950s and 1960s. This federally-funded project instigated profound change in South Portland, as many of the neighborhood's residential, commercial, and community buildings were removed using eminent domain to create a blank slate for city planners and real estate developers by 1963 (Wollner et al. 2005). Duniway Plaza was built in 1966, and was the last building to be completed as part of the project's first phase of development south of Interstate 405 (*The Sunday Oregonian* 1967). It is one of several buildings erected as part of the project that remain in this area, presenting the potential for a South Auditorium Urban Renewal Historic District to be identified that both overlaps and extends outside of the Area of Potential Effects for the Southwest Corridor Light Rail Project. If such a district were defined and determined to be eligible for listing in the NRHP, it is recommended that Duniway Plaza would contribute to this district.

Under Criterion C, Duniway Plaza is highly representative of its type and period of construction. Designed by noted local architect William Fletcher and partner Curtis Finch, the Modern commercial building expresses design principals consistent with urban renewal building practices, including automotive-focused design, minimal architectural adornment, thoughtful circulation patterns, and prescribed landscaping. Landscaping at Duniway Plaza adopts a similar theme as those viewed in archived planting schematics for the South Auditorium Urban Renewal Project, including landscaping strips that buffer sidewalks from streets (Portland Development Commission 1969).

Duniway Plaza does not meet minimum qualifications for listing in the NRHP under Criteria B and D. The building is not associated with a significant individual of the past (Criterion B), and it is unlikely to be a principal source of important information about our past (Criterion D).

Historical Context

Duniway Plaza was constructed as part of a larger effort to redevelop a swath of South Portland for the South Auditorium Urban Renewal Project. The project began in the 1950s, as the City of Portland sought to find a suitable site for a new exposition center that might bring more people to downtown businesses. However, the project was also seen as an opportunity to take advantage of the expanded Housing Act of 1949, which allowed public housing authorities to redevelop blighted areas and provided grant funding for urban renewal projects (Abbott 2018; City Club of Portland 1971:34; Killen 2015). The City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" as justification for the mass removal of buildings (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015).

During the project's planning process, new transportation corridors like the Baldock Freeway (Interstate 5, completed through the area in 1961), and the Stadium Freeway (Interstate 405, completed through the area in 1966) introduced the potential for sweeping change to the South Portland neighborhood (*The Sunday Oregonian* 1961, 1969). The City Planning Commission, the Portland Development Commission (PDC), and the PDC's predecessor, Housing Authority of Portland, studied the potential effects of freeway construction along route alternatives, and provided input to the Oregon State Highway Commission (City Club of Portland 1971:35). Once the freeway alignment was selected, an amended redevelopment plan for the South Auditorium project was completed by Skidmore, Owings and Merrill and approved by the City Council in December 1961; this plan accounted for the future construction of Interstate 405, and integrated the project more closely with Portland's existing central business district (City Club of Portland 1971:35).

To facilitate completion of the redevelopment project, 303 parcels were acquired and 1,573 residents were relocated by 1963 (City Club of Portland 1971:36; Wollner et al. 2005). Businesses and places of worship were demolished, streets were widened, and utilities were installed. The project received \$12 million in federal funds, which were combined with local funding sources to acquire property using eminent domain (Wollner et al. 2005:7).

Property Name:	Street Address:	City, County:
Duniway Plaza	2400 SW 4 th Avenue	Portland, Multnomah

Historical Context, Continued from Page 8

The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7). At the time of the project's completion, South Auditorium Urban Renewal was viewed as a success, and a first step in wresting greater control over mixed-use sprawl in urban areas adjacent to Portland's downtown core (Wollner et al. 2005:8). However, the mass displacement of low-income residents from the ethnic enclave of South Portland has complicated the legacy of the project in the present day, and feeds into a larger narrative of discriminatory housing practices that were enacted in Portland during the twentieth century (Hughes 2019:10; Killen 2015; Wollner et al. 2005:7-8).

Duniway Plaza was built in 1966 and dedicated in 1967; it was designed by Fletcher and Finch Architects and was built by general contractor E.C. Owen (*The Oregonian* 1965). William Fletcher was a prominent Portland architect who is often associated with a group of architects who studied at the University of Oregon. These architects helped to define Pacific Northwest regional modern architecture in the second half of the twentieth century, following in the footsteps of architects such as John Yeon and Pietro Belluschi (Libby 2016). Fletcher and Finch Architects eventually evolved and became Fletcher, Farr and Ayotte (FFA) in 1976 (Ritz 2002). FFA is still in business today.

The completion of Duniway Plaza marked the end of South Auditorium's first development phase that took place south of Interstate 405 (*The Oregonian* 1965). Building owner Eugene Farley, Portland Mayor Terry Schrunk, and development commissioner Harold Halverson all participated in a ceremonial log-cutting event that took place instead of a ceremonial ribbon-cutting (*The Oregonian* 1967). The building was highly anticipated in the South Auditorium area, and all of the office spaces were rented by its completion, which was unusual for Portland at the time (*The Oregonian* 1967).

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Property Name:	Street Address:	City, County:
Duniway Plaza	2400 SW 4 th Avenue	Portland, Multnomah

Sources, Continued from Page 8

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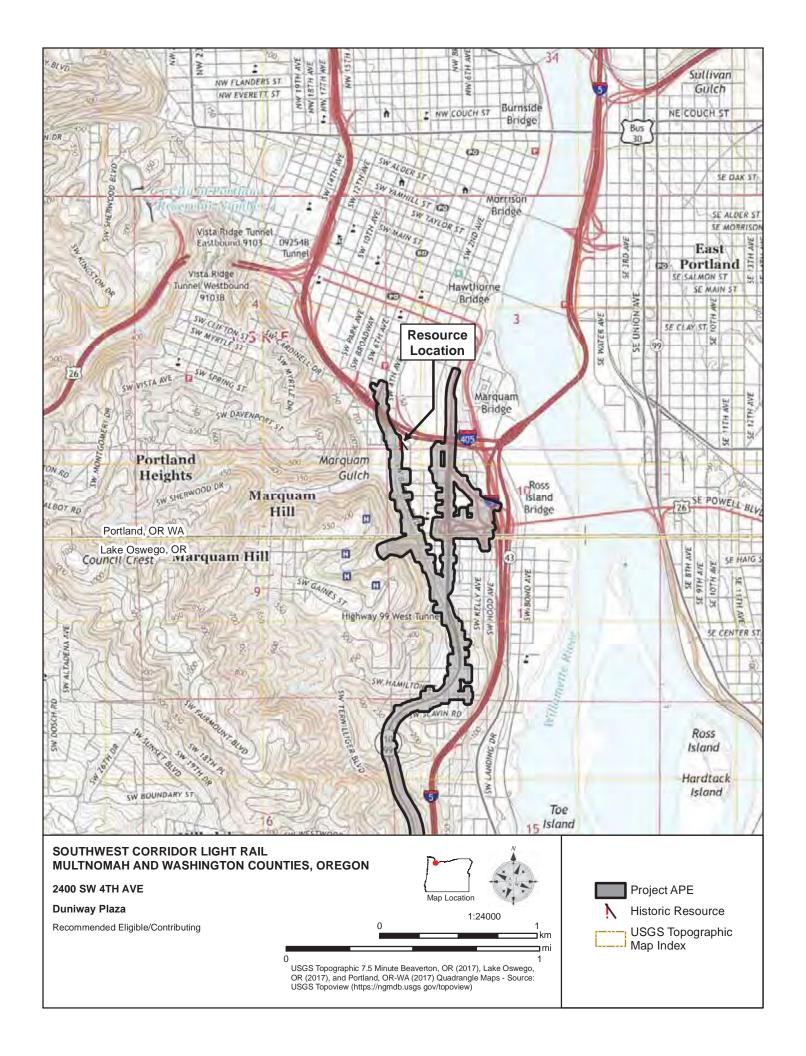
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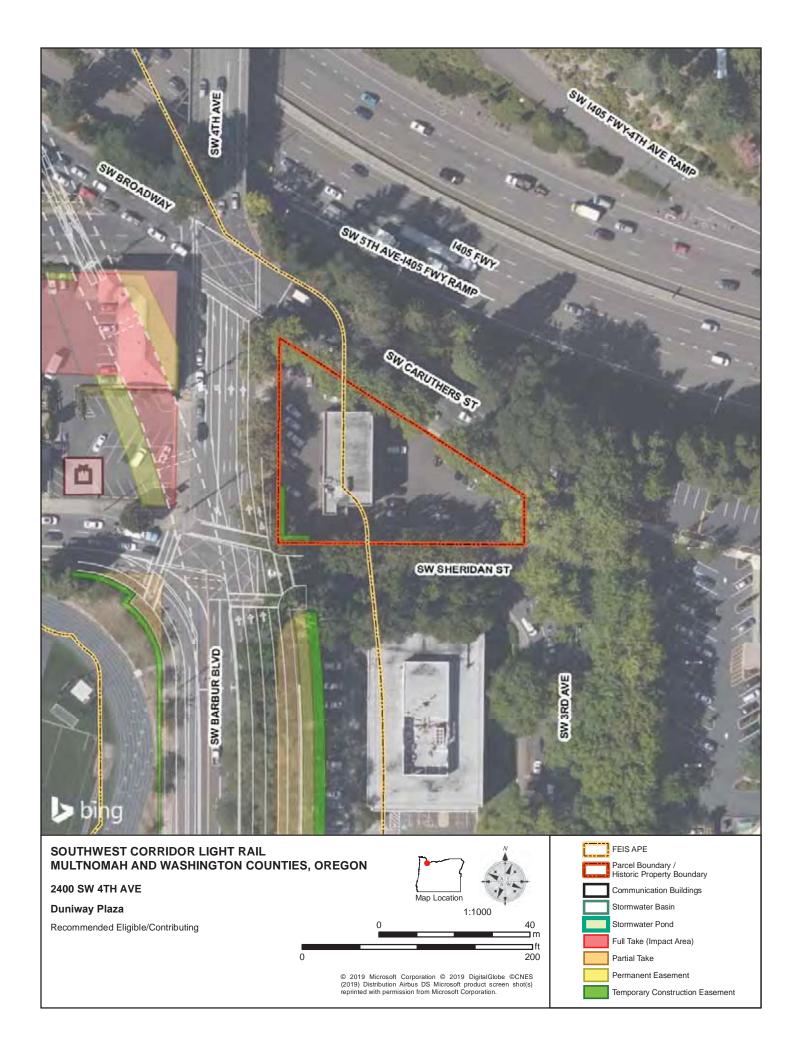
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Property Name: Marquam Plaza			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Lig	or Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.504774 Longitude: -122.681344		Histori	oroperty listed in the National Register of c Places? S – Individually S – In a district	



The west and south elevations of the building, as viewed towards the northeast.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 1/7/2				
National Register Findings: ⊠ Eligible: ⊠Individually ⊠As part of a District NR Criteria: ⊠A □B ⊠C □D □ Not Eligible: □Irretrievable integrity loss □Not 50 Years □Fails to meet NR Criteria Finding of Effect: □No Effect □No Adverse Effect □Adverse Effect				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Do Not Concur:				
Effect: Concur Do Not Concur: RECE	IVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Individual Properties				
Property Name: Marquam Plaza	Street Address: 2525 SW 3rd Avenue		City, County: Portland, Mu	ltnomah
Original Use: Commercial Office		Number of Ass	ociated Resourc	ces: N/A
Architectural Classification / Resource T International	ype: Building	Owner: □Pri		☐Local Government ☐Federal
Window type and Materials: Fixed; Aluminum Roof Type and Materials: Flat roof, likely clad with built-up asphalt roofing		Exterior Surface Materials: Primary: Concrete Panels Secondary: Stone: Other/undefined Decorative -select materials-		
Integrity: ⊠Excellent □Good □Fair □Poor		Construction Date: 1965 (□Circa) Architect/Builder (if known): Robert Koch/ Henry H. Mason		
Description of Property (including previous	ous alterations & approxim	ate dates):		
Marquam Plaza, a commercial building built in 1965, is currently occupied by Oregon Health and Science University (<i>The Oregonian</i> 1965). The building is bound by SW 4th Avenue to the west, SW Sheridan Street to the north, and SW 3rd Avenue to the east. Marquam Plaza is both the common and historic name.				
The building has a rectangular footprint and is three stories tall. The roof is flat and has a projecting utility room above that aerial imagery suggests was added between 1994 and 2000. The building envelope is primarily concrete, and features a multi-toned gray stone on the south elevation and east facade. The north, east, and west elevations have continuous embankments of aluminum-frame windows; on the upper two levels, the				

west elevations have continuous embankments of aluminum-frame windows; on the upper two levels, the glazing is framed by projecting concrete borders that accentuate the building's horizontality and box-like massing. The first level of the building is characterized by exposed structural concrete columns, a trait common to International style architecture; these columns reduce the ground floor interior space, creating a covered walkway to shelter the building's main entry. The primary entrance door of the east façade is a modern replacement.

The building entry was designed to blend indoor and outdoor spaces. A "garden court" greeted visitors at the east façade; this outdoor gathering area, which was furnished with seating and a wood canopy, has since been removed. The building is surrounded by parking areas to the west and south that are original to the design.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Marquam Plaza, located at 2525 SW 3rd Avenue, is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. Constructed in 1965 as part of the South Auditorium Urban Renewal Project, it has been previously recorded as Eligible/Contributing in a 2011 Portland Central City Modern Resources survey.

While the building has sustained minor alterations since its construction, such as the removal of the garden court that was on the east façade, the overall building retains all seven aspects of integrity (location, setting, design, materials, workmanship, association and feeling). The historic property boundary is the parcel boundary, and the period of significance is 1965, the date of construction. Character-defining features of the building include its placement within the South Auditorium Urban Renewal Area, in addition to its horizontality, enframed window walls, masonry elements, and exposed structural columns.

(Continued on Page 11)

Property Name:	Street Address:	City, County:
Marquam Plaza	2525 SW 3rd Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a separate phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

The new light rail line will be elevated on SW Barbur Boulevard as it approaches Marquam Plaza from the northwest. This new elevated structure will facilitate the light rail line's crossing of Interstate 405, and will terminate on SW Barbur Boulevard between Marquam Plaza and Duniway Park. To accommodate this new elevated structure, SW Barbur Boulevard will be widened; new vehicle travel lanes will be added, and a new sidewalk will be constructed with a retaining wall on what is now a grass-covered slope in the western portion of the Marquam Plaza property boundary. A partial acquisition of right of way (4,729 square feet), a permanent easement (2,383 square feet), and a temporary construction easement (2,398 square feet) are proposed at the property to facilitate Project construction, representing a 42-foot-wide strip at the property's western edge. SW Barbur Boulevard sits on a higher grade than Marquam Plaza, which will limit the Project's visibility from the building below.

Finding of Effect and Justification:

The Project will have no adverse effect on Marquam Plaza, a historic property that is eligible for listing in the NRHP under Criteria A and C. The acquisition and easements proposed at Marquam Plaza will be limited to a 42-foot-wide area of a grass-covered slope that is west of the building and its associated parking lot. The construction of a new sidewalk and retaining wall within the property boundary will not alter the physical characteristics of the Marquam Plaza building, which will continue to retain its character-defining features and a strong association with the South Auditorium Urban Renewal Project.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, such changes to the setting are not anticipated to diminish the building's association with the South Auditorium Urban Renewal Project. The building will maintain its spatial relationship and interaction with surrounding buildings that were constructed in the urban renewal area, and existing grade separation between SW Barbur Boulevard to the west and Marquam Plaza to the east will limit the Project's visibility from the property below. Once the Project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion A for its historical association with the South Auditorium Urban Renewal Project, and under Criterion C for its embodiment of distinctive characteristics of a type and period of construction.

Property Name: Street Address: City, County:
Marquam Plaza 2525 SW 3rd Avenue Portland, Multnomah



View: East façade of Marquam Plaza, facing west.



View: South and east elevations of Marquam Plaza, facing northwest.

Property Name: Street Address: City, County: Portland, Multnomah



View: West and north elevations of Marquam Plaza, facing southeast.



View: Detail of masonry on the east wall at Marquam Plaza, facing west.

Property Name: Marquam Plaza Street Address: 2525 SW 3rd Avenue

City, County: Portland, Multnomah



View: Overview of Marquam Plaza (right) and Marquam II (left) from SW 3rd Avenue, facing northwest.

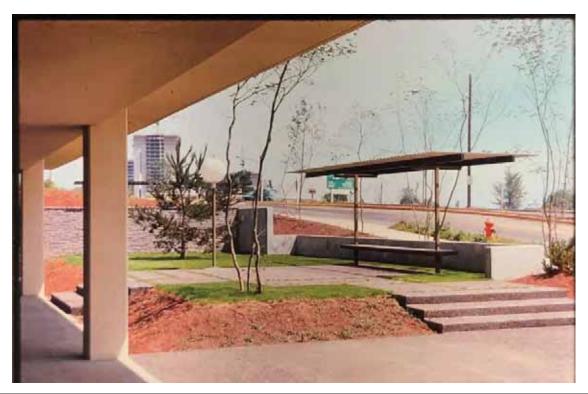


View: Overview of Marquam Plaza (left) and Marquam II (right) from SW 4rd Avenue, facing northeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: The area of the former garden court at Marquam Plaza, facing north.



View: A 1965 photograph of the garden court at Marquam Plaza, facing northeast. City of Portland (OR) Archives, South Auditorium Urban Renewal Project: Slides. A2010-003, 1977.

Property Name: Street Address: City, County:
Marquam Plaza 2525 SW 3rd Avenue Portland, Multnomah



View: A circa 1965 photograph of Marquam Plaza under construction, facing northeast. City of Portland (OR) Archives, South Auditorium Urban Renewal Project: Slides. A2010-003, 1977.



View: A 1966 photograph of the east façade of Marquam Plaza, facing north by northwest. City of Portland (OR) Archives, South Auditorium Urban Renewal Project: Slides. A2010-003, 1977.

Property Name: Street Address: City, County:
Marquam Plaza 2525 SW 3rd Avenue Portland, Multnomah



View: A 1967 photograph of the garden court at Marquam Plaza, facing southwest. City of Portland (OR) Archives, A2010-003.11167.



View: A 1970 photo of the south and east elevations of Marquam Plaza; facing northwest. City of Portland (OR) Archives, A2100.003.10524.

Property Name: Street Address: City, County:
Marquam Plaza 2525 SW 3rd Avenue Portland, Multnomah



View: A circa 1970 photograph of the west and south elevations; facing northeast. City of Portland (OR) Archives, South Auditorium Urban Renewal Project: Slides. A2010-003, 1977.

Property Name:	Street Address:	City, County:
Marquam Plaza	2525 SW 3rd Avenue	Portland, Multnomah

Determination of Eligibility, Continued from Page 2:

Marquam Plaza is recommended to be eligible for listing on the NRHP under Criterion A for its important association with the South Auditorium Urban Renewal Project in Portland. The federally funded project occurred during the 1950s and 1960s, and dramatically changed the urban landscape in South Portland. Through eminent domain, the project razed the existing mixture of residential, commercial, and community buildings to create a blank slate for planners and real estate developers by 1963 (Wollner et al. 2005). Marquam Plaza was built on Block 3, the most southwestern lot in the South Auditorium Urban Renewal Project Area, and was one of the last three lots sold to complete the sale of all available lots in the urban renewal area south of Stadium Freeway (present-day Interstate 405) (*The Oregonian* 1964a). Marquam Plaza was the first of two companion buildings built on Block 3, and is one of several buildings constructed as part of the project that remain in this area (*The Oregonian* 1964b). This presents the potential for a South Auditorium Urban Renewal Historic District to be identified that both overlaps and extends outside of the Area of Potential Effects for the Southwest Corridor Light Rail Project. If such a district were defined and determined to be eligible for listing in the NRHP, it is recommended that Marquam Plaza would contribute to this district.

Under Criterion C, Marquam Plaza is highly representative of its type and period of construction. Designed by architect Robert Koch of Hollis Johnston and Koch, Marquam Plaza was constructed mostly of glass and "designed to take advantage of the park-like setting" created by the tree-lined avenues and plazas of the urban renewal area (*The Oregonian* 1964b; U.S. Geological Survey 1960, 1970). The building expresses design principles consistent with midcentury architecture and urban-renewal practices; these include minimal architectural adornment, use of natural material as accentuating features, automobile-focused design, fixed-sash aluminum windows, and integration within its surrounding setting. Marquam Plaza does not meet minimum qualifications for listing in the NRHP under Criteria B and D. The building is not associated with any significant individual (Criterion B), and the building is unlikely to be a principal source of important historical information about our past (Criterion D).

Historical Context:

Marquam Plaza was constructed as part of a larger federally-funded, city-driven effort to redevelop South Portland: the South Auditorium Urban Renewal Project. Urban renewal in Portland, and nationally, was a post-war initiative that sought to lift depressed areas and bring redevelopment and business back into city centers. The South Auditorium Renewal Project was the first urban renewal project undertaken by the Portland Development Commission (PDC) and was commissioner Ira Keller's "proudest accomplishment" (Wollner et al. 2005). It was among other urban renewal projects considered in anticipation of constructing a new exposition center, which city leaders hoped would attract people to downtown Portland businesses.

Urban renewal was made possible by the expanded Housing Act of 1949, which allowed housing authorities to redevelop blighted areas and allocate federal grants towards urban renewal projects (Abbott 2018; City Club of Portland 1971:34; Killen 2015). To receive federal funds for the South Auditorium Urban Renewal Project, the City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015). Among other factors, the project was devised to expand the commercial downtown district, increasing tax revenue for the city (Wollner et al. 2005).

During the project's planning process, new transportation corridors like the Baldock Freeway (Interstate 5, completed through the area in 1961), and the Stadium Freeway (Interstate 405, completed through the area in 1966) introduced the potential for sweeping change to the South Portland neighborhood (*The Sunday Oregonian* 1961, 1969). The City Planning Commission, the PDC, and the PDC's predecessor, Housing Authority of Portland, studied the potential effects of freeway construction along route alternatives, and provided input to the Oregon State Highway Commission (City Club of Portland 1971:35). Once the freeway alignment was selected, an amended redevelopment plan for the South Auditorium Urban Renewal Project was completed by Skidmore, Owings and Merrill and approved by the City Council in December 1961; this plan accounted for the future construction of Interstate 405, and integrated the project more closely with Portland's existing central business district (City Club of Portland 1971:35).

Property Name:	Street Address:	City, County:
Marquam Plaza	2525 SW 3rd Avenue	Portland, Multnomah

Historical Context, Continued from Page 11:

To facilitate completion of the redevelopment project, 303 parcels were acquired and 1,573 residents were relocated by 1963 (City Club of Portland 1971:36; Wollner et al. 2005). Businesses and places of worship were demolished, streets were widened, and utilities were installed. The project received \$12 million in federal funds, which were combined with local funding sources to acquire property using eminent domain (Wollner et al. 2005:7). The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7). At the time of the project's completion, South Auditorium Urban Renewal was viewed as a success, and a first step in wresting greater control over mixed-use sprawl in urban areas adjacent to Portland's downtown core (Wollner et al. 2005:8). However, the mass displacement of low-income residents from the ethnic enclave of South Portland has complicated the legacy of the project in the present day, and feeds into a larger narrative of discriminatory housing practices that were enacted in Portland during the twentieth century (Hughes 2019:10; Killen 2015; Wollner et al. 2005:7-8).

Marquam Plaza, built in 1965, was commissioned by Jack J. Salzman and the Oregon Pacific Forest Products Company (*The Oregonian* 1964a). It was designed by Architect Robert Koch of Hollis Johnston and Koch (*The Oregonian* 1964b). This firm was responsible for at least three buildings in the urban renewal area: Marquam Plaza, Marquam II, and an office building at SW 1st Avenue and SW Caruthers Street (*The Oregonian* 1964b, 1966a, 1969). As with many new building projects in the South Auditorium Urban Renewal Area, ground-breaking was a celebrated event that showcased the woven relationship between architects, city planners, local business leaders, and real estate agents (*The Oregonian* 1964b). These events speak volumes to the anticipation of new, modern, and prosperous times, all while overlooking the impacts on the neighborhood and residents who were displaced to bring the project to fruition (*The Oregonian* 1964b; *the Oregonian* 1967).

The South Auditorium Urban Renewal Area was seen as a "city within a city," and part of its overarching intent was to blend architecture with the surrounding planned urban landscape (*The Oregonian* 1966b). Marquam Plaza was considered "one of the outstanding buildings of the projects" (*The Oregonian* 1966b). Its design used Mt. Adams stone and colored anodized aluminum on its exterior, and wood paneling on its interior (*The Oregonian* 1964c). The design also featured a garden court and patio meant to "high-light the front of the building" (*The Oregonian* 1964c). The building was completed adjacent to newly graded and tree-lined streets.

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Property Name:	Street Address:	City, County:
Marquam Plaza	2525 SW 3rd Avenue	Portland, Multnomah

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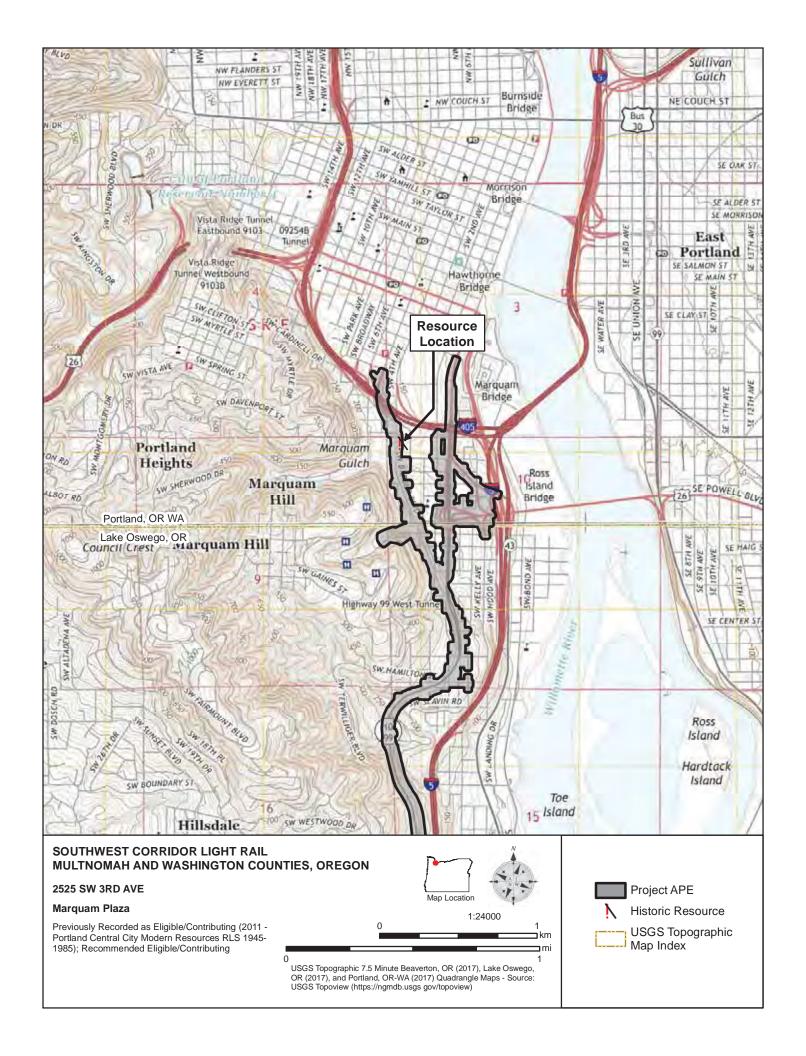
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Property Name: Congregation Ahavath Achim Synagogue	Street Address: 3225 SW Barbur Boulevard		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail F	Project	Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.503597 Longitude: -122.683581		Is the proper Places? YES – I		



Overview of Ahavath Achim from Barbur Boulevard, facing west-northwest

Overv	iew of Anavath Achim from Barbui	boulevaru, lacing w	est-northwest.	
Surveyor: Samantha Gordon, M.S	S., and Andrea Blaser, M.S.		Date Recorded: 09/30/2019	
National Register Findings: ⊠ Eligible: ⊠ Individually □ As p □ Not Eligible: □ Irretrievable integrity		□B ⊠C □D o meet NR Criteria	Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect	
	State Historic Preservation Office Comments – Official Use Only:			
Eligibility:	☐ Do Not Concur:			
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name: Congregation Ahavath Achim Synagogue	Street Address: 3225 SW Barbur Boulevard		ard	City, County: Portland, Multnomah	
Original Use: Religion — Religious Facility		Number of Associated Resources: N/A			
Architectural Classification / Resource Type:		Owner:	Private	e ⊠Local Government	
Post-Modern Bui	lding		State	□Federal	
Window type and Materials: Fixed wood-framed and fixed aluminum-framed Roof Type and Materials: Terra cotta tile dome		Exterior Surface Materials: Primary: Stucco Secondary: -select materials- Decorative -select materials-			
Integrity:		Construct	tion Date:	: 1966 (□Circa)	
□Excellent ⊠Good □Fair □Poor		Architect/Builder (if known): John Storrs/Church & Shiels			

Description of Property (including previous alterations & approximate dates):

The Congregation Ahavath Achim synagogue is a 1966 Post-Modern synagogue with associated landscaping and parking area. The building is situation on a half-acre parcel bounded by SW 3rd Avenue to the north, SW Barbur Boulevard to the east, SW Gibbs Street to the south, and SW Terwilliger Parkway to the west.

The one-story synagogue has an irregular footprint and rests on a poured concrete foundation with a daylit basement. Historical records and architectural drawings indicate that both interior and exterior walls are constructed of concrete block and poured concrete (Morse 2019; Storrs and Church & Shiels 1965). Exterior walls are clad in stucco, and flat edges around the roof dome are capped with aluminum coping. The primary roofline is a terra cotta-tiled, catenary-style dome. Inset in the dome's apex is a stained-glass window with a Star of David design. The roof over the western half of the building is flat with metal-capped parapets.

(Continued on Page 12)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Congregation Ahavath Achim synagogue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The synagogue is noted as Eligible/Contributing in the Oregon Historic Sites Database, and as a Rank II resource in the City of Portland Historic Resource Inventory (Oregon State Historic Preservation Office [SHPO] 2019).

The synagogue was designed by architect John Storrs and the architectural firm of Church & Shiels, and was constructed in 1966 for Ahavath Achim, Portland's first Sephardic congregation. The building was commissioned by the congregation after a failed attempt to move their first synagogue (constructed in 1930) from its original location in South Portland to the site at 3225 SW Barbur Boulevard. The congregation's relocation to 3225 SW Barbur Boulevard was prompted by widespread demolitions that occurred during the 1960s for the South Auditorium Urban Renewal project. The 1966 Ahavath Achim synagogue was a center of Sephardic Jewish life until the congregation sold the property to TriMet in 2018 (Levy 2018). Although the congregation no longer worships in the building, it remains important to the Jewish community of Portland for its historical associations and distinctive architecture (The Jewish Museum & Archives of BC 2019).

The historic synagogue meets the minimum qualifications for listing in the NRHP under Criteria A and C. The synagogue is primarily significant as a representation of the settlement patterns of Jewish immigrants in Portland, specifically for its role as a cultural hub for Portland's Sephardim (Criterion A). This synagogue might be the only extant historic-period resource in the Portland metro area that is specifically associated with Sephardic Jewry, as Ahavath Achim and Beit Yosef are the only two Sephardic congregations in Portland. Of the two, Ahavath Achim was the first established. The current home of Ahavath Achim is located in a storefront of a midcentury strip mall on SW Capitol Highway, and the Beit Yosef place of worship is a converted Craftsman house on SW Vermont Avenue (Beit Yosef of Portland 2015; Congregation Ahavath Achim 2019; Jewish Portland 2019).

(Continued on Page 12)

Property Name:	Street Address:	City, County:
Congregation Ahavath Achim Synagogue	3225 SW Barbur Boulevard	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

The Congregation Ahavath Achim synagogue was purchased by TriMet in 2018. No specific Project action or use has yet been determined for the building itself. However, it may be removed to make way for Project improvements. A southbound light rail track is proposed directly east of the parcel, with a gated rail crossing east of the synagogue building. Expanded public right-of-way and a pedestrian walkway are proposed on the property to the north, east, and south of the building, and a new retaining wall is proposed east of the building. A potential stormwater facility is proposed south of the building. A planned pedestrian connection between the light rail line and OHSU on Marquam Hill will likely overlap this location; several options were explored, and an inclined elevator was selected. In the foreseeable future, there may be long-term modifications within the vicinity of this property to accommodate transit-oriented development.

Finding of Effect and justification:

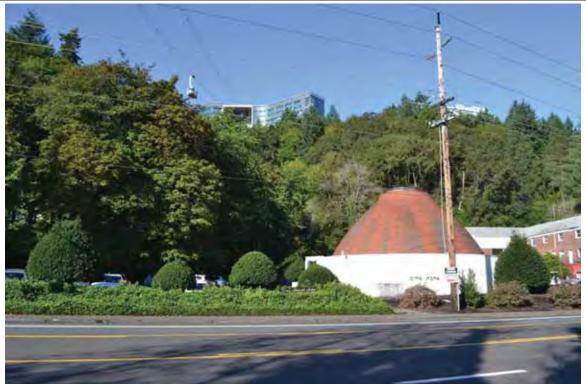
In 2018, TriMet agreed to purchase the property to prevent financial hardship on the congregation. The Ahavath Achim congregation had been seeking to sell the property for redevelopment, and planned to relocate its worship functions to a new location closer to where congregation members reside. Development interest in the property was tempered by the potential acquisition of the site for the Southwest Corridor Light Rail Project.

Preliminary design information suggests that that the Project will have direct and indirect effects on the Congregation Ahavath Achim synagogue. Such effects may include visual disruption of the property's historic setting or complete removal of the building. Since the Project has potential to remove the property from its historic location, to alter the property's character-defining features, and to introduce visual elements that diminish the integrity of the property's significance, an adverse effect on the historic property is assumed.

Property Name: Congregation Ahavath Achim Synagogue Street Address: 3225 SW Barbur Boulevard City, County: Portland, Multnomah



View: Overview of synagogue and landscape, facing southwest.

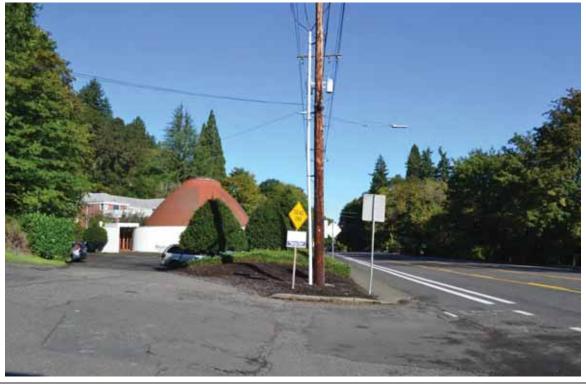


View: Overview of synagogue and landscape, facing west-northwest. OHSU and the aerial tram are visible in the background to the west.

Property Name: Street Address: City, County:
Congregation Ahavath Achim Synagogue 3225 SW Barbur Boulevard Portland, Multnomah



View: Overview of synagogue and landscape, facing northwest. OHSU and the aerial tram are visible in the background. The new light rail line will be installed at right.



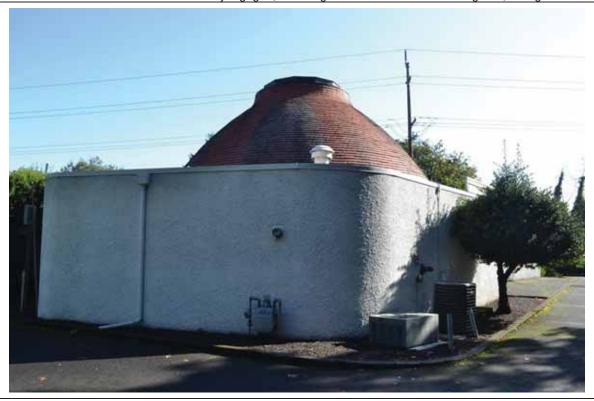
View: Overview of synagogue, landscape, and SW Barbur Boulevard, facing north.

Property Name: Street Address: Congregation Ahavath Achim Synagogue 3225 SW Barbur Boulevard

City, County: Portland, Multnomah



View: South elevation of the Ahavath Achim synagogue, including main entrance and retaining wall, facing north.



View: West elevation (rear) of the Ahavath Achim synagogue, facing east.

Property Name: Congregation Ahavath Achim Synagogue Street Address: 3225 SW Barbur Boulevard

City, County: Portland, Multnomah



View: Main entrance of The Ahavath Achim synagogue, facing west-northwest.



View: A stone on the building's south elevation is inscribed with the dates of the congregation's establishment (1911), construction of the first synagogue (1930), and construction of the second synagogue (1966). The view is facing north.

Property Name: Congregation Ahavath Achim Synagogue Street Address: 3225 SW Barbur Boulevard

City, County: Portland, Multnomah



View: Retaining wall at east elevation, facing south.



View: Exterior stairs to basement floor and partial view of sukkah frame, facing east and down.

Property Name: Street Address: City, County: Portland, Multnomah



View: Exterior basement landing and stairs, facing southwest.



View: East elevation of daylit basement level, facing west-northwest.

Property Name: Street Address: City, County:
Congregation Ahavath Achim Synagogue 3225 SW Barbur Boulevard Portland, Multnomah



View: The Ahavath Achim synagogue during early stages of construction, facing northwest (Oregon Jewish Museum and Center for Holocaust Education [OJMCHE] 1966a).



View: The Ahavath Achim synagogue during later stages of construction, facing northwest (OJMCHE 1966b).

Property Name: Street Address: City, County:
Congregation Ahavath Achim Synagogue 3225 SW Barbur Boulevard Portland, Multnomah



View: The Ahavath Achim synagogue during finishing stages of construction, facing northwest (OJMCHE 1966c).

Property Name:	Street Address:	City, County:
Congregation Ahavath Achim Synagogue	3225 SW Barbur Boulevard	Portland, Multnomah

Physical Description, Continued from Page 2

The main entry consists of a pair of wood-and-glass doors and a fixed, wood-frame window in a recessed alcove on the south elevation. The alcove is covered by an overhang of stucco and wood with Hebrew lettering, as well as what appears to be a modern extension of corrugated plastic sheet. An emergency exit on the north elevation is accessed via an aluminum door.

A stucco-clad, poured concrete retaining wall curves around the east (primary) and south elevations of the building, and rises to an approximate height of three feet. The daylit basement is approached from the exterior by a curved set of poured concrete stairs with metal tube railing, which is situated against the stucco-clad retaining wall. The four basement windows have fixed aluminum frames. A chain-link fence across the open-air space between the east wall and retaining wall at the daylight basement level serves as a semi-permanent *sukkah* frame, used during the festival of Sukkot to symbolize a wilderness shelter.

The synagogue's interior includes a foyer, a kosher commercial kitchen and bakery, a social hall, rabbinical office space, and an east-facing sanctuary. Since the congregation vacated the building after selling it to TriMet in 2018, there has been an ongoing process of removing kosher commercial appliances and furniture, the Shabbat social hall sink, various ritual objects, and religious iconography. Removed objects are being relocated to the new Congregation Ahavath Achim worship space in Hillsdale, Oregon, according to details of the sale agreement with TriMet.

Since the historic period, the general layout of landscaping associated with the synagogue has remained fairly consistent. As of September 2019, the vegetation on the parcel included holly trees, English ivy, and other low shrubbery in the curbed, landscaped area east and southeast of the building. Holly trees most likely date to building construction, as these are specifically noted in newspaper articles relating to the synagogue's construction (Burns 1966). The landscaping northeast of the building consists of a maintained grass lawn. The landscaping is bisected by a poured concrete pathway leading from the sidewalk to the paved lot, and a wooden sign with the words "Congregation Ahavath Achim" painted in white is south of the pathway.

Determination of Eligibility, Continued from Page 2

The Congregation Ahavath Achim synagogue is also significant for having distinctive Post-Modern design that is highly representative of its period of construction (Criterion C). This is demonstrated by the building's clean lines and simple shape, concrete walls, and stucco-cladding, the latter two of which are materials strongly associated with Modernism and Post-Modernism. The architect, John Storrs, is known primarily for his Northwest Regional home designs, although the architect is also notable for commercial and institutional buildings such as the World Forestry Center and Lakeridge High School (Libby 2018). The Congregation Ahavath Achim synagogue is not associated with any known figures significant in local, state, or national history (Criterion B). Due to the removal of significant ritual objects by the congregation and sale of the building to TriMet, the building itself is unlikely to provide a principal source of important information concerning the specific rituals or community practices of Portland's Sephardic Jewish community (Criterion D).

Because Congregation Ahavath Achim was constructed by a religious institution and used for religious purposes during its period of significance, the building must meet Criteria Consideration A to be considered as eligible for listing in the NRHP. The synagogue meets the requirements for this criteria consideration both for its architectural merit as an architect-designed, Post-Modern building, and as a historically significant community space that illustrates the importance of Sephardic Jewish people in the social and cultural history of South Portland. The Sephardic Jewish community used the synagogue as a worship space and hub of community service, social action, and cultural connection from the time of its construction and beyond the end of the historic period.

The Congregation Ahavath Achim synagogue retains its overall historical integrity of location, design, setting, and association. The resource has not been moved from its original location, nor has it had any additions or significant modifications to its overall design. The synagogue retains physical features such as its domed roof, stucco-clad exterior walls, large fixed windows, and distinctive "beehive" shape that convey the building's type and style.

Property Name: Street Address: City, County: Portland, Multnomah

Determination of Eligibility, Continued from Page 12

The synagogue was constructed after the completion of SW Barbur Boulevard, Interstate 5, and the City of Portland's South Auditorium urban renewal project had altered the surrounding area. The addition of the Portland Aerial Tram in 2006 has only minimally altered the historical setting. However, the synagogue has diminished integrity of materials, workmanship, and feeling due to the congregation's ongoing relocation and removal of significant interior ritual objects. In addition, the transfer of the congregation itself to another worship space has further diminished the building's integrity of feeling. Despite the fact that the building has been sold and the congregation has moved worship and community space to another area, this distinctive resource is still strongly associated with local and statewide Sephardic history, and it is locally recognized as an important Jewish location in Portland.

The period of significance for the Congregation Ahavath Achim synagogue begins in 1966, the date of construction, and ends 50 years ago. This captures the building's date of construction and the portion of the historic period during which the Sephardic congregation was active; while the congregation continued to be active after the end of the historic period, an extended period of significance may not meet the requirements for Criteria Consideration G. The current parcel boundary is recommended to be the historic property boundary. Character-defining features of the Congregation Ahavath Achim synagogue include the "beehive" massing, catenary-style dome roof, stained glass window at the dome apex, stucco wall cladding, and both wood- and aluminum-framed fixed windows. The building's location and setting within the surrounding South Portland neighborhood is also a character-defining feature.

Historical Context

Nineteenth century South Portland was primarily occupied by high-density tenements, modest houses, and small businesses. Due to its proximity to industrial areas on Portland's Willamette River waterfront, South Portland was generally a working class community of lower-income families (Abbott 1994). The proximity to opportunities for work and relatively lower cost of living in comparison to other areas of the city attracted large numbers of new immigrants to South Portland. Early arrivals reached out to future waves of immigrants based on family or ethnic ties. The closely-packed neighborhood was quickly populated by vibrant, concentrated ethnic communities, predominantly Italians, Russians, Polish people and sizable communities of Jewish people, both Ashkenazim and, beginning circa 1910, Sephardim (Abbot 2019; Leflar 2007:54; Morse 2019).

In 1911, a minyan of Sephardim — predominantly Greek and Turkish immigrant men— began to meet regularly for religious worship and study following their *minhagim* (traditions or customs, typically informed by ancestral locality, that guide observance of Jewish law). This led to the establishment of the Ahavath Achim congregation in 1916 (Congregation Ahavath Achim 2019; Morse 2019). The congregation dedicated its first synagogue, a Moorish Revival building on Sherman Street and Third Avenue in South Portland, in 1930 (Rubenstein 1996; *The Oregonian* 1930). At the time, about 85 families were members of the synagogue (Morse 2019).

SW Barbur Boulevard and the Ross Island Bridge were constructed in the 1930s (Sherrill 2016). The new routes provided improved transportation, but had far-reaching consequences for the surrounding immigrant and working-class communities of South Portland, as several communities and local businesses were destroyed or displaced. The Sephardic community remained small but active during this period. Even as individual families bent to economic pressures and moved out of the immediate neighborhood, they remained active in prayer, politics, and philanthropy centered on the synagogue over the next few decades (Morse 2019; *The Oregonian* 1944, 1953, 1955).

In 1961, the City of Portland enacted the South Auditorium Urban Renewal project, ultimately forcing Ahavath Achim to find a new home (Abbott 1994). The 1930 synagogue was damaged during an attempt to move it to a newly purchased parcel at 3225 SW Barbur Boulevard (*The Oregon Journal* 1965). Architect John Storrs was commissioned to design a new synagogue on the SW Barbur Boulevard parcel, and in collaboration with the firm Church & Shiels, Storrs designed the Congregation Ahavath Achim synagogue currently standing on the parcel (Storrs and Church & Shiels 1965). The new synagogue was completed in 1966 (Morse 2019).

Property Name:	Street Address:	City, County:
Congregation Ahavath Achim Syna	agogue 3225 SW Barbur Bouleva	rd Portland, Multnomah

Historical Context, Continued from Page 13

The building's design, which is significantly different than early studies drafted by the architects, is inspired by the architecture of an Israeli synagogue with Modern influences, bringing together the Sephardic roots of the community and the Post-Modern aesthetic of the period of construction (Storrs and Church & Shiels 1964). When the new synagogue opened in 1966, approximately sixty families were enrolled as members (Burns 1966).

From its inauguration in 1966 until it was sold to TriMet in 2018, the synagogue was actively and consistently in use as a place of worship, a cultural center, and a community meeting space (Foystone 2006; Mershon 1985). As of 2002, approximately seventy families were members of the synagogue (Morse 2019).

Of the buildings housing the sixteen major Jewish community-associated spaces found in South Portland in the twentieth century, only four original buildings other than the Ahavath Achim synagogue — the Jewish Shelter Home, the former Failing School, the former Lincoln High School, and Shattuck Hall (the latter two of which have been incorporated into the Portland State University campus) —remain extant in the present day (Abbott 1994). Of these buildings, the Ahavath Achim synagogue is the only one that is specifically associated with the Sephardic community.

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Property Name:	Street Address:	City, County:
Congregation Ahavath Achim Synagogue	3225 SW Barbur Boulevard	Portland, Multnomah

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Property Name:	Street Address:	City, County:
Congregation Ahavath Achim Synagogue	3225 SW Barbur Boulevard	Portland, Multnomah

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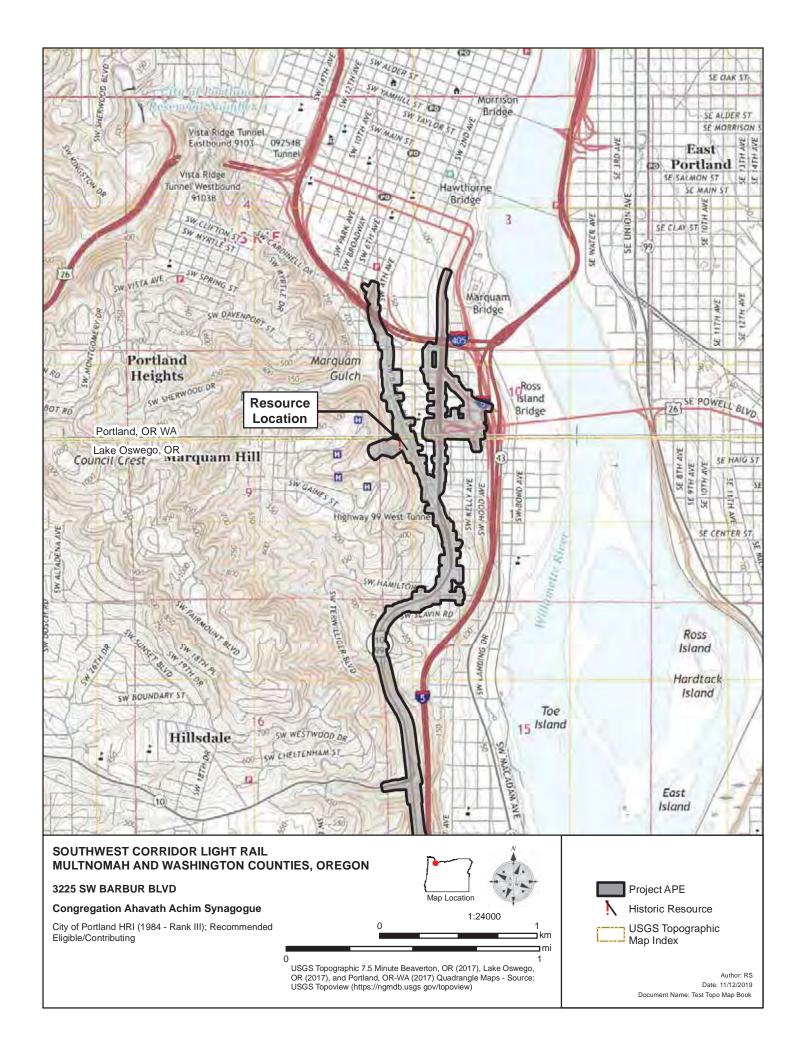
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1930	New	Temple	Dedicated.	13	September:7.
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- 1953 Israel Youth Benefit Set. 17 December:32.
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Property Name:	Street Address: 4019 SW Corbett Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



4019 SW Corbett Avenue, facing northwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 1/16/2020				
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Eligibility:	ce Comments – <i>Official Use Of</i>	nly:		
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 4019 SW Corbett Avenue		City, County: Portland, Multnomah	
Original Use: Domestic - Single Dwellin	ng	Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	/ate	☐ Local Government
Tudor Revival	Building	□Sta	te	□Federal
Window type and Materials: Casement and hung multi-pane windows; wood and vinyl Roof Type and Materials: Crossing gables with asphalt shingles		Exterior Surface Primary: Secondary: Decorative	Horizontal Bo	ials-
Integrity:		Construction Da	ate: 1927	(⊠Circa)
□Excellent □Good □Fair □F	oor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The house at 4019 SW Corbett Ave was built circa 1927 in the Tudor Composite style. It has a cross gable roof with minimal eave overhang and gabled dormers, and is one-and-one-half stories tall with a daylight basement. The floor plan is rectangular with a poured concrete foundation. The cladding is horizontal wood board siding that may represent a historic-period replacement of the house's original siding.

The main entry is marked with a vestibule that projects from the east facade. The vestibule is adorned with an arched window on the east elevation and an arched doorway that faces south. This arrangement strongly evokes Tudor design of the period of construction. The vestibule is accessed by a poured concrete porch lined with brick and wrought iron railing. A secondary entry is on the south elevation.

The windows are a mixture of original hung multi-light wood windows and casement windows that may have been installed at a later date. The casement windows are clustered at the house's southeast corner. A majority of the house's windows are six-over-one hung wood sashes that are paired with aluminum storm windows.

City of Portland building permits document the construction of a new dormer in 2005 to create additional living space in the house's finished attic (Portland Maps 2005). This dormer was added to the east side of the roof, and is not visible from the house's façade at SW Corbett Avenue.

There is a reinforced concrete garage to the south of the house that appears to date to the construction of the house (Sanborn Map & Publishing Company 1908-1950). The garage's original wood doors have been replaced with a single retracting door.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Tudor Composite house at 4019 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The house embodies distinctive characteristics of its type and period of construction, such as its complex layering of gables and the arched entry of the east facade vestibule, and is one of few Tudor Composite houses of the surrounding area. The roof and entry vestibule, in addition to original wood windows and the asymmetrical façade, define the character of the house and clearly convey the house's type and period of construction.

The house does not meet minimum eligibility requirements for listing in the NRHP under Criteria A and B, as it does not have known associations with significant events, patterns of events, or people of the past. Under Criterion D, the property is unlikely to provide a source of new or important information.

(Continued on Page 6)

Property Name:	Street Address:	City, County:
	4019 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

At 4019 SW Corbett Avenue, a temporary construction easement of 176 square feet is proposed along the southern property boundary. This easement will facilitate the construction of a new sidewalk, curb, retaining wall, and driveway apron south of the house on SW Lowell Street. The existing driveway will be retained. West of the house, SW Barbur Boulevard will be widened to accommodate the new light rail line.

Finding of Effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the property at 4019 SW Corbett Avenue. A proposed temporary easement at the property's southern edge to construct a retaining wall, sidewalk, curbs, and driveway apron immediately south of the property will not lead to actions that would alter or diminish the house's character-defining features.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 4019 SW Corbett Avenue Portland, Multnomah



View: East façade of 4019 SW Corbett Avenue, facing west.



View: South and east elevations of 4019 SW Corbett Ave, facing northwest.

Property Name:	Street Address:	City, County:
	4019 SW Corbett Avenue	Portland, Multnomah



View: Circa 1939 view of the intersection of SW Lowell Street and SW Corbett Avenue, facing northwest (City of Portland [OR] Archives, A2009-009-113). The house at 4019 SW Corbett Avenue is indicated with an arrow. The former North and South Portland Line trolley tracks are visible in the foreground.

Property Name:	Street Address:	City, County:
	4019 SW Corbett Avenue	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The historic property boundary for 4019 SW Corbett Avenue is its current parcel, and the period of significance is the year the house was built, 1927. Alterations have slightly affected but not entirely diminished the house's integrity of materials and design, and the house continues to retain integrity of location, workmanship, feeling, and association. The property's integrity of setting has been diminished over time by changes to infrastructure within the immediate area. For instance, the North and South Portland Line provided trolley service along SW Corbett Avenue immediately east of the house from about 1900 to 1937; the trolley tracks have since been removed or paved over (Thompson 2010:19). To the west of the house, SW Barbur Boulevard was constructed in 1934 where a Southern Pacific Railroad line was once located (Sherrill 2016).

Historical Context

The Tudor Composite house at 4019 SW Corbett Avenue was built in 1927, just one year after the Ross Island Bridge was completed over the Willamette River to limit traffic delays and shorten the commute between eastside residential areas and downtown commercial areas to the west (*The Morning Oregonian* 1927; *The Sunday Oregonian* 1926). The western bridgehead connected to SW Corbett Avenue; this likely increased automobile traffic along the roadway, which is immediately east of the house. This section of SW Corbett Avenue was also used by interurban rail lines from about 1890 to 1937 (Thompson 2010:19).

As the popularity of automobiles grew in Portland during the early- to mid-twentieth century, so did demand for additional roadways, especially those that would reduce congestion and drive times. SW Barbur Boulevard from downtown Portland to Burlingame was completed in 1934; the high-speed boulevard became a primary north-to-south throughway until the construction of Interstate 5 in the early 1960s, and it introduced great change to the landscape along its alignment (Sherrill 2016; *The Sunday Oregonian* 1961). The construction of Interstate 5 would further impact the greater South Portland area, as local circulation patterns were altered and the neighborhoods situated between two high traffic corridors, SW Barbur Boulevard to the west and Interstate 5 to the east, were increasingly urbanized.

Sources

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The Morning Oregonian (Portland, Oregon)

1927 Fine New Bridges Speed Up Traffic: Two Spans Cost \$8,000,000 to Build Over River. 1 January:26.

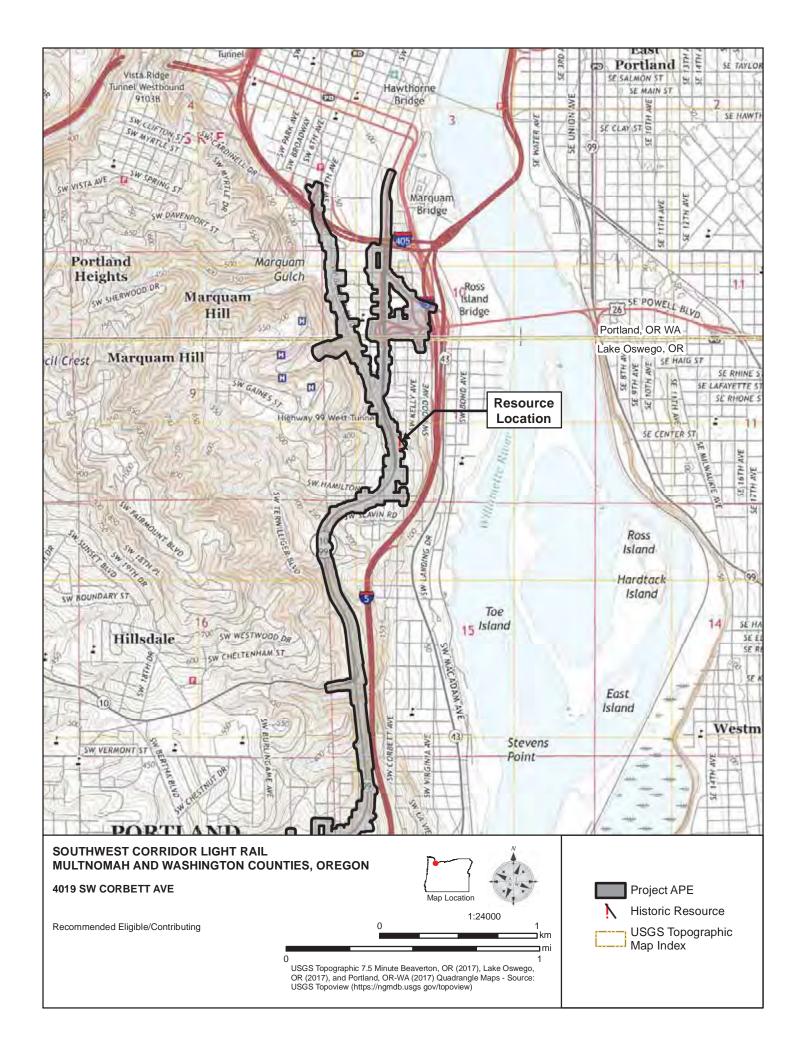
The Sunday Oregonian (Portland, Oregon)

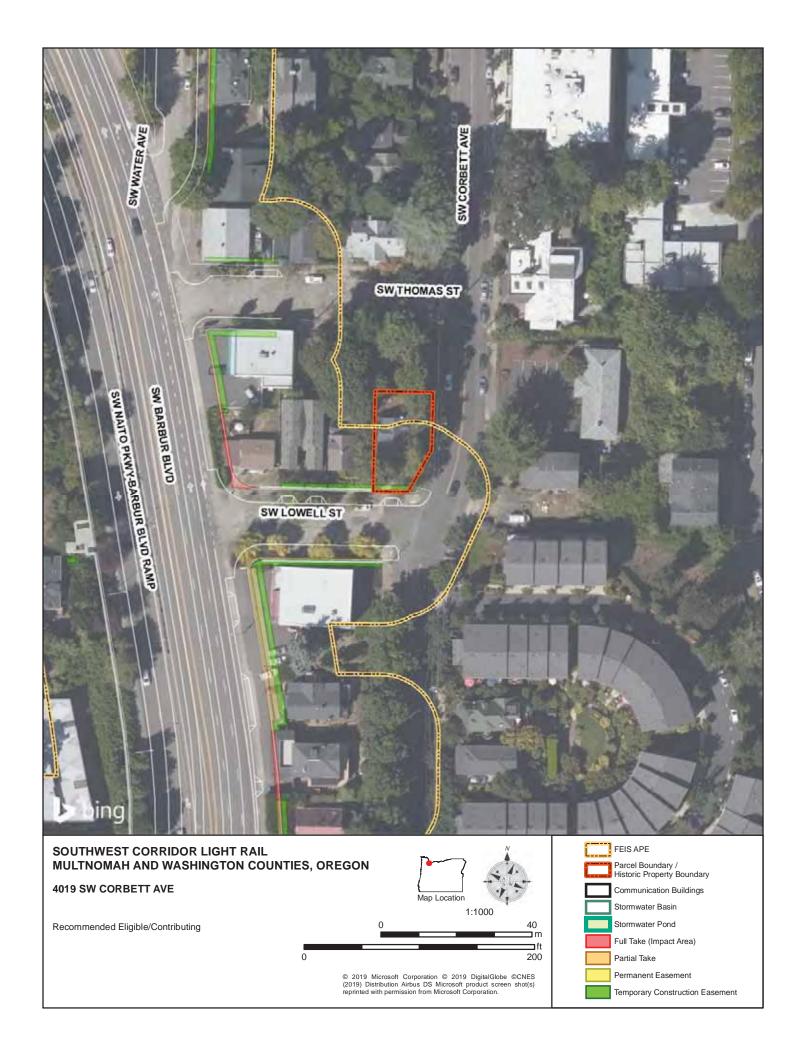
1926 Portland's Bridges Uncorked: Wider Streets, Made Possible by Bonds Voted, Will Speed Up Trans-River Traffic. 30 May:1.

1961 Traffic men See Baldock Freeway As Barbur 'Clog' Relief. 27 August:24.

Thompson, Richard

2010 Portland's Streetcar Lines. Arcadia Publishing, Charleston, South Carolina.





Property Name:	Street Address: 0123 SW Lowell Street		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO	SHPO Case#: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.494007 Longitude:	olace): -122.676451	Histori	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	



South (primary) façade of house at 0123 SW Lowell Street, facing north.				
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S. Date Recorded: 06/03/19				
National Register Findings: ☐ Eligible: ☐ Individually ☐ As p ☐ Not Eligible: ☑ Irretrievable integrity			Finding of Effect: ⊠ No Effect □ No Adverse Effect □ Adverse Effect	
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: □Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 0123 SW Lowell Stree	t	City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	/ate	☐ Local Government
Queen Anne	Building	□Sta	te	□Federal
Window type and Materials: Fixed and hung wood-sash windows; aluminum storm windows		Exterior Surface Materials: Primary: Shingle Secondary: -select materials-		
Roof Type and Materials: Front gable; composite shingle; hip dormer		Decorative Wood: Other/undefined		
Integrity:		Construction Da	ate: 1906	(□Circa)
□Excellent □Good □Fair ⊠Poor		Architect/Builder (if known):		
Description of Property (including previous alterations & approximate dates):				

This one-and-a-half-story Queen Anne-style house has a rectangular footprint with a poured concrete foundation and daylight basement. It is capped by a front-facing gable roof with a gable dormer to the west. A partial-width porch is on the west side of the south (primary) façade. The porch is supported by a Tuscan column and is bordered by metal railing. A partial-width porch is on the north (rear) elevation.

The house is clad in modern cedar shingle siding. Windows were partially obscured at the time of survey by aluminum storm windows, but appear to be fixed and hung wood sash windows. A bay window is on the east side of the south (primary) façade. Paneled wooden doors appear to be either original or in-kind replacements. Landscaping surrounding the house is predominantly terraced rows of hedges. A set of poured concrete stairs connects the front porch to the public sidewalk.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

A reconnaissance-level survey for the Southwest Corridor Light Rail project identified the house at 0123 SW Lowell Street as potentially eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. However, further assessment has revealed that the house does not meet the minimum qualifications to be eligible for listing in the NRHP as it has been moved from its original location and has poor historical integrity.

Now at 0123 SW Lowell Street, the house was constructed about 550 feet to the south-southwest at 180 SW Bancroft Street in 1906; it was moved to its current location circa 1933. This move is referenced in historical plumbing inspection records (see record on page 7), and is evidenced in Sanborn Fire Insurance maps (Sanborn Map & Publishing Company 1908-1909, 1908-1950). Therefore, the house has significantly diminished integrity of location, setting, feeling, and association. Furthermore, the house's shingle cladding appears to be modern when compared to a circa 1939 photograph of the house (City of Portland [OR] Archives, A2009-009-113). This change in cladding slightly diminishes the house's integrity of materials. The house's loss of most aspects of integrity lead AINW to recommend that it does not meet the special requirements for moved properties to be eligible for listing in the NRHP (Criteria Consideration B).

While the house is part of the general history of twentieth century development in South Portland and was moved from its original location to make way for SW Barbur Boulevard, it has no individual association of demonstrable significance with these broad patterns of history (Criterion A). The house is not associated with any known figures significant in local, state, or national history (Criterion B). The house retains characteristics of a Queen Anne-style house constructed in the early twentieth century; however, due to its change in location and the placement of modern shingles on the exterior the house lacks adequate historical integrity to embody distinctive characteristics of its type, period, and method of construction (Criterion C). The building in and of itself is unlikely to be a source of new or important historical information (Criterion D).

Property Name:	Street Address:	City, County:
	0123 SW Lowell Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

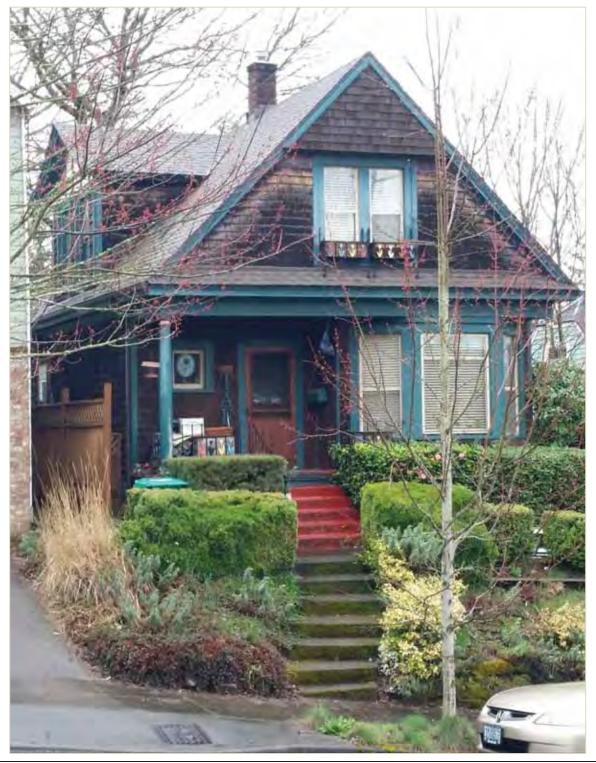
The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new spoke in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

At 0123 SW Lowell Street, the project proposes a temporary construction easement of 214 square feet to facilitate construction of a new sidewalk and retaining wall. Within view of the house, the project will widen SW Barbur Boulevard to construct the new light rail line and associated infrastructure. A nearby building at 0109 SW Lowell Street will be fully acquired and demolished.

Finding of Effect and justification:

The 1906 house at 0123 SW Lowell Street is not eligible for listing in the NRHP, thus it will not be affected by the Southwest Corridor Light Rail project. Although the house has distinctive characteristics from its period of construction, it was moved to its current location in the 1930s, has subsequently been resided, and does not have adequate integrity to be eligible for listing in the NRHP.

Property Name: Street Address: City, County: Portland, Multnomah



View: South (primary) façade and west elevation of house at 0123 SW Lowell Street, facing northeast.

Property Name: Street Address: City, County:
0123 SW Lowell Street Portland, Multnomah

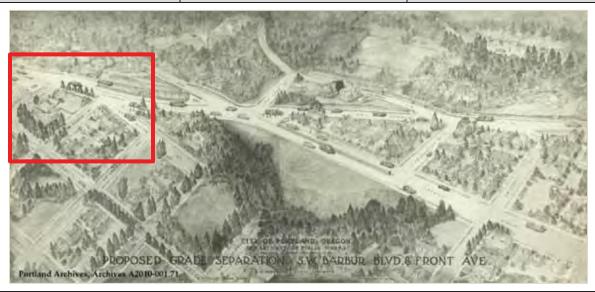


View: South (primary) façade and east elevation of house at 0123 SW Lowell Street, facing northwest.

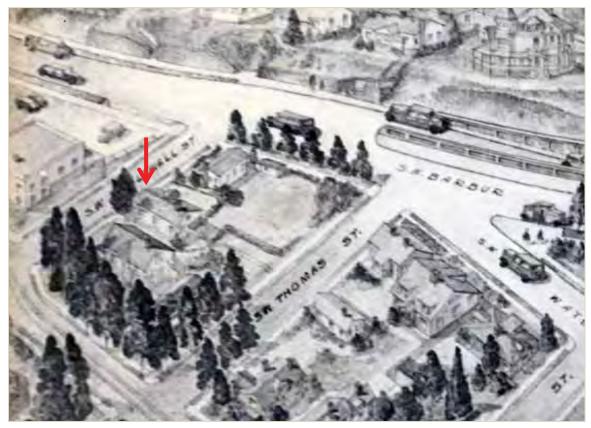


View: Circa 1939 overview of SW Lowell Street and SW Corbett Avenue, facing northwest (City of Portland [OR] Archives, A2009-009-113). The house at 0123 SW Lowell Street is indicated with a red arrow.

Property Name: Street Address: City, County: Portland, Multnomah



View: A 1935 aerial rendering of the proposed grade separation at SW Barbur Boulevard and SW Front Avenue (present-day SW Naito Parkway). A detailed view of the area in the red box is below. City of Portland (OR) Archives, A2010-001.71.



View: Detailed view of the 1935 aerial rendering. The house at 0123 SW Lowell Street is indicated with a red arrow. City of Portland (OR) Archives, A2010-001.71.

Property Name:	Street Address:	City, County:
	0123 SW Lowell Street	Portland, Multnomah

1 1 1 1 1 1 1 2 1 2 1 2 1 2 1 2 1 2 1 2	S W BUREAU OF	BUILDING NTERES	7/7//22
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Owner A	rs. Bartlett		C. V. L. W. STREET OF STREET
Contractor . L.O.	nd - LORVEY		
Stories and class	of building old fr.	2 sty-dwg.	
Water Closets	Sinks	Urinals	The second second
		L Slop Sinks	
Basins	Floor Drains	1 Shower Baths	ation bet et la transpersette
Rain Drains	I	Soda Fountains	***************************************
Kind of Vents	K	ind of Drain 1 dsewer onnected to Permit	
No. and Size of S	acksC	onnected to Tusewer	on lot
Water Permits.	00117-19-33	Sewer Permit	
Other Plumbing	Fixtures	· · · · · · · · · · · · · · · · · · ·	and the same of the same
House mov	ed from 180 Bar	croft St. and c	onnected
to sewer	on lot	Date of Final Inspection.	
Date of First ins	ection 0/13 33 D	late of Final Inspection	14831
1.49	Inspector	1498	Inspector.
Date of Firsy Cer	ificate D	late of Final Certificate	

View: A 1933 plumbing inspection report documenting the house's move from 180 Bancroft Street to 0123 SW Lowell Street. City of Portland (OR), Bureau of Development Services, Permit Application No. 2001-158161-000-00-MT.



View: A 1953 photograph showing the former location of the house (at arrow) at SW Bancroft Street's intersection with SW Barbur Boulevard. City of Portland (OR) Archives, A2005-001-39.

Property Name:	Street Address:	City, County:
	0123 SW Lowell Street	Portland, Multnomah

Historic Context

The house at 0123 SW Lowell Street was originally constructed in 1906 at 180 SW Bancroft Street, adjacent to the Southern Pacific Railroad tracks in the Corbett neighborhood of South Portland (City of Portland [OR], Bureau of Development Services, Permit Application No. 2001-158161-000-00-MT). Construction of the dwelling occurred during a period in which an influx of Italian, Jewish, Polish, and Russian peoples immigrated to Portland and settled in the South Portland area (Abbot 1994). The house was moved to its current location at 0123 SW Lowell Street circa 1933, most likely to facilitate construction of SW Barbur Boulevard along a former Southern Pacific Railroad alignment during the early 1930s (Sherrill 2016). The roadway had a much wider footprint than the railroad that preceded it; historical photographs from that period evidence the moving of houses to make way for the road alignment within the vicinity of the house's original location (City of Portland [OR] Archives, A2001-008-24 and A2009-009-2315).

Sources

Abbot, Carl

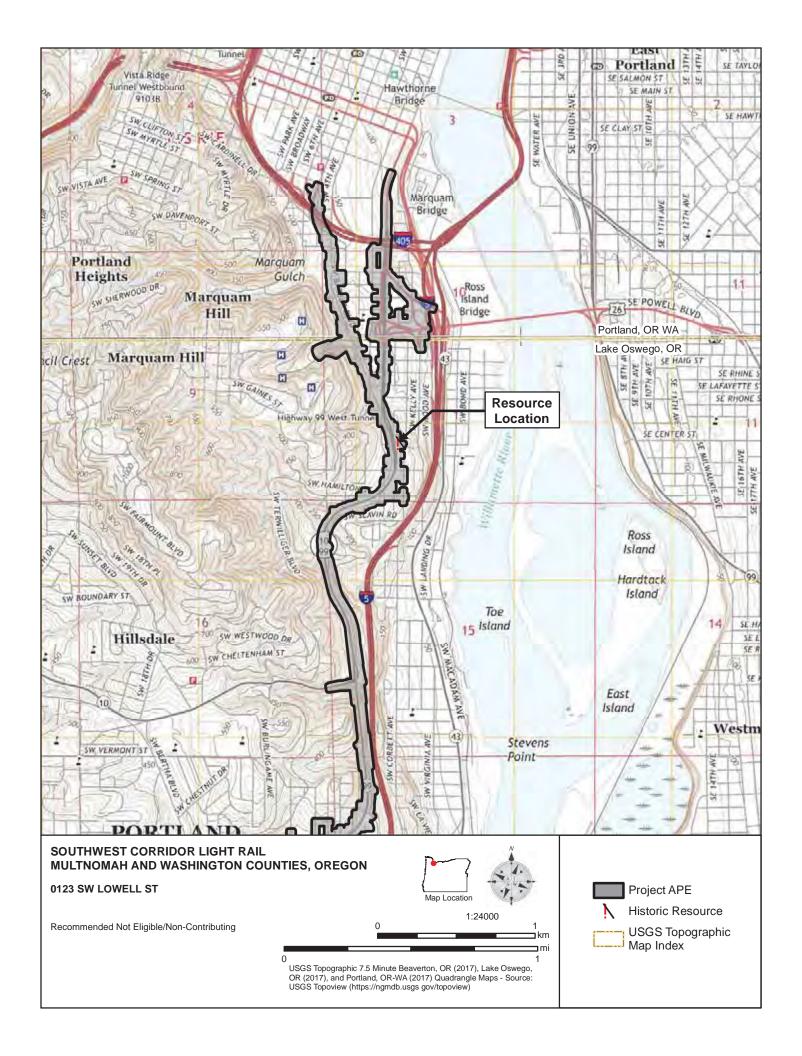
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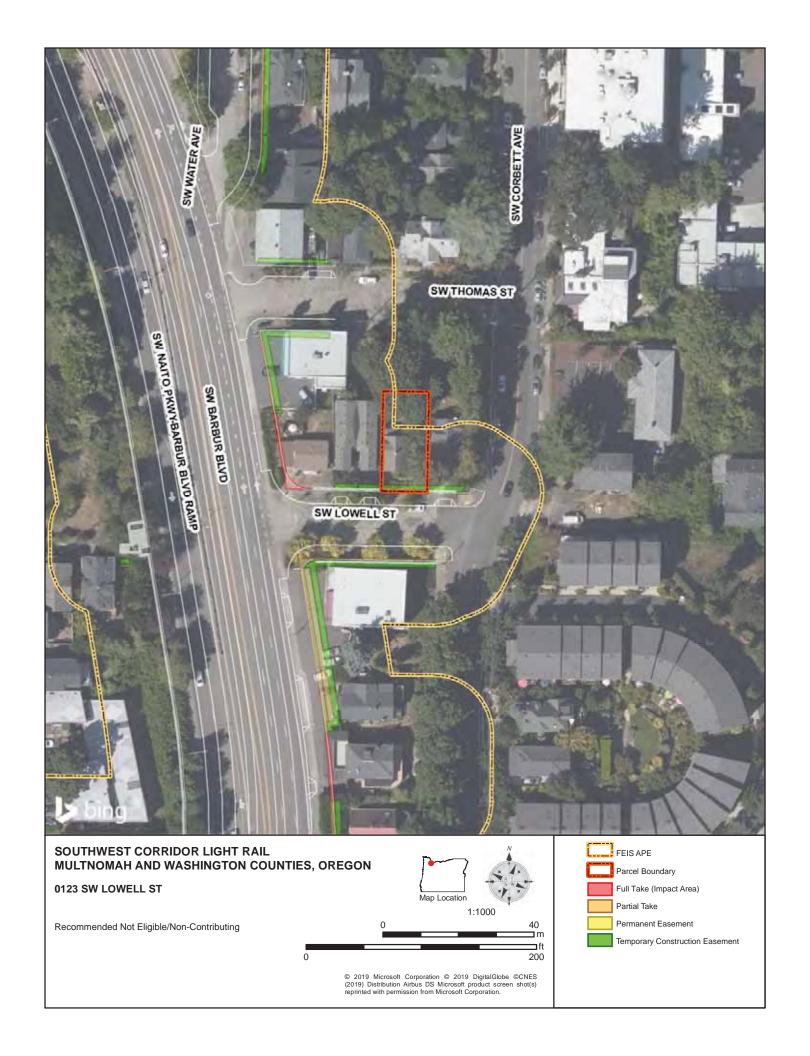
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Property Name:	Street Address: 3926 SW Water Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Lig	ght Rail Project	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.494675° Longitude: -122.676817°		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district	



House at 3926 SW Water Avenue, facing southeast.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 1/15/2020				
National Register Findings: ☑ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☑ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Comments − <i>Official Use Only</i> : Eligibility: □Concur □Do Not Concur:				
Effect: Concur	☐ Do Not Concur:		IVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

	1			
Property Name:	Street Address: 3926 SW Water Aven	110	City, County: Portland, Mul	tnomah
Original Use: Residence	3920 SW Water Aver		ociated Resource	
-	Typo:	Owner: 🗵 Pri	voto	☐Local Government
Architectural Classification / Resource Craftsman	Building	□ Sta		☐ Federal
Window type and Materials:	Building		ıc	□1 ederal
	oomo vinul	Exterior Surface	e Materials:	
Hung and fixed windows; wood with replacements	i some vinyi	Primary:	Shingle	
Roof Type and Materials:		Secondary:	-select materi	ials-
Side gable roof with composite shin	ales	Decorative	-select materi	ials-
Cide gable roof with composite shift	igios			
Integrity:		Construction Da	ate: 1908	(□Circa)
□Excellent ⊠Good □Fair □I	Poor	Architect/Builde	er (if known): N/A	•
Description of Property (including previous	ous alterations & approxim		,	
Description of Froperty (including previo	ous alterations & approxim	iate dates).		
The 1908 Craftsman bungalow at 3				
rectangular plan with a daylight bas that is accentuated with rafter tails a				
dormers, one facing east and the of		e 1001 is ciau wi	.ii aspiiait siiiri	gies and has two sned
_	_			
The house has two full-width porch				
by square wood columns. The prim windows and vinyl replacements.	nary cladding is wood si	ningle, and the	windows are a	mix of intact wood
windows and vinyr replacements.				
Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):				
The house at 3926 SW Water Avenue is recommended to be eligible for listing on the National Register of				
	Historic Places (NRHP) under Criterion C. A 1908 Craftsman bungalow, the house has adequate historical			
integrity to embody distinctive characteristics of its type and period of c				
known associations with broad patt any significant people of our past (0				
important historical information (Cri		re, the house is	utilikely to be a	a principal source of
With the exception of some vinyl wi and appearance. The house is loca				
during the early 1930s along the for	,		,	
altered the house's setting. Overall				
feeling, and association, but the ho				
1908, the bungalow's date of const				
defining features of the house inclu			od columns, o	riginal wood windows
and shingle cladding, knee brackets	s, and exposed raiter er	ius.		

Property Name:	Street Address:	City, County:
	3926 SW Water Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

To facilitate sidewalk and curb construction on SW Water Avenue, a partial acquisition of about 17 square feet of right of way and a temporary construction easement of about 163 square feet are proposed at the northwest corner of the parcel. The acquisition and easement will not lead to physical modifications to the historic house. The temporary construction easement overlaps the house's lawn; if the lawn is impacted during Project construction, it will be returned to a condition that is the same or better than before the Project. Within the vicinity of the house, SW Barbur Boulevard will be widened towards the west to facilitate construction of light rail infrastructure, and SW Barbur Boulevard's intersection with SW Water Avenue will be reconstructed.

Finding of Effect and justification:

The Southwest Light Rail project will have no adverse effect on the house at 3926 SW Water Avenue. The acquisition of right of way and a temporary construction easement at the property's northwest corner will modify the house's setting, which has already been diminished. In addition, the introduction of light rail infrastructure along SW Barbur Boulevard may also have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: Portland, Multnomah



View: North and west elevations of the house at 3926 SW Water Avenue, facing southeast.



View: North and west elevations of the house at 3926 SW Water Avenue, facing south-southeast.

Property Name:	Street Address:	City, County:
	3926 SW Water Avenue	Portland, Multnomah

Historical Context

At the time of its construction in 1908, the bungalow was east of Southern Pacific Railroad tracks and west of South Portland's waterfront industrial area (Sanborn Map & Publishing Company 1909). The immediate neighborhood was a working class area first settled by Jewish, Italian, Polish, and Russian immigrants during the nineteenth century; it continued to grow as streetcar lines (like one along nearby SW Corbett Avenue) provided increasing transportation options for area residents (Abbot 1994; Portland Vintage Trolleys 2009). The bungalow at 3926 SW Water Avenue was built during South Portland's second wave of immigration, which occurred between 1900 and 1927, as new immigrants sought to join familiar and established communities (Harrison et al. 1997:4).

The setting of South Portland would change dramatically with the construction of the Ross Island Bridge to the north in 1926, and more dramatically in the early 1930s when Southern Pacific Railroad tracks were removed to construct SW Barbur Boulevard (Sherrill 2016). These changes, and the later completion of Interstate 5 to the east in the early 1960s, have impacted the area immediately surrounding the house on SW Water Street; new circulation patterns, increases in noise and traffic, and dense multi-use development have altered the house's historical setting (Sanborn Map & Publishing Company 1950; *The Sunday Oregonian* 1961; U.S. Geological Survey 1951).

Sources

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Harrison, Michael, Thayer Donham, Cielo Lutino, Michael Myers, and Liza Mickle

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Sherrill, Justin

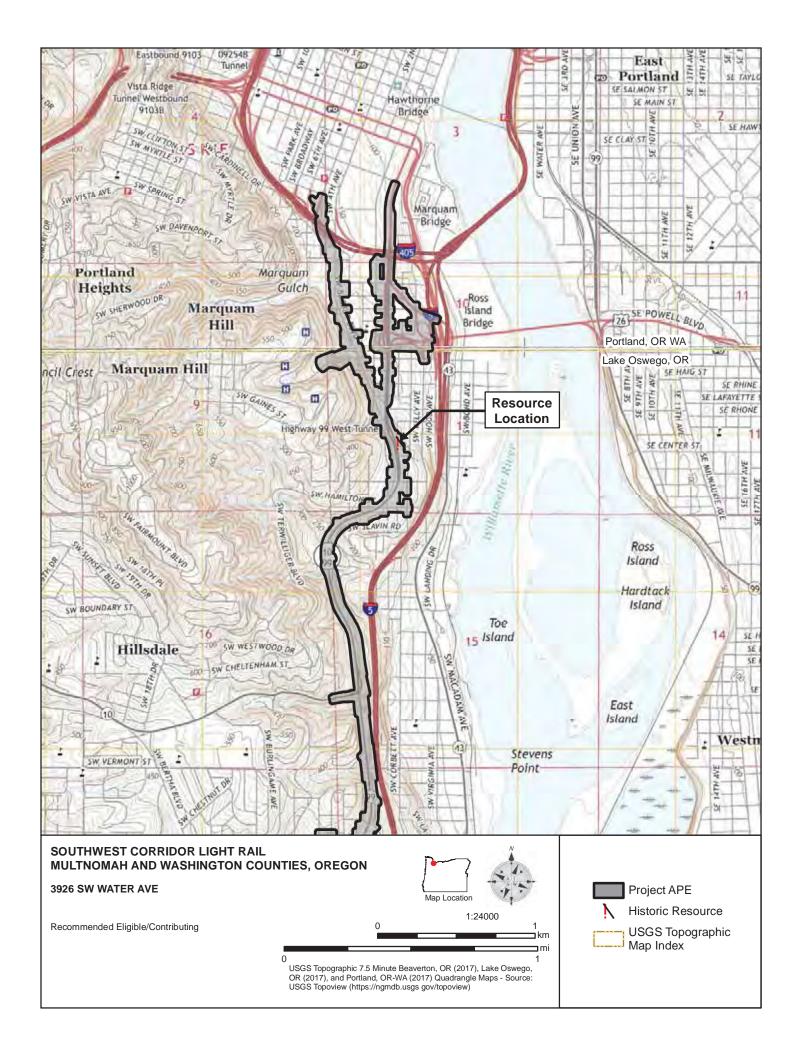
2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed February 14, 2020.

The Sunday Oregonian (Portland, Oregon)

1961 Traffic Men See Baldock Freeway as Barbur 'Clog' Relief. 27 August: 24.

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1951 Aerial Reconnaissance Photograph ID # AR1QO0000020014. Available, https://earthexplorer.usgs.gov/, accessed 14 January 2020.





Property Name:	Street Address: City, Cot 3811 SW Barbur Boulevard Portland		County: nd, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agency project	rt #:
Agency: Federal Transit Administrati	ion/Metro/TriMet	SHPO Case#:	16-1621
		ividually 🗵 NO	
3811 SV	V Barbur Boulevard, as viewed towa	ards the southw	rest.
Surveyor: Allison Geary, B.A., and A	ndrea Blaser, M.S.		Date Recorded: 1/13/20
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☑ A ☐ B ☑ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria			Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect
_	omments – <i>Official Use Only:</i> □ Do Not Concur: □ Do Not Concur:	REC	EIVED STAMP
Signed	Dat	e	
CONTACT INFORMATION	ON STAMP		
Comments:			

Property Name:	Street Address: 3811 SW Barbur E	Boulevard	I	City, Cour Portland,	nty: Multnomah
Original Use: Other		Number	of Associat	ed Resourc	es: N/A
Architectural Classification / Resource 7	Гуре:	Owner:	⊠Private		☐Local Government
Northwest Regional	Building		State		□Federal
Window type and Materials:		Exterior Surface Materials:			
Fixed and awning aluminum sash		Primary: Horizontal Board			
Roof Type and Materials:		Seco	ndary: Ve	rtical Board	d
Side gable with asphalt shingles		Deco	rative Sta	andard Brid	ck
Integrity:		Construc	ction Date:	1960	(□Circa)
□Excellent □Good □Fair □F	Poor	Architect	t/Builder (if	known): Po	otter and Robinson Architects

Description of Property (including previous alterations & approximate dates):

The building at 3811 SW Barbur Boulevard is currently occupied by Summit Real Estate Management and was originally built for Boy Scouts of America. It sits at the intersection of SW Lane Street, SW View Point Terrace, and SW Barbur Boulevard. Built in 1960 in the Northwest Regional style, the building has a floorplan comprised of two parallel wings. The southern wing is a long rectangular mass; a rectangular wing to the north is about one third the size of the wing to the south. The two wings are attached by an enclosed entry vestibule that faces the parking lot at the west elevation.

The one-story building has a low pitched gable roof with open and broadly overhanging eaves. Exposed glulam rafter tails connect to external wood posts on the south and north elevations, providing additional support for the overhanging eaves. The primary cladding is narrow wood board, which is arranged vertically, horizontally and diagonally. The secondary material is brick, which is limited to the north and south elevations of the building's southern wing. The windows are fixed aluminum frames, some of which have what appear to be awning windows below.

The building sits above street level. Concrete stairs lined with stone begin at SW Lane Street and ascend to a concrete landing at the north elevation of the building's south wing. Landscaping on the parcel includes ivy, grass, and manicured hedges. There is a small parking lot west of the building and a flag pole to the northeast that are likely original to the building's construction.

All known alterations to the building occurred in 2009, when a 300-square-foot addition was constructed at the east end of the building's south wing (Portland Maps 2020). It appears that this addition was constructed by infilling the area below what would have been an eave overhang. At the same time as the construction of the addition, select windows were replaced and two doors were infilled on the southwestern portion of the building.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The building at 3811 SW Barbur Boulevard is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. Built in 1960, the building is associated with both a broad pattern of history of the Boy Scouts organization in the Pacific Northwest (Criterion A), and it embodies distinctive characteristics of its type and period of construction (Criterion C). The building does not have a significant association with an important individual of the past (Criterion B), nor is it likely to be a principal source of important historical information (Criterion D). The building has integrity of location, setting, materials, workmanship, feeling, and association. The building has slightly diminished integrity of design due to the construction of an addition to the south wing in 2009.

The building was designed by Potter and Robinson Architects to house offices for Region XI of Boy Scouts of America; Region XI included Oregon, Washington, Idaho, Alaska, and western Montana (*The Sunday Oregonian*, 1960a). The building's character is defined by its low pitched roofs, generous eave overhangs, use of natural materials, and fenestration scheme that are distinctive of the Northwest Regional style. The historic property boundary is the parcel, and the period of significance is 1960, the date of construction. The period of significance has not been extended to include the tenure of the Boy Scouts at this location (1960 to 1972) since the building's significant association under Criterion A is directly related to the building being the organization's first regional headquarters constructed in the United States, an accomplishment achieved in 1960 (*The Oregonian* 1972).

Property Name:	Street Address:	City, County:
	3811 SW Barbur Boulevard	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

To facilitate new sidewalk and stairway construction at the intersection of SW Barbur Boulevard and SW Lane Street, temporary construction easements totaling 700 square are proposed at the north and east edges of the property boundary at 3811 SW Barbur Boulevard. Within the viewshed of the property, SW Barbur Boulevard will be widened to accommodate the new light rail line, the intersection of SW Barbur Boulevard and SW Naito Parkway will be realigned, and new bike lines and sidewalks will be constructed. If landscaping within the historic property boundary is impacted by temporary use during project construction, it will be repaired or replaced in kind.

Finding of effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the property at 3811 SW Barbur Boulevard. Temporary construction easements proposed along the northern and eastern edges of the property would not result in modification of the 1960 building or its character-defining features.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion A for its historical association with the Boy Scouts of America, and under Criterion C for its embodiment of distinctive characteristics of a type and period of construction.

Property Name:	Street Address:	City, County:
	3811 SW Barbur Boulevard	Portland, Multnomah



View: North elevation of the property at 3811 SW Barbur Boulevard, looking south.



View: West elevation of property at 3811 SW Barbur Boulevard, looking southeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: East elevation of the property at 3811 SW Barbur Boulevard, where an addition was constructed in 2009. The view is facing west.



View: Detail of the north elevation's overhanging eave and supports. The view is facing west.

Property Name:	Street Address:	City, County:
	3811 SW Barbur Boulevard	Portland, Multnomah

Historical Context

The building at 3811 SW Barbur Boulevard was designed and built to serve as offices for the Boy Scouts of America, and was the organization's first regional headquarters in the nation (*The Sunday Oregonian* 1960a, 1960b). The building was a gift to the organization from Robert and Lucille Lloyd; Robert was the regional chairman of the National Council of Boy Scouts, and made his living in the lumber industry in Tacoma, Washington (*The Sunday Oregonian* 1960a). Construction costs amounted to roughly \$75,000; the land and interior furnishings were donated by members of the regional building committee (*The Sunday* Oregonian 1960a).

Boy Scouts of America was founded in 1910, and was modeled after a British youth program that promoted good citizenship (Peterson 2001). During World War II scouting was viewed as a patriotic activity, and the organization was nationally recognized for public service (Hubbard 2016:59). This positive image of the organization, coupled with the post-World War II baby boom, contributed to a dramatic rise in membership during the postwar era (the mid-1940s through the late 1960s), when the Northwest Region (XI) was one of the strongest and most active in the nation (Hubbard 2016:59, 70). A nationwide rise in membership brought with it the need for expanded administrative and office space, and led to the construction of the first regional headquarters in Portland.

The regional headquarters building on SW Barbur Boulevard was designed by Potter and Robinson Architects. Dewitt C. Robinson previously worked under noted Pacific Northwest architect Pietro Belluschi from 1946 to 1949 (Ritz 2002). Belluschi was a leader in the development of the Northwest Regional style, where restrained design considered climate and the surrounding landscape (Ritz 2002:29). The building at 3811 SW Barbur Boulevard embodies distinctive characteristics of Northwest Regional style architecture, and is highly representative of its period of construction. Potter and Robinson Architects also designed the Columbia River Council of Boy Scouts of America Service Center, which was constructed in 1958 at 2145 SW Naito Parkway in Portland; that building has been extensively modified, and has diminished historical integrity.

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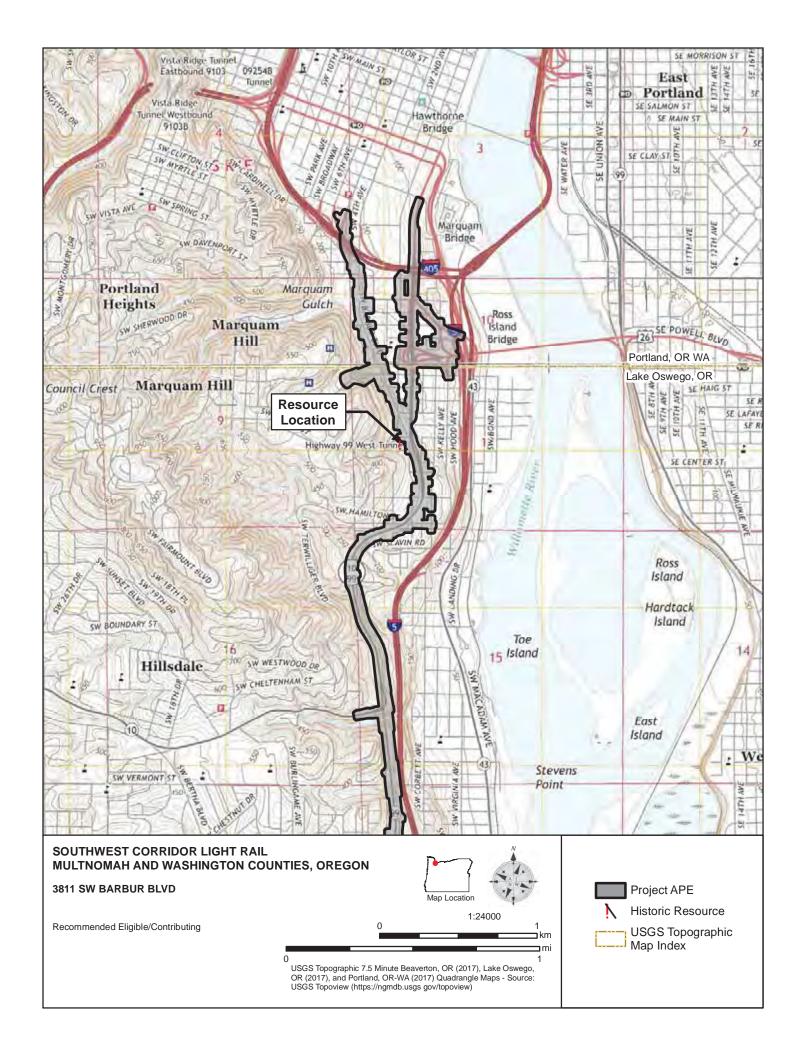
The Oregonian (Portland, Oregon)

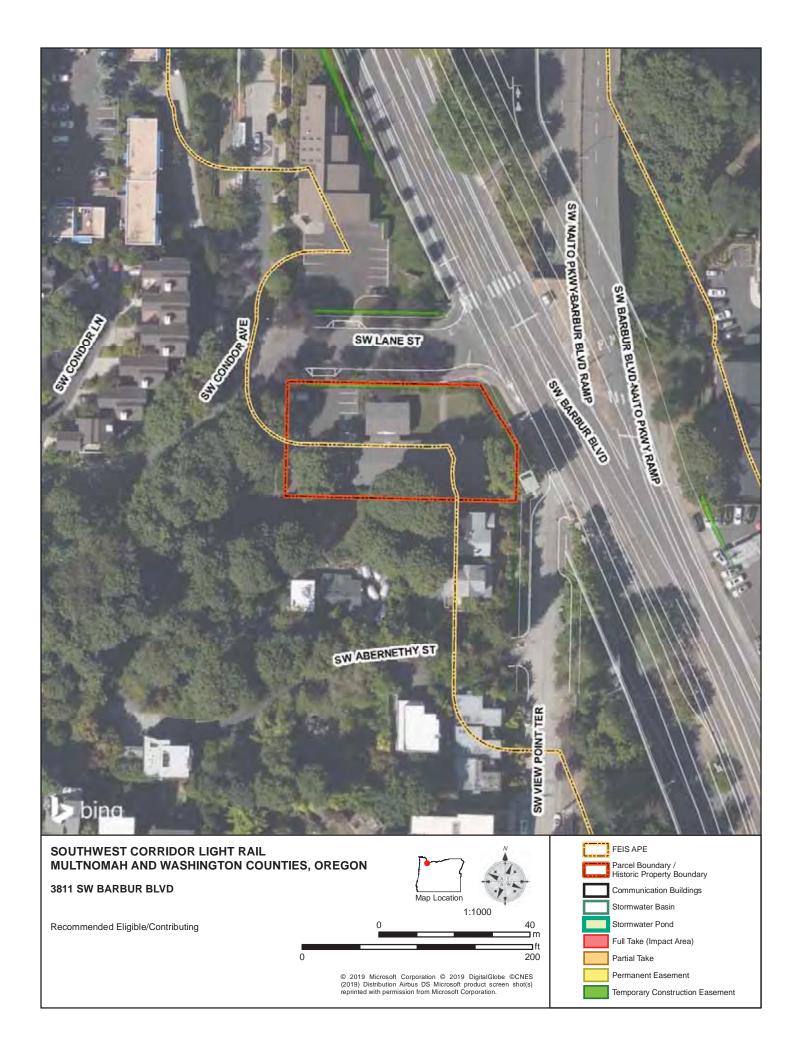
1972 Building sold by Boy Scouts. 2 September:33.

The Sunday Oregonian (Portland, Oregon)

1960a Boy Scouts Get Building. 18 September: 35.

1960b Scouts Start New Facility. 10 January: 11.





Property Name:	Street Address: 3635 SW Condor Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.496719 Longitude: -122.679213		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district	



East (primary) façade of 3635 SW Condor Avenue, facing west.			
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.	Date Recorded: 10/21/19		
National Register Findings: ☑ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☑ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect		
State Historic Preservation Office Comments − Official Use Only: Eligibility: □Concur □Do Not Concur:			
Effect: □Concur □Do Not Concur: RECE	IVED STAMP		
Signed Date			
CONTACT INFORMATION STAMP			

Property Name:	Street Address: 3635 SW Condor Avenue		City, County: Portland, Multnomah	
Original Use: Domestic — Single Dwelling		Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Private □Local G		☐ Local Government
Victorian Era: other	Building	□Sta	te	□Federal
Window type and Materials: Multi-light aluminum/wood-combination sash; multi-light wood-sash (see below for detail) Roof Type and Materials: Front-gable clad in composite shingle		Exterior Surface Materials: Primary: Horizontal Board Secondary: -select materials- Decorative Wood: Other/undefined		
Integrity:		Construction Da	ate: 1871	(⊠Circa)
□Excellent □Good ☑Fair □F	Poor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

This Victorian-era house has a reported construction date of 1871. It has one-and-a-half-stories, a roughly rectangular footprint, a poured concrete foundation, and an unfinished daylight basement. The house is built on a hillside, and features a stone retaining wall at its eastern edge that was constructed during the historic period and was extensively retrofitted with reinforced concrete in 2007 (City of Portland [OR] Archives, A2009-009.118; Nelson 1950). The building is accessed from a public sidewalk to the east by a set of poured concrete stairs.

A 1901 Sanborn Fire Insurance map shows the building in its current footprint; it is possible that the house was originally constructed with a smaller rectangular or T-shaped footprint, and was later expanded to the south and west by 1901 (Sanborn Map & Publishing Company 1901). The 1901 Sanborn map also notes that the house had a terra cotta stove pipe, which has since been replaced with a metal chimney pipe (Sanborn Map & Publishing Company 1901). The building's primary roofline is a front-facing gable roof with decorative bargeboards and a sunburst in the gable end. Remaining sections of the house are capped with hipped roofs, including the full-width porch of the east facade. Modern skylights have been installed throughout the house.

The house is clad in wood drop siding that generally appears to be original or in-kind replacement, excepting basement-level cladding that has been extended past the water table (Hutton 1976). Doors on the house are wood paneled, and appear to be a mixture from the historic period and modern era. Original wood-sash windows have been replaced with modern windows made of aluminum and wood, and new window openings have been added. Specific window alterations that post-date the historic period include expansion of the second-floor façade window bank; the expansion of the first-floor window bank at the east corner of the north elevation; and the addition of the second-floor window at the east corner of the north elevation (City of Portland (OR) Archives, A2009-009.118; Hutton 1976).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 3635 SW Condor Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Despite its diminished historical integrity, the house retains distinctive characteristics of Victorian-era architecture in South Portland, and is representative of its type and period of construction. Furthermore, it is the only such example of a Victorian house in the immediate area of South Portland with a reported construction date in the early 1870s. In comparison, the nearby South Portland Historic District's period of significance begins in 1876, while the neighboring NRHP-listed Holt-Saylor-Liberto House at 3625 SW Condor Avenue has a period of significance that begins in 1888. Other nearby historic-period houses that are recorded in the Oregon Historic Sites Database date to 1888 or later (Harrison et. al 1997; Hutton 1976).

(Continued on Page 7)

Property Name:	Street Address:	City, County:
	3635 SW Condor Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned for a separate phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

Immediately east and outside of the historic property boundary for 3635 SW Condor Avenue, the Project proposes to reconstruct a poured concrete retaining wall that supports a public sidewalk. This work will remain in existing road right of way; it will not impact the stone retaining wall that marks the eastern edge of the historic property, nor will it require acquisitions or easements from the property. Within the viewshed of the house, the new light rail line will be constructed along SW Barbur Boulevard; the road will be widened to accommodate the line, and the road's intersection with SW Naito Parkway will be realigned and improved.

Finding of Effect and Justification:

The historic property at 3635 SW Condor Avenue will be avoided by the Project. The replacement of a poured concrete retaining wall that supports a sidewalk immediately east of the property will remain within existing road right of way, and will avoid the property's stone retaining wall.

The construction of a new light rail line and the realignment of SW Barbur Boulevard's intersection with SW Naito Parkway will occur within view of the house, affecting and further diminishing the house's integrity of setting through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting does not contribute to its eligibility for listing in the NRHP under Criterion C. A finding of no adverse effect is recommended, as the character-defining features of the house will remain intact.

Property Name: Street Address: City, County: Portland, Multnomah



View: East (primary) façade and south elevation of the house. The stone retaining wall marks the eastern boundary of the historic property. The poured concrete retaining wall below is within public right of way, and will be reconstructed for the Project. The view is facing northwest.



View: East (primary) façade and north elevation of the house, facing southwest.

Property Name: Street Address: City, County: Portland, Multnomah



View: East (primary) façade and north elevation (at left) in context with the Holt-Saylor-Liberto House (right) on SW Condor Avenue, facing west-southwest. The poured concrete retaining wall that lines SW Condor Avenue is in the public right of way, and will be reconstructed for the Southwest Corridor Light Rail Project.



View: A 1939 photograph of houses on SW Condor Avenue soon after construction of SW Barbur Boulevard, facing southwest. The house at 3635 SW Condor Avenue is indicated with a red arrow. City of Portland (OR) Archives, A2009-

009.118.

Property Name:

Street Address: City, County:

3635 SW Condor Avenue Portland, Multnomah



View: A 1935 watercolor aerial rendering of the proposed grade separation between SW Barbur Boulevard and Front Avenue. SW Condor Avenue is labeled by its original name, SW First Avenue. A detailed view of the area in red box is displayed below. City of Portland (OR) Archives, A2010-001.71.



View: Detail view of the above watercolor aerial rendering. The house at 3635 SW Condor Avenue is indicated with a red arrow. City of Portland (OR) Archives, A2010-001.71.

Property Name:	Street Address:	City, County:
	3635 SW Condor Avenue	Portland, Multnomah

Determination of Eligibility, Continued from Page 2:

While the house is part of a general history of nineteenth century development in this area, the house has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). Historical records have yet to reveal an association between the house and any known figures significant in local, state, or national history (Criterion B). The house in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance for the house is 1871, the estimated date of construction based on tax assessor records. The current parcel boundary is the historic property boundary. Character-defining features of the resource include its rectangular massing, remaining historic-period building materials such as wood drop siding, and period ornamental details that are evocative of the late nineteenth century. The stone retaining wall is a distinctive feature that adds to the house's historical appearance, but its date of construction is unknown. The wall is captured in a 1939 photograph and is depicted on a 1950 survey map of the parcel, confirming that it was constructed during the historic period (City of Portland [OR] Archives, A2009-009.118; Nelson 1950).

The house at 3635 SW Condor Avenue has fair historical integrity; this is due to the modern replacement of single wood windows with larger banks of two or three windows of a custom aluminum and wood design. Window modifications diminish several aspects of the house's integrity, including design, workmanship, and to a lesser degree, integrity of materials. The house's integrity of setting has also been diminished; a modern condominium complex is immediately west of the property, and the construction and expansion of SW Barbur Boulevard in the twentieth century has introduced increased vehicle traffic since the historic period (Sherrill 2016). However, the Holt-Saylor-Liberto House, which was constructed in 1888 and listed in the NRHP, remains adjacent to the house at 3635 SW Condor Avenue. The house retains physical features that are evocative of the period of significance and convey the house's integrity of location, feeling, and association.

Historical Context:

The house was reportedly constructed in 1871, the year before the Caruthers Addition to the City of Portland was platted in 1872 (Burrage 1872). A search of historical records failed to identify the first residents of the house; one later resident, W.C. Southerland, was identified for a survey of the property boundary in 1950 (Nelson 1950). Sanborn Fire Insurance maps from 1889 do not include coverage of the block on which this house is situated; this location is included by 1901, when the house is noted in its current location and footprint (Sanborn Map & Publishing Company 1889, 1901). The construction of the dwelling historically falls within the initial development of South Portland, an early residential area of Portland located just south of the city's center. The historic-period houses in the area are reflective of the working class and primarily immigrant communities that settled in the neighborhood during the late nineteenth and early twentieth centuries (Abbott 1994).

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Property Name:	Street Address:	City, County:
	3635 SW Condor Avenue	Portland, Multnomah

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Nelson, G. Vernon

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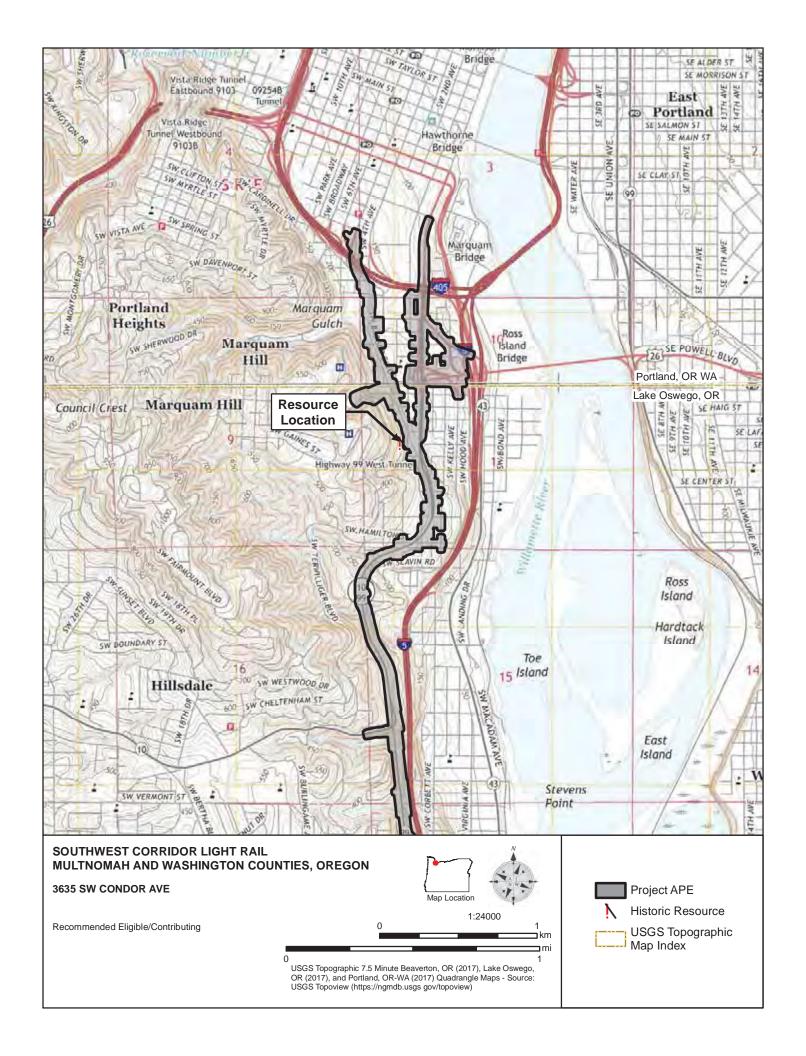
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Property Name: Holt-Saylor-Liberto House	Street Address: 3625 SW Condor Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.487763 Longitude: -122.681312		Histori YE	property listed in the National Register of c Places? S – Individually



East (primary) facade and south elevation of Holt-Saylor-Liberto House, facing west-northwest.

Surveyor: Samantha Gordon, M.S	S and Andrea Blacer M.S.	yior <u>Liberto Fredoe, raer</u>	Date Recorded: 10/21/2019
Surveyor. Samantna Gordon, M.S.	o., and Andrea Blaser, W.S.		Date Recorded. 10/21/2019
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part of a District NR Criteria: □ A □ B □ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria Finding of Effect: □ No Effect □ No Adverse Effect □ Adverse Effect			
State Historic Preservation Office	Comments - Official Use On	'v:	
Eligibility: Concur	☐ Do Not Concur:	•	
Effect: Concur	☐ Do Not Concur:		EIVED STAMP
Signed		Date	
CONTACT INFORMATION STAMP			
Comments:			

Property Name: Holt-Saylor-Liberto House	Street Address: 3625 SW Condor Aver	nue	City, County: Portland, Mult	tnomah
Original Use: Domestic – Single Dwelling		Number of Associated Resources: 3		
Architectural Classification / Resource Type:		Owner: Private Local Government		☐ Local Government
Queen Anne	Building	□Stat	te	□Federal
Window type and Materials: One-over-one double-hung wood; single light fixed wood Roof Type and Materials: Cross-gable roof clad in tin tile		Exterior Surface Materials: Primary: Horizontal Board Secondary: Shingle Decorative Wood: Other/undefined		
Integrity:		Construction Da	ate: 1888, 1924	(⊠Circa)
□Excellent ⊠Good □Fair □F	oor	Architect/Builde	r (if known): unk	nown

Description of Property (including previous alterations & approximate dates):

The Holt-Saylor-Liberto House, located at 3625 SW Condor Avenue, is a Queen Anne-style single-family dwelling with two secondary buildings: a "grandfather's house" and a bread house. The primary house was constructed in 1888; construction dates of the grandfather's house and bread house are unknown, but are assumed to date within the historic period and after 1901 (Hutton 1976; Sanborn Map & Publishing Company 1901, 1908-1909, 1908-1950). The historic property is bounded by 3611 SW Condor Avenue to the north, SW Condor Avenue to the east, 3635 SW Condor Avenue to the south, and the Abitare Condominiums (built in 1978) to the west. A poured concrete and cast stone wall marks the eastern edge of the property.

The primary dwelling is a two-and-a-half-story Queen Anne-style house that has an irregularly-shaped footprint and rests on a brick foundation with a basement. The building is capped by a cross-hip roof clad in tin tiles with gable dormers, a widow's walk, and period decoration in gable ends. The house has a full-width covered porch on the east (primary) façade, which is supported by wooden Doric columns. It is clad in wood shiplap siding on the first floor, round and square shingles on the upper one-and-a-half floors, and wood paneling around the bay windows and porch. The fenestration includes hung and fixed wood windows with decorative wood crowns and sills, and paneled wood doors.

Other buildings on the property include the bread house and the "grandfather's house." These buildings are located west of the Queen Anne house, and were not visible at the time of survey. Hutton (1976) documented these buildings in the form that nominated the property for listing in the National Register of Historic Places (NRHP) in 1976 (Hutton 1976). As described by Hutton (1976), an Italian bread oven is housed within the one-and-a-half-story bread house. Located northwest of the main house, this building has a rectangular footprint, a poured concrete foundation, and is capped by a front-facing gable roof clad in tin tile. The bread house is clad in concrete on the first floor board-and-batten siding in the gable ends, and has one-over-one and multi-light windows. The grandfather's house is directly west of the bread house; it has a rectangular footprint, a daylight concrete basement, and an earthen floor (Hutton 1976). The building is capped by a gable roof clad in tin tile, and has horizontal wood siding.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Holt-Saylor-Liberto House was designated as a City of Portland Historic Landmark in 1977, and was listed in the NRHP under Criteria B and C in 1978 (Hutton 1976). The house is significant for its association with Presbyterian missionary William Sylvester Holt, physician William H. Saylor, and the Liberto family (Criterion B). It is the only extant property associated with these figures. The property is also significant for its ability to convey distinctive characteristics of the Queen Anne style (Criterion C). The Holt-Saylor-Liberto House is not associated with a significant historical event or trend in local, state, or national history (Criterion A). The resource in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Holt-Saylor-Liberto House	3625 SW Condor Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new spoke in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

Immediately east of the Holt-Saylor-Liberto House the Project proposes to replace a retaining wall that supports a public sidewalk. Construction activity related to replacing the retaining wall will remain within existing road right of way; no acquisitions or easements are proposed at the Holt-Saylor-Liberto House. The new light rail line will be constructed at the center of SW Barbur Boulevard, and will be visible from the Holt-Saylor-Liberto House's location on SW Condor Avenue. SW Barbur Boulevard will be widened, and its intersection with SW Naito Parkway will be realigned.

Finding of Effect and Justification:

The Holt-Saylor-Liberto House will not be adversely affected by the Southwest Corridor Light Rail Project. Replacement of a retaining wall within public right of way adjacent to the house will result in no direct impacts on the historic property.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the property's character-defining features will remain intact and it will continue to convey its associations with significant people and artistic movements of the past under Criteria B and C.

Property Name: Street Address: City, County:
Holt-Saylor-Liberto House 3625 SW Condor Avenue Portland, Multnomah



View: East (primary) façade, facing west. The public retaining wall proposed for replacement is in the foreground; the wall in the background marks the east edge of the property and will not be impacted by Project construction.



View: Details of east (primary) façade, rectangular bay window, and gable ornamentation at second story, facing west.

Property Name: Street Address: City, County: Holt-Saylor-Liberto House 3625 SW Condor Avenue Portland, Multnomah



View: East (primary) façade with public sidewalk and retaining wall in foreground, facing southwest.



View: East (primary) façade including stairs, eastern wall, and porch details, facing west-southwest.

Property Name: Street Address: City, County:
Holt-Saylor-Liberto House 3625 SW Condor Avenue Portland, Multnomah

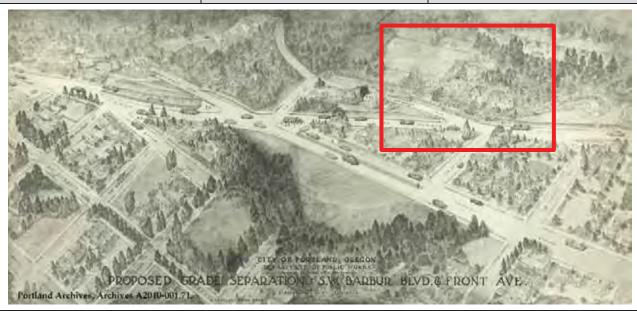


View: East (primary) façade and south elevation, facing west-northwest.



View: A 1939 photograph of houses on SW Condor Avenue, soon after construction of SW Barbur Boulevard. The Holt-Saylor-Liberto House is indicated with a red arrow. City of Portland (OR) Archives, A2009-009.118.

Property Name: Street Address: City, County:
Holt-Saylor-Liberto House 3625 SW Condor Avenue Portland, Multnomah



View: A 1935 watercolor rendering of the proposed grade separation between SW Barbur Boulevard and Front Avenue. SW Condor Avenue is labeled by its original name, SW First Avenue. A detail view of the area In red box displayed below. City of Portland (OR) Archives, A2010-001.71.



View: Detailed view of the watercolor above. The Holt-Saylor-Liberto House is indicated with a red arrow. City of Portland (OR) Archives, A2010-001.71.

Property Name:	Street Address:	City, County:
Holt-Saylor-Liberto House	3625 SW Condor Avenue	Portland, Multnomah

Determination of Eligibility, Continued from Page 2:

The property's NRHP nomination reports a significant date of 1888, the construction date of the primary dwelling. However, the house has two historic-period outbuildings that were constructed after 1901 and are assumed to contribute to the significance of the property: the bread house and grandfather's house. In addition, the property is significant for its association with persons and families who lived at the property from 1888 to 1974. Therefore, a period of significance of 1888 to 1974 is recommended. The property boundary as listed in the NRHP is the parcel that encompasses Lot 3 and the south half of Lot 2 of Block 149, in the Caruthers Addition to the City of Portland. No change in this boundary is recommended for the Southwest Corridor Light Rail Project; however, the boundary does not include an associated parcel to the west (R129208) on which a portion of the grandfather's house is located. Character-defining features of the Holt-Saylor-Liberto House include its Queen Anne form and ornamentation, tin roof tiles, original wood windows, the widow's walk, and the house's associated bread house and grandfather's house.

The Holt-Saylor-Liberto House retains its overall historical integrity of location, design, feeling, and association. The resource has not been moved from its original location, and its use as a single-family dwelling remains unchanged. The primary house retains its overall original design from the period of significance, and an addition to the west (rear) elevation is not visible from adjacent road right of way or most places on the property. Secondary buildings (i.e., the bread house and grandfather's house) were reported in 1976 as having no significant alterations since their construction (Hutton 1976). The property clearly expresses the Queen Anne aesthetic and local trends in late nineteenth century residential architecture.

The house has diminished historical integrity of setting, materials, and workmanship. The construction of SW Barbur Boulevard in the first half of the twentieth century increased traffic flow, noise, and development in the immediate area, and a condominium complex was constructed directly west of the property in 1978 (Sherrill 2016). Exterior materials have been removed from the main house, including the original stained-glass front door and wrought-iron fences and gates (Hutton 1976). In the house's interior, sheetrock has replaced historic lath-and-plaster, cornice molding has replaced picture moldings of the first floor, and chandeliers have been removed.

Historic Context:

The primary house on the property was built in 1888 by William Sylvester Holt, a Presbyterian missionary (Hutton 1976). Holt founded an immigrant Chinese mission in Portland and solicited funds for construction of the Chinese Presbyterian Church in Portland's Chinatown, which was located approximately 1 mile north of the Holt-Saylor-Liberto House (Hutton 1976). Holt was active in missionary work, specifically in China and with Chinese-Americans in the Pacific Northwest, until his death in 1931 (Hutton 1976). It is unclear if Holt resided in the home before selling it in 1889 (Hutton 1976).

The property's second owners were Dr. William H. Saylor and his wife Carrie Caples Saylor (Hutton 1976). The couple bought the house in 1889, shortly after its construction. Saylor was one of the first medical students to graduate from the Oregon Medical College and Willamette University Medical Department, and received further education at Bellevue Medical College in New York (Hutton 1976). Dr. Saylor was one of the founding members of the Oregon State Medical Society, one of the first professors of the University of Oregon medical school (later OHSU) in 1887, and served as Surgeon of the State Militia and Grand Medical Director of the Ancient Order of United Workmen (Hutton 1976; Oregon Health and Science University 2019).

Carrie Caples Saylor sold the house to Italian immigrant and successful local concrete contractor Antonio Liberto in 1911 (Hutton 1976). According to the house's NRHP nomination, Antonio Liberto, his wife Guilia Liberto, and their extended family occupied the property and surrounding homes in the early twentieth century (Hutton 1976). During this period, the family worked extensively to rebuild terraces and landscaping, planted gardens and a vineyard on the property, and constructed a 600-gallon wine vat in the basement (Hutton 1976). The family reportedly baked bread for the "entire community" in the bread house, and the property was a focal point of the extensive Italian family through World War II (Hutton 1976). The property was purchased by current owners Kurt and Michele Hutton in 1974 (Hutton 1976; Portland Maps 2019a).

Property Name:	Street Address:	City, County:
Holt-Saylor-Liberto House	3625 SW Condor Avenue	Portland, Multnomah

Sources:

Hutton, Kurt

1976 National Register of Historic Places, Nomination Form for the Holt-Saylor-Liberto House, 3625 SW Condor Avenue, Portland, Multnomah County, Oregon. On file, Oregon State Historic Preservation Office, Salem.

Oregon Health and Science University

2019 *Department History*. Department of Urology. Electronic document, https://www.ohsu.edu/urology/department-history, accessed December 9, 2019.

Sanborn Map & Publishing Company

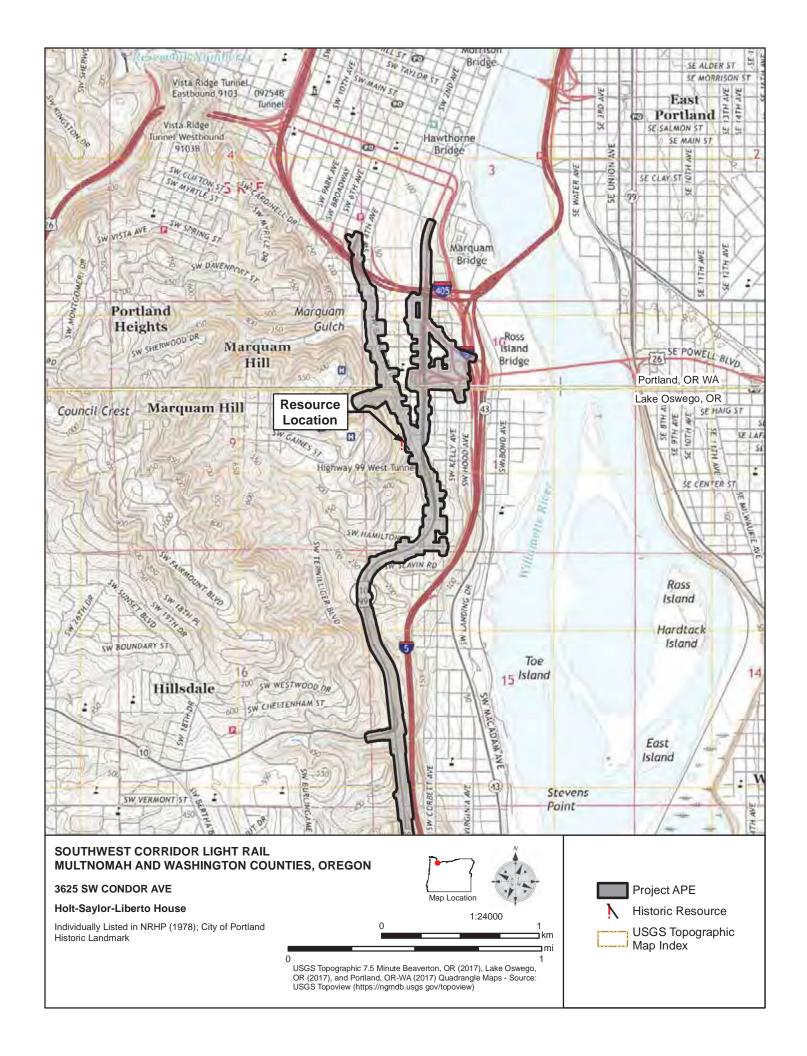
1901 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed 22 October 2019.





marviada i roportios				
Property Name:	Street Address: 3605 SW Condor Avenue	City, Co Portlar	ounty: nd, Multnomah	
Project Name: Southwest Corridor Light Rail Project Agency project		#:		
Agency: Federal Transit Administrati	on/Metro/TriMet	SHPO Case#:	16-1621	
Location coordinates (to sixth decimal p Latitude: 45.497199 Longitude:	olace): -122.679258	Is the property Historic Places YES – Indiv	vidually 🛛 NO	
The east façade as viewed towards the west.				
Surveyor: Allison Geary, B.A., and A	ndrea Blaser, M.S.		Date Recorded: 11/06/2019	
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part of a District NR Criteria: □ A □ B ⊠ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria		Finding of Effect: ☐ No Effect ☒ No Adverse Effect ☐ Adverse Effect		
_	omments – <i>Official Use Only</i> : ☐Do Not Concur: ☐Do Not Concur:	RECE	EIVED STAMP	
Signed	Dat	e		
CONTACT INFORMATION Comments:	ON STAMP			

Property Name:	Street Address: 3605 SW Condor Avenu	e	City: County: Portlar	nd, Multnomah
Original Use: Residential		Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T Colonial Revival	ype: Building	Owner: ⊠Priv		☐ Local Government ☐ Federal
Window type and Materials: Hung and fixed wood sashes with aluminum storm windows Roof Type and Materials: Varied roof line with asphalt shingles		Exterior Surface Materials: Primary: Horizontal Board Secondary: Shingle Decorative -select materials-		
Integrity: □Excellent ⊠Good □Fair □F	oor	Construction Da		(⊠Circa)
		ccov Danao	. (

Description of Property (including previous alterations & approximate dates):

The house at 3605 SW Condor Avenue is located just west of SW Barbur Boulevard; it is adjacent to SW Barbur Boulevard's intersection with SW Condor Avenue, and sits above the street grade. The house has a rectangular footprint, stands one-and-one-half stories tall, and is capped with a side gable roof that has a prominent crossing gambrel that faces east. The north and south elevations have shingle and wood drop siding, boxed eaves with prominent eave returns, and several window openings. The east façade has an off-center porch that is supported by a single Tuscan column; the front entry door has a transom window above and a fixed window to one side. The house appears to have a full basement. Window types include fixed and hung wood sashes and aluminum storm windows. An outbuilding of unknown construction date is situated north of the house and is clad in corrugated metal siding.

A stone retaining wall separates the property from the SW Condor Avenue sidewalk, and continues to line poured concrete stairs and a metal handrail that lead up to the house to the west. The wall was likely constructed in the early 1930s, when SW Barbur Boulevard was constructed through the area; the wall is captured in a watercolor image from 1935 and a 1939 photograph (City of Portland [OR] Archives, A2010-001.71 and A2009-009.118). Some sections of the wall appear to be dry laid, while the ends are mortared to provide strength and rigidity. The wall is capped with a cast concrete coping.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 3605 SW Condor Avenue is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Constructed in the Colonial Revival style circa 1905, the house is highly representative of its period of construction. The house has no known associations with particular events, patterns of events, or significant people of the past under Criteria A and B, and it is unlikely to provide a principal source of new or important historical information under Criterion D. The period of significance is the house's estimated date of construction, 1905, and the historic property boundary is the parcel boundary. Character defining features include the house's Colonial Revival decoration, the gambrel roof, wood sash windows, and exterior cladding.

The house conveys its significance under Criterion C through its integrity of location, design, materials, workmanship, feeling, and association. The house has diminished integrity of setting due to major transportation projects that have shaped its viewshed during the twentieth century, such as the construction of SW Barbur Boulevard during the 1930s along a former Southern Pacific Railroad line (Sherrill 2016). It was likely during the construction of SW Barbur Boulevard that the stone retaining wall was erected at the property's eastern edge. Historic-period drawings and photographs confirm that the wall was in place by 1935, or shortly after the construction of SW Barbur Boulevard through this area, and Sanborn Fire Insurance maps evidence changes in local access for houses along SW Condor Avenue (City of Portland [OR] Archives, A2010-001.71 and A2009-009.118; Sanborn Map & Publishing Company 1908-1909, 1908-1950). Since the retaining wall was likely constructed during the early 1930s, or outside of the period of significance, it does not contribute to the eligibility of the house for listing in the NRHP. An outbuilding of indeterminate age situated north of the house does not contribute to the house's significance under Criterion C.

Property Name:	Street Address:	City, County:
	3605 SW Condor Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

Adjacent to the house at 3605 SW Condor Avenue, the Project proposes to widen SW Barbur Boulevard to accommodate construction of light rail trackway and new sidewalks. A stairway with a retaining wall is proposed for construction at the eastern edge of the historic property boundary. The stairway would connect newly constructed sidewalks along SW Barbur Boulevard with the existing sidewalk on SW Condor Avenue, which is elevated above the road grade and has a poured concrete retaining wall. This will necessitate construction of a new section of retaining wall where the stairway meets the existing sidewalk at SW Condor Avenue.

To facilitate construction of this new stairway and associated retaining wall at 3605 SW Condor Avenue, a partial acquisition (104 square feet), a permanent easement (225 square feet), and a temporary construction easement (343 square feet) are proposed. It is assumed that Project construction will avoid impacting most, if not all, of the stone retaining wall at this property. The setting of the house will be affected by the construction of the light rail line and associated infrastructure, in addition to the realignment of the intersection of SW Barbur Boulevard and SW Naito Parkway.

Finding of Effect and Justification:

The historic property at 3605 SW Condor Avenue will not be adversely affected by the Southwest Corridor Light Rail Project. The partial acquisition of right of way and easements at the eastern edge of the property to facilitate stairway and retaining wall construction will have an effect on the historic setting of the property, and may have a partial impact on the stone retaining wall that lines much of the property's eastern edge. However, the house's setting and stone wall do not contribute to its eligibility for listing in the NRHP under Criterion C.

Furthermore, the introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through a an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is completed, the house will retain its character-defining features that are distinctive of its circa 1905 date of construction.

Property Name: Street Address: City, County:
3605 SW Condor Avenue Portland, Multnomah



View: East façade of SW 3605 Condor Avenue, as viewed towards the west.



View: North elevation of SW 3605 Condor Avenue, as viewed towards the southwest. The associated outbuilding is at right.

Property Name: Street Address: City, County: 3605 SW Condor Avenue Portland, Multnomah



View: The stone retaining wall at the property boundary, as viewed towards south-southwest.



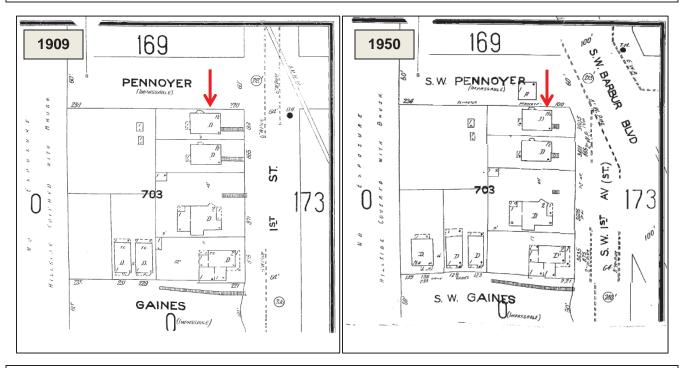
View: The eastern property boundary and adjacent sidewalk with retaining wall on SW Condor Avenue, viewed towards south-southwest from SW Barbur Boulevard. The proposed stairway and retaining wall would be installed near the street sign that is visible at right, within the vicinity of the red arrow.

Property Name:

Street Address: 3605 SW Condor Avenue City, County: Portland, Multnomah



View: The stone retaining wall at the property boundary and the adjacent sidewalk on SW Condor Avenue, as viewed towards north-northwest.



View: Sanborn Fire Insurance maps from 1909 (left) and 1950 (right), evidencing changes to access stairs for houses along SW Condor Avenue. The house at 3605 SW Condor Avenue is indicated with the red arrow; note the shortened stairway and the slight acquisition from the property on the 1950 map. These changes, in addition to the construction of a stone retaining wall at the east property boundary, are attributed to the completion of SW Barbur Boulevard in the early 1930s.

Property Name: House at 3605 SW Condor Avenue Street Address: 3605 SW Condor Avenue

City, County: Portland, Multnomah

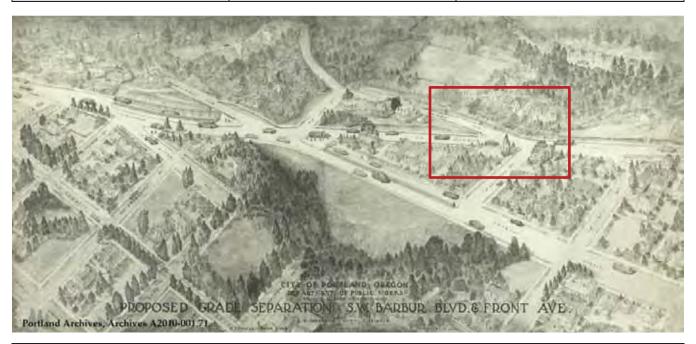


View: A 1939 photograph capturing the stone retaining wall and elevated public sidewalk along SW Condor Avenue. The house at 3605 SW Condor Avenue is indicated with an arrow. City of Portland (OR) Archives, A2009-009.118.

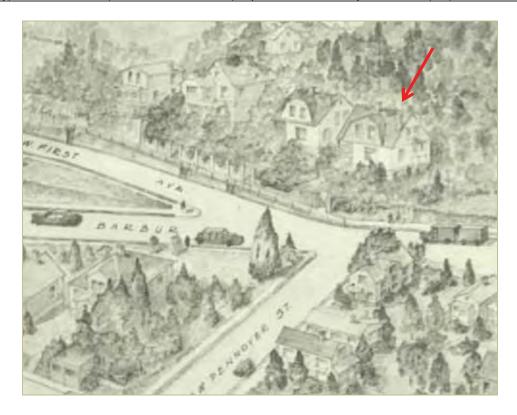


View: A 1963 photograph of the house (at right) on SW Condor Avenue. The house at 3605 SW Condor Avenue is indicated with an arrow. City of Portland (OR) Archives, SW Condor Ave near SW Barbur Boulevard. A2011-013, 1963.

Property Name:	Street Address:	City, County:
	3605 SW Condor Avenue	Portland, Multnomah



View: Aerial rendering of the proposed grade separation at SW Barbur Boulevard and SW Front Avenue (present-day SW Naito Parkway). A detailed view (area within the red box) is provided below. City of Portland (OR) Archives, A2010-001.71.



View: Detailed view of the aerial rendering above; the red arrow points to the house at 3605 SW Condor Avenue. City of Portland (OR) Archives, A2010-001.71.

Property Name:	Street Address:	City, County:
	3605 SW Condor Avenue	Portland, Multnomah

Historical Context:

Tax assessor records for the house at 3605 SW Condor Avenue report a construction date of 1898. However, Sanborn Fire Insurance maps indicate that the house was constructed between 1901 and 1909 (Sanborn Map & Publishing Company 1901, 1908-1909). Therefore, a construction date of circa 1905 is estimated for the house. This estimated date of construction aligns with the house's physical characteristics and Colonial Revival styling, and falls within a second wave of settlement by immigrant and working-class families in South Portland (Harrison et al. 1997). South Portland was an early residential area of Portland, the development of which was influenced by the presence of the Willamette River to the east, elevated landforms like Marquam Hill to the west, and gulches that crossed east to west through the area. The house at 3605 Condor Avenue is situated on a hillslope between SW Barbur Boulevard to the east and SW Terwilliger Parkway to the west, and was built on the hillslope as less space was available for new construction on the river terrace below (Sanborn Map & Publishing Company 1901, 1908-1909).

When the house was constructed, a Southern Pacific Railroad line provided service along what is now the alignment of SW Barbur Boulevard. The transition of this corridor from a rail line to a major roadway in the early 1930s instigated great change in the surrounding area (Sherrill 2016). At 3605 SW Condor Avenue, direct changes resulting from the construction of SW Barbur Boulevard included a purchase of right of way from the property's northeast corner, and modification of existing stair access from SW Condor Avenue due to the construction of an elevated public sidewalk with a retaining wall along the roadway (City of Portland [OR] Archives, A2010-001.71 and A2009-009.118; Sanborn Map & Publishing Company 1908-1909, 1908-1950). The construction of SW Barbur Boulevard is also likely to align with the construction of the stone retaining wall that lines the property's east edge.

Sources:

Harrison, Michael, Thayer Donham, Cielo Lutino, Michael Myers, and Liza Mickle

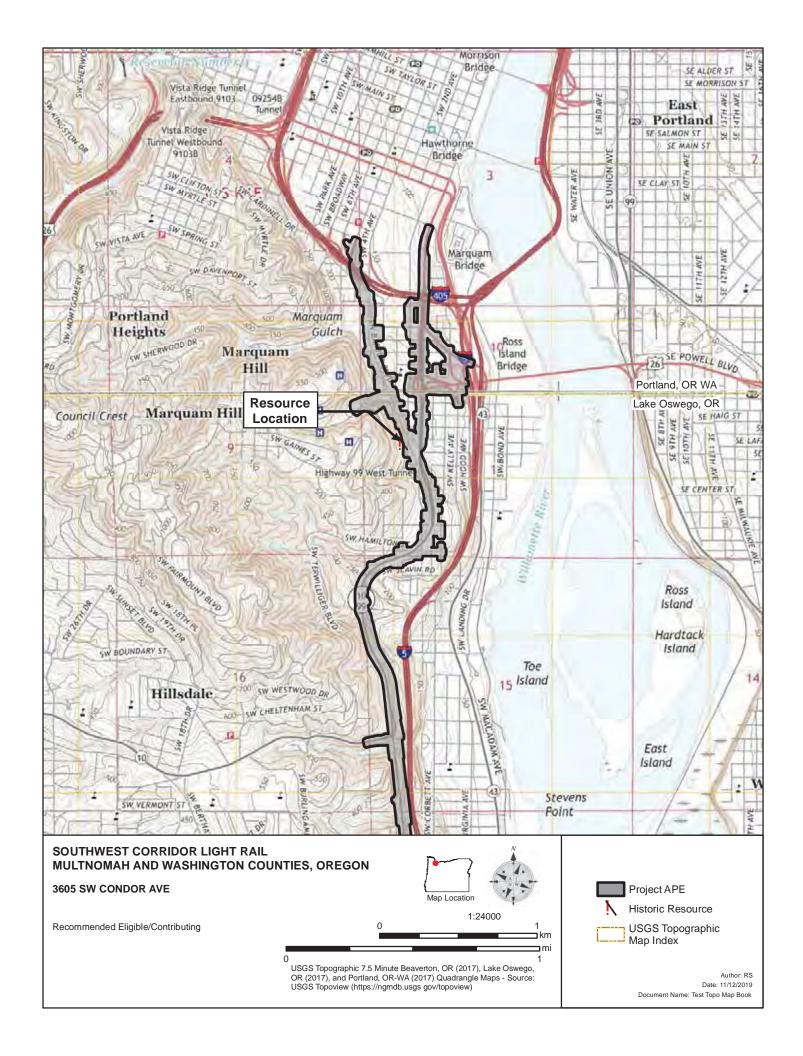
1997 National Register of Historic Places Registration Form for the South Portland Historic District. On file, State Historic Preservation Office, Salem, Oregon.

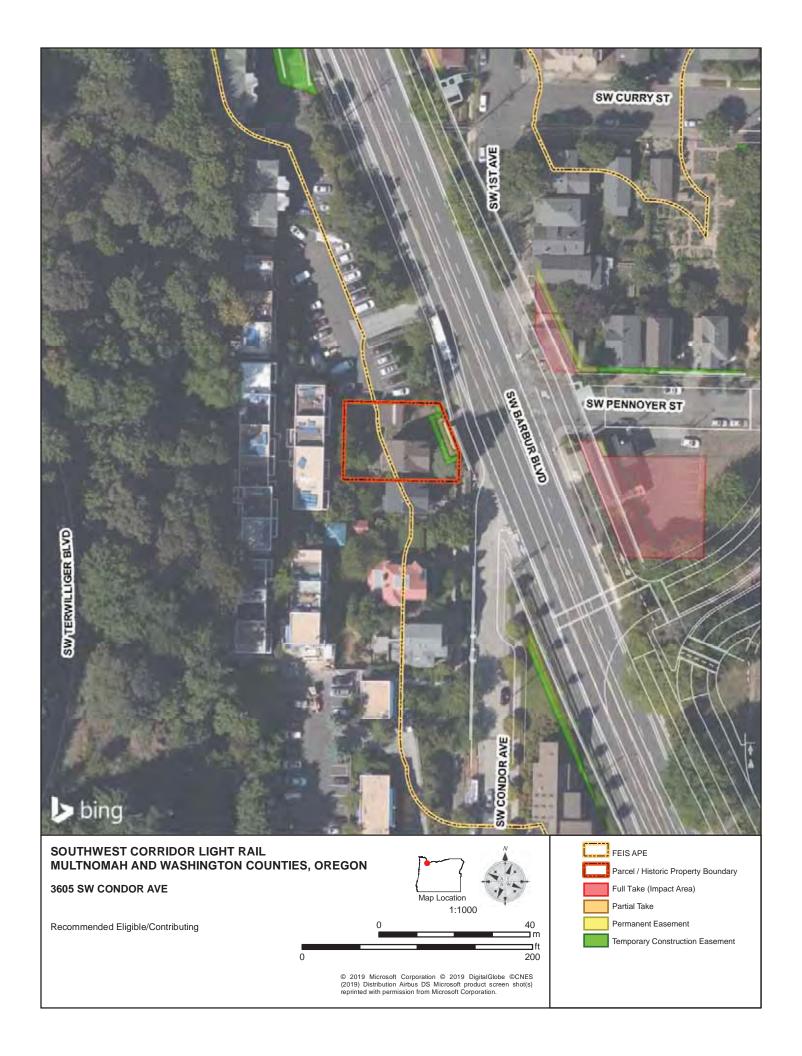
Sanborn Map & Publishing Company

1901 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.
1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.
1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed 22 October 2019.





Property Name:	Street Address: 022 SW Lowell Street		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



North (primary) façade of 022 SW Lowell Street, facing south.

Surveyor: Samantha Gordon, M	Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S. Date Recorded: 06/07/19				
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect					
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:					
Effect: Concur	☐ Do Not Concur:		EIVED STAMP		
Signed		Date			
CONTACT INFORMATION STAMP					
Comments:					

Property Name:	Street Address: 022 SW Lowell Street		City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwelling		Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Pri	vate	☐ Local Government
Colonial Revival	Building	□Sta	te	□Federal
Window type and Materials: Hung and fixed wood-sash; anodized aluminum storm Roof Type and Materials: Hipped roof with composite shingle		Exterior Surface Materials: Primary: Horizontal Board Secondary: -select materials- Decorative -select materials-		
Integrity:		Construction Da	ate: 1908	(⊠Circa)
□Excellent □Good □Fair □F	oor	Architect/Builde	er (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Colonial Revival-style house at 022 SW Lowell Street has a roughly rectangular footprint, a poured concrete foundation, and a partially finished daylight basement. It is capped by a hip roof with hip dormers on each side and a modern skylight on the east side. The north (primary) façade a full-width porch with Tuscan columns and a simple wood railing. At the south (rear) elevation, the building has a small-scale addition constructed sometime after 1950 and a modern wood deck (Sanborn Map & Publishing Company 1908-1950).

The house is clad in wood lap siding. Windows were partially obscured at the time of survey by modern anodized aluminum storm windows; however, they appear to be original one-over-one hung wood-sash windows and single-light fixed wood windows. A bay window is on the east elevation. Paneled wooden doors appear to be either original or in-kind replacements. A historic-period pendant light illuminates the front porch.

Landscaping on the parcel consists of trees, English ivy, and hedges. The porch is connected to the sidewalk of SW Lowell Street by a set of poured concrete stairs with metal railing. The parcel is surrounded by a modern fence, and is only accessible by foot since this block of SW Lowell Street is closed off to through traffic. This closure likely occurred when SW Barbur Boulevard was completed in the 1930s, altering the local landscape and creating a steep drop-off from SW Lowell Street above to SW Barbur Boulevard below.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 022 SW Lowell Street meets minimum qualifications to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Colonial Revival-style single-family bungalow, and retains adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of nineteenth century development in the Homestead neighborhood of Portland, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any known figures significant in local, state, or national history (Criterion B). The building in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1908, the estimated date of construction (Sanborn Maps & Publishing Company 1908-1909). The current parcel boundary is the historic property boundary. Character-defining features of the property include its Colonial Revival form and finish, in addition to original building materials.

(Continued on Page 7)

Property Name:	Street Address:	City, County:
	022 SW Lowell Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new spoke in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

At 022 SW Lowell Street, the project proposes a very small temporary construction easement of 41 square feet at the property's northeast corner to replace public stairs that provide access to SW Barbur Boulevard from SW Lowell Street. Within view of the property the project will widen and improve SW Barbur Boulevard, and will construct light rail infrastructure at the center of the widened roadway. If landscaping within the historic property boundary is impacted by temporary use during project construction, it will be repaired or replaced in kind.

Finding of Effect and justification:

The house at 022 SW Lowell Street will not be adversely affected by the Southwest Corridor Light Rail project. The temporary use of 41 square feet of the property to facilitate stairway construction at the intersection of SW Lowell Street and SW Barbur Boulevard will not alter the character-defining features of the house that qualify it to be eligible for listing in the NRHP. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County:
022 SW Lowell Street Portland, Multnomah



View: North (primary) façade, west elevation, and landscaping of house at 022 SW Lowell Street, facing southeast.



View: North (primary) façade and east elevation of house at 022 SW Lowell Street, facing southwest.

Property Name: Street Address: City, County:
022 SW Lowell Street Portland, Multnomah



View: SW Lowell Street at the future location of SW Barbur Boulevard in 1932, facing south. The pictured house was immediately east of the house at 022 SW Lowell Street. The alignment at left is former railroad right of way where SW Barbur Boulevard was later constructed. City of Portland (OR) Archives, A2009-009-2315.



View: Construction of SW Barbur Boulevard in 1933. The house at right is the same house pictured above in 1932. The house was removed from this location to facilitate road construction, leaving the house at 022 SW Lowell Street exposed to SW Barbur Boulevard (see next photograph). The view is facing west. City of Portland (OR) Archives, A2001-008-24.

Property Name:	Street Address:	City, County:
	022 SW Lowell Street	Portland, Multnomah



View: East elevation of house at 022 SW Lowell Street, as viewed from SW Barbur Boulevard in 1949. An adjacent house was removed from the area in the foreground, likely to facilitate road construction in the 1930s. City of Portland (OR) Archives, A2005-005.55.3.



View: SW Barbur Boulevard in 1949, as viewed from the east-southeast from the sidewalk north of 022 SW Lowell Street. City of Portland (OR) Archives , A2005-005.55.2.

Property Name:	Street Address:	City, County:
	022 SW Lowell Street	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The house at 022 SW Lowell Street retains historical integrity of location, design, materials, workmanship, feeling, and association. It has a small addition to the south (rear) elevation that is clearly demarcated by a change in roofline and height, but the addition is not visible from adjacent rights of way and does not diminish the house's integrity of design. Cladding and window sash materials on the house are original or in-kind replacements, maintaining the house's integrity of both materials and workmanship. The house retains features evocative of the period of significance, such as ornamental details, recessed front porch, and overall massing, which clearly convey its original feeling and association and partially convey integrity of design. The house has retained its use as a single-family dwelling surrounded by other single-family homes since the historic period, maintaining integrity of association.

The house has diminished integrity of setting; it is within an urban environment that has changed over time, most notably from the construction of SW Barbur Boulevard in place of a Southern Pacific Railroad alignment in the first half of the twentieth century (Sherrill 2016). Construction of SW Barbur Boulevard also altered local access by closing SW Lowell Street to automobile traffic. The dwelling buffering the house at 022 Lowell Street from the railroad corridor/SW Barbur Boulevard was demolished or moved sometime between 1933 and 1949, further diminishing the property's integrity of setting (City of Portland [OR] Archives, A2001-008-24 and A2005-005.55.3).

Historic Context

The house at 022 SW Lowell Street is located within Portland Homestead subdivision, which was platted in 1871 (Stevenson 1871). Sanborn maps published in 1889 and 1901 depict this area as residential with interspersed greenhouses, commercial storefronts, and light industrial development (Sanborn Map & Publishing Company 1889, 1901). By 1909 the area was mostly residential, and the house at 022 SW Lowell Street had been constructed one house west of a Southern Pacific Railroad line (Sanborn Map & Publishing Company 1908-1909). The railroad right of way corridor was later converted to a roadway, SW Barbur Boulevard, as part of the Fourth Street Extension project in the 1930s (Sanborn Map & Publishing Company 1908-1909; Sherrill 2016). The construction of SW Barbur Boulevard and later efforts to widen the roadway during the mid-twentieth century have altered the house's historical setting and introduced greater traffic volume and commercial activity to the surrounding area (Sanborn Map & Publishing Company 1908-1950).

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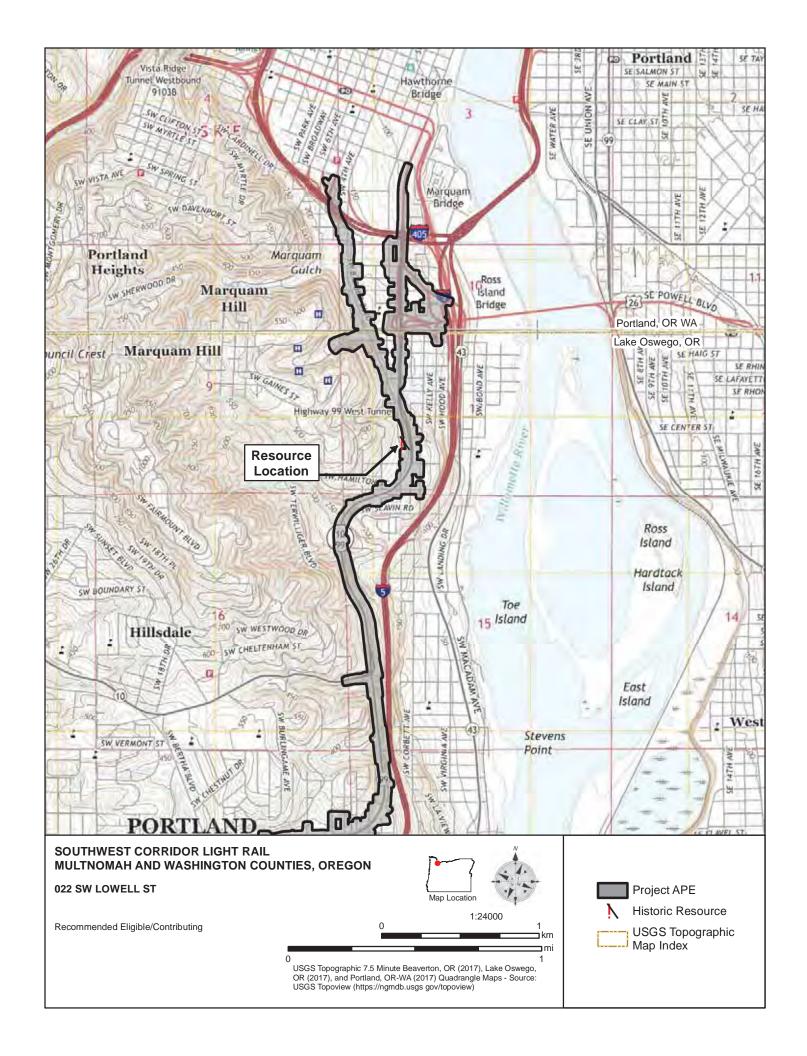
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Property Name:	Street Address: 4315 SW View Point Terrace		City, County: Portland, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal plantitude: 45.493704 Longitude:	olace): -122.677458	Histori	property listed in the National Register of c Places? S – Individually S – In a district



East (primary) façade of 4315 S	SVV View Point Terrace, facing v	west.		
Surveyor: Samantha Gordon, M.S., and Andrea Blaser,	M.S.	Date Recorded: 12/31/19		
National Register Findings: ⊠ Eligible:		Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect		
State Historic Preservation Office Comments – Official U	·			
Effect:		IVED STAMP		
Signed	Date			
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 4315 SW View Point T	errace	City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	Number of Associated Resources: N/A	
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate at	☐ Local Government
Minimal Traditional	Building	☐ State ☐ Federal		□Federal
Window type and Materials: Hung wood sashes; aluminum storm windows		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials: Side-gable roof with composite shingle		,	-select materi	ials-
Integrity:		Construction Da	ate: 1941	(□Circa)
⊠Excellent □Good □Fair □F	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story house at 4315 SW View Point Terrace is transitionary, as it mixes two popular house styles of the 1930s and 1940s: Minimal Traditional and World War II-Era Cottage. The house has a roughly rectangular footprint, rests on a poured concrete foundation, and has a basement-level garage, the entry to which is flanked by poured concrete wing walls. The house is capped by a side-gable roof with minimal eave overhang; a partially-enclosed entry vestibule with a hip roof is located at the center of the east (primary) façade. The building has a hip roof dormer and covered entry with a shed roof on the west (rear) elevation.

The house is clad in beaded tongue-and-groove wood siding. The windows were partially obscured by modern aluminum storm windows at the time of survey, but appear to be original one-over-one and two-over-two hung wood windows. A four-light diamond-shaped window brings light into the entry vestibule. The house has paneled wood-and-glass doors with an additional modern security door at the primary entry, and the historic garage door is wood with panels and two lights.

Landscaping on the parcel consists primarily of trees and evergreen hedges. The porch connects to the sidewalk by a set of poured concrete stairs with metal railing, and the house is surrounded by a poured concrete walkway. The parcel is bordered by a modern vertical-board fence on the north, west, and south.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 4315 SW View Point Terrace meets the minimum qualifications to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. It is a distinctive mixture of the Minimal Traditional and World War II-Era Cottage styles of the late 1930s and early 1940s, and retains adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of twentieth century suburban development in the Portland Homestead neighborhood, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). The house is not associated with the productive life of a person who is significant in local, state, or national history (Criterion B). Furthermore, the building in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1941, the date of construction, and the current parcel boundary is the historic property boundary. The house has excellent historical integrity, as it retains all seven aspects (location, design, setting, materials, workmanship, feeling, and association). The house does not have any known additions or significant modifications, siding and window sash materials appear to be original, and its setting remains largely unchanged since the period of construction (Sanborn Map & Publishing Company 1908-1950). Features of the house that embody its period of construction and define its historic character are its beaded wood siding, wood windows with elongated horizontal panes, the gable roof with minimal eave overhang, the entry vestibule with diamond-shaped window, and overall massing.

Property Name:	Street Address:	City, County:
	4315 SW View Point Terrace	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The project proposes no acquisitions or easements at 4315 SW View Point Terrace. Within view of the house, the project proposes full acquisition and demolition of buildings to the east (across SW View Point Terrace) that are located at 4310-4316 and 4320 SW View Point Terrace, and were built in 1978 and 1910. The demolition of buildings within the viewshed of the house at 4315 SW View Point Terrace will facilitate construction of the new light rail line along SW Barbur Boulevard, including associated stations, retaining walls, and sidewalks.

Finding of Effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the house at 4315 SW View Point Terrace. The project will avoid acquisitions and easements at this property, and will result in no alterations of the house's character-defining features. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: Portland, Multnomah



View: East (primary) façade and south elevation of house at 4315 SW View Point Terrace, facing northwest.



View: East (primary) façade, south elevation, and landscaping of house at 4315 SW View Point Terrace, facing northwest.

Property Name: Street Address: City, County:
4315 SW View Point Terrace Portland, Multnomah



View: East (primary) façade, north elevation, and landscaping of house at 4315 SW View Point Terrace, facing southwest.



View: East (primary) façade and north elevation of house at 4315 SW View Point Terrace, facing southwest.

Property Name:	Street Address:	City, County:
	4315 SW View Point Terrace	Portland, Multnomah

Historical Context

The house at 4315 SW View Point Terrace was constructed in 1941 in the Portland Homestead neighborhood, which was platted in 1871 (Stevenson 1871). The house is located on Lot 1 of Block 8 of Portland Homestead, which was subdivided circa 1933 by J.C. Luckel (Beasley & Stoehr Engineers 1933). Luckel moved to Portland in 1880 and soon after started the Columbia Soap Company, which later became the Luckel, King & Cake Soap Company (Lockley 1928:984). The company's factory was located on Hood Avenue, near the present-day intersection of Interstates 5 and 405 at the west end of the Marquam Bridge (Lockley 1928:984; Sanborn Map & Publishing Company 1908-1909). Luckel was reported to live in an "attractive home at 615 Front Street," or on present-day SW Naito Parkway, likely within the immediate vicinity of the soap factory (Lockley 1928:984-985; Sanborn Map & Publishing Company 1908-1909).

Historical research did not reveal how and when Lockley came into possession of Lot 1 of Block 8 of the Portland Homestead neighborhood; this lot is situated about one mile south of the reported location of his personal residence and business during the early twentieth century near the present-day location of the Marquam Bridge (Lockley 1928:984-985; Sanborn Map & Publishing Company 1908-1909). Subdivision of the lot circa 1933 was likely spurred by major changes in the surrounding area, such as completion of the Ross Island Bridge in 1926 and the construction of SW Barbur Boulevard during the early 1930s along a former Southern Pacific Railroad alignment just east of the house at 4315 SW View Point Terrace (Harrison et. al 1997; Sherrill 2016). The houses immediately surrounding the property at 4315 SW View Point Terrace were either constructed soon after the lot was subdivided (i.e., around 1940), or were constructed near the turn of the twentieth century.

Sources

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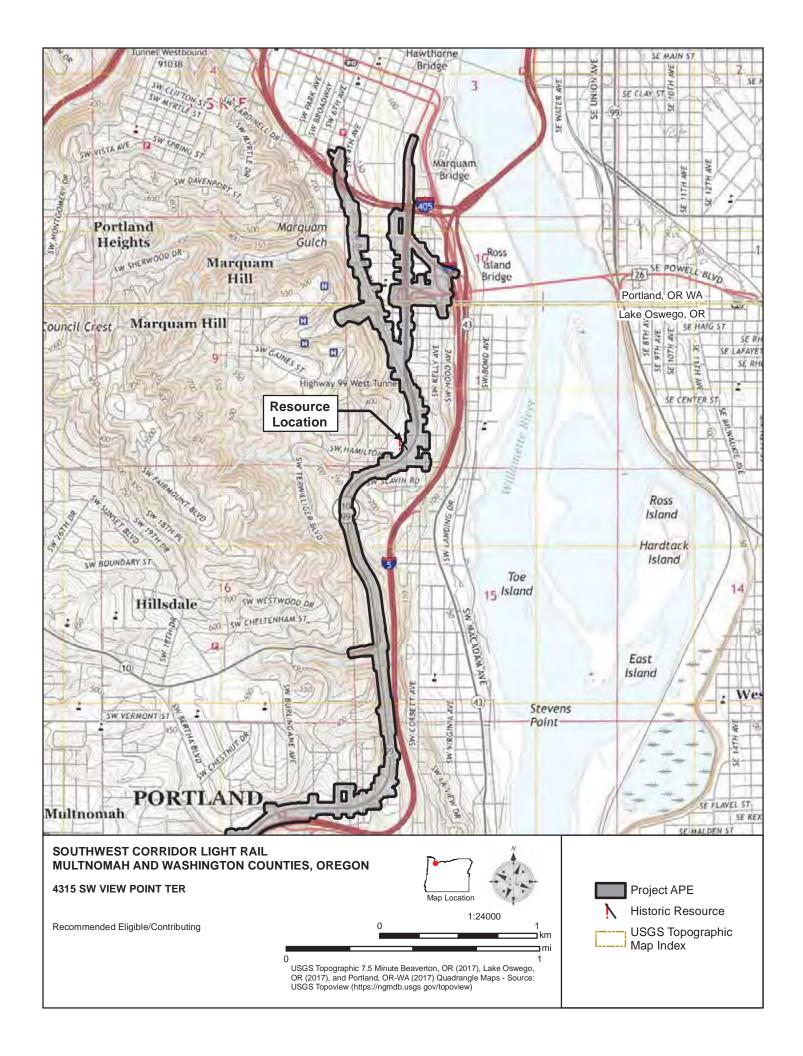
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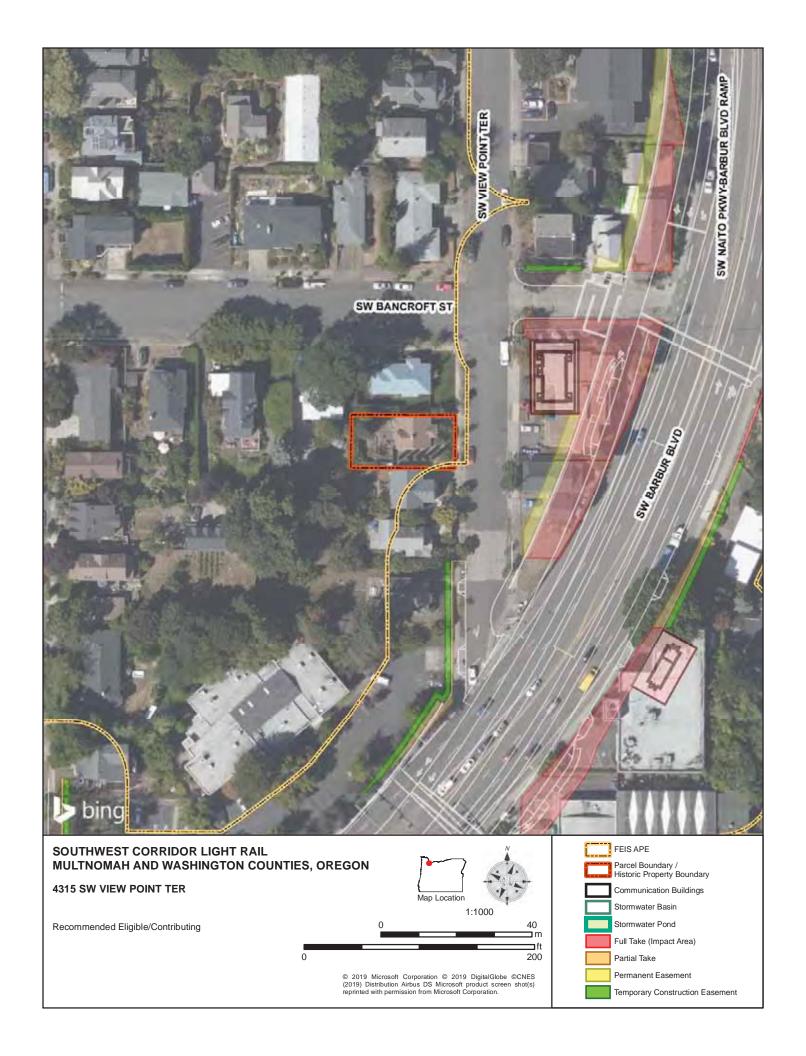
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	Individual Prope	erties	
Property Name:	Street Address: 018 SW Hamilton Street		County: nd, Multnomah
Project Name: Southwest Corridor L	ight Rail Project	Agency projec	
Agency: Federal Transit Administra	tion/Metro/TriMet	SHPO Case#:	16-1621
Location coordinates (to sixth decimal Latitude: 45.493704 Longitude:	place): -122.677458	Is the property Historic Places YES – Indi	vidually 🗵 NO
North (p Surveyor: Samantha Gordon, M.S.,	rimary) façade of 018 SW Hamil	ton Street, facing so	buth. Date Recorded: 06/04/19
•	and Andrea Diaser, W.S.		
National Register Findings: ☐ Eligible: ☐ Individually ☐ As par ☐ Not Eligible: ☐ Irretrievable integrity lo	t of a District NR Criteria: □A ss □Not 50 Years □Fails to		Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☐ Adverse Effect
State Historic Preservation Office Concur	omments – <i>Official Use Only</i> : ☐ Do Not Concur:		
Effect: Concur	□ Do Not Concur:		
Signed		Date	
Comments:			

Property Name:	Street Address: 018 SW Hamilton Stre	et	City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwelling		Number of Associated Resources: N/A		es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Victorian Era: other	Building	□Sta	te	□Federal
Window type and Materials: Hung wood sashes Roof Type and Materials:		Exterior Surface Primary: Secondary:	e Materials: Horizontal Bo -select materi	
Cross-gable roof with composite shi	ngle	Decorative	Wood: Other/	'undefined
Integrity:		Construction Da	ate: 1885	(□Circa)
□Excellent □Good □Fair □F	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Folk Victorian house at 018 SW Hamilton Street has an irregular footprint. The irregularity of this footprint stems from a flat-roofed area at the house's northwest corner, which extends from an otherwise T-shaped plan that is capped by a cross gable roof. It is possible that this flat-roofed area represents a historic-period addition to the house; however, the house is depicted with its current plan (except for an attached garage to the west) on a 1901 Sanborn Fire Insurance map, the earliest map available for this area that provides detailed information on buildings (Sanborn Map & Publishing Company 1901). It is also possible that the northwest corner of the building, which faces SW Hamilton Street, was constructed as part of the original house in 1885 but was intended for use as rental unit or a home-based business. This might explain why the northwest section of the building is differentiated from remaining portions of the façade, although the 1901 Sanborn map does not include a separate notation for the use of this section of the building (Sanborn Map & Publishing Company 1901).

The composition of the house's foundation is unknown, as it was blocked from view at the time of survey. The house has wood clapboard siding, and the windows are one-over-one and four-over-four hung wood sashes. Both the siding and windows appear to be either original to the date of construction or in-kind replacements. The north (primary) façade has partial-width porches supported by square columns to either side of the north gable end. Ornamental details of the house include scrolling brackets on porch columns and gable decoration in the north-facing gable end. A concrete driveway is west of the house, and leads to a small garage that was constructed between 1909 and 1950 at the house's west elevation (Sanborn Map & Publishing Company 1908-1909, 1908-1950).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 018 SW Hamilton Street meets the minimum qualifications to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. It retains distinctive characteristics of a Folk Victorian dwelling, and possesses adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of nineteenth century development of the greater South Portland area, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with important people who are significant in local, state, or national history (Criterion B). Furthermore, the building in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1885, the date of construction. The parcel boundary is the historic property boundary. Character-defining features of the house include its original or in-kind wood siding and windows, multiple partial-width porches, and irregular footprint featuring an area at the northwest corner that may have been designed for use as a separate rental or a home-based business.

(Continued on Page 6)

Property Name:	Street Address:	City, County:
	018 SW Hamilton Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The project proposes no improvements within the boundary of the historic property at 018 SW Hamilton Street. Within the viewshed of the house is a building at 4440 SW Barbur Boulevard to the north-northwest that will be demolished for the construction of a bus station and a stormwater basin. The new light rail line will be constructed along SW Barbur Boulevard; the road will be widened to accommodate the line, a retaining wall will be constructed at the southeast corner of the intersection of SW Barbur Boulevard and SW Hamilton Street, and curb bump-outs will be constructed at the improved intersection of SW Corbett Avenue and SW Hamilton Street, more than a parcel to the east.

Finding of Effect and justification:

The historic property at 018 SW Hamilton Street will not be adversely affected by the project. No acquisitions or easements are proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:	Street Address:	City, County:
	018 SW Hamilton Street	Portland, Multnomah



View: North (primary) façade and west elevation of house at 018 SW Hamilton Street, facing southeast. The attached garage is at arrow.



View: North (primary) façade of house at 018 SW Hamilton Street, facing south.

Property Name: Street Address: City, County: Portland, Multnomah



View: North (primary) façade and east elevation of house at 018 SW Hamilton in 1975, facing southwest. City of Portland (OR) Archives, A2012-008.716.1).

Property Name:	Street Address:	City, County:
	018 SW Hamilton Street	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The house at 018 SW Hamilton Street retains historical integrity of location, materials, workmanship, feeling, and association. Cladding and window sash materials on the house are historic or in-kind replacements, and the house embodies distinctive features from the period of significance, such as wood ornamental details, porches, and overall massing. The house has slightly diminished integrity of design, due to the addition of a small garage to the west elevation that was constructed between 1909 and 1950 (Sanborn Map & Publishing Company 1908-1909, 1908-1950). Construction of SW Barbur Boulevard in place of a Southern Pacific Railroad alignment during the 1930s has steadily increased commercial development in the surrounding area, and has diminished the property's integrity of setting (Sherrill 2016).

Historical Context

The house at 018 SW Hamilton Street is in an area that was platted in 1871 as the Portland Homestead (Stevenson 1871). The lot (Lot 4) on which the house is situated was later subdivided by Enoch Howes in 1889 (Multnomah County Surveyor's Office, Portland 1889: Plat Book 114:62). Census records from 1880 indicate that Enoch Howes was a contractor in Portland who lived with his wife Clara, a homemaker, and son E.T., a lawyer (U.S. Bureau of the Census 1880). The elder Enoch Howes passed away in 1893 (Oregon Secretary of State 2020).

City directories from 1890 to 1892 indicate that the younger Enoch T. Howes resided in the house at 018 SW Hamilton Street while he practiced real estate and law in Portland; he eventually moved to San Francisco by 1900 (R.L. Polk & Company 1890, 1891, 1892; Sanborn Map & Publishing Company 1901; U.S. Bureau of the Census 1900). The directories note Howes as having an office space separate from his personal residence, which was located on First Street.

Census records and city directories indicate that later residents of the house were engaged in working class occupations. For example, the Sullivan family appears to have resided in the house from at least 1910 through the mid-1920s (R.L. Polk & Company 1921, 1924; U.S. Bureau of the Census 1910). Thomas Sullivan, a planer at a mill, and his wife Sarah lived in the house with their nine children; as the children reached working age, they became seamstresses, machinists, and steamfitters (R.L. Polk & Company 1921, 1924; U.S. Bureau of the Census 1910).

During the period near the turn of the twentieth century, the area surrounding the house was predominately residential (Sanborn Map & Publishing Company 1901, 1908-1909). A Southern Pacific Railroad line crossed through to the northwest of the house, and a large gulch crossed east-to-west through the area near present-day SW Slavin Road to the south (Sanborn Map & Publishing Company 1901, 1908-1909). Commercial development in the area would increase once SW Barbur Boulevard was constructed along the railroad alignment in the early 1930s, leading to widespread change in the immediate area (Sherrill 2016).

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Property Name:	Street Address:	City, County:
	018 SW Hamilton Street	Portland, Multnomah

Sources, Continued from Page 6

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Sherrill, Justin

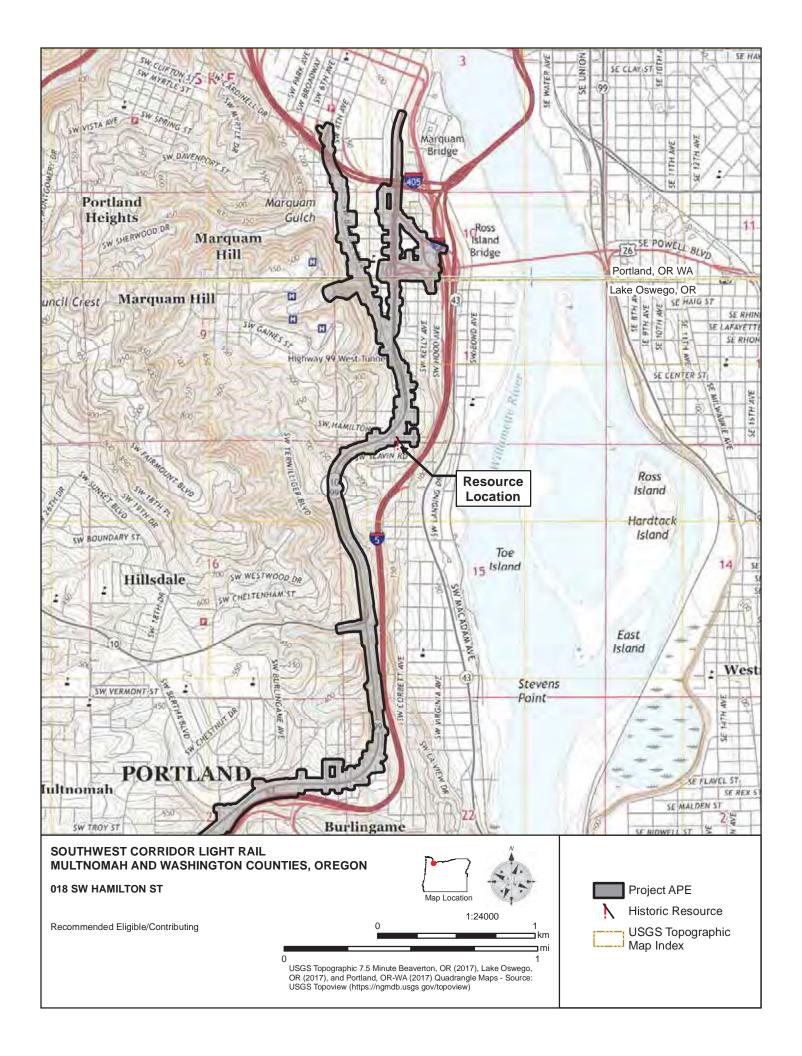
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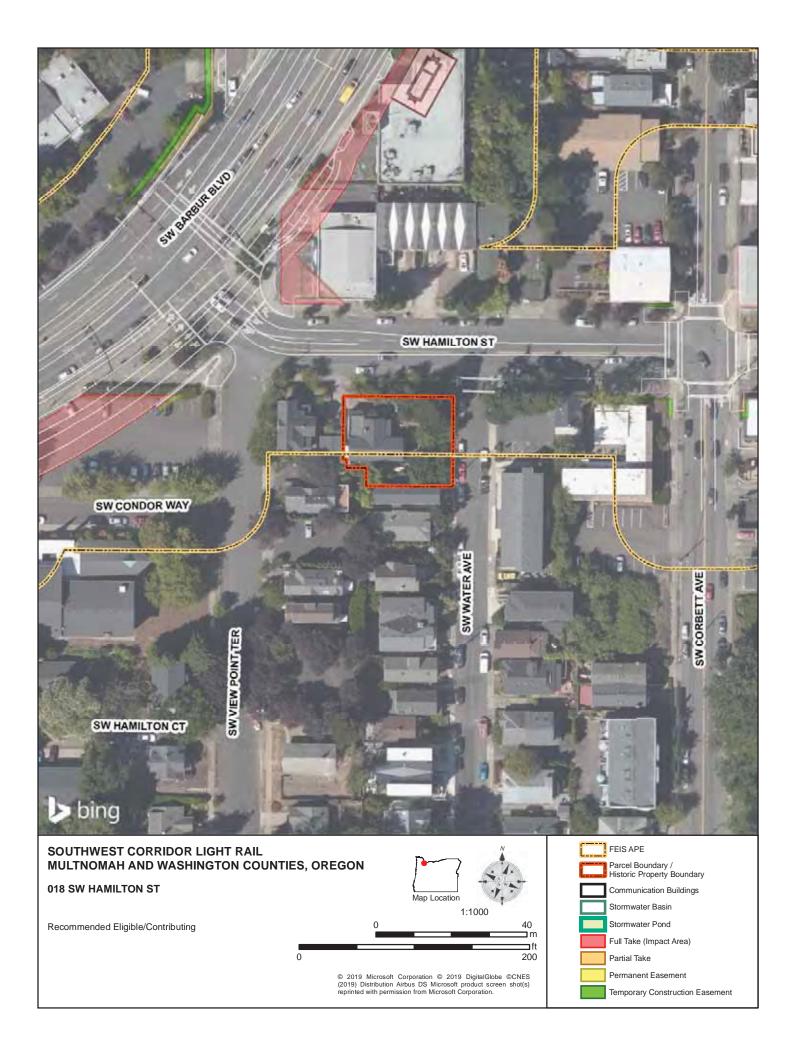
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- 1910 *Manuscript Population Census of the United States*. Twelfth Census of the United States. State of Oregon, Multnomah County, Portland. On file, Multnomah County Library, Portland, Oregon.





Property Name:	Street Address: 04 SW Hamilton Street		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Histori	property listed in the National Register of c Places? S – Individually NO S – In a district



North (primary) façade and east elevation of 04 SW Hamilton Street, facing southwest.

Surveyor: Samantha Gordon, I		M.S.	Date Recorded: 06/04/19	
National Register Findings: ☐ Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: Concur	☐ Do Not Concur:			
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 04 SW Hamilton Stree	t	City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ciated Resource	es: 1
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Queen Anne	Building	□Stat	te	□Federal
Window type and Materials: Hung and fixed wood sashes; hung vinyl sashes		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials:		Secondary:	-select materi	ials-
Varied rooflines with composite shin	gle	Decorative	Wood: Other/	undefined
Integrity:		Construction Da	ate: 1885	(□Circa)
□Excellent □Good □Fair □F	Poor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Queen Anne-style house at 04 SW Hamilton Street has an irregular footprint with a concrete foundation and a finished basement. It is capped by a varied roofline of intersecting gables and hips, and has a gable-roofed addition to the east elevation that was constructed between 1901 and 1909 (Sanborn Map & Publishing Company 1901, 1908-1909). The north (primary) façade has a partial-width porch to the east that is supported by a turned post and is lined with wood railing. Ornamental details include scrolling brackets on the porch and sunbursts in the gable peaks. The house is clad in wood drop siding and has wood shingles in gable ends. The fenestration consists of hung and fixed wood-sash windows, bay windows on the north and east elevations, hung vinyl windows at the finished basement, and paneled wood-and-glass doors with transoms.

An associated garage is situated southeast of the house and was constructed sometime between 1909 and 1950 (Sanborn Map & Publishing Company 1908-1909, 1908-1950). The garage has a front-facing gable roof, a mixture of wood drop siding and lap siding, and a modern door that is sheltered with a shed overhang. A brick and concrete block retaining wall lines the property boundary on the north and west. This retaining wall likely post-dates construction of the house.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 04 SW Hamilton Street meets the minimum qualifications to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of the Queen Anne style, and possesses adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of nineteenth century settlement of the greater South Portland area, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any individuals who are significant in local, state, or national history (Criterion B). Furthermore, the building in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1885 to 1909; this period encompasses the date of the house's original construction and the completion of an addition to the east elevation that resulted in the house's current plan (Portland Maps 2020; Sanborn Maps & Publishing Company 1901, 1908-1909). The current parcel boundary is the historic property boundary. The house's character is defined by its Queen Anne details, including its period ornamentation and asymmetrical façade. An associated garage constructed between 1910 and 1950 falls outside of the period of significance, and does not contribute to the eligibility of the house for listing in the NRHP under Criterion C (Sanborn Map & Publishing Company 1908-1909, 1908-1950). Likewise, a retaining wall that post-dates construction of the house does not contribute to the significance of the historic property.

(Continued on Page 7)

Property Name:	Street Address:	City, County:
	04 SW Hamilton Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The project proposes no improvements within the boundary of the historic property at 04 SW Hamilton Street. To the north and in the viewshed of the house is a building at 4440 SW Barbur Boulevard that will be demolished to construct a bus station and a stormwater basin. The new light rail line will be constructed along SW Barbur Boulevard, and the road will be widened to accommodate the line. A retaining wall will be constructed at the south corner of the intersection of SW Barbur Boulevard and SW Hamilton Street, and curb bump-outs will be constructed at the improved intersection of SW Corbett Avenue and SW Hamilton Street several parcels to the east.

Finding of Effect and justification:

The historic property at 04 SW Hamilton Street will not be adversely affected by the project. No acquisitions or easements are proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:	Street Address:	City, County:	
	04 SW Hamilton Street	Portland, Multnomah	



View: North (primary) façade of house at 04 SW Hamilton Street, facing south. The early twentieth century addition to the house is left of the front door, and is indicated with an arrow.

Property Name: Street Address: City, County:
04 SW Hamilton Street Portland, Multnomah



View: North (primary) façade and west elevation of house at 04 SW Hamilton Street, facing southeast.



View: West elevation of house at 04 SW Hamilton Street, facing east.

Property Name: Street Address: City, County: 04 SW Hamilton Street Portland, Multnomah



View: North (primary) façade of the garage at 04 SW Hamilton Street, facing south. The garage does not contribute to the eligibility of the house for listing in the NRHP under Criterion C.



View: North (primary) façade and east elevation of house at 04 SW Hamilton in 1975, facing southwest. City of Portland (OR) Archives, A2012-008.716.2.

Property Name:	Street Address:	City, County:
	04 SW Hamilton Street	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The house retains historical integrity of location, materials, workmanship, feeling, and association. An addition constructed at the house's east elevation between 1901 and 1909 and the infill of a former porch at the southeast corner slightly diminish the house's integrity of design, but do not detract from its Queen Anne form and finish. The only noticeable replacement of original materials is the use of vinyl windows at the finished basement; otherwise the exterior siding and windows are historic or in-kind replacements. The house has a diminished integrity of setting due to increasing commercial development that has occurred since SW Barbur Boulevard was constructed along a former road alignment northwest of the house in the early 1930s (Sanborn Map & Publishing Company 1908-1908, 1908-1950; Sherrill 2016).

Historical Context

The house at 04 SW Hamilton Street was constructed in 1885, in an area platted in 1871 as the Portland Homestead (Stevenson 1871). The lot (Lot 4) on which the house is situated was later subdivided by Enoch Howes in 1889 (Multnomah County Surveyor's Office, Portland 1889: Plat Book 114:62). Census records from 1880 indicate that Enoch Howes was a contractor in Portland who lived with his wife Clara, a homemaker, and son E.T., a lawyer (U.S. Bureau of the Census 1880). The elder Enoch Howes passed away in 1893 (Oregon Secretary of State 2020). City directories from 1890 to 1892 indicate that Enoch's son, Enoch T. Howes, resided in the adjacent house at 018 SW Hamilton Street until moving to San Francisco by 1900 (R.L. Polk & Company 1890, 1891, 1892; U.S. Bureau of the Census 1900).

The house was expanded to include a crossing gable on the east elevation sometime between 1901 and 1909 (Sanborn Map & Publishing Company 1901, 1908-1909). During this period the area surrounding the house was predominately residential, with a Southern Pacific Railroad line that crossed nearby to the northwest and a large gulch that crossed east-west through the area near present-day SW Slavin Road to the south (Sanborn Map & Publishing Company 1901, 1908-1909). Commercial development in the area would increase once SW Barbur Boulevard was constructed along the railroad alignment in the early 1930s, leading to widespread change in the immediate area (Sherrill 2016).

Sources

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1890 Portland City Directory. R. L. Polk & Co., Portland, Oregon.

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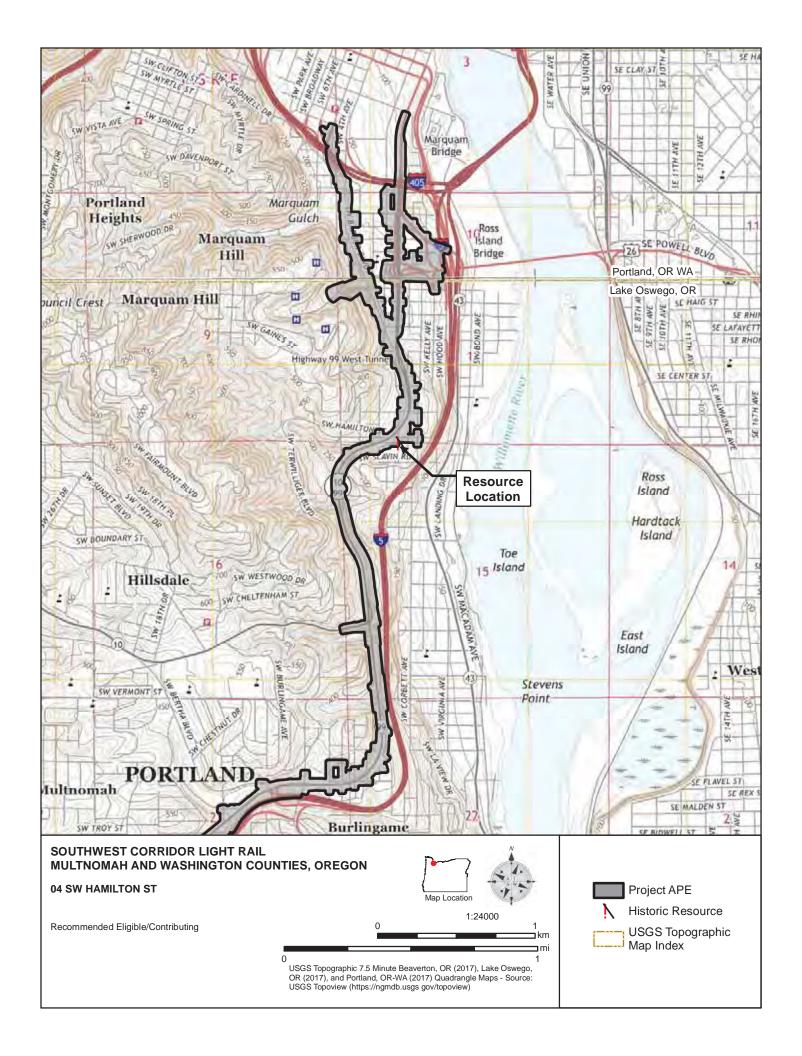
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Property Name:	Street Address:	City, County:			
	04 SW Hamilton Street	Portland, Multnomah			
Sources, Continued from Page 7	Sources, Continued from Page 7				
Stevenson, H. J.					
	nd. Subdivision Plat PL0002-022. Availab ages/Plats/PL0000-0499/PL0002-022.PDF				
Multnomah County, Portland. Or 1900 <i>Manuscript Population Census</i>	s of the United States. Tenth Census of the file, Multnomah County Library, Portland, s of the United States. Eleventh Census of	Oregon. f the United States. State of			
California, San Francisco County	, San Francisco. On file, Multnomah Cour	nty Library, Portland, Oregon.			





	maividuai Properti	es	
Property Name:	Street Address:		City, County:
	218-220 SW Hamilton Street		Portland, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:
Agency: Federal Transit Administrati	on/Metro/TriMet	SHPO	Case#: 16-1621
Location coordinates (to sixth decimal p Latitude: 45.490756 Longitude:	olace): -122.680580	Histori	oroperty listed in the National Register of c Places? S – Individually
TES – In a district			



North (primary) façade and east elevation of house at 218-220 SW Hamilton Street, facing southwest.

Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.	Date Recorded: 05/31/19	
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet	✓ No Adverse Effect	
State Historic Preservation Office Comments – Official Use Only: Eligibility: Concur		
Effect: Concur Do Not Concur:		
Signed Date		
CONTACT INFORMATION STAMP		
Comments:		

Property Name:	Street Address: 218-220 SW Hamilton	Street	City, County: Portland, Mult	nomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ciated Resource	es: 1
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate	☐ Local Government
Victorian Era: other	Building	□Stat	te	□Federal
Window type and Materials: Picture and hung wood-sash; sliding vinyl sash		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials:		Secondary:		ard
Front-facing gable; composite shing	le	Decorative	Wood: Other/	undefined
Integrity:		Construction Da	ate: 1888	(□Circa)
□Excellent ⊠Good □Fair □F	oor oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-story Folk Victorian shotgun house at 218-220 SW Hamilton Street has a rectangular footprint with a brick foundation and a daylight basement. It is capped by a front-facing gable roof. The north (primary) façade has a partial-width porch that is supported by turned wood posts and is lined by wooden railing with turned spindles.

At the time of survey the south (rear) end of the house and a secondary entryway were partially obscured by a tarp due to ongoing improvements, and windows were partially obscured by exterior screens. The house is clad in wood channel siding, and has rounded shingles in the north end of the front-facing gable roof. Windows appear to be picture and one-over-one hung wood sashes, in addition to sliding vinyl sashes. The wood-and-glass paneled front door appears to be a sympathetic replacement for the original door.

A detached single-car garage with a rectangular footprint and poured concrete foundation is in the northwest corner of the parcel. This garage is capped with a front-facing gable roof, and is clad in wood drop siding that has a narrower width than the siding used to clad the exterior walls of the house. This outbuilding has been reconfigured to accommodate a modern garage door, and was constructed sometime between 1909 and 1950 (Sanborn Map & Publishing Company 1901, 1908-1909, 1908-1950). Landscaping on the parcel consists of large deciduous trees that are north and south of the house.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 218-220 SW Hamilton Street meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It retains distinctive characteristics of a Folk Victorian shotgun house, and possesses adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of late nineteenth century development in the Portland Homestead area, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). The building is not associated with any known figures significant in history (Criterion B), and it is not a principal source of information that is important to our understanding of history (Criterion D).

The period of significance of the house is 1888, the date of construction according to tax assessor data (Portland Maps 2020; Sanborn Map & Publishing Company 1901). The current parcel boundary is the historic property boundary. Character-defining features of the house include its shotgun form and its Victorian-era decoration. The house's associated garage was constructed after the period of significance, and does not contribute to the eligibility of the house for listing in the NRHP.

The house retains integrity of location, materials, workmanship, feeling, and association, as the exterior cladding and most window sash materials are generally historic or in-kind replacements. However, the house has diminished integrity of design and setting; the residence was converted into a duplex after the period of significance, and the 1930s construction of SW Barbur Boulevard in place of a Southern Pacific Railroad line southeast of the house has diminished the historic property's integrity of setting (Sherrill 2016).

Property Name:	Street Address:	City, County:
	218-220 SW Hamilton Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

At 218-220 SW Hamilton Street, the Project proposes a 10-square-foot permanent easement and 81-square-foot temporary construction easement to facilitate the widening of SW Barbur Boulevard. The easements are proposed behind (south) of the house, on a sloping landform for the construction of the new light rail line. Within the viewshed of the house at 218-220 SW Hamilton Street, the new light rail line will be constructed along SW Barbur Boulevard, and the road will be widened to accommodate the line.

Finding of Effect and Justification:

The house at 218-220 SW Hamilton Street will not be adversely affected by the Southwest Corridor Light Rail Project. The acquisition of permanent and temporary easements from the south end of the property will not modify the character-defining features of the house that qualify it as eligible for listing in the NRHP.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through the removal of vegetation, an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 218-220 SW Hamilton Street Portland, Multnomah



View: North (primary) façade and east elevation of house at 218-220 SW Hamilton Street, facing south-southwest.



View: North (primary) façade and east elevation of house and garage at 218-220 SW Hamilton Street, facing south-southwest.

Property Name: Street Address: City, County: 218-220 SW Hamilton Street Portland, Multnomah



View: North (primary) façade of house (left, obscured by trees) and garage (right) at 218-220 SW Hamilton Street, facing south.



View: North (primary) façade of house (left, obscured by shrubs) and garage (right) at 218-220 SW Hamilton Street, facing southeast.

Property Name:	Street Address:	City, County:
	218-220 SW Hamilton Street	Portland, Multnomah

Historic Context:

The house at 218-220 SW Hamilton Street was constructed in 1888 in the Portland Homestead addition, which was platted in 1871 (Stevenson 1871). Sanborn maps published in 1889 and 1901 depict this hillside area as having scattered residential development, while a mixture of residential, commercial, and industrial development was to the east on flatter ground closer to the Willamette River (Sanborn Map & Publishing Company 1889, 1901).

SW Barbur Boulevard is situated southeast and behind of the house. The roadway was constructed during the early 1930s along the former alignment of a Southern Pacific Railroad line (Sherrill 2016). The introduction of a major roadway through this area altered local access routes, traffic patterns, and development trends of the immediate area. The roadway has since been widened, expanding to five lanes in the area immediately adjacent to the house at 218-220 SW Hamilton Street.

Sources:

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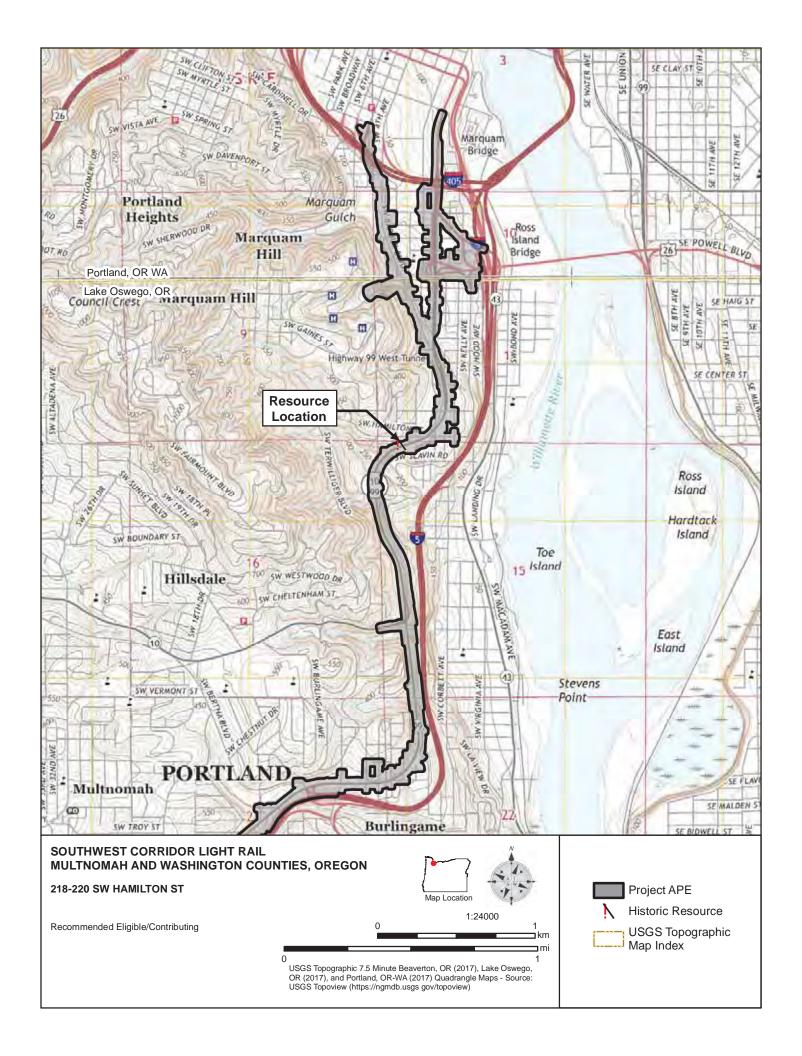
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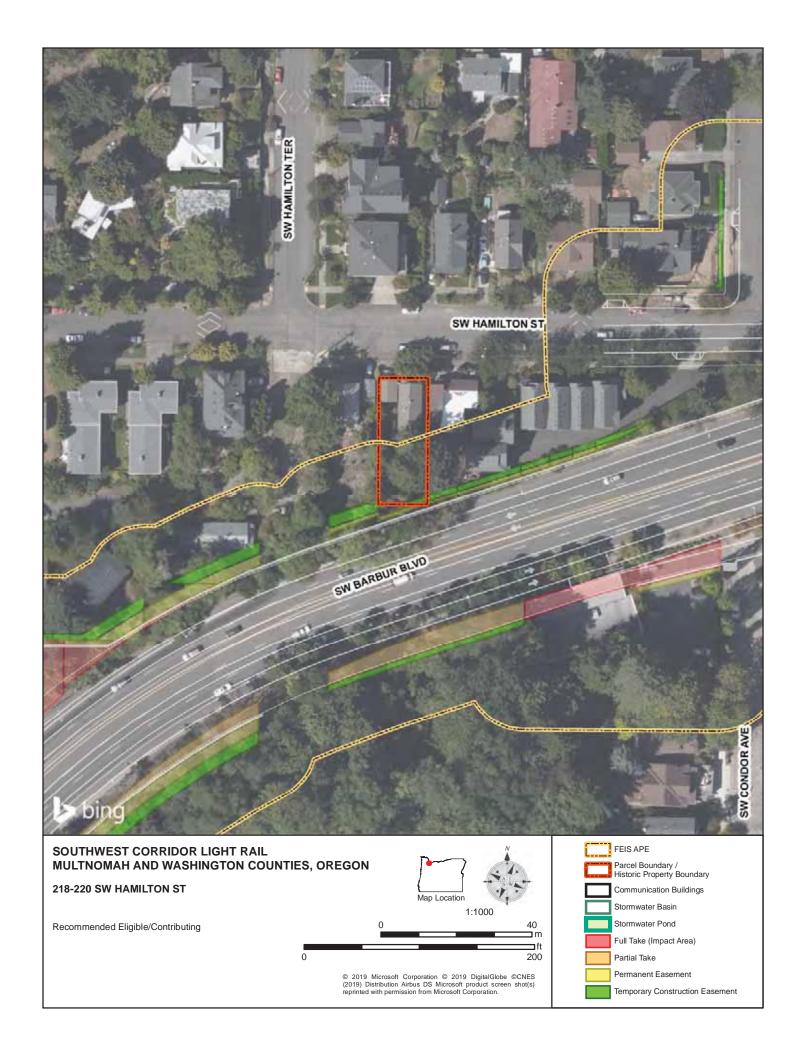
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Property Name:			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal p Latitude: 45.491121 Longitude:	olace): -122.679992	Histori	property listed in the National Register of c Places? S – Individually NO S – In a district	



South (primary) facade and east elevation of house at 127 SW Hamilton Street, facing northwest,

South (primary) laçade and east elevation of flous	se at 121 3W Hamilton Street	et, lacing northwest.
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.	.S.	Date Recorded: 06/04/19
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐		Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect
State Historic Preservation Office Comments – <i>Official Use</i> Eligibility: Concur Do Not Concur:	•	
Effect: ☐ Concur ☐ Do Not Concur:		
Signed	_ Date	
CONTACT INFORMATION STAMP		
Comments:		

Property Name:	Street Address: 127 SW Hamilton Stre	et	City, County: Portland, Mult	nomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ciated Resource	es: 1
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Craftsman	Building	□Stat	te	□Federal
Window type and Materials: Fixed and hung wood sashes; vinyl casement sashes		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials: Side gable with composite shingles		,	-select materia Wood: Other/u	als-
Integrity:		Construction Da	nte: 1924	(□Circa)
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Craftsman-style bungalow at 127 SW Hamilton Street has an irregular footprint with a poured concrete foundation and a daylight basement. It is capped by a side-facing gable roof with a gable dormer at the south facade. The south façade features a full-width porch supported by tapered wooden columns on brick plinths.

The house has original wood lap siding. Some windows were obscured by screens at the time of survey; however, most windows appear to be picture and one-over-one hung wood sashes. Vinyl casement sashes are in the south façade dormer. Wood-and-glass doors appear to be original or in-kind replacements. A post-1970 garage with a square footprint is in the northeast corner of the parcel, and is connected to the house by a covered breezeway (U.S. Geological Survey 1970).

Landscaping on the parcel consists primarily of deciduous trees, bushes, and grass lawn behind a concrete retaining wall. The south porch connects to the sidewalk by a set of poured concrete stairs. A sloped concrete driveway with a central grass strip and concrete retaining wall is east of the house.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It retains distinctive characteristics of a Craftsman bungalow, and possesses adequate historical integrity to be representative of its type and period of construction. The house has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any figures who are significant in local, state, or national history (Criterion B). Furthermore, the building is not a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1924, the date of construction, and the parcel boundary is the historic property boundary. Character-defining features of the house include its bungalow form and Craftsman details, such as its full-width porch with tapered columns, exposed rafter ends, knee brackets, and raked bargeboards.

The house at 127 SW Hamilton Street retains historical integrity of location, materials, workmanship, feeling, and association. However, the house has diminished integrity of design and setting. The post-1970 construction of a garage northeast of the house and the breezeway that connects them postdates the house's period of significance; although this modification is at the rear (north) elevation, it diminishes the of the house's integrity of design (Sanborn Map & Publishing Company 1908-1950). The house's integrity of setting has been diminished by increasing urbanization of the surrounding area, spurred in part by the construction of SW Barbur Boulevard in place of a Southern Pacific Railroad alignment during the early 1930s (Sherrill 2016).

Property Name:	Street Address:	City, County:
	127 SW Hamilton Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The new light rail line will be constructed along SW Barbur Boulevard, within the viewshed of the house at 127 SW Hamilton Street. SW Barbur Boulevard will be widened to accommodate the line, and the road's intersection with SW Hamilton Street will be realigned. New sidewalks and curbs will be constructed at the intersection of SW Hamilton Street and SW Condor Avenue.

Finding of Effect and justification:

The historic property at 127 SW Hamilton Street will be avoided by the project. The construction of light rail infrastructure and associated transportation improvements will not require an acquisition or easement at this location.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County:
127 SW Hamilton Street Portland, Multnomah



View: South (primary) façade of house at 127 SW Hamilton Street, facing north.



View: South (primary) façade and east elevation of house at 127 SW Hamilton Street, facing northwest.

Property Name: Street Address: City, County: Portland, Multnomah



View: South (primary) façade and west elevation of house at 127 SW Hamilton Street, facing northeast.



View: South (primary) façade of house at 127 SW Hamilton Street, facing north.

Property Name:	Street Address:	City, County:
	127 SW Hamilton Street	Portland, Multnomah

Historic Context

The house at 127 SW Hamilton Street was constructed in 1924, in a subdivision of Block 11 of the Portland Homestead (Bonser 1904). The subdivision was platted by the Joseph A. Strawbridge Estate Company. The likely first owner of the house, Otto Libke, was a carpenter and construction foreman who worked for C.M. Corkum Company; Libke resided in the house with his wife Emma and daughter Alice (National Archives, St. Louis, Missouri 1942: Records of the Selective Service System, Record Group 147, Box 75; *The Oregonian* 1947; U.S. Bureau of the Census 1930). Due to Libke's profession, it is possible that he built the house or had a hand in its construction.

Nearby SW Barbur Boulevard was constructed along a former railroad right of way in the early 1930s (Sherrill 2016). The roadway's completion had a major impact on the surrounding community, and contributed to rapid commercial and residential development along the corridor in the following decades.

Sources

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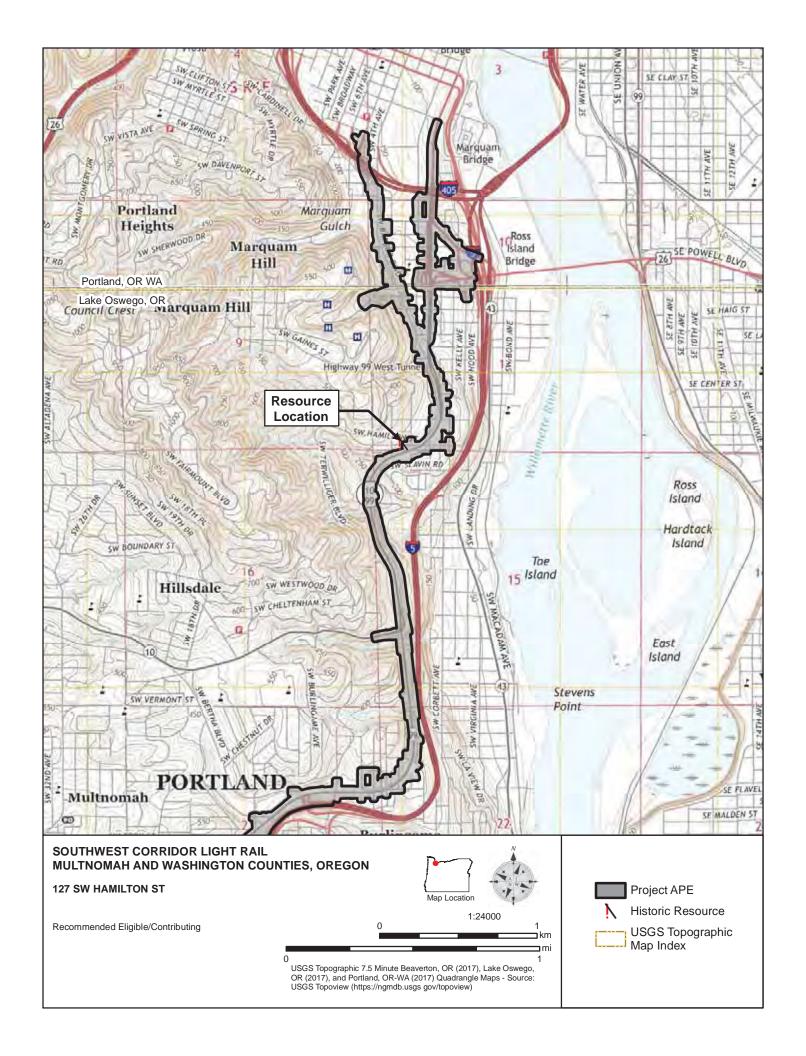
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Property Name:	Street Address: 304 SW Hamilton Street		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district		



North (primary) facade of house at 304 SW Hamilton Street, facing south.

North (primary) laçade of house at 304 3vv	Hamilton Street, lacing south.
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.	Date Recorded: 05/31/19
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☐ A ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails	✓ No Adverse Effect
State Historic Preservation Office Comments – Official Use Only Eligibility: Concur Do Not Concur:	
Effect: Concur Do Not Concur:	
Signed	Date
CONTACT INFORMATION STAMP	
Comments:	

Property Name:	Street Address: 304 SW Hamilton Stre	et	City, County: Portland, Mult	tnomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ciated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate	☐ Local Government
Colonial Revival	Building	□Stat	te	□Federal
Window type and Materials: Fix and hung wood sashes		Exterior Surface Primary:	Materials: Shingle	
Roof Type and Materials: Hip roof; composite shingles		,	-select materi Wood: Other/	
Integrity:		Construction Da	ite: 1908	(□Circa)
□Excellent ⊠Good □Fair □F	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The two-and-a-half-story Colonial Revival house at 304 SW Hamilton Street has a rectangular footprint with a poured concrete foundation and a daylight basement with garage space. It is capped by a hip roof with hip gables on the north, east, and south elevations and modern skylights on the east and west elevations. Eave overhangs are accented by brackets. The north (primary) façade has a full-width porch.

The house is clad in wood shingles that appear to be a replacement for the original siding. Windows are partially obscured by storm windows, but appear to be fixed and hung wood windows, many of which feature diamond patterning in the upper light. Hung wood windows that are not obscured by storm windows have lamb's tongues, a common feature on window sashes from the period of construction. A two-story bay window is on the east elevation. The paneled wood front door appears to be a sympathetic modern replacement; the paneled garage doors at the basement level likely date to the historic period. Landscaping on the parcel consists primarily of small deciduous trees, cast concrete planters, and a privacy screen of evergreen trees to the east.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It retains distinctive characteristics of a Colonial Revival house, and possesses adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of early twentieth century residential development in the Portland Homestead area, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). The building is not associated with significant figures in local, state, or national history (Criterion B), nor is the building a principal source of information that is important to our understanding of history (Criterion D).

The period of significance of the house is 1908-1909. The date of construction noted in tax assessor records is 1908; however, it appears that the plumbing was inspected in 1909 (Portland Maps 2020). The house does not appear on Sanborn Fire Insurance maps from 1908-1909, likely because the house was in the process of being constructed (Sanborn Map & Publishing Company 1908-1909). The current parcel boundary is the historic property boundary. Character-defining features of the house include its hip roof with brackets under the eaves, its rectangular massing, and its period windows that feature diamond patterning.

The house at 304 SW Hamilton Street retains historical integrity of location, design, feeling, and association; to a lesser degree it retains integrity of materials and workmanship. Window sashes appear to be original to the date of construction; however, the current shingle siding appears to be a replacement for the original siding. The house has diminished integrity of setting due to the construction of SW Barbur Boulevard in place of a South Pacific Railroad line during the early 1930s (Sherrill 2016).

Property Name:	Street Address:	City, County:
	304 SW Hamilton Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The new light rail line will be constructed southeast of the house at 304 SW Hamilton Street, and will be within the house's viewshed. SW Barbur Boulevard will be widened to accommodate the line; a retaining wall will be constructed on the north side of SW Barbur Boulevard, and a stormwater facility will be constructed about 230 feet southwest of the house. No acquisitions or easements are proposed at this location.

Finding of Effect and Justification:

The historic property at 304 SW Hamilton Street will not be adversely affected by the Southwest Corridor Light Rail Project. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: Portland, Multnomah



View: North (primary) façade and east elevation of house at 304 SW Hamilton Street, facing southwest.



View: The east elevation and north (primary) facade of house at 304 SW Hamilton Street, facing west-southwest.

Property Name:	Street Address:	City, County:
	304 SW Hamilton Street	Portland, Multnomah

Historic Context:

The house at 304 SW Hamilton Street was constructed in 1908 in the Portland Homestead addition, which was platted in 1871 (Stevenson 1871). The first known owner and residents of the house were Thomas Schneider, his wife Anna, and their nine children (U.S. Bureau of the Census 1910). Thomas and Anna were born in Austria, and their children were born in Oregon. In 1910, Thomas and Anna were retired; their children worked as teachers, a plumber, and a stenographer (U.S. Bureau of the Census 1910). Other owners of the house who were identified in historical records include George S. Millar (from at least 1935 though the early 1940s) and Lewis & Clark College (from at least 1944-1945) (Portland Maps 2020; U.S. Bureau of the Census 1940). Historical research yielded no further information on Lewis & Clark College's use of the building or the length of its tenure of ownership.

SW Barbur Boulevard, which is situated southeast of the house and an adjacent residential parcel at 4529 SW Hamilton Terrace, was constructed during the early 1930s along a former railroad alignment. The roadway's construction included significant earthwork and the removal of existing buildings, significantly altering the area in the path of the project (Sherrill 2016). Widened roads, new street construction, and expanded automobile infrastructure drastically altered the neighborhood's traffic patterns and economic development.

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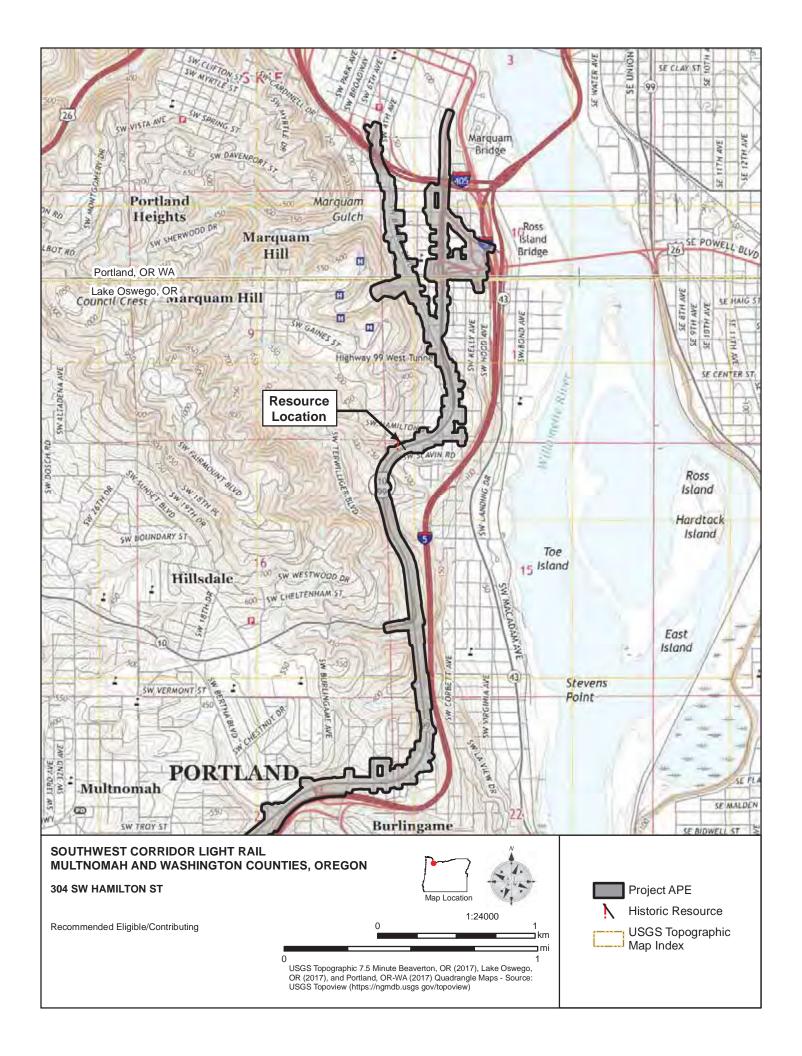
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Property Name: Jewish Shelter Home	Street Address: 4133 SW Corbett Avenue		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	



The Jewish Shelter Home east façade, as viewed toward the west from SW Corbett Avenue.

Surveyor: Allison Geary, B.A., and Andrea Blaser M.S.	Date Recorded: 09/30/2019		
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☑ A ☑ B ☑ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect		
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:			
Effect: Concur Do Not Concur: RECE	IVED STAMP		
Signed Date			
CONTACT INFORMATION STAMP			

Property Name: Jewish Shelter Home	Street Address: 4133 SW Corbett Aver	nue	City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Famil	y Dwelling	Number of Asso	ciated Resource	es: 0
Architectural Classification / Resource Type: Colonial Revival Building		Owner: ⊠Private □Local Gove □State □Federal		☐ Local Government ☐ Federal
Window type and Materials: Varies (hung, fixed, Palladian, lattice Roof Type and Materials: Hip with front facing gable; asphalt s		Exterior Surface Primary: Secondary: Decorative	Horizontal Bo	pard
Integrity: □Excellent ⊠Good □Fair □F	oor	Construction Da		(⊠Circa)

Description of Property (including previous alterations & approximate dates):

The Jewish Shelter Home is located at 4133 SW Corbett Avenue, and is situated between SW Corbett Avenue to the east and SW Barbur Boulevard to the west. The building is approximately 20 feet above the street grade of SW Corbett Avenue, and is at the grade of SW Barbur Boulevard. Originally constructed as a private residence, the house was converted for use as a shelter home in 1919. Circa 1920, a separate isolation hospital was constructed west of the shelter home (McCabe 1983). The shelter home moved operations to a new location in 1937, and the house at 4133 SW Corbett Avenue converted back to private residential use. The separate isolation hospital was used for commercial purposes until the mid-1950s, when it was moved and attached to the west (rear) elevation of the house to accommodate widening of SW Barbur Boulevard (McCabe 1983).

The building is 2.5 stories tall, and has a roughly rectangular footprint that includes the former isolation hospital at the west elevation. The roof is hipped but features a prominent crossing gable at the east façade with overhanging boxed eaves.

(Continued on Page 8)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Jewish Shelter Home was listed in the National Register of Historic Places (NRHP) under Criteria A and B in 1984. Constructed circa 1902 as a private residence, the property later served as a shelter for Jewish children, instilling Jewish cultural values and customs, from 1919 to 1937. In 1937, the property was sold back to a private buyer and underwent various internal conversions to accommodate multiple apartment units (McCabe 1984). The building was documented as a Rank II resource in the City of Portland's 1984 Historic Resource Inventory, and it is a locally designated Historic Landmark (City of Portland, Bureau of Planning and Sustainability 2019).

The Jewish Shelter Home is significant under Criterion A for its association with the development of a Jewish immigrant community in Southwest Portland at the turn of the twentieth century, and for its association with providing cultural continuity and humanitarian services. Moreover, the shelter provided a community service by housing orphans and by offering them medical treatment. It was one of eight benevolent agencies within the Federated Jewish Societies of Portland during the 1930s (McCabe 1984). The Jewish Shelter Home is listed under Criterion B for its association with prominent local Jewish leaders such as Mrs. Jeanette Meier, Aaron Meier (founder of Oregon's then largest department store, Meier & Frank), and their son Julius Meier (Chief Executive Officer of the Meier & Frank Department Store, President of the Jewish Shelter Home Board until 1933, and Oregon Governor from 1930-1934). In addition to the Meier family, the shelter home had many connections to other influential Jewish leaders and businesses in the larger Portland community.

The Jewish Shelter Home is a combination of Colonial Revival and Queen Anne architectural styles. Although the building is not listed under Criterion C, it is highly representative of its period of construction and meets the minimum requirements for listing in the NRHP under that criterion. The building is unlikely to serve as a principal source of important information under Criterion D.

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Jewish Shelter Home	4133 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

Adjacent to the Jewish Shelter Home the Project proposes to widen SW Barbur Boulevard to accommodate construction of light rail trackway and new sidewalks. Although the proposed footprint of the Project impact at the Jewish Shelter Home is limited to a small area on the property's western edge near the isolation hospital, the proximity of the building to the existing road right of way at SW Barbur Boulevard necessitates a partial acquisition of the property and the demolition of a former isolation hospital that is attached to the building's western elevation. In addition, the introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the property through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

Finding of Effect and justification:

Partial acquisition and demolition of the NRHP-listed Jewish Shelter Home for the Southwest Corridor Light Rail Project would result in an adverse effect on a historic property. TriMet is considering ways in which the main building can be retained and restored if the isolation hospital is demolished, and is also pursuing a variance that would allow for a narrower sidewalk behind the house, eliminating the need to partially acquire the property. If restoration work is needed, it would be done in compliance with the Secretary of the Interior's Standards for the Treatment of Historic Properties.

Property Name:

Jewish Shelter Home

Street Address:

4133 SW Corbett Avenue

City, County:
Portland, Multnomah



View: East façade of the circa 1902 Jewish Shelter Home. The view is towards the west.



View: East façade and north elevation of the Jewish Shelter Home. The view is towards the southwest.

Property Name: Street Address: City, County:
Jewish Shelter Home 4133 SW Corbett Avenue Portland, Multnomah



View: East façade and south elevation of the Jewish Shelter Home. The view is towards northwest.



View: East façade of the Jewish Shelter Home. The view is towards the west.

Property Name:	Street Address:	City, County:
Jewish Shelter Home	4133 SW Corbett Avenue	Portland, Multnomah



View: North and west elevations of the former isolation unit. The view is towards the southeast.



View: South elevation of the Jewish Shelter Home and isolation hospital unit. The view is towards the northeast.

Property Name: Street Address: City, County:
Jewish Shelter Home 4133 SW Corbett Avenue Portland, Multnomah



View: West elevation of the Jewish Shelter Home. The building, which was built circa 1920, will be removed to allow road widening and sidewalk construction at Barbur Boulevard (left).



View: East façade and south elevation of the Jewish Shelter Home in 1920 (McCabe 1983).

Property Name: Street Address: City, County: Portland, Multnomah

Physical Description, Continued from Page 2

The building has multiple styles of wood windows that appear to be original to the date of construction, although many are obscured from view by vinyl and aluminum storm windows. Styles observed include fixed, hung, and Palladian windows. The house is clad in a mixture of bevel and shingle siding. A substantial porch wraps around the building's east and south elevations; it features a shingled porch skirt, and has a roof supported by Tuscan columns. Above the porch on the south elevation is a second story sunroom or sleeping porch. Wood stairs leading up to the house's main (east) entry porch from SW Corbett Avenue are not original, nor were they replaced in-kind.

The most significant alteration made to the building was the attachment of the former isolation hospital to the west elevation. McCabe (1983) notes that the former isolation hospital was extensively modified in the 1980s, or after its attachment to the house circa 1950s. Several minor modifications to the houses were observed that do not significantly diminish the house's historical integrity. For example, the current balustrade on the wrap around porch is not original based on photographs from 1920, 1984, and 2019.

Determination of Eligibility, Continued from Page 2

The boundary for the Jewish Shelter Home is the parcel boundary (McCabe 1983). A significant date of 1902 is provided in the property's NRHP nomination form, but no period of significance is defined (McCabe 1983). Therefore, a period of significance of 1902 to 1937 is recommended. This period begins with the construction of the house circa 1902 for use as a private residence, includes its transition to use as a shelter home in 1919, and ends when the shelter home moved operations to a new location in 1937. In addition to its association with important people and patterns of events in South Portland, the character of the Jewish Shelter Home is defined by period architectural details that are highly representative of the Colonial Revival and Queen Anne architectural styles.

The Jewish Shelter Home retains integrity of location, workmanship, materials, and association adequate to convey its historical significance under Criteria A, B, and C. The house has not been moved from its original location, and still has most of its original character defining architectural features. However, the relocation of the former isolation hospital and its attachment to the west end of the building, in addition to multiple conversions of the house's interior space over time, has affected the house's integrity of design and feeling. The construction of SW Barbur Boulevard during the 1930s and later efforts to widen the roadway have altered the surrounding residential landscape, somewhat diminishing the property's integrity in setting.

Historical Context

U.S. Marshall Elmer Colwell completed this house circa 1902 as a private residence. From 1919 to 1937 it operated as a shelter home for Jewish children (McCabe 1983). The Jewish Shelter Home is located in South Portland, an area that had a large immigrant population of Italian, Jewish, Russian, and Polish people during the late nineteenth and early twentieth centuries (Abbot 1994). The home was established during a period in which the community was working together to support social welfare programs and to enact Progressive Era reforms.

The home and its volunteers assisted children in times of need; this help ranged from short-term relief for struggling or ill parents to assistance with adoption for orphaned or abandoned children (Blaser et al. 2017). According to a Jewish Shelter Home Minute Book, between 18 and 20 children would stay at the home on an annual basis (McCabe 1983). In addition to providing a stable environment enriched in Jewish custom, medical volunteers (mostly Jewish doctors) would provide screening and treatment when necessary for the children in need of attention and care. Prominent individuals of Portland's Jewish community who generously supported the shelter home and its mission included Jeanette Hirsh Meier, wife of Meier & Frank founder Aaron Meier. The shelter home was one of eight agencies of the Federated Jewish Societies of Portland, and was later merged with the Jewish Service Association in 1947 (McCabe 1983).

Property Name:	Street Address:	City, County:
Jewish Shelter Home	4133 SW Corbett Avenue	Portland, Multnomah

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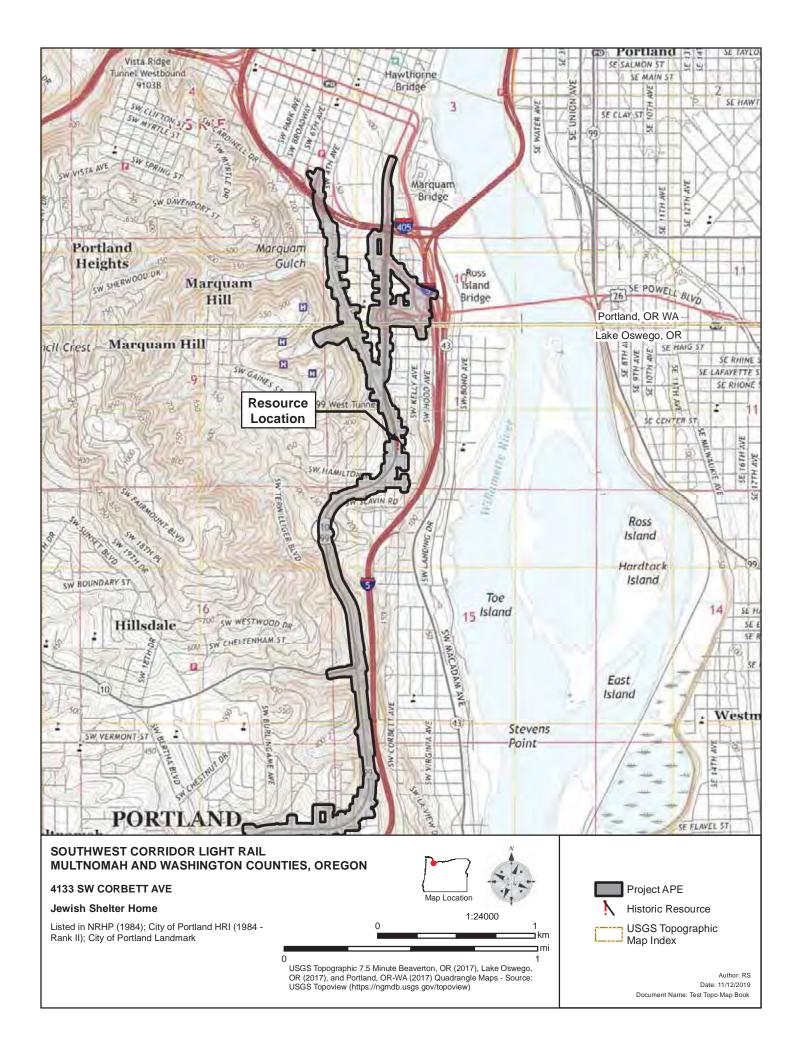
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Property Name:	Street Address: 4145 SW Corbett Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Lig	ght Rail Project	Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.493117 Longitude: -122.676530		Histori YE	oroperty listed in the National Register of c Places? S – Individually



East and north elevations of 4145 SW Corbett Ave

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 1/22/2020			
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☑ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: □Concur □Do Not Concur: RE	CEIVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 4145 SW Corbett Avenue		City, County: Portland, Multnomah	
Original Use: Dwelling – Single Family Residence		Number of Associated Resources: N/A		
Architectural Classification / Resource Type:		Owner: ⊠Priv	ate	☐ Local Government
Queen Anne	Building	□Stat	te	□Federal
Window type and Materials: Hung windows, likely wood with aluminum storms Roof Type and Materials: Front-facing gable with asphalt shingles		Exterior Surface Primary: Secondary: Decorative	Horizontal Bo	
Integrity:		Construction Da	ite: 1898	(□Circa)
⊠Excellent □Good □Fair □P	oor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The 1898 Queen Anne house at 4145 SW Corbett Avenue is a one-and-a-half-story building with a roughly rectangular footprint that sits well above the street level. It has a similar plan as the adjacent house at 4205 SW Corbett Avenue that was constructed the same year. The house likely rests on a poured concrete foundation. The roof has overlapping front-facing gables, the southernmost of which shelters a bay projection at the east facade. The primary cladding is wood drop siding, while fish-scale shingles clad gable ends in the half story above. A rounded front entry porch with turned columns and a balustrade is prominently featured on the east facade. The building has aluminum storm windows that obscure original wood windows from view.

The house has no major exterior improvements visible from public right of way, and it retains its appearance as captured in photographs taken circa 1938 and in 1984 (see photographs on page 6). The house appears to retain its original plan and use when current conditions are compared to details included in Sanborn Fire Insurance maps published in 1901, 1909, and 1950 (Sanborn Map & Publishing Company 1901, 1908-1909, 1908-1950). An associated auxiliary shed that was constructed west of the house by 1909 was removed before 1950, likely when SW Barbur Boulevard was constructed immediately west of the house, and the parcel at 4145 SW Corbett Avenue was reduced in size (Sanborn Map & Publishing Company 1908-1909, 1908-1950). A hedge that now lines the western property boundary at SW Barbur Boulevard is not present in a circa 1938 photograph of the area, indicating that it was planted and established well after the house was constructed in 1898 (see photograph on page 6).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 4145 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The house is a Rank III resource in the City of Portland's Historic Resources Inventory, which was last updated in 1984 (City of Portland 1984). The house embodies distinctive characteristics of its type and period of construction, meeting the minimum qualifications to be eligible for listing under Criterion C. The house has no known associations with events or patterns of events that are demonstrably significant in state, local, or national history (Criterion A). The house does not have an important association with a significant person of the past (Criterion B). Furthermore, the house has limited potential to be a principal source of information that is important to history (Criterion D).

The historic property boundary is the current parcel boundary, and the period of significance is 1898, the date of construction. Character-defining features of the house include its curved partial-width porch, fish-scale shingles, front facing gables, and decorative architectural features that are indicative of the Queen Anne style, a popular architectural style for single-family residences at the time of the house's construction.

The house has diminished integrity in setting due to the construction of SW Barbur Boulevard immediately west of the house during the 1930s (*The Sunday Oregonian* 1934); this replaced the railroad that previously operated on this alignment. Construction of the roadway likely led to the planting of a hedge at the property's western boundary; this landscaping does not contribute to the historical significance of the house under Criterion C. Despite changes that have occurred to the immediate setting of the house's western (rear) elevation, the house retains integrity in location, design, materials, workmanship, feeling, and association.

Property Name:	Street Address:	City, County:
	4145 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

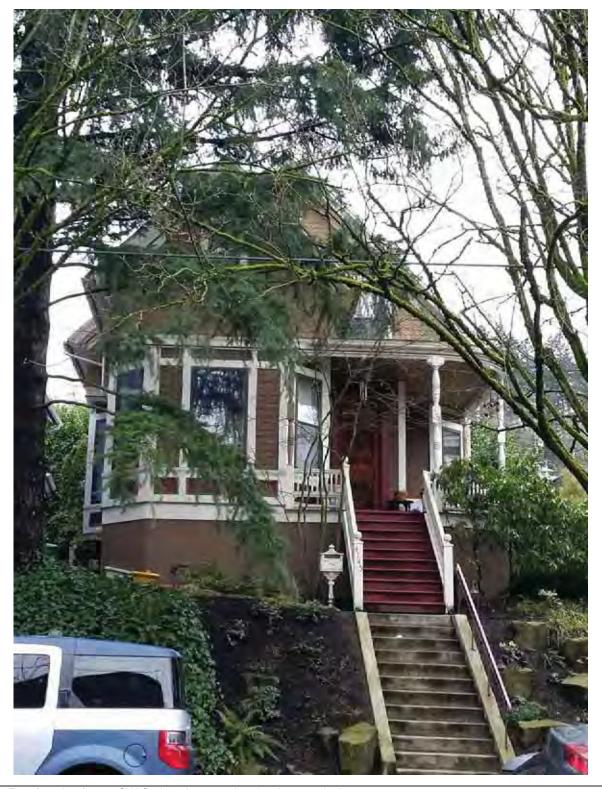
The project will require a partial acquisition of approximately 177 square feet and a temporary easement of approximately 225 square feet from the property's western edge to facilitate sidewalk construction along SW Barbur Boulevard. The permanent acquisition of right of way will result in the loss of a strip of land from the rear (west edge) of the property about 4 feet in width. Within this acquisition area, which abuts SW Barbur Boulevard, there is an established hedge that will be removed; the Project proponent will work with the owner to replace removed landscaping. Within the viewshed of the property, SW Barbur Boulevard will be widened to accommodate new light rail infrastructure.

Finding of Effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the property at 4145 SW Corbett Avenue. The acquisition of right of way and a temporary construction easement will likely lead to the removal of a hedge that currently buffers the rear (west edge) of the property from SW Barbur Boulevard. However, the hedge does not contribute to the house's historical significance under Criterion C; historical photographs indicate that it was planted after the construction of SW Barbur Boulevard during the 1930s (see circa 1938 photograph on page 6). The reduction of the parcel's size to facilitate light rail construction will not alter the character-defining features of the house that make it significant under Criterion C.

The introduction of light rail infrastructure along SW Barbur Boulevard may also have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: Portland, Multnomah



View: East façade of 4145 SW Corbett Avenue; the view is towards the west.

Property Name: Street Address: City, County: Portland, Multnomah

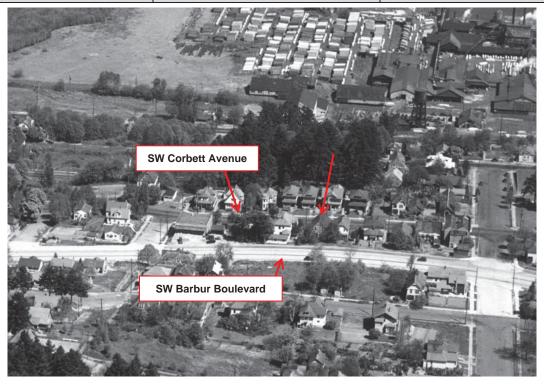


View: North and east elevations of 4145 SW Corbett Avenue; the view is towards the southwest.



View: An established hedge lines the western boundary of the property at 4145 SW Corbett Avenue (at center right); the view is towards the north from SW Barbur Boulevard.

Property Name: Street Address: City, County: Portland, Multnomah



View: Circa 1938 aerial view of buildings on SW Corbett Avenue, about four years after the completion of SW Barbur Boulevard. The house at 4145 SW Corbett Avenue is indicated with an arrow. Note the vegetation at the rear (western) edge of the property that borders SW Barbur Boulevard; it differs from the hedge and fence that is currently present. Note the interurban rail line on SW Corbett Avenue. City of Portland (OR) Archives, A2010-001.98.



View: Circa 1984 photograph of 4145 SW Corbett Avenue; the view is facing west (City of Portland 1984).

Property Name:	Street Address:	City, County:
	4145 SW Corbett Avenue	Portland, Multnomah

Historical Context

The Queen Anne house at 4145 SW Corbett Avenue is located in the Corbett neighborhood of South Portland (City of Portland Planning Commission 1977). When the house was built in 1898, the surrounding neighborhood would have been a working class community filled with Queen Anne houses. The Queen Anne architectural style grew in popularity in the late 1880s due to advancing construction technologies that supplied affordable decorative detailing to the mass market (McAlester 2015). With this technological advancement, modest dwellings could be individualized and adorned with decorative architectural features, such as turned posts and fish-scale shingles.

During the late nineteenth century, the greater South Portland area was a gateway community for ethnic groups arriving in Portland (Harrison et al. 1997). Proximity to industry jobs along the southwest waterfront and ease of development made it a convenient place to live and build for newly arrived immigrants to Portland, particularly Italian and Jewish people (Abbott 1994). Later on, well established ethnic communities and social organizations made South Portland a welcoming and familiar place in the city for incoming immigrants (Harrison et al. 1997:2-3).

The twentieth century development of SW Corbett Avenue and the greater South Portland area were influenced by evolution of the city's transportation infrastructure and the emerging use of urban renewal as a planning and development tool. An interurban rail line provided passenger service on SW Corbett Avenue from about 1890 to 1937; this service was likely impacted by an increase in automobile traffic once the Ross Island Bridge was constructed in 1926 (*The Sunday Oregonian* 1926; Thompson 2010:19). In the 1930s, the construction of SW Barbur Boulevard along the former alignment of Southern Pacific Railroad tracks directly west of the house at 4145 SW Corbett Avenue further impacted the neighborhood and the immediate setting (*The Sunday Oregonian* 1934). The construction of Interstate 5 to the east, Interstate 405 to the north, and completion of the South Auditorium Urban Renewal project near the Interstate 405 corridor continued to reshape South Portland both physically and culturally during the midtwentieth century (Edwards 1963; Sanderson 1962; *The Sunday Oregonian* 1961).

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Property Name:	Street Address:	City, County:
	4145 SW Corbett Avenue	Portland, Multnomah

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1962 \$4 Million Bid in UR Deal. The Oregonian 2 November:1. Portland, Oregon.

The Sunday Oregonian (Portland, Oregon)

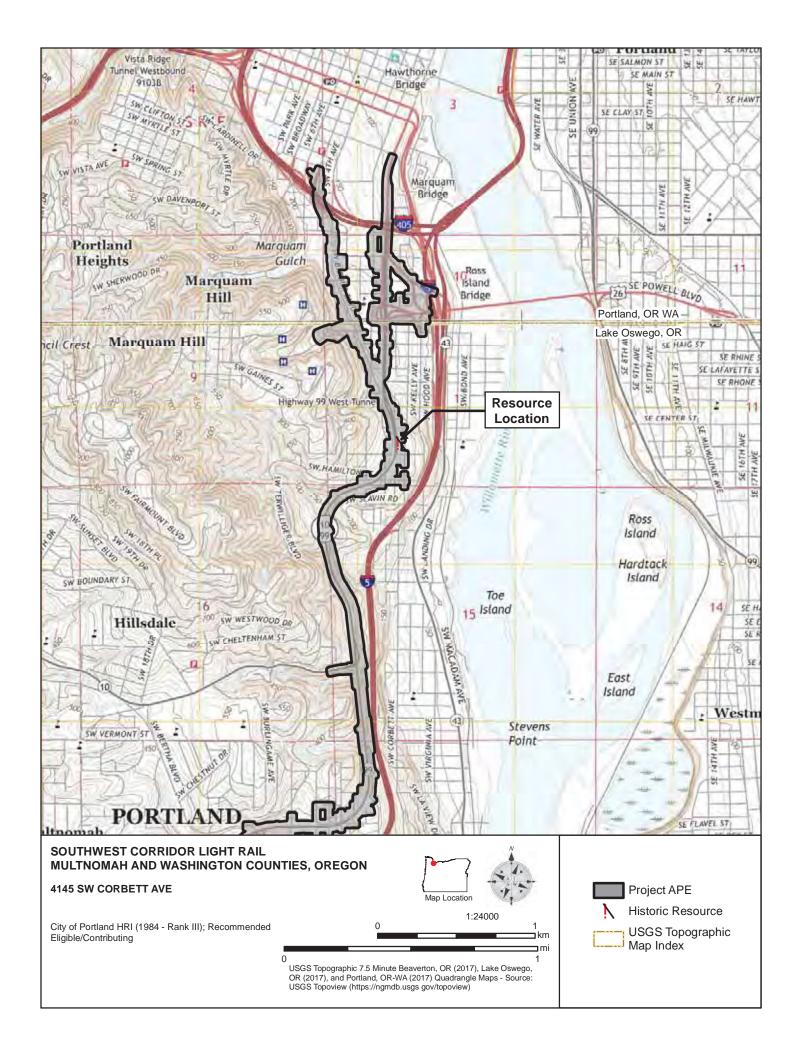
1934 Barbur Boulevard to be Dedicated. 21 October:1.

1961 Traffic men See Baldock Freeway As Barbur 'Clog' Relief. 27 August:24.

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Property Name:			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.493023 Longitude: -122.6764414		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	



East façade of house at 4205 SW Corbett Avenue, facing west-northwest.

Surveyor: Allison Geary, B.A., Andrea Blaser, M.S. Date Recorded: 2/4/2020				
National Register Findings: ⊠ Eligible: ⊠Individually □ As part of a District NR Criteria: □ A □ B ⊠ C □ D □ Not Eligible: □Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria Finding of Effect: □ No Effect □ No Adverse Effect □ Adverse Effect				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Do Not Concur:				
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 4205 SW Corbett Aver	nue	City, County: Portland, Mu	ltnomah
Original Use: Domestic - Single-Family	/ Residence	Number of Asso	ociated Resourc	es: N/A
Architectural Classification / Resource 1	Type:	Owner: ⊠Priv	Owner: Private Local Go	
Queen Anne	Building	□Sta	te	□Federal
Window type and Materials:		Exterior Surface Materials:		
Hung wood and vinyl fixed and sliding sashes		Primary: Horizontal Board Secondary: Shingle		
Roof Type and Materials:				
Varied roof with asphalt shingles		Decorative	-select mater	rials-
Integrity:		Construction Da	ate: 1898	(□Circa)
□Excellent □Good □Fair □F	Poor	Architect/Builde	er (if known): N/A	A

Description of Property (including previous alterations & approximate dates):

The Queen Anne house at 4205 SW Corbett Avenue was built in 1898; it has a similar plan as the adjacent house at 4145 SW Corbett Avenue that was constructed in the same year. The house sits well above street level, has a roughly rectangular footprint, and is one-and-one-half stories tall. The roof is hipped with an offset projecting gable at the east end, has a clipped gable at the west end, and has large gable wall dormer at the south elevation. The gables of the east façade and south elevation extend over cutaway bay windows of the first floor. Exterior wall cladding is wood drop siding on the first floor and fish-scale wood shingles in the half story above. A 1901 Sanborn Fire Insurance map indicates that the basement may be constructed of brick, but current tax assessor records note a concrete foundation (Sanborn Map & Publishing Company 1901).

A poured concrete garage connected to the building's east façade was built between 1909 and 1950 (Sanborn Map & Publishing Company 1908-1909, 1908-1950). The current entry porch and stairs were likely constructed at the same time or closely after the garage was completed, as the porch is situated atop the garage. The porch was likely constructed as an open addition to the east façade that was later enclosed at an unknown date. The windows used to enclose the porch appear to be fixed and vinyl sliders, while remaining windows of the house appear to be hung wood sashes that are either original or in-kind replacements.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 4205 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NHRP) under Criterion C, as it embodies distinctive characteristics of its type and period of construction. A good example of a Queen Anne residence constructed in the local area towards the end of the nineteenth century, the house retains sufficient integrity to convey this association despite the construction of a new front porch and garage at the east façade between 1909 and 1950 (Sanborn Map & Publishing Company 1908-1909, 1908-1950). These modifications impact the house's integrity of design and materials, and the construction of SW Barbur Boulevard immediately west of the property in the early 1930s has diminished the house's integrity of setting (*The Sunday Oregonian* 1934). The house maintains integrity of location, workmanship, feeling, and association. Character-defining features of the house include its wood siding and fish-scale shingles, the dominant front-facing gable and bay projection, and decorative architectural features that are typical of the Queen Anne style. The setting of the house, including existing vegetation on the parcel, does not contribute to its historical significance under Criterion C. The period of significance is 1898, the date of construction, and the historic property boundary is the parcel boundary.

Under Criterion A, the house may have an association with a broad pattern of events regarding the need to address housing shortages during World War II and the postwar era; this led to the City of Portland's War Code Housing Program that was active from 1942 to 1956 (*The Oregonian* 1956). However, this association does not appear to be historically significant. An inspection record for a new sink in 1949 notes that the installation was done per the War Code housing order, and the house was described not as a single residence, but as four apartments (City of Portland Bureau of Buildings 1949). However, the owners of the house during the early twentieth century are documented as having several boarders living in the house, up to three single men at one time, indicating that the interior had been modified to accommodate multiple families prior to World War II and the enactment of the War Code (U.S. Bureau of the Census 1910, 1930). The house is currently used as a single-family dwelling. Under Criterion B, the house is not associated with significant persons of our past. Under Criterion D, the house is not a principal source of significant historical information.

Property Name:	Street Address:	City, County:
	4205 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The project will require a partial acquisition of 203 square feet and temporary construction easement of 225 square feet from the western edge of the property at 4205 SW Corbett Avenue. This acquisition and easement will facilitate sidewalk construction along SW Barbur Boulevard, which will be widened to accommodate new light rail infrastructure. An established hedge extends the length of the property's western boundary and will be removed as part of the project; the Project proponent will work with the owner to replace removed landscaping. The hedge provides a buffer between the house at 4205 SW Corbett Avenue and SW Barbur Boulevard to the west.

Finding of Effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the property at 4205 SW Corbett Avenue. The acquisition of right of way and a temporary construction easement will likely lead to the removal of a hedge that currently buffers the rear (west edge) of the property from SW Barbur Boulevard. However, the hedge does not contribute to the house's historical significance under Criterion C; historical photographs indicate that it was planted after the construction of SW Barbur Boulevard during the 1930s (see circa 1938 photograph on page 6). The reduction of the parcel's size to facilitate light rail construction will not alter the character-defining features of the house that make it significant under Criterion C.

The introduction of light rail infrastructure along SW Barbur Boulevard may also have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 4205 SW Corbett Avenue Portland, Multnomah



View: The east façade, as viewed towards the west-northwest.



View: The east façade and north elevation, as viewed towards the southwest.

Property Name: Street Address: City, County: 4205 SW Corbett Avenue Portland, Multnomah



View: The east façade, as viewed towards the west-northwest.



View: A hedge lines the western edge of the property at 4205 SW Corbett Avenue. The view is towards the north from SW Barbur Boulevard.

Property Name:	Street Address:	City, County:
	4205 SW Corbett Avenue	Portland, Multnomah

(10-1-46) Address 4205	S. W. C	BUREAU OF PORT OF PLUMI Corbett	BUILDINGS BING INSPECTION		l1/29/49. 14853
Lot	Blk	Ad	d		
Owner	A. M.	Lover		****************	, , ,
Contractor	وبل جاگ	I OWK			
Stories and clas	s of buildir	g 2-story	old frame a	pts (4)	
Ţoilets	.,,.,.,,.,,.,,.,,,,,,,,,,,,,,,,,,,,,,	Floor Drains.	Bee	er Cab	
			Re		
			Uri		
Basins	******************	H. W. Tanks.		ch Basins	
Sinks	1	Cesspool		iter Service	
Laundry Trays		Dry Wells	Cor	ın. To	
Water Permit		Bldg. Pmt,	3022 18 sev		***************************************
Remarks			War Code		\$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$ \$
Installed	as per	Housing or	rder.		************
Date of First In	spection		Date of Final Inst		
		Inspector	తాకన	FVINE	Inspector

View: A 1949 plumbing inspection record, noting the installation of a sink per the War Code housing order (City of Portland Bureau of Buildings 1949).



View: Circa 1938 aerial view of buildings on SW Corbett Avenue, about four years after the completion of SW Barbur Boulevard. The house at 4205 SW Corbett Avenue is indicated with an arrow. Note the vegetation at the rear (western) edge of the property that borders SW Barbur Boulevard; it differs from the hedge and fence that is currently present. Note the interurban rail line on SW Corbett Avenue. City of Portland (OR) Archives, A2010-001.98.

Property Name:	Street Address:	City, County:
	4205 SW Corbett Avenue	Portland, Multnomah

Historic Context:

The 1898 Queen Anne house at 4205 SW Corbett is situated among other houses built near the turn of the twentieth century in the Corbett neighborhood of the greater South Portland area (City of Portland Planning Commission 1977). During this period, South Portland was a gateway community for ethnic groups arriving in Portland (Harrison et al. 1997). Proximity to industry jobs along the southwest waterfront and ease of development made it a convenient place to live and build for newly arrived immigrants to Portland, particularly Italian and Jewish people (Abbott 1994). Later on, well established ethnic communities and social organizations made South Portland a welcoming and familiar place in the city for incoming immigrants (Harrison et al. 1997:2-3).

The earliest known owners of the house at 4205 SW Corbett Avenue are Jacob and Philomena Kurath. Jacob, a Swiss immigrant who arrived in the United States in 1889, was a butcher; his shop was just a few buildings to the south at 4231-4237 SW Corbett Avenue, in a commercial building that remains extant in the present day (R.L. Polk & Co. 1917; U.S. Bureau of the Census 1910). The 1910 census documents the Kuraths as owning their own home on SW Corbett Street and housing three adult male lodgers, two of whom were also Swiss or had parents born in Switzerland (U.S. Bureau of the Census 1910). The 1930 census notes the couple as housing a young Bavarian family who were German speakers (U.S. Bureau of the Census 1930). The Kuraths lived at 4205 SW Corbett Avenue through at least 1934 (R.L. Polk & Co. 1934).

The Kurath's ability to house lodgers during the early twentieth century indicates that the house's interior may have been modified after the date of construction to accommodate multiple families. A plumbing permit from 1907 describes the house as an "old dwelling," while a later inspection record for the installation of a new sink in 1949 describes the building as "old frame apts (4)," indicating that it was being rented as four separate apartment units (City of Portland Bureau of Building 1949). By that time, the house had a different owner, likely Olive M. Glover (City of Portland Bureau of Fire 1947).

The 1949 inspection record also notes that the sink was installed per the War Code housing order (City of Portland Bureau of Building 1949). The City of Portland War Code Housing Program outlined special provisions for governing "housing, health, street uses, and other domestic matters" during times of war; it was one of the first 21 City Codes to be enacted, and was the first of its kind in the country (*The Oregonian* 1942, 1947). The War Code relaxed building codes to encourage internal conversions of single-family residences to multi-family residences, allowing for changes such as smaller living areas and the joint use of bathrooms by multiple families (Abbott 1983:131; *The Oregonian* 1946). This effort was needed, especially between 1940 and 1945, to house workers who were drawn to the city to help fulfill wartime mobilization contracts worth \$1.72 billion (about \$24.65 billion in 2020 dollars), and who had trouble finding adequate housing (Abbott 1983:126; Franey 2019; Oregon Secretary of State 2020). Articles in local newspapers attempted to call out homeowners who had yet to do their part to alleviate the housing shortage, as "vital production [was] every citizen's responsibility" (*The Oregonian* 1943).

The War Code Housing Program was always planned to be temporary, lasting through the war and for six months after (*The Oregonian* 1947). However, in Portland the program continued long after the conclusion of the war, until 1956 (*The Oregonian* 1947, 1956). While the majority of War Code permits were issued in the early 1940s, there was a notable uptick in 1948; this is likely attributed to the flooding of the Vanport housing development by the Columbia River, which displaced 18,500 residents, many of whom were African American (Abbott 2019; Franey 2019:13). The War Code Housing Program concluded in 1956, in an attempt to "crack down on undesirable housing practices" (*The Oregonian* 1956).

The general setting of the house has changed over time; the most impactful of these changes was the construction of SW Barbur Boulevard in the early 1930s along the former alignment of Southern Pacific Railroad tracks directly west of the house (*The Sunday Oregonian* 1934). The construction of Interstate 5 to the east, Interstate 405 to the north, and completion of the South Auditorium Urban Renewal project near the Interstate 405 corridor continued to reshape South Portland both physically and culturally during the mid-twentieth century (Edwards 1963; Sanderson 1962; *The Sunday Oregonian* 1961).

Property Name:	Street Address:	City, County:
	4205 SW Corbett Avenue	Portland, Multnomah

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Property Name:	Street Address:	City, County:
	4205 SW Corbett Avenue	Portland, Multnomah

Sources, Continued from Page 8

The Oregonian (Portland, Oregon)

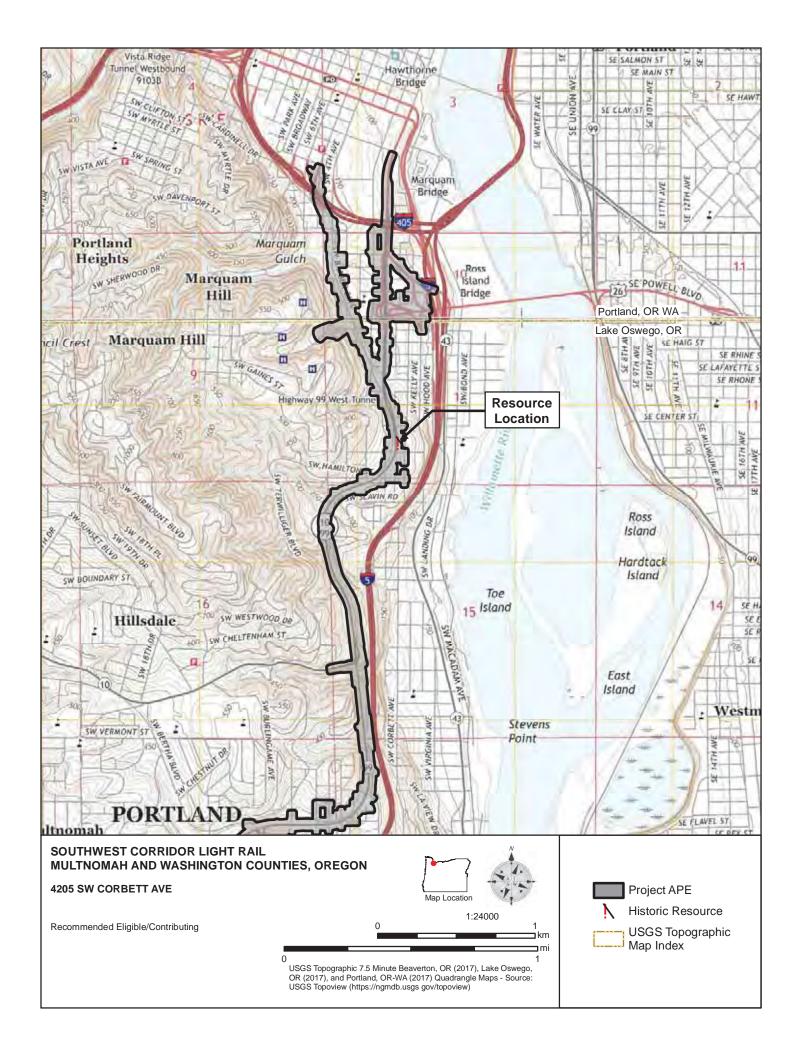
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Property Name:	Street Address: 4215-4217 SW Corbett Avenue	City, County: ue Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.492875 Longitude: -122.676444		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district	



The duplex at 4215-4217 SW Corbett Avenue, the view is facing west.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 2/4/2020			
National Register Findings: ⊠ Eligible: □Individually □As part of a District NR Criteria: □A □B ⊠C □D □ Not Eligible: □Irretrievable integrity loss □Not 50 Years □Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect		
State Historic Preservation Office Comments – Official Use Only: Eligibility: Do Not Concur:			
Effect: Concur Do Not Concur: RECE	IVED STAMP		
Signed Date			
CONTACT INFORMATION STAMP			
Comments:			

Property Name:			City, County: Portland, Multn	omah
Original Use: Domestic – Multi-Family Dwelling		Number of Associated Resources: N/A		es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Italianate	Building	□Sta	te	□Federal
Window type and Materials: One-over-one hung vinyl sashes Roof Type and Materials: Hip roof with asphalt shingles		Exterior Surface Materials: Primary: Horizontal Board Secondary: -select materials- Decorative -select materials-		als-
Integrity:		Construction Da	ate: 1890	(⊠Circa)
□Excellent □Good □Fair □P	oor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The property at 4215-4217 SW Corbett Avenue is a duplex built in the Italianate style circa 1890. The two-story building has a hip roof that has two brick chimneys on its ridge. The boxed eaves of the roof are supported by a bracketed cornice. The entry porch is centered on the east façade, and has a hip roof supported by Tuscan columns. The roof and porch roof are clad in asphalt shingles. The building has pilasters at the north and south corners of the east façade atop horizontal wood board siding; concrete stairs also frame either side of the building's symmetrical east façade. The entry doors for the separate residences are clustered at the center of the first story; the identical front doors, which appear to be original, each have a large inset window and a transom window above. Windows throughout remaining portions of the building are hung vinyl replacements, but likely retain the original sash proportions. The replacement windows are also surrounded by exterior wood casing, sills, and aprons, which conserve the overall historical appearance of the building.

A review of Sanborn Fire Insurance maps revealed that an associated auxiliary building constructed west of the building by 1901 was removed between 1909 and 1950, likely when SW Barbur Boulevard was constructed in the early 1930s (Sanborn Map and Publishing Company 1908-1909, 1908-1950; *The Sunday Oregonian* 1926). A hedge that lines the property's western edge was planted after the completion of SW Barbur Boulevard, or well after the construction of the building in 1890 (see the circa 1938 photograph on page 6).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The property at 4215-4217 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. A duplex constructed in a modest iteration of the Italianate architectural style, the building embodies distinctive characteristics of its type and period of construction. The building has no known associations with events or patterns of events that are demonstrably significant in state, local, or national history (Criterion A). The building does not have an important association with a significant person of the past (Criterion B), and it has limited potential to be a principal source of information that is important to history (Criterion D).

The construction of SW Barbur Boulevard immediately west of the building in the early 1930s where there had been a railroad, and the replacement of original wood windows with vinyl sashes diminish the building's integrity in setting and materials. However, the building retains all other aspects of historical integrity (location, design, workmanship, feeling, and association), and clearly conveys its historic-period use and appearance. Tax assessor records indicate that the building may be in use as a single-family residence; however, the building retains two separate entrances, has two separate addresses, and no permits were found that would evidence an internal conversion to make the two residences function as a single family dwelling. It is likely that the building has a single owner that rents the duplex as two separate units.

Distinctive physical features, such as the bracketed cornice below the hip roof, pilasters at each end of the east facade, and Tuscan columns at the east façade entry porch define the character of the building and convey its significance under Criterion C. The period of significance is the date of construction, circa 1890, and the historic property boundary is the current parcel.

Property Name:	Street Address:	City, County:
	4215-4217 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

Along the western boundary of the property at 4215-4217 SW Corbett Avenue, the project will require a partial acquisition of 195 square feet and a temporary construction easement of 250 square feet. The acquisition and easement will facilitate sidewalk construction along SW Barbur Boulevard, and will likely lead to the removal of an established hedge that provides a buffer between the building at 4215-4217 SW Corbett Avenue and SW Barbur Boulevard to the west. The Project proponent will work with the landowner to replace landscaping that is removed for the project. Within the viewshed of the property, SW Barbur Boulevard will be widened to accommodate new light rail infrastructure.

Finding of Effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the property at 4215-4217 SW Corbett Avenue. The acquisition of right of way and a temporary construction easement will likely lead to the removal of a hedge that currently buffers the rear (west edge) of the property from SW Barbur Boulevard. However, the hedge does not contribute to the building's historical significance under Criterion C; historical photographs indicate that the hedge was planted after the construction of SW Barbur Boulevard during the 1930s (see circa 1938 photograph on page 6). The reduction of the parcel's size to facilitate light rail construction will not alter the character-defining features of the building that convey its significance under Criterion C.

The introduction of light rail infrastructure along SW Barbur Boulevard may also have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 4215-4217 SW Corbett Avenue Portland, Multnomah



View: The east façade of 4215-4217 SW Corbett Avenue, facing west.



View: The east and north elevations of 4215-4217 SW Corbett Avenue, facing west-southwest.

Property Name:

Street Address:
4215-4217 SW Corbett Avenue

City, County:
Portland, Multnomah



View: The east and south elevation of 4215-4217 SW Corbett Avenue, facing northwest.



View: The west elevation (rear) of 4215-4217 SW Corbett Avenue, facing northeast. The building is indicated with an arrow.

Property Name: Street Address: City, County: 4215-4217 SW Corbett Avenue Portland, Multnomah



View: An established hedge is at the west edge of the property at 4215-4217 SW Corbett Avenue, providing a buffer from SW Barbur Boulevard. The view is from SW Barbur Boulevard, facing north.



View: Circa 1938 aerial view of buildings on SW Corbett Avenue, about four years after the completion of SW Barbur Boulevard. The building at 4215-4217 SW Corbett Avenue is indicated with an arrow. Note the vegetation at the rear (western) edge of the property that borders SW Barbur Boulevard; it differs from the hedge and fence that is currently present. A streetcar line was east of the property, at SW Corbett Avenue. City of Portland (OR) Archives, A2010-001.98.

Property Name:	Street Address:	City, County:
	4215-4217 SW Corbett Avenue	Portland, Multnomah

Historical Context:

The Italianate duplex at SW Corbett Avenue is located in the Corbett neighborhood of the greater South Portland area (City of Portland Planning Commission 1977). The building was constructed circa 1890, when the surrounding neighborhood would have been a working class community situated near industries along the banks of the Willamette River to the east and a Southern Pacific Railroad line to the west (Sanborn Map & Publishing Company 1901). During the late nineteenth century, the greater South Portland area was a gateway community for ethnic groups arriving in Portland (Harrison et al. 1997). Proximity to industry jobs along the southwest waterfront and ease of development made it a convenient place to live and build for newly arrived immigrants to Portland, particularly Italian and Jewish people (Abbott 1994). Well established ethnic communities and social organizations later made South Portland a welcoming and familiar place in the city for incoming immigrants (Harrison et al. 1997:2-3).

The twentieth century development of SW Corbett Avenue and the greater South Portland area were influenced by evolution of the city's transportation infrastructure and the emerging use of urban renewal as a planning and development tool. An interurban rail line provided passenger service on SW Corbett Avenue from about 1890 to 1937; this service was likely impacted by an increase in automobile traffic once the Ross Island Bridge was constructed in 1926 (*The Sunday Oregonian* 1926; Thompson 2010:19). In the 1930s, the construction of SW Barbur Boulevard along the former alignment of Southern Pacific Railroad tracks directly west of the duplex at 4215-4217 SW Corbett Avenue further impacted the neighborhood and the immediate setting (*The Sunday Oregonian* 1934). The construction of Interstate 5 to the east, Interstate 405 to the north, and completion of the South Auditorium Urban Renewal project near the Interstate 405 corridor continued to reshape South Portland both physically and culturally during the mid-twentieth century (Edwards 1963; Sanderson 1962; *The Sunday Oregonian* 1961).

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Harrison, Michael, Thayer Donham, Cielo Lutino, Michael Myers, and Liza Mickle

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Sanborn Map and Publishing Company

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1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.
1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Sanderson, William

1962 \$4 Million Bid in UR Deal. The Oregonian 2 November: 1. Portland, Oregon.

Property Name:	Street Address:	City, County:
	4215-4217 SW Corbett Avenue	Portland, Multnomah

Sources, Continued from Page 7

The Sunday Oregonian (Portland, Oregon)

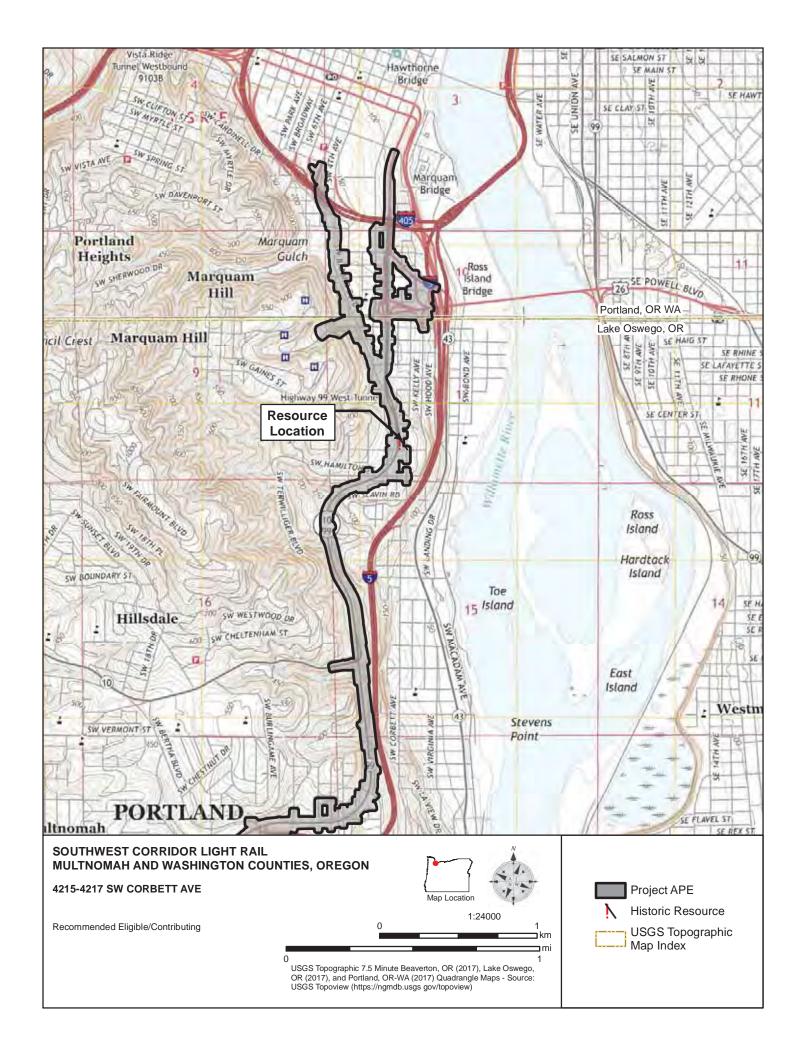
1926 Portland's Bridges Uncorked: Wider Streets, Made Possible by Bonds Voted, Will Speed Up Trans-River Traffic. 30 May:1.

1934 Barbur Boulevard to be Dedicated. 21 October:1.

1961 Traffic men See Baldock Freeway As Barbur 'Clog' Relief. 27 August:24.

Thompson, Richard

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Property Name:			City, County: Portland, Multnomah
Project Name: Southwest Corridor Lig	ght Rail Project	Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



The commercial building at 4231-4237 SW Corbett Avenue, facing west.

Surveyor: Allison Geary, B.A., Andrea Blaser, M.S. Date Recorded: 2/10/2020			
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part of a District NR Criteria: □ A □ B □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to me	NI A Advance Effect		
State Historic Preservation Office Comments − <i>Official Use Only</i> : Eligibility: □Concur □Do Not Concur:			
Effect: Concur Do Not Concur:	RECEIVED STAMP		
Signed Dat	e		
CONTACT INFORMATION STAMP			
Comments:			

Property Name:	Street Address: 4231-4237 SW Corbet	t Avenue	City, County: Portland, Mult	tnomah
Original Use: Commercial		Number of Asso	ciated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Commerical (type)	Building	□Stat	te	□Federal
Window type and Materials:		Exterior Surface	Materials:	
Fixed wood and hung vinyl sashes		Primary:	Horizontal Bo	ard
Roof Type and Materials:		Secondary:	-select materi	als-
Varied roofline with asphalt shingles	and built-up	Decorative	-select materi	als-
Integrity:		Construction Da	ate: 1906	(□Circa)
□Excellent □Good ⊠Fair □F	oor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The two-part commercial building at 4231-4237 SW Corbett Avenue was built in 1906 facing the North & South Portland Line streetcar. The building has a mixture of stylistic details, including pilasters at either side of the facade, a cornice with dentils at the parapet, and the east façade's central entry door has fluted casing with corner blocks. All of the building's decoration is concentrated on the east façade.

The building is built into a slope; from the rear (west) elevation only the upper story is visible, while the full two stories are visible from the east façade. The building has a rectangular plan that accommodates two commercial spaces at the ground level; the two residential or commercial spaces above are accessed by a central stairway. The roof has parallel gables clad with asphalt shingles; the gables have a hip at the east end and an open gable with minimal eave overhang to the west end. The area between the parallel gables is flat and clad with built-up roofing. The roofline is masked by a parapet with a cornice at the east façade, but is clearly visible from SW Barbur Boulevard to the west. Most of the building is clad with horizontal board siding with wood trim, but vinyl siding clads the rear (west) elevation.

There are three entry points on the east façade: two pairs of double doors enter commercial spaces on the ground level, and between the two commercial spaces is a single door that leads to the central stairway. All doors have transom windows above and large wood windows to each side for product display. Wood bulkheads below the store windows appear to be original. The second story windows throughout the building are vinyl sash replacements.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The property at 4231-4237 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP). Under Criterion C, the building embodies distinctive characteristics of its type and period of construction. Built along the North & South Portland Line streetcar in 1906, the building is one of few remaining streetcar commercial buildings on SW Corbett Avenue, and was the only such building documented for the Southwest Corridor Light Rail project that retains adequate integrity to convey this association. The building has no associations with historical events or patterns of events that are demonstrably significant in local, state, or national history (Criterion A), it has no significant associations with an important person of the past (Criterion B), and it is unlikely to be a principal source of important historical information (Criterion D).

The building retains integrity of location, workmanship, feeling, and association, as it retains features distinctive of its early twentieth century commercial design and function adjacent to a Portland streetcar line. The building has diminished integrity of materials, design, and setting due to siding and window changes at the west elevation, window replacements at the east façade, the paving over or removal of the streetcar tracks along SW Corbett Avenue, and the construction of SW Barbur Boulevard immediately west of the building in the early 1930s. In addition, one-story projections at the west elevation of the building were removed after 1950 to accommodate a parking lot (Sanborn Map & Publishing Company 1908-1909, 1908-1950). The historic property boundary is the current parcel, and the period of significance is the year of construction, 1906. Character-defining features of the building include its continued commercial use and double storefront design, which features paired entry doors with transoms, large storefront windows, and articulated bulkheads.

Property Name:	Street Address:	City, County:
	4231-4237 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

A partial acquisition of 239 square feet, a permanent easement of 176 square feet, and a temporary construction easement of 255 square feet are proposed at the western boundary of the property at 4231-4237 SW Corbett Avenue. The acquisition and easements will facilitate construction of light rail infrastructure along SW Barbur Boulevard, and will result in the removal of a tree from the property's western edge and a slight loss in parking area. SW Barbur Boulevard will be widened within the viewshed of the building, and SW Barbur Boulevard's intersection with SW Bancroft Street will be improved. An existing driveway that provides access to the building's parking lot from SW Bancroft Street to the south will be maintained.

Finding of Effect and justification:

The Southwest Corridor Light Rail project will have no adverse effect on the commercial building at 4231-4237 SW Corbett Avenue. The acquisition and easements proposed at the property's western boundary will result in a slight loss of parking area, but will not alter the building or its character-defining features that contribute to its significance under Criterion C. The building will retain its parking area and commercial functionality once the project is completed.

The introduction of light rail infrastructure along SW Barbur Boulevard may also have direct and indirect effects on the setting of the commercial building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the commercial building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 4231-4237 SW Corbett Avenue Portland, Multnomah



View: East façade and north elevation of the commercial building at 4231-4237 SW Corbett Avenue, facing southwest.



View: The commercial building at 4231-4237 SW Corbett Avenue (indicated with an arrow at right) has a parking area that is accessed by the driveway at far left on SW Bancroft Street. This access will not be affected by the project. The view is facing northwest, from the intersection of SW Corbett Avenue and SW Bancroft Street.

Property Name: Street Address: City, County: 4231-4237 SW Corbett Avenue Portland, Multnomah



View: Circa 1938 aerial view of buildings on SW Corbett Avenue, about four years after the completion of SW Barbur Boulevard. The commercial building at 4231-4237 SW Corbett Avenue is indicated with an arrow. An interurban line ran long SW Corbett Avenue. City of Portland (OR) Archives, A2010-001.98.

Property Name:	Street Address:	City, County:
	4231-4237 SW Corbett Avenue	Portland, Multnomah

Historic Context

The commercial building at 4231-4237 SW Corbett Avenue was constructed in 1906, along the alignment of the North & South Portland Line streetcar (Thompson 2015:94). The form and design of the building embodies characteristics of what is commonly referred to as streetcar architecture, or two-part block commercial buildings that have storefronts at the lower level and residential space above (Hu 2019). These buildings were commonly built along streetcar lines in the early twentieth century; shop owners were afforded large window displays along busy travel corridors, and either the shop owner or a renter was afforded housing above that was within close proximity to places of work and transit (Longstreth 2000:24).

The building at 4231-4237 SW Corbett Avenue is good example of this type of building along the North & South Portland Line (Thompson 2010:19). It has two storefronts at the lower level, each with a separate space above that were originally used as apartments (City of Portland Bureau of Buildings 1906). By 1981, the upper residential units were used as offices (City of Portland Bureau of Buildings 1981). The building hosted a wide variety of businesses during the historic period, including a butcher shop, the Mountain Market, a restaurant, a coffee shop named "Cheerios," and a print shop (*The Oregonian* 1921, 1927, 1930; Sanborn Map and Publishing Company 1908-1950). The butcher shop, which was run by Jacob Kurath, was at this location from at least 1910 through 1921 (R.L. Polk & Co. 1917; *The Oregonian* 1921; U.S. Bureau of the Census 1910). Kurath lived three buildings north of the commercial building at 4205 SW Corbett Street.

The general setting of the building has changed over time; the most impactful of these changes were the paving over or removal or the streetcar tracks, which likely occurred during the mid-twentieth century, and the construction of SW Barbur Boulevard in the early 1930s along the former alignment of Southern Pacific Railroad tracks directly west of the building (*The Sunday Oregonian* 1934). The construction of Interstate 5 to the east, Interstate 405 to the north, and completion of the South Auditorium Urban Renewal project near the Interstate 405 corridor continued to reshape the greater South Portland area both physically and culturally during the mid-twentieth century (Edwards 1963; Sanderson 1962; *The Sunday Oregonian* 1961).

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Property Name:	Street Address:	City, County:
	4231-4237 SW Corbett Avenue	Portland, Multnomah

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The Sunday Oregonian (Portland, Oregon)

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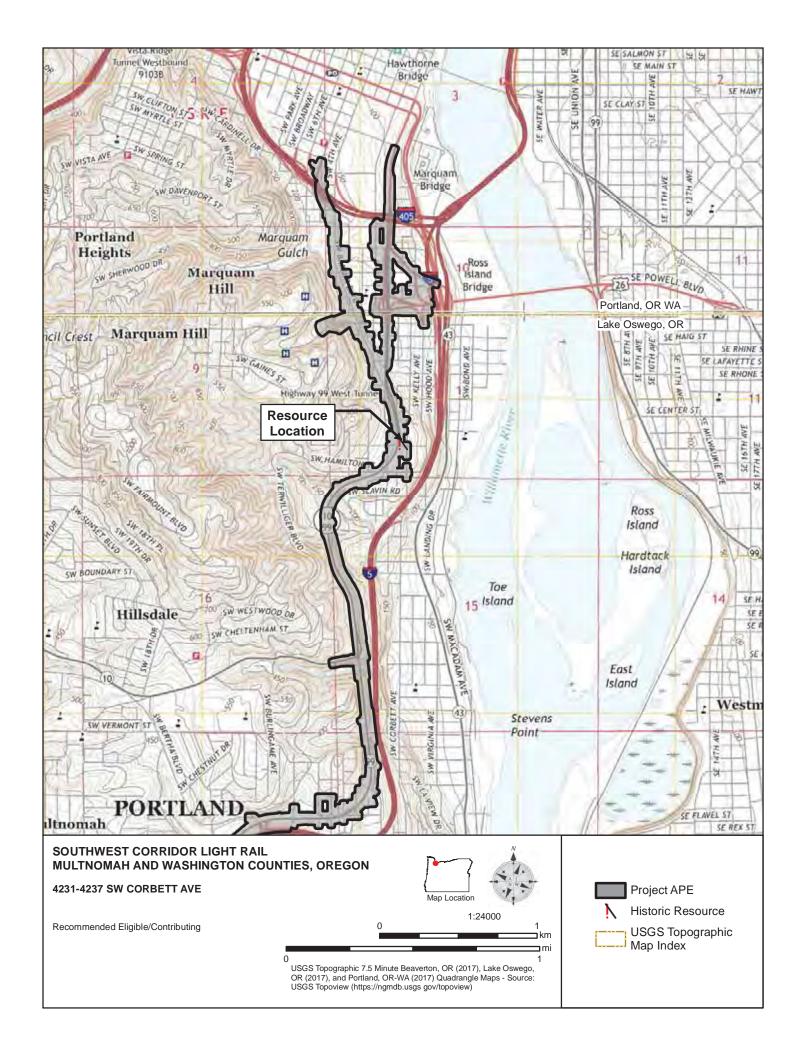
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Property Name: Tabernacle Seventh-Day Adventist Church	Street Address: 26 SW Condor Way	City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.490288 Longitude: -122.678632		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district	



North (primary) façade of Tabernacie Seventh-Day Adventist Church at 26 SVV Condor Way, facing south.							
Surveyor: Samantha Gordon, M.S., and Andrea Bla	Date Recorded: 05/31/19						
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Year	Finding of Effect: ☐ No Effect ☒ No Adverse Effect ☐ Adverse Effect						
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:							
Effect: Concur Do Not Concur:		RECEIVED STAMP					
Signed	Date						
CONTACT INFORMATION STAMP							
Comments:							

Property Name: Fabernacle Seventh-Day Adventist Church	Street Address: 26 SW Condo				City, County Portland, N	y: Multnomah	
Original Use: Religion — Religious Facility		Number of Associated Resources: N/A					
Architectural Classification / Resource Type:		Owner:	⊠Priva	ite	□Lo	cal Government	
Modern Period: other Build	ding		□State)	□Fe	ederal	
Window type and Materials: Fixed aluminum and wood sashes; sliding vinyl sashes		Exterior Surface Materials: Primary: Vertical Board					
Roof Type and Materials:			,		nish Stuc	СО	
Intersecting gables with composite shingle		Decor	ative	Metal: O	ther/undet	fined	
Integrity:		Construc	tion Dat	e: 1963		(□Circa)	
⊠Excellent □Good □Fair □Poor		Architect	/Builder	(if known)	: Philip R.	Balsiger /Ben Rud	ckle

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Expressionist church at 26 SW Condor Way has an irregular footprint with a poured concrete foundation and finished basement. It is capped by a complex roofline of intersecting and overlapping gables with sharp-angled steeples on both the east and west ends of the main chapel wing. The steeples are clad in standing-seam metal and have clerestory windows.

The church is clad in vertical wood board with ornamental pebbledash panels on the east and west elevations and under banks of windows. The main entrance has a covered entry with several sets of modern double-doors on the north façade. Windows on the north elevation are primarily fixed aluminum sashes with stained glass; those on the east and west elevations are primarily fixed aluminum and wood sashes, aside from two vinyl sliding windows on the east elevation. Windows on the south elevation are sliding aluminum sashes at ground level and narrow clerestory aluminum sashes above.

The building is surrounded by a poured concrete path. A poured concrete retaining wall with stone veneer and poured concrete stairs is north of the entrance, and another poured concrete retaining wall is at the west elevation. A small parking lot is west of the building. A parking lot on the parcel north of the building is used in association with the Tabernacle Seventh-Day Adventist Church.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Tabernacle Seventh-Day Adventist Church at 26 SW Condor Way meets the minimum qualifications to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Designed by architect Philip R. Balsiger, the building embodies distinctive characteristics of Expressionist design and possesses adequate historical integrity to be representative of its type and period of construction. While the church is associated with a general pattern of the Seventh-Day Adventist Church constructing several new buildings in Portland in the 1960s, this pattern of events is not demonstrably significant in local, state, or national history (Criterion A). The church is not associated with important individuals who are significant in local, state, or national history (Criterion B). Furthermore, the building is unlikely to provide a principal source of new or important historical information (Criterion D).

The church meets the standards of Criteria Consideration A for religious properties, as the property is significant for its embodiment of distinctive design characteristics under Criterion C. The building is not historically significant for its affiliation with a specific religious community.

The period of significance of the church is 1963, the date of construction (*The Oregonian* 1963a). The historic property boundary encompasses the two parcels on which the building is situated (parcels R247680 and R247681). Character-defining features of the Tabernacle Seventh-Day Adventist Church include its complex roofline of intersecting and overlapping gables, steeples clad with standing seam metal, stained glass windows, clerestory windows, and ornamental pebbledash cladding.

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Tabernacle Seventh-Day Adventist Church	26 SW Condor Way	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

Within the historic property boundary of the Tabernacle Seventh-Day Adventist Church, the project proposes a partial acquisition of 64 square feet and a temporary construction easement of 467 square feet. The acquisition and easement will facilitate widening SW Barbur Boulevard to accommodate the new light rail line; the temporary easement will be accessed during Project construction and overlaps a paved parking area bordered by a low shrub. The church's associated parking lot, which is north and outside of the historic property boundary, will be fully acquired for the project. Within the viewshed of the church, commercial buildings at 4440 SW Barbur Boulevard and 4525 SW Condor Avenue will be demolished to construct a bus stop and a stormwater basin. Retaining walls will be constructed, sidewalks will be reconstructed, and curb bump-outs will be built at the improved intersection of SW Barbur Boulevard and SW Hamilton Street.

Finding of Effect and justification:

The partial acquisition of right of way and easements at the northern and western edges of the historic property, in addition to the full acquisition of an associated parking lot north of the property, will have an effect on the property's landscaping and historic setting. However, this effect will not be adverse, as physical modification of the building will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the church through a loss of parking, an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the church's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the church will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Tabernacle Seventh-Day Adventist Church Street Address: 26 SW Condor Way

City, County: Portland, Multnomah



View: East elevation of Tabernacle Seventh-Day Adventist Church at 26 SW Condor Way, facing southwest.



View: North (primary) façade and east elevation of Tabernacle Seventh-Day Adventist Church, facing southwest.

Property Name: Street Address: City, County:
Tabernacle Seventh-Day Adventist Church 26 SW Condor Way Portland, Multnomah



View: North (primary) façade of Tabernacle Seventh-Day Adventist Church, facing southeast.



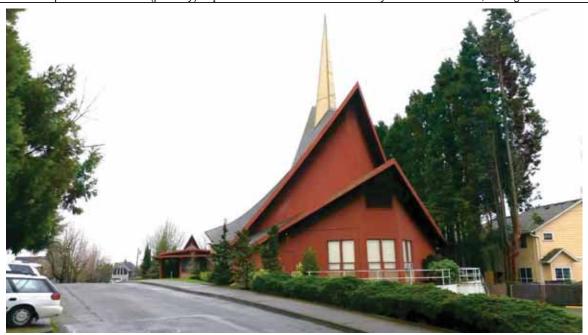
View: North (primary) façade of Tabernacle Seventh-Day Adventist Church, facing south.

Street Address: 26 SW Condor Way Property Name: City, County:

Tabernacle Seventh-Day Adventist Church Portland, Multnomah

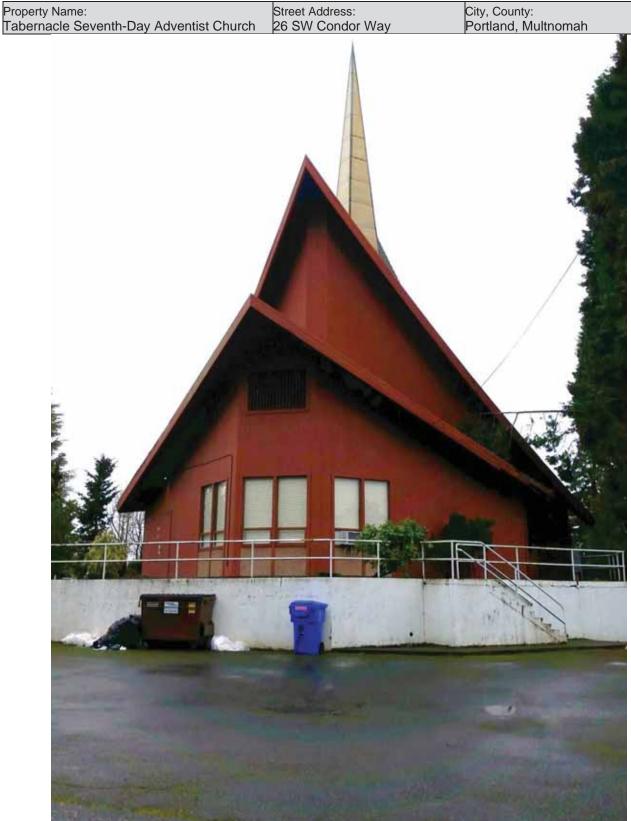


View: West steeple detail at north (primary) façade of Tabernacle Seventh-Day Adventist Church, facing south.



View: West elevation of Tabernacle Seventh-Day Adventist Church, facing east-southeast.

Property Name:



View: West elevation of Tabernacle Seventh-Day Adventist Church, facing east-northeast.

Property Name: Street Address: City, County: Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The Tabernacle Seventh-Day Adventist Church at 26 SW Condor Way retains historical integrity of location, design, setting, materials, workmanship, feeling, and association. The church has had no additions or major modifications to its exterior or plan since the historic period (*The Oregonian* 1963a; U.S. Geological Survey 1970). Construction of nearby SW Barbur Boulevard and the segment of Interstate 5 between Portland and Tigard both predate the church's construction; thus, the overall urban setting of the church has not been significantly altered since the period of significance (Knox and Frederickson 1997; Sanborn Map & Publishing Company 1908-1950; Sherrill 2016). Cladding and window sash materials on the church are generally historic or in-kind replacements, maintaining the church's integrity of both materials and workmanship. The church retains features evocative of the period of significance, such as its complex roofline, vertical board and pebbledash cladding, and distinct standing-seam metal steeples with inset windows, which contribute to the church's integrity of feeling and association. The building has retained its use as a religious property owned by the Seventh-Day Adventist Church since the historic period, further maintaining integrity of association.

Historical Context

The Oregon Conference of Seventh-Day Adventists broke ground for the church at 26 SW Condor Way in 1961, and the building was completed in 1963 (Portland Maps 2020; Rudy 1961). The church was designed by Wilsonville-based architect Philip R. Balsiger and constructed by Ben Rickle for a cost of approximately \$415,000 (Rudy 1961; *The Oregonian* 1963a). The church was built to replace the congregation's prior worship space, a 1918 building at SW 6th Avenue and Montgomery Street in Portland (*The Oregonian* 1961a).

The construction of the Tabernacle church was one of several projects undertaken by the Seventh-Day Adventists in the Portland metro area in the early 1960s. Ground was broken for a new Modern-style Portland Union Academy secondary school campus in 1962 (*The Oregonian* 1962). A \$1.2 million retirement home development in Gresham called "The Village" was opened by the church in August of 1963 (*The Oregonian* 1961b, 1963b). The church funded an addition to the Portland Sanitarium and Hospital in 1963, and constructed a new Portland Adventist Hospital in 1968 (Sullivan 1968; *The Sunday Oregonian* 1963).

Architect Philip R. Balsiger, who designed the Tabernacle church and appears to have been an active member of the Seventh-Day Adventists, was involved in several of these projects, including the Portland Union Academy, The Village retirement community, and the Portland Adventist Hospital (Sullivan 1968; *The Oregonian* 1960, 1963b). Balsiger also designed several other residential and institutional properties in the metro area in the mid- to late-twentieth century. Examples of his work include six projects for the West Linn School District, the 1983 Wilsonville City Hall, and several prospective housing projects in the 1970s and 1980s (Guernsey 1984, Magmer 1971; McCarthy 1983). The architect's designs do not cohesively reflect a singular architectural style or design philosophy. For example, the Portland Union Academy was a Modern design, his residences and The Village retirement home were typically Ranches, and the Tabernacle church is an Expressionist building that uses sculptural and distorted forms to elicit an emotional response.

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Property Name:	Street Address:	City, County:
Tabernacle Seventh-Day Adventist Church	26 SW Condor Way	Portland, Multnomah

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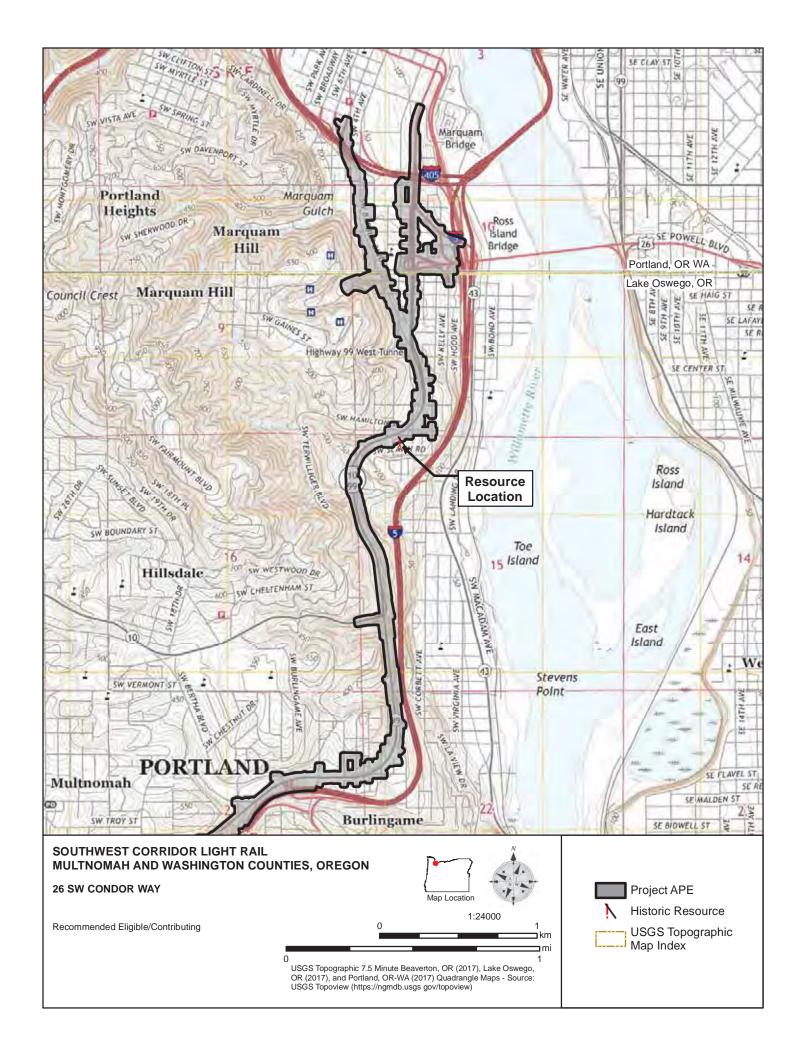
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- 1961b Adventists plan 'home.' 31 March:11.
- 1962 Academy ground breaking due. 4 January:6.
- 1963a Public views new church. 24 June:12.
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Property Name:	Street Address: 4619 SW Condor Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.489974 Longitude:	lace): -122.679686	Histori YE	property listed in the National Register of c Places? S – Individually S – In a district



East (primary) façade of house at 4619 SW Condor Avenue, facing west.

East (primary) façade di fiduse at 4019 SW Condor Avende, facil	ig west.
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.	Date Recorded: 06/04/19
National Register Findings: □ Eligible: □ Individually □ As part of a District NR Criteria: □ A □ B □ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect
State Historic Preservation Office Comments – Official Use Only: Eligibility: Do Not Concur:	
Effect: □ Concur □ Do Not Concur: RECE	IVED STAMP
Signed Date	
CONTACT INFORMATION STAMP	
Comments:	

Property Name:	Street Address: 4619 SW Condor Aver	nue	City, County: Portland, Mult	tnomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Colonial Revival	Building	□Stat	te	□Federal
Window type and Materials: One-over-one, single-hung wood-sa Roof Type and Materials: Bellcast hip roof with composite shir		Exterior Surface Primary: Secondary: Decorative	Horizontal Bo	
Integrity:		Construction Da	ate: 1910	(□Circa)
□Excellent □Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Colonial Revival bungalow at 4619 SW Condor Avenue has a rectangular footprint, a poured concrete foundation, and a basement. It is capped by a bellcast hip roof with clipped-gable, hip, and shed dormers. The east (primary) façade has a full-width porch supported by Tuscan columns with rusticated concrete block plinths. A knee wall clad with horizontal board siding lines the north half of the porch.

The house retains its original horizontal board siding; the clipped gable dormer at the east façade is clad with wood shingles. Windows were partially obscured at the time of survey by modern aluminum storm windows, but appear to be original one-over-one hung wood sashes and single-light fixed windows. Paneled wood-and-glass doors appear to be original or in-kind replacements.

Landscaping on the parcel consists primarily of deciduous trees and grass lawn. The east porch connects to the sidewalk on SW Condor Avenue by a set of poured concrete stairs with metal tube railing. A poured concrete pathway with metal tube railing and stone retaining wall are north of the house.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 4619 SW Condor Avenue meets the minimum qualifications to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Colonial Revival bungalow constructed during the early twentieth century, and possesses adequate historical integrity to convey its type and period of construction.

While the house is associated with general trends in residential development of the greater South Portland area during the early twentieth century, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with important individuals who are significant in local, state, or national history (Criterion B). The building is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1910, the date of construction, and the current parcel boundary is the historic property boundary. Character-defining features of the house include its bellcast hip roof, rectangular massing, full-width porch, and period ornamentation.

The house retains historical integrity of location, materials, workmanship, feeling, and association. The house's integrity of the design has been slightly diminished by a bathroom remodel in 2009 that resulted in a modification to the roofline, a change that was not visible at the time of survey (Portland Maps 2020). The setting of the house has been diminished over time by urbanization; this change was spurred in part by the construction of SW Barbur Boulevard during the 1930s in place of a Southern Pacific Railroad alignment, and later by construction of Interstate 5 to the southeast during the mid-twentieth century (Sherrill 2016). The house's historical setting was further diminished by the construction of commercial and religious buildings to the north and multi-family housing to the south during the mid- to late-twentieth century.

Property Name:	Street Address:	City, County:
	4619 SW Condor Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

No acquisitions or easements are proposed for the property at 4619 SW Condor Avenue. Within the viewshed of the property, a nearby building at 4525 SW Condor Avenue built in 1996 will be demolished and SW Barbur Boulevard will be widened to accommodate the new light rail line. Retaining walls will be constructed along SW Condor Way and along SW Barbur Boulevard, and sidewalks on SW Condor Way will be reconstructed in new alignments.

Finding of Effect and justification:

The historic property at 4619 SW Condor Avenue will not be adversely affected by the project. No acquisitions or easement are proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: Portland, Multnomah



View: East (primary) façade and south elevation of house at 4619 SW Condor Avenue, facing west-northwest.



View: East (primary) façade and north elevation of house at 4619 SW Condor Avenue, facing west-southwest.

Property Name:	Street Address:	City, County:
	4619 SW Condor Avenue	Portland, Multnomah

Historical Context

The house at 4619 SW Condor Avenue is situated on Lot 2 of Block 10 of the Portland Homestead, which was platted in 1871 and was replatted by John Andrew in 1890 (Andrew 1890; Stevenson 1871). The first owner of the 1910 house was not identified through historical research. However, longtime owners of the house, Sylvester and Marie Bonn, were identified as residing in the house from at least 1934 through the early 1960s (R.L. Polk & Company 1934; *The Sunday Oregonian* 1963; U.S. Bureau of the Census 1940). Sylvester worked at Crown Flour Mills, on the western bank of the Willamette River, which is now near the base of the Fremont Bridge (*The Sunday Oregonian* 1963).

SW Barbur Boulevard, which is situated north of the house, was completed as part of the Fourth Street Extension Project in the early 1930s (Sherrill 2016). The roadway was constructed along a former Southern Pacific Railroad alignment, significantly altering the surrounding area (Sherrill 2016). In the 1960s, the completion of Interstate 5 less than 1,000 feet southeast of the house further affected the local area by altering circulation patterns, increasing traffic volume and noise, and by introducing more multi-family and commercial development in place of single-family residences (Abbot 1987).

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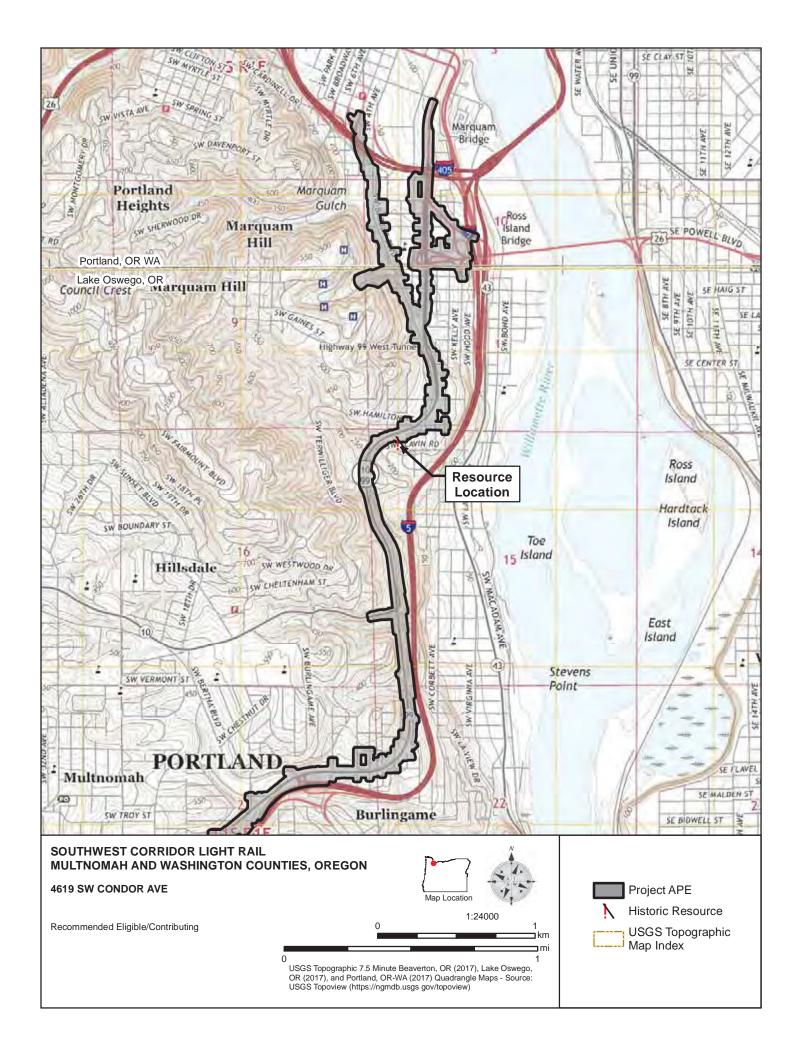
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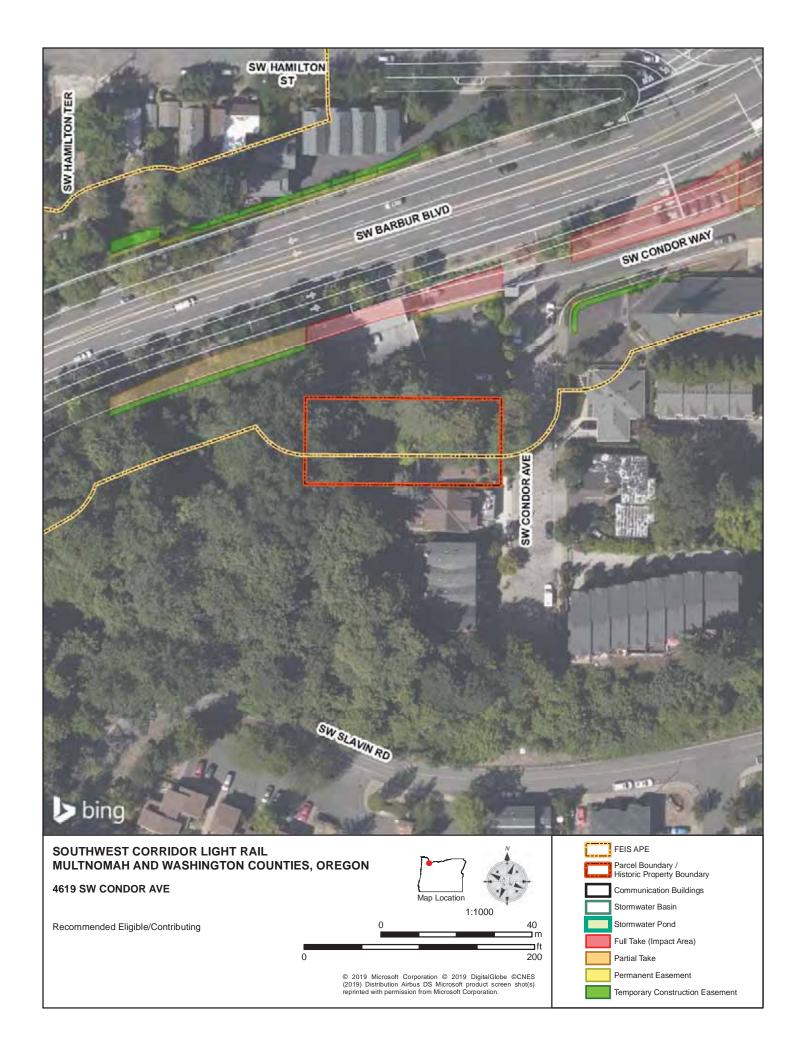
The Sunday Oregonian (Portland, Oregon)

1963 Golden Weds Renew Vows. 10 February:14.

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1940 *Manuscript Population Census of the United States*. Sixteenth Census of the United States. State of Oregon, Multnomah County, Portland. On file, Multnomah County Library, Portland, Oregon.





Property Name: Town & Country Apartments	Street Address: 4820 SW Barbur Boulevard		/, County: tland, Multnomah
Project Name: Southwest Corridor Li		Agency pro	,
Agency: Federal Transit Administrat			e#: 16-1621
Location coordinates (to sixth decimal p		Is the prope Historic Pla	erty listed in the National Register of ces?
Latitude: 45.488479 Longitude:	-122.681571		ndividually 🔲 NO n a district
South and east elevations of the ea	asternmost building at 4820 SW Ba	rbur Bouleya	ard. The view is facing northwest
Surveyor: Samantha Gordon, M.S.,			Date Recorded: 06/04/19
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part □ Not Eligible: □ Irretrievable integrity los	of a District NR Criteria: □A □B ss □Not 50 Years □Fails to me		Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect
State Historic Preservation Office Co	omments – <i>Official Use Only</i> : □ Do Not Concur:		
Effect: Concur	□ Do Not Concur:		
Signed	Dat	e	
CONTACT INFORMATION			
Comments:			

Property Name: Town & Country Apartments	Street Address: 4820 SW Barbur Boule	evard	City, County: Portland, Mult	nomah
Original Use: Domestic — Multiple Dwe	elling	Number of Asso	ciated Resource	es: 5
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate	☐ Local Government
Modern Period: other	Building	□Stat	te	□Federal
Window type and Materials: Sliding aluminum sashes		Exterior Surface Primary:	Materials:	
Roof Type and Materials: Flat roof with built-up asphalt roofing	1	,	Stone: Other/c	
Integrity: ⊠Excellent □Good □Fair □F	'oor	Construction Da		(□Circa)

Description of Property (including previous alterations & approximate dates):

The Modern motel-style apartment building at 4820 SW Barbur Boulevard consists of five buildings and a swimming pool, all of which appear to have been constructed in 1962. The apartment buildings are extremely similar in exterior design, varying primarily in square footage and ranging from two to three stories, and retain most of the same features and ornamentation. One building has both apartments and a management office. Each building has a roughly rectangular footprint with a poured concrete foundation, and is capped by flat roofs with extended eaves. The long elevations of the apartment buildings are dominated by covered walkways with hairpin metal railing and cast concrete stairs.

The buildings are generally clad in T1-11 at the basement level, stone veneer on the first story, and stucco on the upper stories. The north portion of the westernmost building of the parcel is clad with patterned concrete block. Windows are sliding aluminum sashes, and aluminum sliding doors provide access to east-facing balconies. The plain wooden doors of the apartment units appear to be original to the date of construction.

Landscaping on the parcel consists primarily of asphalt-paved surface parking and through-roads, as well as a courtyard with a poured concrete deck and heated swimming pool. Privacy screening is provided by trees around the edges of the parcel. The complex is situated on a slope that is highest at SW Barbur Boulevard to the west and descends towards SW Slavin Road to the east.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Town & County Apartments at 4820 SW Barbur Boulevard meet minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. The apartment complex embodies distinctive characteristics of a Modern multi-family dwelling, and possesses adequate historical integrity to be representative of its type and period of construction. While the apartment building is part of the general history of mid-twentieth century suburban development along Barbur Boulevard, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any known figures significant in local, state, or national history (Criterion B), and the building is not a principal source of information important to understanding our past (Criterion D).

The period of significance of the apartment complex is 1962, the date of construction, and the parcel boundary is the historic property boundary (Portland Maps 2020). Character-defining features of the apartment complex include the buildings' flat roofs, rectangular massing, cantilevered walkways, original window and cladding materials, and continued use of the buildings as part of an apartment complex.

The Town & Country Apartments retain historical integrity of location, design, setting, materials, workmanship, feeling, and association. The form of the apartment buildings, their layout in relationship to one another and the sloping site, and their window and cladding materials have not changed since the date of construction. Landscaping on the property appears to have changed over time, and does not contribute to the eligibility of the apartment complex for listing in the NRHP under Criterion C.

Property Name:	Street Address:	City, County:
Town & Country Apartments	4820 SW Barbur Boulevard	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

At 4820 SW Barbur Boulevard, a partial acquisition of approximately 7,311 square feet, a temporary construction easement of approximately 1,944 square feet, and a permanent easement of about 67 square feet are proposed at the property's western edge along SW Barbur Boulevard. The acquisition and easements will facilitate the widening of SW Barbur Boulevard to accommodate the light rail line and bicycle lanes, and will allow for the construction of a new bus stop for northbound lanes on the east side of the roadway. Access to the apartment complex will be reconfigured, as a new traffic light will be installed on SW Barbur Boulevard and a new driveway will be built to access both the Town & County Apartments and Rasmussen Village to the south. A smaller driveway will be constructed at the property's northwest corner, and the existing driveway near the center of the property's western edge will be replaced with a new sidewalk.

Finding of Effect and Justification:

The Town & Country Apartments will not be adversely affected by the Southwest Corridor Light Rail Project. The closest apartment building to SW Barbur Boulevard is approximately 100 feet to the east, and will be avoided by the widening of SW Barbur Boulevard at the property's western edge. Some parking spaces, a planter strip with small maple trees and low shrubs, and a driveway would be directly impacted, and the property's integrity of setting would be altered. However, these characteristics of the property do not contribute to its eligibility for listing in the NRHP under Criterion C.

The introduction of light rail infrastructure along SW Barbur Boulevard may also have indirect effects on the setting of the Town & Country Apartments through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the property's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the Town & County Apartments will continue to retain their character-defining features to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County:
Town & Country Apartments 4820 SW Barbur Boulevard Portland, Multnomah



View: East (primary) façade and south elevation of the easternmost apartment building. The view is facing northwest.



View: Overview of the western property boundary of Town & Country Apartments from SW Barbur Boulevard, facing east-northeast. A sidewalk will be constructed where the existing driveway is at left. A new driveway will be constructed at right, and will be accessed from a signalized intersection. The planter strip on either side of the driveway will be removed.

Property Name: Street Address: City, County:
Town & Country Apartments 4820 SW Barbur Boulevard Portland, Multnomah



View: North elevation and east (primary) façade of the westernmost apartment building. The view is facing southwest.



View: East (primary) façade of westernmost apartment building. The view is facing west.

Property Name:	Street Address:	City, County:
Town & Country Apartments	4820 SW Barbur Boulevard	Portland, Multnomah

Historical Context:

SW Barbur Boulevard is immediately west of the property, and was constructed as part of the Fourth Street Extension Project in the 1930s (Sherrill 2016). The Portland-to-Tigard segment of Interstate 5 to the east of the property was completed in 1961 (Abbott 1994). These transportation projects significantly altered the surrounding area from previous decades, and dramatically changed local automobile transportation patterns (Abbot 1994; Sherrill 2016).

The Town & Country apartment complex was built in 1962, after the completion of SW Barbur Boulevard and Interstate 5. The complex has a motel-style apartment plan, which is sometimes referred to as "breezeway" or "garden" apartments. Motel-style apartments developed as a typology along the West Coast and the Sun Belt in the midtwentieth century as investment in multi-family rental housing increased (Rubin 2014). These multi-story buildings, with common covered walkways and exterior entrances for each unit, were arranged around a courtyard containing shared recreational amenities. Designs typically maximized the number of units allowable on a given parcel. The horizontally-sprawling designs ranged from simple to luxurious, but emphasized easy access to the outdoors and an automobile-centric lifestyle with individual unit entries and extensive parking (Rubin 2014).

The apartments were advertised as "country club living," emphasizing the outdoor recreational space including a heated swimming pool and private putting green, as well as an indoor recreation room (*The Oregonian* 1962a, 1962b). It is assumed that the recreation room is still on site; however, it is not known whether or not the putting green is still in place. The individual units featured kitchens with electric appliances and were fully carpeted (*The Oregonian* 1962a).

Sources:

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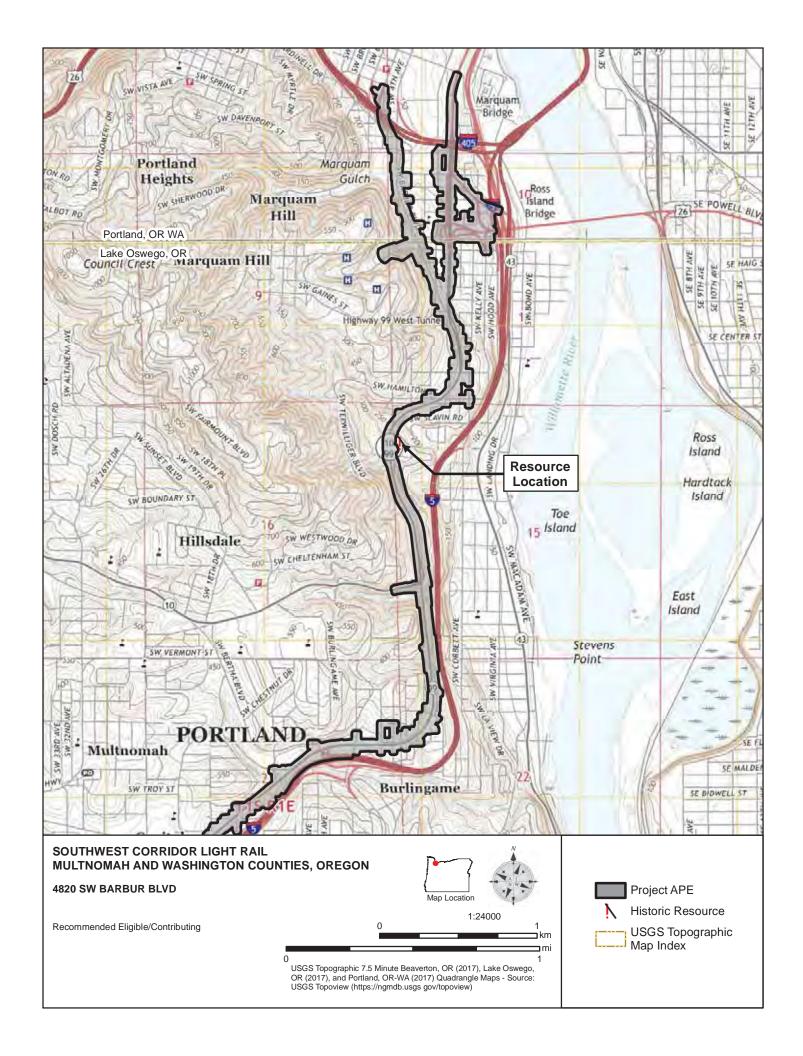
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1962a Country club living. 22 April:54.

1962b Town & Country. 1 April:64.





Property Name: Rasmussen Village	Street Address: 4950 SW Barbur Boulevard		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Lig	ght Rail Project	Agenc	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.487763 Longitude: -122.681312		Histori	oroperty listed in the National Register of C Places? S – Individually S – In a district	



South and west elevations of the main U-shaped building at Rasmussen Village, facing northeast.

Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.	Л.S.	Date Recorded: 10/21/2019
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criterian NR Criteri		Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect
State Historic Preservation Office Comments – <i>Official Us</i> Eligibility: Concur	e Only:	
Effect: Concur Do Not Concur:		EIVED STAMP
Signed	Date	
CONTACT INFORMATION STAMP		
Comments:		

Property Name: Rasmussen Village	Street Address: 4950 SW Barbur Boule	evard	City, County: Portland, Mult	tnomah
Original Use: Domestic – Multiple Dwelling		Number of Associated Resources: 7		
Architectural Classification / Resource T	ype:	Owner: ⊠Priv	rate	☐ Local Government
Art Deco	Building	□Stat	te	□Federal
Window type and Materials: Vinyl-sash single-hung; vinyl-sash fi Roof Type and Materials: Gable-on-hip roof clad in composite eaves	· •	Exterior Surface Primary: Secondary: Decorative	Stucco	
Integrity:		Construction Da	ate: 1941, 1951	(□Circa)
□Excellent ⊠Good □Fair □Poor		Architect/Builder (if known): Ernst Kroner/Howard Rasmussen and Edgar Rasmussen (1941); Lathrop, Gillam & Percy Assoc. (1951)		

Description of Property (including previous alterations & approximate dates):

Rasmussen Village, located at 4950 SW Barbur Boulevard, is an Art Deco-style multi-family housing complex consisting of six apartment buildings, a large garage, a stucco-clad wall with signage, an asphalt-paved parking lot, and landscaping on a 3.84-acre parcel (Portland Maps 2019). Three of the apartment buildings were constructed in 1941; the garage and the wall at SW Barbur Boulevard were constructed circa 1941; and three of the apartment buildings were constructed in 1951. The resource is bounded by the parcel at 4820 SW Barbur Boulevard to the north, SW Slavin Road to the east, the parcel at 5055 SW Barbur Boulevard to the south, and SW Barbur Boulevard to the west.

The three 1941 buildings are clustered near the west end of the parcel, and have a similar design. They are two stories tall, and rest on poured concrete foundations. Two of the buildings have I-shaped footprints, while the third building has a U-shaped footprint. Exterior walls are clad in white-painted stucco, and have stylized vertical projections emphasizing each building entrance; the entrances feature original glass block windows. Wood entry doors appear to be original to the building. Stucco cornices and round vents over the bathroom window of each unit decorate the walls. The buildings are capped with gable-on-hip roofs clad in composite shingles.

(Continued on Page 11)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Rasmussen Village is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The apartment complex retains distinctive characteristics of the Art Deco style as applied to a multi-family dwelling from the 1940s and is highly representative of its type and period of construction. A search of records on file with the Oregon State Historic Preservation Office (SHPO) found limited representation of Art Deco apartment buildings from this period; the two closest examples are the Ongford Apartments and Regent Apartments in downtown Portland (Oregon State Historic Preservation Office (SHPO) 2019a, 2019b).

Rasmussen Village does not individually convey an association with a historically significant event or pattern of events in local, state, or national history (Criterion A). While SW Barbur Boulevard's construction in the 1930s spurred new development along the transportation corridor, including Rasmussen Village, Barbur Boulevard is primarily associated with automobile-focused commercial development and, to a lesser extent, postwar single-family housing. Other multi-family housing complexes near Rasmussen Village, such as the Town & Country Apartments and the federally-funded Slavin Court complex, postdate Rasmussen Village by a decade or more (Sanborn Map and Publishing Company 1908-1950). The apartment complex has no known association with figures significant in local, state, or national history (Criterion B). Furthermore, the apartment complex is unlikely to provide a principal source of new or important historical information (Criterion D).

(Continued on Page 11)

Property Name:	Street Address:	City, County:
Rasmussen Village	4950 SW Barbur Boulevard	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

At Rasmussen Village, the project proposes a partial right-of-way acquisition and a temporary construction easement. The current entry to the property, including several trees and the historic stucco wall and signage, would be removed or modified to facilitate widening of SW Barbur Boulevard. A new signalized intersection would be constructed to access the property from its northwest corner; new curbs and a sidewalk would be constructed, and a bus landing pad would be constructed on the opposite side of the street. The introduction of light rail infrastructure along SW Barbur Boulevard may result in foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

Finding of Effect and justification:

The project proposes to remove or modify the driveway/circulation, walls, and signs that are at the western edge of Rasmussen village, all of which are character-defining features of the historic property. The removal of trees that currently screen the property from SW Barbur Boulevard and the construction of road infrastructure within close proximity of the 1941 Art Deco apartment buildings will diminish the property's integrity of feeling and setting. Directly altering character-defining features of Rasmussen Village constitutes an adverse effect on a historic property under Section 106 of the National Historic Preservation Act.

Property Name: Street Address: City, County:
Rasmussen Village 4950 SW Barbur Boulevard Portland, Multnomah



View: West and south elevations of the I-shaped 1941 apartment building at the property's northwest corner, facing east.



View: Overview of 1941 Rasmussen Village buildings from the driveway at SW Barbur Boulevard, facing northeast.

Property Name: Street Address: City, County:
Rasmussen Village 4950 SW Barbur Boulevard Portland, Multnomah



View: East elevation of U-shaped 1941 building; the circa 1941 garage is situated below and to the east. The south elevation of westernmost 1951 building is at far right. The view is facing west.



View: South elevation of circa 1941 garage, facing northwest.

Property Name:	Street Address:	City, County:
Rasmussen Village	4950 SW Barbur Boulevard	Portland, Multnomah



View: South elevation of westernmost 1951 apartment building, facing north.



View: West and south elevations of 1951 apartment buildings and parking lot, facing east-northeast.

Property Name: Street Address: City, County:
Rasmussen Village 4950 SW Barbur Boulevard Portland, Multnomah



View: South sign at entrance to apartment complex, facing east-southeast



View: Rear of south sign at entrance to apartment complex, facing southwest toward SW Barbur Boulevard.

Property Name: Street Address: City, County: Portland, Multnomah



View: Detail of south concrete-and-stucco wall at the apartment complex entrance, facing north.



View: Apartment complex entrance, historic signs, concrete wall, and surface parking, facing east-northeast.

Property Name: Street Address: City, County:
Rasmussen Village 4950 SW Barbur Boulevard Portland, Multnomah

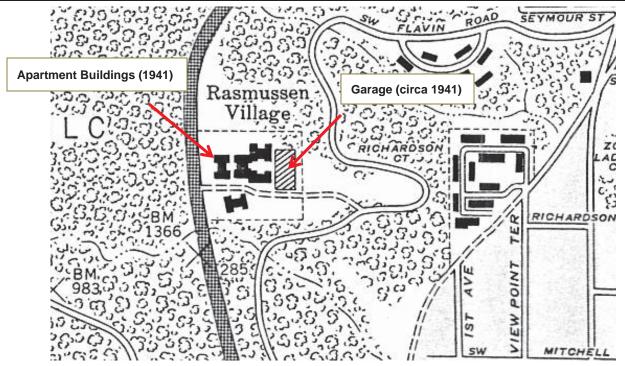


View: Apartment complex entrance, historic signs, concrete wall, and surface parking/circulation, facing east.



View: Overview of north sign and concrete wall of Rasmussen Village apartment complex and SW Barbur Boulevard at proposed location of new traffic signal and intersection, facing northeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: The three 1941 apartment buildings and circa 1941 garage depicted on a 1947 planimetric map (U.S. Coast and Geodetic Survey 1947)



View: At left is a 1952 aerial overview of Rasmussen Village and the surrounding area on SW Barbur Boulevard (USGS 1952). The circa 1941 garage is marked with a red arrow; the three buildings located immediately east (right) of the garage are apartment buildings constructed in 1951. At right is a 1970 aerial overview of Rasmussen Village and surrounding area approximately nine years after construction of Interstate 5 to the east of the apartment complex (USGS 1970). The circa 1941 garage is marked with a red arrow.

Property Name:	Street Address:	City, County:
Rasmussen Village	4950 SW Barbur Boulevard	Portland, Multnomah

Physical Description, Continued from Page 2

The garage building, located directly east of the 1941 apartment buildings, was constructed circa 1941. The garage is rectangular in plan and rests on a poured concrete foundation. Exterior walls are board-form poured concrete with parapets on the north and south elevations. The roof is a trestle-supported segmental arch clad in rolled asphalt. The garage appears to retain its original overhead rolling door that is made of wood.

Three two-story apartment buildings constructed in 1951 are located on the far east side of the parcel. They have poured concrete foundations, are roughly rectangular in form, and have rectangular projecting sections at the center of each elevation. Exterior walls are clad in stucco. Windows are vinyl-sash sliding window replacements, and doors appear to be modern. The roofs are flat with slightly-extending eaves.

The main entrance to Rasmussen Village is a driveway from SW Barbur Boulevard. The driveway is flanked to the north and south by low concrete-and-stucco retaining walls with decorative scoring; at an unknown date, a modern curb was constructed at the outer (west) edge the walls. Stucco-clad signs with the complex's name and address are on each wall at both ends of the driveway. Coniferous trees behind the wall partially screen the property from view of SW Barbur Boulevard, and likely help to reduce road noise within the complex. The buildings and parking areas are laid out so that vehicles can circulate the property with ease. Landscaping includes grass lawns and low shrubbery.

Determination of Eligibility, Continued from Page 2

The period of significance of the apartment complex is 1941. This represents the construction dates of all contributing features on the historic property: the three architect-designed, Art Deco-style buildings; the circa 1941 garage; and the circa 1941 concrete-and-stucco wall and signs on the western edge of the parcel. The current parcel boundary is the historic property boundary. The three 1951 apartment buildings at the eastern end of the parcel do not contribute to the significance of the apartment complex as they fall outside of the period of significance and lack historical integrity.

Rasmussen Village retains historical integrity of location, design, setting, feeling, and association from the period of significance. The resource has not been moved from its original location, nor have the contributing buildings had any additions or significant exterior renovation. The apartment complex retains features evocative of the period of construction, such glass block windows, stucco walls, and stylized signs that clearly convey the complex's original design, feeling, and association. The surrounding area of SW Barbur Boulevard has not changed significantly since the historic period; non-contributing buildings that were constructed in 1951 are situated downhill and away from the 1941 buildings, maintaining the complex's integrity of setting (USGS 1952, 1970). The apartment complex's historical integrity of materials and workmanship are diminished due to the replacement of most original windows with vinyl-sash windows, and original roofing materials have been replaced with modern composite shingle cladding. Character-defining features of Rasmussen Village include Art Deco design details, such as stucco wall cladding and glass block windows; concrete walls and signs at the property's west (main) entrance; a large purpose-built garage constructed circa 1941; and the property's circulation pattern.

Historical Context

The oldest buildings in the Rasmussen Village apartment complex, three buildings at the western edge of the property, were designed by Ernst Kroner and constructed in 1941 by Howard Rasmussen and Edgar Rasmussen for owner Eric M. Rasmussen (*The Oregonian* 1941a, 1941b, 1941c). The three buildings offered a total of 41 units that featured plaster and mahogany interior finishes (*The Oregonian* 1941b). It is likely that the walls and signs that line the western edge of the property were also constructed at this time, in addition to a garage that is east of the 1941 apartment buildings (U.S. Coast and Geodetic Survey 1947).

(Continued on Page 12)

Property Name:	Street Address:	City, County:
Rasmussen Village	4950 SW Barbur Boulevard	Portland, Multnomah

Historical Context, Continued from Page 11

Architect Ernst Kroner was a German immigrant, a political activist, and an active member of German cultural organizations in the Portland area until his death in 1955 (*The Oregonian* 1955). Two International Order of Odd Fellows halls he designed in Oregon (one in Portland and another in Clatskanie) are individually listed in the NRHP, and two houses he designed are contributing resources in NRHP-listed historic districts (Hicks 2012; SHPO 2019c, 2019d; Williams and Emery 1980). Kroner designed a wide range of building types and worked with a variety of styles; examples of his work in Portland include the utilitarian Triangle Milling Company building, the Colonial Revival-style Sacred Heart School, and the Georgian-style Rose City Park Presbyterian Community Church (Koffman 2019; SHPO 2019e, 2019f). The only other recorded Art Deco building designed by Kroner, the 1948 Maplewood School, was recommended to be not eligible for listing in the NRHP when it was documented in 2009 (SHPO 2019g).

Three buildings constructed in 1951 to expand the complex's capacity were designed by the architecture and engineering firm Lathrop, Gillam & Percy Associates (Lathrop, Gillam & Percy Associates n.d.; *The Oregonian* 1951). The new buildings added 26 one-bedroom units to the complex, and offered baseboard heating, plaster interiors, mahogany doors, and full-size kitchen ranges (Lathrop, Gillam & Percy Associates n.d.; *The Oregonian* 1951). Although Rasmussen Village was originally envisioned as having 12 buildings with 98 units for rent, only 6 apartment buildings and a total of 67 units were constructed (*The Oregonian* 1941b, 1951).

When the first phase of Rasmussen Village was completed in 1941, it was one of several apartment complexes that reflected a changing trend in multi-family housing in the World War II era and postwar period. Previously, high-density urban housing typically consisted of a single large building of several stories with units oriented around internal hallways (*The Oregonian* 1941b; Wright 1981:135-151). By contrast, the Rasmussen Village buildings and other apartments constructed in Portland at about the same time, such as Park View apartments and Vista Avenue apartments, comprise multiple, smaller buildings with three or fewer stories in a campus-like arrangement on the parcel (*The Oregonian* 1941b).

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(Continued on Page 13)

Property Name:	Street Address:	City, County:
Rasmussen Village	4950 SW Barbur Boulevard	Portland, Multnomah

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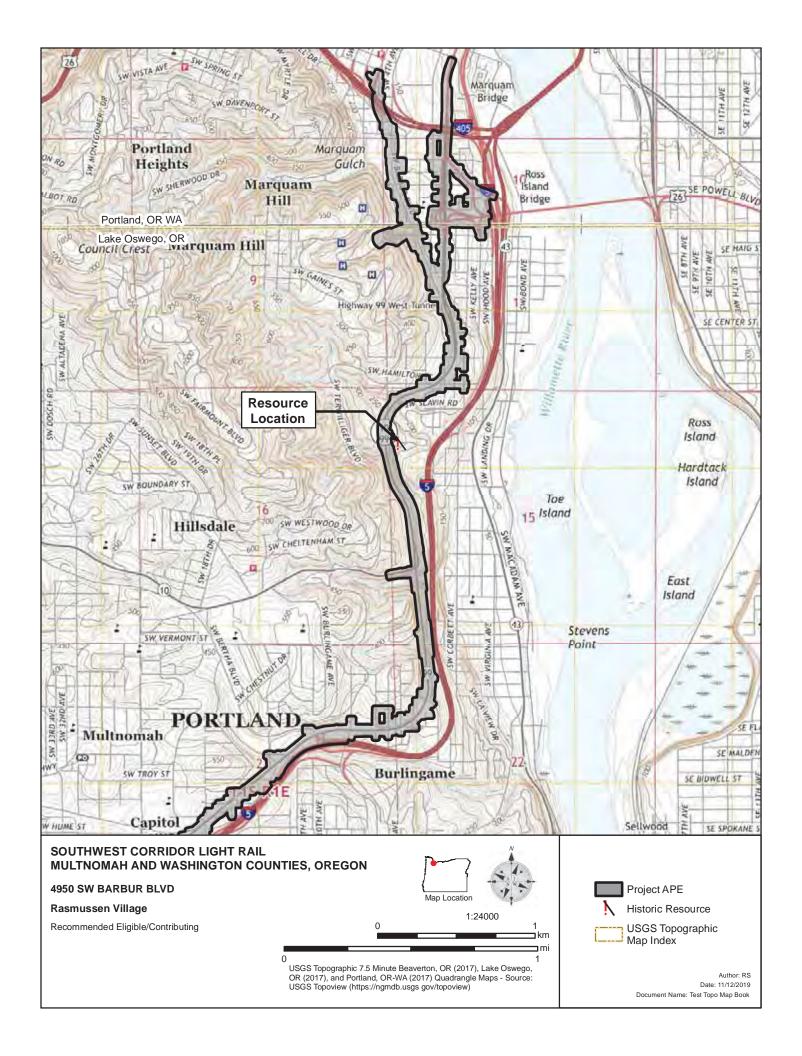
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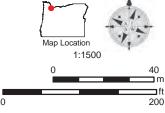
MULTNOMAH AND WASHINGTON COUNTIES, OREGON

4950 SW BARBUR BLVD

Rasmussen Village

Recommended Eligible/Contributing

(Buildings constructed in 1951 do not contribute to NRHP Eligibility)



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individual Properties				
Property Name:	Street Address: City, County: 5910 SW Ralston Drive Portland, Multnomah			
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO	Case#: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.480636 Longitude:	olace): -122.680690	Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	
☐ YES – In a district				



East elevation of the house at 5910 SW Ralston Drive. The view is towards the east.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.			Date Recorded: 2/17/2020	
National Register Findings: ⊠ Eligible: ⊠Individually □ As pa □ Not Eligible: □Irretrievable integrity lo	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

			1	
Property Name:	Street Address: 5910 SW Ralston Driv	re	City, County: Portland, Mul	ltnomah
Original Use: Domestic - Single Family	Dwelling	Number of Asse	ociated Resourc	es: N/A
Architectural Classification / Resource	Туре:	Owner: ⊠Private □Local Government		☐Local Government
Tudor Revival	Building	□Sta	te	□Federal
Window type and Materials:		Exterior Surface	e Materials:	
Hung, mixture of wood and vinyl rep	olacements	Primary:	Roman Brick	
Roof Type and Materials:	16 12 1	Secondary:	Stucco	
Hip with crossing gables with aspha	ait sningles	Decorative	Half-Timberin	ng
Integrity:		Construction Da	ate: 1937	(□Circa)
☐Excellent ☐Good ☐Fair ☐F	Poor	Architect/Builde	er (if known):	
Description of Property (including previous	ous alterations & approxim	nate dates):		
The Tudor Revival house at 5910 S				
Barbur Boulevard and SW Capital F dense vegetation. This description				
east, and north.	is provided based on o	bacarca viewa i	oward the nod	30 Hom the 30din,
The house has an irregular footpring crossing gables; imitation half-timber				
shingles. The primary cladding is R				
wood windows and vinyl replaceme				
garage to the north and a prominen features a tapered brick chimney.	it covered entry to the s	outh supported	by brick arche	s. The west elevation
reatures a tapered brick crimmey.				
Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):				
The Tudor Revival house is recommended to be eligible for listing in the National Register of Historic Places				
(NRHP) under Criterion C. The hou	use appears to embody	distinctive char	acteristics of it	s period of
construction, and is an excellent exassociation with a demonstrably sign				
(Criterion A). It is not associated with				
B). Furthermore, the building is not				
Despite the replacement of some of	riginal wood windows w	vith vinyl window	s the house a	annears to retain
integrity of materials and design; it a				
house's integrity of setting has been				
construction of an overcrossing of S Oregonian 1961). The period of sign				
property boundary is the parcel bou	indary. The house's ch	aracter is define	ed by its Tudor	Revival form and
decoration, which includes the steeply pitched roof, imitation half-timbering, and period construction materials.			onstruction materials.	

Property Name:	Street Address:	City, County:
	5910 SW Ralston Drive	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

At 5910 SW Ralston Drive, a partial acquisition of less than 3 square feet is proposed at the property's southeast corner, and a temporary construction easement of 524 square feet is proposed at the property's southern boundary. The acquisition and easement will facilitate road improvements along SW Capitol Highway, just west of SW Barbur Boulevard; the easement will be accessed during Project to construct new curbs along SW Capitol Highway on either side of the property's driveway. Within the eastern viewshed of the house the new light rail line will be constructed along SW Barbur Boulevard, and the SW Newbury Street Viaduct, which is located southeast of the house, will be replaced with a new bridge structure.

Finding of Effect and justification:

The South Corridor Light Rail project will have no adverse effect on the property at 5910 SW Ralston Drive. The acquisition of less than 3 square feet from the property and a temporary construction easement at the property's southern boundary will not alter or diminish the Tudor Revival house's character-defining features or the aspects of integrity that convey the house's significance under Criterion C.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 5910 SW Ralston Drive Portland, Multnomah



View: Attached garage of 5910 SW Ralston Drive. The view is towards the south-southeast.



View: The north and west elevations of the house at 5910 SW Ralston Drive. The view is towards the southeast.

Property Name:	Street Address:	City, County:
	5910 SW Ralston Drive	Portland, Multnomah

Historic Context:

The house is located in the Hillsdale neighborhood of Portland, in the far northwestern corner of an area platted as Southern Portland in 1883 (Gradon 1883). The house was completed in 1937, soon after the construction of SW Barbur Boulevard in the early 1930s immediately east and downhill from the house's location (Sherrill 2016). At the time of the house's construction, the parcel on which it is situated extended east of SW Barbur Boulevard (Metsker Maps 1944).

The earliest known owner of the house is Dr. Dorothy Johnstone. Dr. Johnstone resided at the house from at least 1945 through the mid-1950s, at which time she was a practicing naturopath and chiropractor in Portland (R.L. Polk & Company 1955; *The Oregonian* 1945, 1955). She made headlines in *The Oregonian* when she proposed that the portion of her land situated southeast of present-day SW Capitol Highway's crossing of SW Barbur Boulevard be rezoned, allowing for the construction of duplexes that would take advantage of eastern views toward the Willamette River and Mt. Hood (*The Oregonian* 1952a, 1952b, 1952c). City commissioners were hesitant to authorize the rezoning, citing the existing single-family zoning along much of SW Barbur Boulevard's corridor. Commissioners also cited the potential need for land if the roadway later needed to be widened, or if an overpass might be needed to convey what was then SW Slavin Road (now SW Capitol Highway) over SW Barbur Boulevard at a later date (*The Oregonian* 1952a).

The Portland Planning Commission ultimately recommended that the city council vote against the zoning change, as the land would likely be needed for road construction in the foreseeable future (*The Oregonian* 1952c). Dr. Johnstone's proposed duplexes were never built. This area is now within the right of way of Interstate 5; it is situated between the interstate to the east and the SW Newbury Street Viaduct to the west that conveys SW Barbur Boulevard over a gulch south of SW Capitol Highway. The introduction of Interstate 5 within the immediate vicinity of the house at 5910 SW Ralston Drive, in addition to the construction of an overpass to convey eastbound traffic on SW Capitol Highway onto northbound SW Barbur Boulevard, has significantly altered the house's setting.

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Property Name: SW Newbury Street Viaduct (Bridge #01983)	Street Address: SW Barbur Boulevard		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.487763 Longitude: -122.681312		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district	



East elevation of SVV Newbury Street viaduct and approach to substructure, facing west.				
Surveyor: Samantha Gordon, N	M.S., and Andrea Blaser, M.S.		Date Recorded: 10/21/2019	
National Register Findings: ☐ Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Comments – Official Use Only:				
Eligibility: Concur	☐ Do Not Concur:			
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name: SW Newbury Street Viaduct (Bridge #01983)	Street Address: SW Barbur Boulevard		City, County: Portland, Mul	tnomah
Original Use: Transportation – Road-Re	lated	Number of Asso	ociated Resource	es: 1
Architectural Classification / Resource T	уре:	Owner: □Priv	vate	☐ Local Government
Art Deco	Structure	⊠Sta	te	□Federal
Window type and Materials: N/A Roof Type and Materials: N/A		,	e Materials: Wood: Other/ Poured Conc Poured Conc	rete
Integrity:		Construction Da	ate: 1934	(□Circa)
□Excellent □Good ☑Fair □F	Poor	Architect/Builde Department	r (if known): Ore	egon State Highway

Description of Property (including previous alterations & approximate dates):

The SW Newbury Street Viaduct (Bridge #01983) is on SW Barbur Boulevard (Highway 99W), just south of the intersection of SW Barbur Boulevard and SW Capitol Highway (Highway 10). The viaduct conveys SW Barbur Boulevard over a ravine; a railroad bridge predated the viaduct at this location, and remnant footings from the railroad trestle are visible from Marquam Trail as it passes below the viaduct and through the ravine. The structure has the same design as the nearby SW Vermont Street Viaduct (Bridge #01984); the primary difference between the two structures is their length. The SW Newbury Street Viaduct in 377 feet long and has 13 spans, while the SW Vermont Street Viaduct is 531 feet long and has 18 spans.

The 1934 composite viaduct has a substructure of pressure-treated timber and steel that is topped with a concrete slab superstructure. Douglas fir used to construct the substructure was treated with a creosote-petroleum mixture (Lebow and Anthony 2012; State of Oregon Highway Commission 1933). Timber pieces, some of which have been replaced with steel, are connected with galvanized steel bolts and plates. The viaduct rests on flared, reinforced concrete footings, and has earthen abutments to the north and south that have been stabilized in some areas with chunks of concrete.

Timber stringers are incorporated into the concrete slab superstructure, which is attached to the lumber substructure with a shear connection. Decking is asphalt over concrete, and the viaduct has concrete pile caps. Poured concrete sidewalks line both sides of the deck. The original cast concrete railing has been modified through the removal of balusters and the addition of modern steel rail that is attached to the 1934 railing's concrete cap. Steel tube railing has also been added inside the older railing. Railing and deck modifications were likely completed during a 2014 rehabilitation project (Oregon Department of Transportation [ODOT] 2014). On both sides of each bridge approach the guardrails extend into a semi-circular, scored concrete wall culminating in a concrete column with wood details.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The SW Newbury Street Viaduct (Bridge #01983) is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The bridge is a Category II bridge in ODOT's statewide survey of bridges and viaducts; Class II bridges are those that are historic, have integrity, and are likely eligible for listing in the NRHP (Burrow et. al 2013).

The SW Newbury Street Viaduct is significant under Criterion A for its association with broad patterns of local transportation history, and for its association with New Deal-era programs undertaken to stimulate the economy during the Great Depression. The viaduct was constructed by the Oregon State Highway Department (OSHD), the predecessor agency to ODOT, funded through the National Industrial Recovery Act (State of Oregon Highway Commission 1933). The federal recovery funds were administered by the Bureau of Public Roads, a predecessor of the Federal Highway Administration. Construction of the nearby SW Vermont Street Viaduct was also completed as part of this project.

(Continued on Page 19)

Property Name:	Street Address:	City, County:
SW Newbury Street Viaduct	SW Barbur Boulevard	Portland, Multnomah
(Bridge #01983)		

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

At the SW Newbury Street Viaduct (Bridge #01983), the project proposes to completely replace the historic property with a new viaduct structure. Replacement of the viaduct is necessary to accommodate existing lanes of traffic and the MAX Green Line, and to upgrade existing bicycle and pedestrian travel lanes on SW Barbur Boulevard. The introduction of light rail infrastructure along SW Barbur Boulevard may also result in foreseeable long-term modifications to the setting of the viaduct to accommodate transit-oriented development.

Finding of Effect and justification:

The complete removal and replacement of the SW Newbury Street Viaduct (Bridge #01983) constitutes an adverse effect on a historic property under Section 106 of the National Historic Preservation Act. Avoidance alternatives were considered in the project's Draft Environmental Impact Statement, but no feasible build alternative was identified that would avoid the need to remove and replace the historic property.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: North approach to SW Newbury Street Viaduct, facing southeast.



View: SW Newbury Street Viaduct, facing south-southeast.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: West elevation of SW Newbury Street Viaduct, facing southeast.



View: Column at bridge north approach, facing south.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Detail of column and scored concrete wall at bridge north approach, facing north-northwest.



View: Exterior of concrete wall around platform at bridge north approach, facing east-northeast.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: West elevation, facing north-northeast.



View: East elevation overview and Marquam Trail in ravine below bridge, facing west.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: South trusses and earthen abutment, facing southwest. The remains of the former railroad trestle footings are at lower left.



View: South truss and footing details, facing south-southwest.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Substructure overview, facing north and up.



View: Concrete rubble support in earthen abutment near concrete footing, facing north.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: West-facing view of the SW Newbury Street Viaduct circa 1934, at or near completion. Photograph courtesy of City of Portland (OR) Archives, A1999-004.535.



View: Concrete footings of SW Newbury Street Viaduct under construction (OSHD 1934a).

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Timber substructure under construction (OHSD 1934b)



View: Concrete footings and timber substructure under construction, facing north-northwest (OSHD 1934c). Remnant footings from the railroad trestle that predated the viaduct are at right.

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Timber truss detail (OSHD 1934d).



View: Timber truss substructure under construction (OSHD 1934e)

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Timber truss and stringer details under deck (OSHD 1934f).



View: SW Newbury Street Viaduct deck and timber trusses under construction, facing south (OSHD 1934g).

Property Name: SW Newbury Street Viaduct (Bridge #01983)

Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: SW Newbury Street Viaduct deck under construction, facing north-northeast (OSHD 1934h).



View: Viaduct deck under construction, facing northeast (OSHD 1934i).

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Viaduct approach from SW Barbur Boulevard (OSHD 1934j).



View: Viaduct deck under construction, facing northeast (OSHD 1934k).

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Detail of viaduct deck under construction, facing northeast (OSHD 1934l).



View: East elevation of viaduct guardrail and trusses, facing north-northwest (OSHD 1934m).

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: East elevation of viaduct guardrail and trusses, facing north-northwest (OSHD 1934n).



View: East elevation of viaduct guardrail and trusses, facing north-northwest (OSHD 1934o).

Property Name: SW Newbury Street Viaduct (Bridge #01983) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Southeast column and platform at viaduct south approach, facing northeast (OSHD 1934p).



View: SW Newbury Street Viaduct south approach, facing north (OSHD 1934q).

Property Name:
SW Newbury Street Viaduct (Bridge #01983)

Street Address:
SW Barbur Boulevard

City, County:
Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The bridge is also significant under Criterion C as an early example of a composite timber trestle and concrete slab bridge with a shear connection. This design was suggested by engineer Conde B. McCullough as a cost-saving measure, combining the durability of concrete and economy of wood (*Morning Oregonian* 1934). The structure is not a resource best associated with any known figures significant in local, state, or national history (Criterion B). While the engineering ideas behind the bridge are of Conde B. McCullough, the engineer is more closely associated with the design of other structures that better demonstrate his skill as an engineer and designer, such as his series of Oregon coastal bridges (Hadlow 2001). Remnant footings from the railroad trestle that once stood at this location have been documented separately as an archaeological resource; however, the SW Newbury Street Viaduct is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the bridge is its date of construction, 1934. The current bridge footprint is the historic property boundary. Character-defining features of the SW Newbury Street Viaduct include its alignment on SW Barbur Boulevard (Highway 99W); combination of timber and steel substructure and concrete superstructure; concrete columns and platforms at bridge approaches; custom-milled, pressure-treated wood stringers; and wood and cast concrete ornamental details.

The SW Newbury Street Viaduct retains integrity of location, design, feeling, and association from the period of significance, conveying its association with local patterns in transportation development and federal aid programs under Criterion A. The bridge's historical integrity of materials and workmanship have been somewhat diminished, as some pressure-treated timber members of the trusses have been replaced with steel, and balusters of the viaduct's cast concrete rail have been removed to install a modern steel tube railing. However, the structure's remaining aspects of integrity convey the significance of the viaduct's distinctive composite construction and shear connections.

Historical Context

The SW Newbury Street Viaduct (Bridge #01983) was constructed by OSHD in 1934, at the former location of a railroad trestle. It was one of many road and bridge projects undertaken by the agency during this period to both improve infrastructure and provide jobs during the Great Depression (Burrow et. al 2013; Oregon State Highway Commission 1933; *The Oregonian* 1933). The SW Newbury Street Viaduct and the nearby SW Vermont Street Viaduct were both built to function as part a new highway, present-day SW Barbur Boulevard (Highway 99), which connected downtown Portland to suburban areas to the south and west (Sherrill 2016; *The Oregonian* 1934). The project used a combination of local voter-approved bonds and federal funding disbursed by the Bureau of Public Roads as part of the New Deal-era National Industrial Recovery Act (City of Portland 2009; State of Oregon Highway Commission 1933). The federal funding came with stipulations that were meant to ensure that employment spurred by the project was not delayed, had fair terms, and was available during winter months when other seasonal employment opportunities were likely limited (State of Oregon Highway Commission 1933).

Composite timber and concrete bridges have been constructed in the United States since the early twentieth century. During the 1930s, a new system emerged of using timber stringers to support concrete decks, marking a high point in composite bridge design (Wacker et. al 2017). The SW Newbury Street Viaduct and its companion SW Vermont Street Viaduct are good examples of composite timber-and-concrete construction that incorporate important design developments of the 1930s, including shear connectors that provide a rigid bond between the structure's timber stringers and concrete deck. This general design was developed for use in Oregon by renowned highway engineer Conde B. McCullough during his time as the OSHD State Bridge Engineer, and was tested as part of a research program at Oregon State College (now Oregon State University) in 1932 before being used on highway bridges (Hadlow 2001; *Morning Oregonian* 1934; O'Brien et. al 2010;).

Property Name: SW Newbury Street Viaduct (Bridge #01983)	Street Address: SW Barbur Boulevard	City, County: Portland, Multnomah
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Property Name:
SW Newbury Street Viaduct (Bridge #01983)

Street Address:
SW Barbur Boulevard

City, County:
Portland, Multnomah

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1933 Specifications and Contract Agreement for State Highway Bridge Construction on the West Side Pacific Highway in Multnomah County over Vermont & Newbury Street Gulches near Portland. Box 41, 76 A 0091. On file, Oregon Department of Transportation Library, Salem.

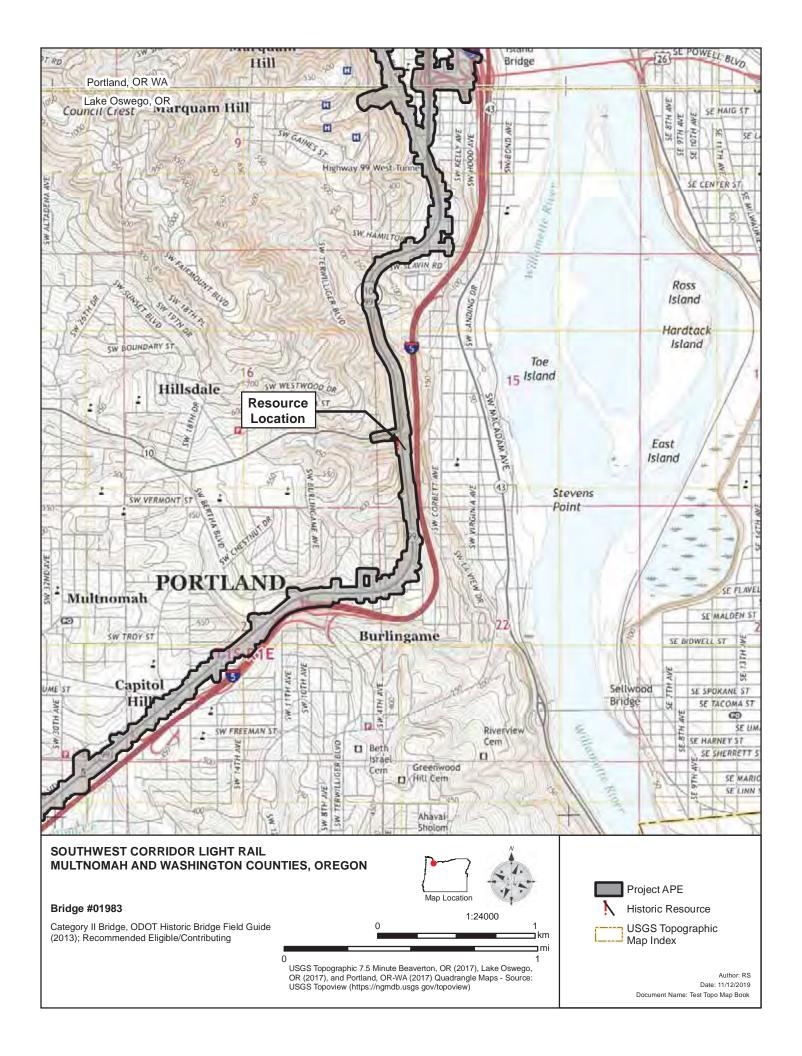
The Oregonian (Portland, Oregon)

1933 \$1,200,000 in road jobs to be placed. 13 August:6.

1934 Barbur Boulevard to Be Dedicated. 21 October:40.

Wacker, James P., Alredo Dias, and Travis K. Hosteng

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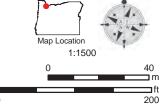




MULTNOMAH AND WASHINGTON COUNTIES, OREGON

Bridge #01983

Category II Bridge, ODOT Historic Bridge Field Guide (2013); Recommended Eligible/Contributing



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Property Name: SW Vermont Street Viaduct (Bridge #01984)	Street Address: SW Barbur Boulevard		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district	



West elevation of the SW Vermont Street Viaduct, facing southeast.

Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S. Date Recorded: 10/21/2								
National Regis ⊠ Eligible: □ Not Eligible:	Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect							
State Historic Preservation Office Comments – Official Use Only:								
Eligibility:	□ Concur	☐ Do Not Concur:						
Effect:	Concur	☐ Do Not Concur:	RECEIVED STAMP					
Signed			Date					
CONTACT INFORMATION STAMP								
Comments:								

Property Name: SW Vermont Street Viaduct (Bridge #01984)	Street Address: SW Barbur Boulevard		City, County: Portland, Mul	tnomah
Original Use: Transportation – Road-Re	Number of Associated Resources: 1			
Architectural Classification / Resource T	Owner: Private		☐ Local Government	
Art Deco	Structure	⊠State		□ Federal
Window type and Materials: N/A Roof Type and Materials: N/A	Exterior Surface Materials: Primary: Wood: Other/undefined Secondary: Poured Concrete Decorative Poured Concrete			
Integrity:		Construction Da	ate: 1934	(□Circa)
□Excellent □Good ⊠Fair □F	Poor	Architect/Builder (if known): Oregon State Highway Department		

Description of Property (including previous alterations & approximate dates):

The SW Vermont Street Viaduct (Bridge #01984) is on SW Barbur Boulevard (Highway 99W), south of the road's intersection with SW Parkhill Drive. This section of SW Barbur Boulevard was railroad right-of-way before being converted for use by automobiles during the 1930s (Sherrill 2016). The SW Vermont Street Viaduct and the nearby SW Newbury Street Viaduct were constructed in 1934 at former railroad trestle locations, and have the same composite design. The substantive difference between the two viaducts is their length; the SW Vermont Street Viaduct is 531 feet long and has 18 spans, while the SW Newbury Street Viaduct to the north is 377 feet long with 13 spans (Burrow et al. 2013).

The viaduct has a substructure of pressure-treated timber and steel that is topped with a concrete slab superstructure. Douglas fir used in the substructure was treated with a creosote-petroleum mixture that was commonly used through 1945 (Lebow and Anthony 2012; State of Oregon Highway Commission 1933). Timber pieces, some of which have been replaced with steel, are connected with galvanized steel bolts and plates. The viaduct rests on flared, reinforced concrete footings, and has earthen abutments to the north and south that have been stabilized in some areas with chunks of concrete.

The concrete slab superstructure incorporates timber stringers and is attached to the lumber substructure with a shear connection. Decking is asphalt over concrete, and the viaduct has concrete pile caps. Poured concrete sidewalks line both sides of the deck. The original cast concrete railing has been modified through the removal of balusters and the addition of modern steel rail that is attached to the 1934 railing's concrete cap. Steel tube railing has also been added inside the older railing. Railing and deck modifications were likely completed during a 2014 rehabilitation project (Oregon Department of Transportation [ODOT] 2014). On both sides of each bridge approach, the guardrail extends into a semi-circular, scored concrete wall culminating in a concrete column with wood details; the walls line the edge of small concrete platforms.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

SW Vermont Street Viaduct (Bridge #01984) is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The bridge is a Category II bridge in ODOT's statewide survey of bridges and viaducts; Category II structures are historic, have integrity, and are likely eligible for listing in the NRHP (Burrow et. al 2013).

SW Vermont Street Viaduct is significant under Criterion A for its association with broad patterns of local transportation history, and for its association with New Deal-era programs undertaken to stimulate the economy during the Great Depression. The viaduct was constructed by Oregon State Highway Department (OSHD), predecessor to ODOT, funded through the National Industrial Recovery Act (State of Oregon Highway Commission 1933). The federal recovery funds were administered by the Bureau of Public Roads, a predecessor of the Federal Highway Administration. The viaduct was constructed in the same year and with the same design as the nearby SW Newbury Street Viaduct (Bridge #01983) to the north.

(Continued on Page 11)

Property Name:
SW Vermont Street Viaduct
(Bridge #01984)

Street Address:
SW Barbur Boulevard

City, County:
Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

At the SW Vermont Street Viaduct (Bridge #01984), the project proposes to completely replace the historic property with a new viaduct structure. This new structure will accommodate the MAX Green Line and vehicle traffic, while providing for improved bicycle and pedestrian facilities along SW Barbur Boulevard (Highway 99W). The introduction of light rail infrastructure along SW Barbur Boulevard may also result in foreseeable long-term modifications to the setting of the viaduct to accommodate transit-oriented development.

Finding of Effect and justification:

Complete removal of the NRHP-eligible viaduct constitutes an adverse effect on a historic property under Section 106 of the National Historic Preservation Act. Avoidance alternatives were considered in the project's Draft Environmental Impact Statement, but no feasible build alternative was identified that would avoid the need to remove and replace the SW Vermont Street Viaduct (Bridge #01984).

Property Name:
SW Vermont Street Viaduct
(Bridge #01984)

Street Address:
SW Barbur Boulevard

City, County:
Portland, Multnomah



View: SW Vermont Street Viaduct, facing south-southeast.



View: SW Vermont Street Viaduct west rail detail, facing southeast. Note the missing balusters.

Property Name: SW Vermont Street Viaduct (Bridge #01984) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Eastern column and platform at north approach, facing east.



View: Sidewalk and guardrail on west side of viaduct, facing south.

Property Name: SW Vermont Street Viaduct (Bridge #01984) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: South end of west guardrail, facing north-northeast.



View: South approach, including southwest column and platform, facing north.

Property Name: SW Vermont Street Viaduct (Bridge #01984) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Timber trusses supporting the structure, facing southeast.



View: Bridge footing detail and remnants of a former railroad bridge (marked with red arrow), facing east.

Property Name:
SW Vermont Street Viaduct
(Bridge #01984)

Street Address:
SW Barbur Boulevard

City, County:
Portland, Multnomah



View: SW Vermont Street Viaduct footings under construction (OSHD 1934a).



View: Timber substructure under construction (OSHD 1934b)

Property Name: SW Vermont Street Viaduct (Bridge #01984) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Viaduct substructure and footings under construction (OSHD 1934c).



View: Timber substructure under construction (OSHD 1934d).

Property Name: SW Vermont Street Viaduct (Bridge #01984) Street Address: SW Barbur Boulevard City, County: Portland, Multnomah



View: Pressure-treating timber stringers during viaduct construction (OSHD 1934e).



View: Viaduct footings and substructure under construction (OSHD 1934f). At right, note the remnant footings of the former railroad trestle that predated the viaduct.

Property Name:
SW Vermont Street Viaduct (Bridge #01984)

Street Address:
SW Barbur Boulevard

City, County:
Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The bridge is also significant under Criterion C as an early example of a composite timber trestle and concrete slab bridge with a shear connection. Composite bridge designs in Oregon were developed and tested by engineer Conde B. McCullough as a cost-saving measure, combining the durability of concrete and economy of wood (*Morning Oregonian* 1934). The structure is not a resource best associated with any known figures significant in local, state, or national history (Criterion B). While the engineering ideas behind the bridge are of Conde B. McCullough, the engineer is more closely associated with the design of other structures that better demonstrate his skill as an engineer and designer, such as his series of Oregon coastal bridges (Hadlow 2001). Remnant footings from the railroad trestle that once stood at this location have been documented separately as an archaeological resource; however, the SW Vermont Street Viaduct is unlikely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the bridge is its date of construction, 1934. The current bridge footprint is the historic property boundary. Character-defining features of the SW Vermont Street Viaduct include: alignment on SW Barbur Boulevard (Highway 99W); combination of timber substructure and concrete superstructure; concrete columns and platforms at bridge approaches; custom-milled, pressure-treated wood stringers; and wood and cast concrete ornamental details.

The SW Vermont Street Viaduct retains integrity of location, design, feeling, and association from the period of significance, conveying its association with local patterns in transportation development and federal aid programs under Criterion A. The bridge's historical integrity of materials and workmanship have been somewhat diminished, as some pressure-treated timber members of the trusses have been replaced with steel, and balusters of the viaduct's cast concrete rail have been removed to install a modern steel tube railing. However, the structure's remaining aspects of integrity convey the significance of the viaduct's distinctive composite construction and shear connections.

Historical Context

The SW Vermont Street Viaduct (Bridge #01984) was constructed by OSHD in 1934, at the former location of a railroad trestle. It was one of many road and bridge projects undertaken by the agency during this period to both improve infrastructure and provide jobs during the Great Depression (Burrow et. al 2013; State of Oregon Highway Commission 1933; *The Oregonian* 1933). The SW Vermont Street Viaduct and nearby SW Newbury Street Viaduct were both built to function as part a new highway, present-day SW Barbur Boulevard (Highway 99) that connects downtown Portland to suburban areas to the south and west (Sherrill 2016; *The Oregonian* 1934). The project was constructed with a combination of local voter-approved bonds and federal funding disbursed by the Bureau of Public Roads as part of the New Deal-era National Industrial Recovery Act (City of Portland 2009; State of Oregon Highway Commission 1933). The federal funding came with stipulations that were meant to ensure that employment spurred by the project was not delayed, had fair terms, and was available during winter months when other seasonal employment opportunities were likely limited (State of Oregon Highway Commission 1933).

Composite timber and concrete bridges have been constructed in the United States since the early twentieth century. As designs continued to evolve and improve, a new system emerged during the 1930s of using timber stringers to support concrete decks, marking a high point in composite bridge design at that time (Wacker et. al 2017). The SW Vermont Street Viaduct and its companion SW Newbury Street Viaduct are good examples of composite timber-and-concrete construction that incorporate important design developments of the 1930s, including shear connectors that provide a rigid bond between the structure's timber stringers and concrete deck. This general design was developed for use in Oregon by renowned highway engineer Conde B. McCullough during his time as the OSHD State Bridge Engineer, and was tested as part of a research program at Oregon State College (now Oregon State University) in 1932 before being used on highway bridges (Hadlow 2001; *Morning Oregonian* 1934; O'Brien et. al 2010).

Property Name:	Street Address:	City, County:
SW Vermont Street Viaduct (Bridge	SW Barbur Boulevard	Portland, Multnomah
#01984)		

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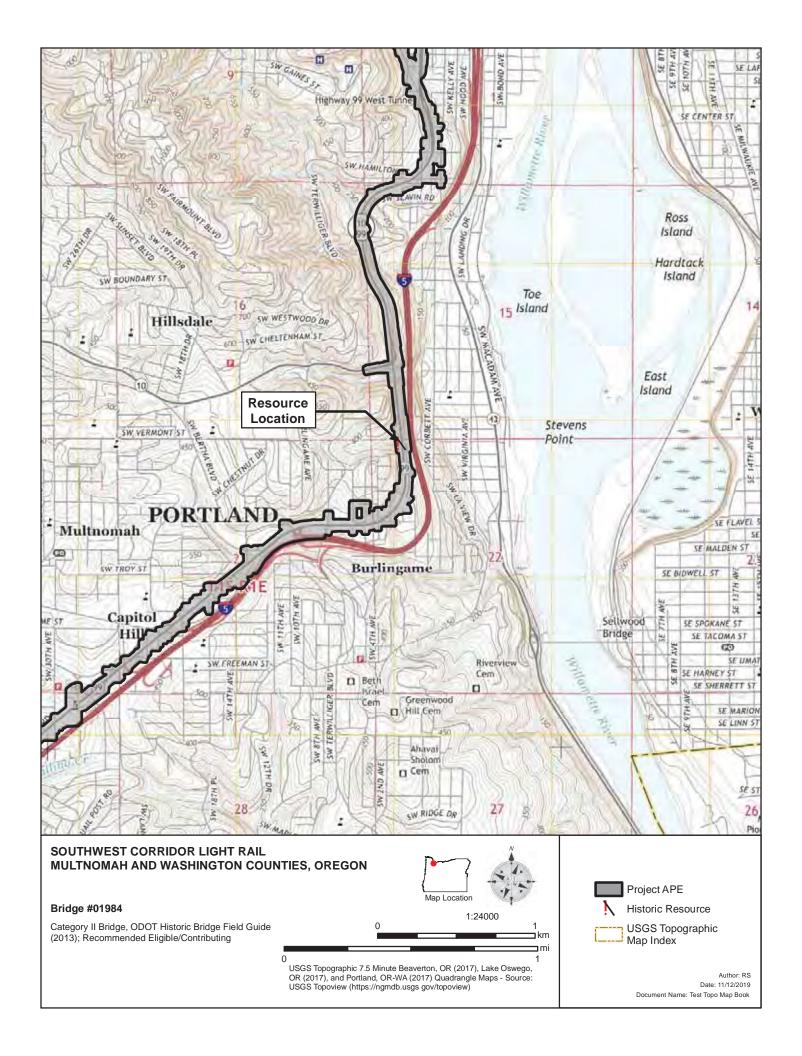
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1933 \$1,200,000 in road jobs to be placed. 13 August:6.

1934 Barbur Boulevard to Be Dedicated. 21 October:40.

Wacker, James P., Alredo Dias, and Travis K. Hosteng

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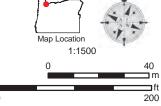




MULTNOMAH AND WASHINGTON COUNTIES, OREGON

Bridge #01984

Category II Bridge, ODOT Historic Bridge Field Guide (2013); Recommended Eligible/Contributing



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Property Name: Duniway Park	Street Address: SW 6th Avenue and SW Sheridan Street		City, County: Portland, Multnomah	
Project Name: Southwest Corridor	dor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.503597 Longitude: -122.683581		Historic F	perty listed in the National Register of Places? - Individually	



The lilac garden at Duniway Park, facing west-southwest.			
Surveyor: Andrea Blaser, M.S., and Samantha Gordon, M.S.	Date Recorded: 05/07/2019		
National Register Findings: ☐ Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments − <i>Official Use Only</i> : Eligibility: □Concur □Do Not Concur:			
Effect: □Concur □Do Not Concur: RE	CEIVED STAMP		
Signed Date			
Signed Date CONTACT INFORMATION STAMP			

Property Name: Duniway Park	Street Address: SW 6th Avenue and SW Sheridan Street		City, County: Portland, Multnomah	
Original Use: Recreation - Public Park		Number of Associated Resources: N/A		
Architectural Classification / Resource Type: Not Applicable Site		Owner: Private	e ⊠Local Government □Federal	
Window type and Materials: Multi-light wood windows with metal security screens Roof Type and Materials: Gable and cross-gable roofs clad with asphalt shingle		Primary: S Secondary: H	Materials (comfort stations): Stone: Other/undefined Horizontal Board Vood: Other/undefined	
Integrity: ☐Excellent ☐Good ☑Fair	□Poor	additional details)	: 1916 (see property description for (□Circa) if known): L. L. Dougan (circa 1926	

Description of Property (including previous alterations & approximate dates):

Duniway Park is a 14.08-acre public park in the Lair Hill and Homestead neighborhoods of South Portland. The park is bounded by SW Sheridan Street to the north, SW Barbur Boulevard to the east, and SW Terwilliger Boulevard to the south and west. The park spans four parcels, one of which is north of SW Terwilliger Boulevard and appears to have been added to the park during the modern era. The remaining park acreage spans three adjoining parcels, one of which also encompasses a large section of the adjacent Terwilliger Parkway to the south.

The park's historic-period features include two stone comfort stations, a lilac garden, and a track. Historic-period lampposts line SW Terwilliger Boulevard at the park's western edge, and appear to be historically associated with the roadway and not the park. The park has little to no vegetation to screen traffic and noise from SW Barbur Boulevard and other nearby roadways. Park furniture is limited to benches and other seating that appears to represent a mixture of historic-period and modern manufacture. Modern park features include a synthetic turf field, a quarter-mile exercise path, a horseshoe pit, a marker and plaque celebrating the accomplishments of Abigail Scott Duniway, and a sign that marks the gateway to Terwilliger Parkway.

(Continued on page 15)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Duniway Park was created in the early twentieth century, after community advocates demanded that the City clean up Marquam Gulch and provide a safe place for children to play. At several points in the park's history grand plans were made for the space, but the wading pool, community house, and formal grounds once envisioned by park planners were never realized (*The Sunday Oregonian* 1919). Intensive efforts to fill and grade Marquam Gulch to create a terraced landform for park development contributed to the complexity of any proposed plan, and ultimately led to ad hoc use of this open space by the local community as these efforts were underway. During the 1930s, some infill and grading of the gulch was done by laborers financed by Oregon's State Emergency Relief Administration (SERA) (*The Morning Oregonian* 1934).

The historic park property retains few historic features, and those that remain represent several different periods of development. The construction of modern amenities, the expansion of the park's original boundaries, the removal and modification of historic-period park features, and stark changes to the immediate area surrounding the park have diminished its integrity of design, setting, materials, workmanship, and feeling. The grading of the park, which provides a lower terrace for track and field activities and an upper terrace with a picnic area and lilac garden, also gives it the feeling of being two separate parks. This has led to the park's western extent being commonly associated with the adjacent Terwilliger Parkway, so much so that a Terwilliger Parkway sign was placed in Duniway Park in 2012.

(Continued on page 15)

Property Name:	Street Address:	City, County:
Duniway Park	SW 6th Avenue and SW Sheridan Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

At Duniway Park, the Project proposes partial acquisitions of right of way (4,584 square feet), a permanent easement (1,268 square feet), and temporary construction easements (2,902 square feet) to facilitate the widening of SW Barbur Boulevard. The new light rail line will be constructed at the center of SW Barbur Boulevard, and will be elevated within the viewshed of Duniway Park. The acquisitions and easements proposed at Duniway Park are limited to the park's northeast corner at the intersection of SW Barbur Boulevard and SW Sheridan Street, and the eastern edge of the park that abuts SW Barbur Boulevard. The total area of the park that will be impacted or changed is 1.22%.

At the park's northeast corner, trees that were likely planted at or near the completion of the adjacent track (1971) will be removed to facilitate curb reconstruction at the intersection of SW Barbur Boulevard and SW Sheridan Street (USGS 1960, 1970). Street trees along SW Barbur Boulevard will be removed and replaced to construct a new sidewalk with a 6-foot fill retaining wall within existing road right of way. A circa 1970 parking area that is accessible from the southbound lane of SW Barbur Boulevard will be reconstructed with new driveway approaches to maintain access and functionality. Available parking spaces will be reduced from 11 to 3; a loading zone will be available, as will accessibility to pathways to the park.

Finding of Effect and Justification:

Duniway Park will not be adversely affected by the Southwest Corridor Light Rail Project. The proposed removal of trees planted circa 1970 at the park's northeast corner, changes to a circa 1970 parking area at SW Barbur Boulevard, and the introduction of light rail infrastructure within the viewshed of the park will have both direct and indirect effects on the park's setting and design. In addition, foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development may also result in indirect effects on the setting of the park. However, the setting and design of the park do not contribute to the park's significance under Criterion A. The park was developed without an overall design scheme, and has been changed over time to include additional recreation facilities for area residents. When the park was first established, a railroad trestle was standing where SW Barbur Boulevard was later constructed during the early 1930s. The construction of rail infrastructure along the alignment of SW Barbur Boulevard for the Southwest Corridor Light Rail Project will reintroduce rail infrastructure along this same corridor. SW Barbur Boulevard is already at a higher grade than the adjacent park to the west.

Duniway Park is historically significant for its important association with settlement and development patterns of South Portland during the twentieth century. Integrity of location and association support the park's eligibility for listing in the NRHP, and the park will retain these aspects of integrity once the Project is completed. In addition, the park's character-defining features (two stone comfort stations, a lilac garden, the park's connection to Terwilliger Parkway, continued history of recreational use, and terraced landform) will remain intact. A finding of no adverse effect is recommended for this historic property.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: The track in the west portion of the park. The view is facing south; SW Barbur Boulevard is at left.



View: The circa 1970 parking lot at the park's eastern edge will be reconfigured for the Project; the new light rail line will be constructed along SW Barbur Boulevard (at right). The view is facing north-northwest.

Property Name: Street Address: City, County: Portland, Multnomah



View: The Duniway Park track as viewed towards the southeast. The new light rail line will be constructed along SW Barbur Boulevard (at arrow), and will be visible from this and other viewpoints in the park.



View: North and east elevations of circa 1926 stone comfort station, facing south-southwest. The 1967 addition is distinguished by the lighter stone visible at the far end of the building.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: South and west elevations of circa 1926 stone comfort station, facing northeast. The circa 1967 addition is at right.



View: The north and west elevations of the circa 1967 comfort station, facing south-southeast. SW Barbur Boulevard is at left.

Property Name: Street Address: City, County: SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: Pathways along the slope in the west section of park, facing south-southwest.



View: SW Terwilliger Boulevard at Duniway Park, facing southwest. The Abigail Scott Duniway marker and plaque is the stone at left.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: Stone marker and plaque for Abigail Scott Duniway, as viewed towards the southeast.



View: Terwilliger Parkway sign on Duniway Park's western edge, facing southeast. The quarter-mile walking path is visible behind the sign.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: The quarter-mile path and horseshoe pit, facing east.



View: On open area/picnic area between the horseshoe pit and lilac garden. The view is facing southwest.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: Overview of the Duniway Park Lilac Garden, facing east-northeast.



View: Houses typical to Marquam Gulch before it was infilled during the twentieth century. These houses, photographed in 1918, were two blocks east of Duniway Park on SW Arthur Street (City of Portland [OR] Archives, A2012-003.29).

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



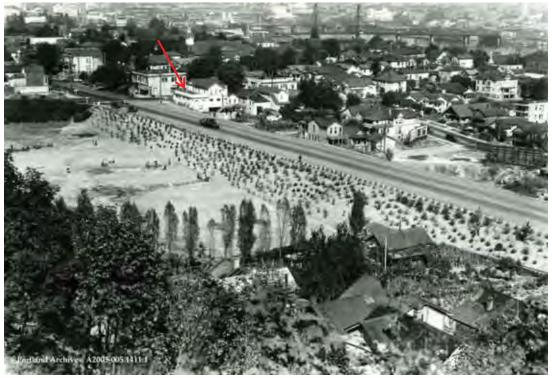
View: The trestle in the background, photographed here in 1931, marks the east edge of Duniway Park and the present-day location of SW Barbur Boulevard (City of Portland [OR] Archives, A2000-025.160). The view is facing west.



View: Removal of the railroad trestle (seen in above photo) in 1933 to facilitate construction of SW Barbur Boulevard. The Duniway Park site is the elevated flat area at right (City of Portland [OR] Archives, A1999-004.451). The view is facing south-southwest.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah





Photos before (1933) and after (1934) construction of SW Barbur Boulevard at the east edge of Duniway Park, looking northeast. Red arrows point to the same building at the southeast corner of SW Sheridan Street and SW Barbur Boulevard. The lower photo was taken to document grading work completed at the park for a SERA project (City of Portland [OR] Archives, A2000-025.550 and A2005-005.1411.1).

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: A SERA crew at work in Duniway Park in 1934, facing northwest. The circa 1926 comfort station is at arrow (City of Portland [OR] Archives, A2000-025.856). Workers are at the current location of the Duniway Park track.



View: Aerial view of Duniway Park in 1958. The circa 1926 comfort station is at arrow (City of Portland [OR] Archives, A2005-005.1405.4). Athletic fields are visible at the current track location.

Property Name: Street Address: City, County: Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah



View: Aerial view of Duniway Park in 1960 (USGS 1960).



View: Aerial view of Duniway Park in 1970 (USGS1970).

Property Name:	Street Address:	City, County:
Duniway Park	SW 6th Avenue and SW Sheridan Street	Portland, Multnomah

Physical Description, Continued from Page 2:

Duniway Park was first established as a temporary park on land purchased by the City of Portland Park Board in 1916. It wasn't officially designated as Duniway Park until 1918. The existing topography of the site required extensive modification to facilitate park development; buildings that lined Marquam Gulch were removed, the gulch was infilled between 1916 and 1927, and later episodes of grading and filling occurred during the 1930s and 1960s. During these periods, portions of the park were actively used for recreation by area children. The earliest attempts to fill Marquam Gulch facilitated the development of basic park facilities; play equipment was installed in 1916, and later tennis courts, a handball court, and athletic fields were installed circa 1925. The park's first comfort station was designed in 1926, and was likely constructed that same year (City of Portland [OR] Archives, 26-004: Comfort Station for Duniway Park, A2009-006, 1926). The Duniway Park Lilac Garden was planted in the park's southwest corner in 1939, and was expanded in 1948. There are approximately 225 lilacs representing over 125 varieties in the garden (City of Portland n.d.). The lilac garden is surrounded by steep hills populated with Douglas fir and western red cedar trees, and is situated at the north end of Terwilliger Parkway.

No evidence remains of the handball court and tennis courts, but the circa 1926 comfort station remains near the intersection of SW Terwilliger Boulevard and SW Sheridan Street. It is a cross-gable building with poured concrete foundation and an irregular footprint resulting from a circa 1967 addition to the south elevation. The building's walls are clad with mortared stone, while wood lap siding is found in most gable ends. The steeply-pitched roof has no eave overhang, and multi-light wood windows are covered with metal security screens.

A second comfort station was constructed near the east entrance to the park circa 1967. It was likely added during the construction of a dedicated track for the use of Portland State University; track installation began during the 1960s but was not completed until 1971. The side-gable building was designed to mimic the appearance of the circa 1926 comfort station, although some aspects of its design serve to distinguish it from its predecessor. The circa 1967 building has a rectangular footprint, has just one multi-light wood window on the east elevation, and it features individual bathroom stalls accessed directly from the exterior.

The 1971 track is situated in the eastern portion of the park. It was resurfaced in 1995 with recycled rubber from athletic shoe soles, making it the first track to be surfaced with such materials, and was resurfaced yet again in 2007. A synthetic field was installed in the area inside the track in 2017, and a shot put area was constructed west of the track that same year. A stone marker with a plaque detailing the accomplishments of the park's namesake, Abigail Scott Duniway, was installed near SW Terwilliger Boulevard in 2007. A sign for Terwilliger Parkway was added near the stone marker in 2012; both are immediately north of a quarter-mile footpath that was installed in 1987. The footpath is marked with a vertical stone featuring a donor plaque. The footpath circles an open area within picnic tables, benches, and a horseshoe pit that was installed circa 1978.

Determination of Eligibility, Continued from Page 2:

Duniway Park is associated with significant patterns of events relating to the settlement and development of South Portland during the twentieth century. During the early twentieth century the local community and advocates for their well-being fought for the park, to combat unsanitary and unsafe conditions for children playing with refuse in Marquam Gulch. Even after the gulch had been filled and conditions were improved, this pattern of community involvement at Duniway Park continued throughout the twentieth century. The use of sanitary fill to convert what was once a gulch and dumping ground into a valued public recreation space is also representative of broad patterns of history that have shaped Portland's urban landscape. Despite changes that have occurred to the park over time, it retains adequate integrity of location and association to convey these historical associations as an individual property under Criterion A. Also under Criterion A, the park has potential to contribute to historic districts in Portland that share a similar historical context.

However, the park's history of continual evolution has led to a loss of integrity of design, setting, materials, and workmanship. This loss of integrity, and a general lack of Olmsted design characteristics that Terwilliger Parkway and other South Portland parks reflect, leads AINW to recommend that Duniway Park does not meet minimum qualifications for listing in the NRHP in association with the City Beautiful movement as outlined in the Multiple Property Submission "City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921" (Lutino et. al 2001).

Property Name:	Street Address:	City, County:
Duniway Park	SW 6th Avenue and SW Sheridan Street	Portland, Multnomah

Determination of Eligibility, Continued from Page 15:

The park's diminished historical integrity, in addition to its lack of an overarching design, leads AINW to recommend that Duniway Park is not eligible for listing in the NRHP under Criterion C. In general, the park does not embody distinctive characteristics of a type, period, or method of construction, as it is the result of a multitude of community efforts to facilitate enjoyment of the space that occurred at diverse points in time. Compared to other parks of South Portland that were developed during the same era, Duniway evidences more physical change, and lacks cohesion among individual features. However, the park is an early example of the use of sanitary fill to prepare a site for development in Portland. A historical context for this method of site construction/engineering has not yet been completed, and may allow for a comparative analysis of local sanitary fills and provide a framework to better understand the potential historical significance of this method of site preparation in Portland. Therefore, AINW recommends that Duniway Park is not eligible under Criterion C for this aspect of its construction methodology.

The park has no direct association with the women's rights activist Abigail Scott Duniway or any other important person of the past under Criterion B. Under Criterion D, the built environment of Duniway Park does not exhibit characteristics that have potential to provide a principal source of important information. Archaeological studies for the Southwest Corridor Light Rail Project will further assess the park's potential to yield information important in prehistory and history.

The period of significance of Duniway Park is recommended to be 1916 to 1971. This period begins with the establishment of a temporary playground while work commenced on infilling Marquam Gulch, and ends with the completion of the track in the eastern section of the park. (Note: although the period of significance ends less than 50 years ago, it will surpass the 50 year threshold during the lifetime of the Project.) The park's historical character is defined by its continued use for neighborhood recreation, and by its terraced landform that was created during the historic period by implementing a phased approach to infilling Marquam Gulch. Duniway Park's connection with Terwilliger Parkway is also a defining characteristic, as are the lilac garden at the park's far west end and the two stone comfort stations.

Historical Context:

Like the rest of Portland, South Portland developed with little to no regard for urban planning in its early years. During the nineteenth century South Portland was primarily occupied by high-density tenements and small businesses. Due to its proximity to railroads and industrial areas fronting the Willamette River, South Portland was generally a working class community of lower-income families (Abbott 1994). The proximity to opportunities for work and relatively lower cost of living in comparison to other areas of the city attracted new immigrants to South Portland. Early arrivals reached out to future waves of immigrants based on family or ethnic ties. The closely-packed neighborhood was quickly populated by vibrant, concentrated ethnic communities of Italians, Russians, and both Ashkenazi and Sephardic Jews (Abbot 2019; Leflar 2007:54; Morse 2019).

By the turn of the twentieth century, South Portland's residents banded together as a community to advocate for improved living conditions and amenities in their neighborhoods. This activism focused on access to libraries and education, safe playgrounds for children, improved sanitary conditions, shelter homes, and improved transportation (*The Oregonian* 1916c). Paradoxically, this underserved community was located adjacent to Terwilliger Parkway, a premier Portland park first imagined by the Olmsted Brothers landscape firm. The parkway came to fruition in 1914, a period in which the City Beautiful movement was inspiring a wave of park development in Portland (City of Portland 1984, 2017; McCabe 1983; *The Oregonian* 1921). The parkway was designed for recreational driving on a scenic hillside, affording views of the Portland cityscape, the Willamette River, and the Cascade Mountains beyond (Olmsted and Olmsted 1903:19).

While the development of Terwilliger Parkway and other parkways and parks as part of the City Beautiful movement enhanced many areas of Portland, low-income and immigrant neighborhoods were more commonly neglected by city planners. This trend went directly against the recommendations of the Olmsted Brothers' 1903 Portland Parks Plan, which emphasized the importance of playgrounds and parks in low-income communities (Olmstead and Olmstead 1903:59). South Portland had a pressing need for public space, as rapid population growth, constrained by natural and constructed features of the local topography, was resulting in a quickly urbanizing environment. Locations like Marquam Gulch, which had once been on the city's outskirts and served as a dumping ground for the City and residents alike, were beginning to coexist with families, businesses, and industry in this new urban environment (City of Portland 2009:39; *The Oregonian* 1916e, 1916f).

Property Name:	Street Address:	City, County:
Duniway Park	SW 6th Avenue and SW Sheridan Street	Portland, Multnomah

Historical Context, Continued from Page 16:

Deteriorating houses built on stilts lined the gulch, and a trestle provided a railroad crossing over the gulch at present-day SW Barbur Boulevard (*The Oregonian* 1910, 1916e, 1919). Despite these potential impediments to future development, ideas to turn Marquam Gulch into a recreational site with a children's playground and swimming pool emerged as early as 1911 (*The Oregonian* 1911b). However, bond funding and the will to improve Marquam Gulch were not secured until there were widespread complaints about the dangerous and unsanitary conditions in which people were living and children were playing in the gulch (*The Oregonian* 1911a, 1916b, 1916e). Of secondary significance was the fact that the gulch was considered an eyesore, and served as a poor entrance to the adjacent Terwilliger Parkway (*The Oregonian* 1916d).

In 1916, a temporary playground was established at the current park location. As children played in the area, the City worked to fill and level Marquam Gulch using "sanitary fill" (*The Oregonian* 1916a, 1916c, 1923a, 1924d). The fill consisted of dirt excavated from contemporaneous construction projects that was mixed with standard garbage. The use of this fill technique at Duniway Park was inspired by similar practices in Seattle landfills, and is notable in that it is one of the earlier examples of its use in Portland. The City's endeavor was noteworthy enough to merit a visit from Major E. P. Magruder of the U.S. Public Health Service, who in 1924 claimed the work to be better than examples of handling sanitary fill in any other U.S. city (*The Oregonian* 1924b).

However, shortly after the temporary playground was established in 1916 and the fill process began, reports of poor hygiene and rodent infestations at the park concerned local residents and activists throughout the city (*The Oregonian* 1916e, 1916g, 1918a, 1924a, 1924c, 1927). The South Portland committee, funded by W.P. Olds, created a short film displaying the conditions in the playground space, comparing them to the well-tended Peninsula Park playground. The community rallied around the cause as theaters including the Orpheum, Hippodrome, Pantages, and Strand all showed the film with a subtitle urging citizens to vote in the affirmative for a bond measure that would fund the building of an improved playground (*The Oregonian* 1917a). The bond measure was passed in 1917.

Once bond funding was secured, an effort was made to make the park feel more permanent. In 1918, it was officially dedicated as Duniway Park in honor of Abigail Scott Duniway, an early Oregon pioneer, passionate suffragist, and the first woman registered to vote in Multnomah County (*The Oregonian* 1917b, 1918b). In 1919, Park Superintendent C. P. Keyser revealed preliminary plans for more permanent installations at the park (*The Sunday Oregonian* 1919). The plan included gender-segregated playgrounds, a general playground, a regulation baseball diamond, a swimming pool, a wading pool, a gymnasium or community house, and tennis courts. Despite promises that construction would soon begin, this plan never came to fruition. Instead, it appears that basic athletic fields, a handball court, and a comfort station were constructed circa 1925/1926, all of which were near the east end of the park (City of Portland [OR] Archives, 26-004: Comfort Station for Duniway Park, A2009-006, 1926; *The Oregonian* 1935a). It is possible that the challenges related to infilling the gulch and condemning property within the gulch took more time and money to resolve than park planners had anticipated (*The Sunday Oregonian* 1919).

Duniway Park hosted its first track meet in 1928, and the field was frequently used as a site for league softball, football, and baseball games over the following decades (*The Oregonian* 1928, 1938, 1948, 1952). After the railroad trestle at the east edge of the park was removed and SW Barbur Boulevard was constructed in 1934, the eastern portion of the park adjoining SW Barbur Boulevard was re-graded and a new baseball diamond and walkways were installed from 1934 to 1935 as part of a SERA project (*The Morning Oregonian* 1934, 1935b). In 1936, a collection of about 200 lilacs grown by B.O. Case, an early pioneer and plant nurseryman, were donated to the City by the Portland Garden Club, and the lilacs were transplanted to the far west end of Duniway Park in 1939. An out-of-state lilac expert was brought in to design the layout of this new Duniway Lilac Garden. About 150 more lilacs from the Sid Woodbury estate were donated to the Duniway Lilac Garden in 1948; this later group of lilacs included hybrid and exotic plants (City of Portland n.d.; *The Oregonian* 1955).

Property Name:	Street Address:	City, County:
Duniway Park	SW 6th Avenue and SW Sheridan Street	Portland, Multnomah

Historical Context, Continued from Page 17:

In 1965, the City of Portland came to an agreement with Portland State College (now Portland State University) to install a track and practice football field at Duniway Park (*The Oregonian* 1965a, 1965b). This project led to the construction of a new entry to the park from SW Barbur Boulevard, and with it a new parking lot and comfort station at the park's eastern edge (USGS 1960, 1970). During this period, the existing comfort station that is west of the track was expanded towards the south to add storage space (USGS 1960, 1970). The track was inaugurated in 1971, and has since been a main focal point of the park (*The Sunday Oregonian* 1971). In partnership with Nike, the track was resurfaced with recycled athletic shoe soles in 1995, and it was resurfaced again in 2007. Under a more recent agreement with Under Armour, an athletic apparel company that has a Portland headquarters in the former YMCA building at 2815 SW Barbur Boulevard, a synthetic turf field was installed inside the track at Duniway Park in 2017.

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Property Name:	Street Address:	City, County:
Duniway Park	SW 6th Avenue and SW Sheridan Street	Portland, Multnomah

Sources, Continued from Page 18:

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The Oregonian (Portland, Oregon)

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Property Name:
Duniway Park

Street Address:
SW 6th Avenue and SW Sheridan Street

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Portland, Multnomah

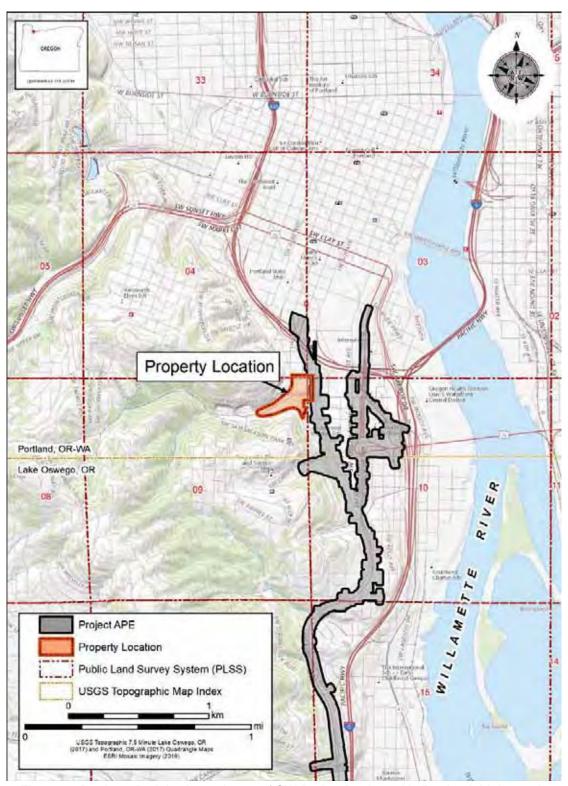


Figure 1. Duniway Park is situated west of SW Barbur Boulevard in Portland, Multnomah County, Oregon.

Property Name: Street Address: City, County:
Duniway Park SW 6th Avenue and SW Sheridan Street Portland, Multnomah

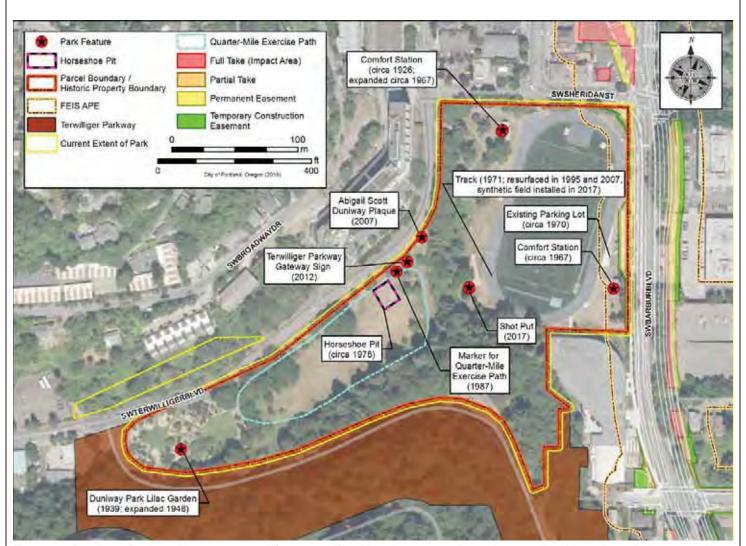


Figure 2. Duniway Park and its constructed features. The historic property boundary, outlined in red, excludes a small area of the park that is north of SW Terwilliger Boulevard; the excluded area was added to the park in the modern era, and is undeveloped.

Property Name:

Duniway Park

Street Address:

SW 6th Avenue and SW Sheridan Street

City, County:

Portland, Multnomah

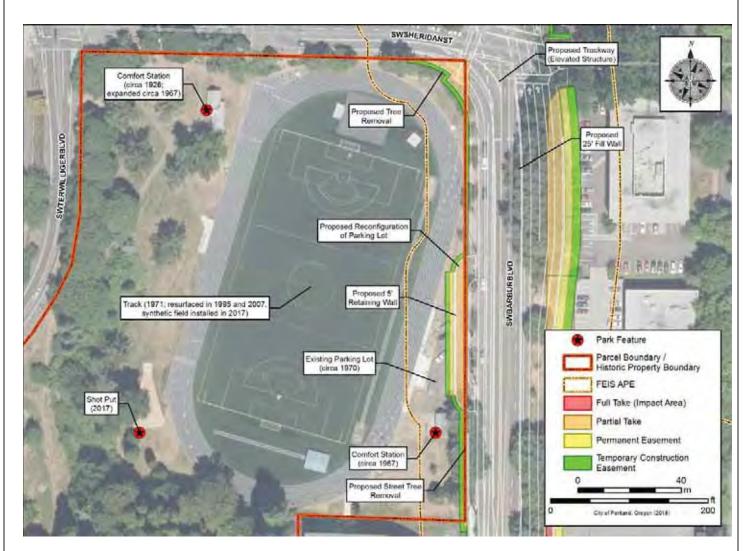


Figure 3. The project proposes to remove trees from the park's northeast corner and reconfigure an existing parking lot. The new light rail line would be constructed along SW Barbur Boulevard.

Property Name: George Himes Park	Street Address: 6400 SW Terwilliger Blvd		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.478213 Longitude: -122.683393		Histori	property listed in the National Register of c Places? S – Individually NO S – In a district	



A 1935 dedication plaque at the entry to George Himes Park, facing northeast.

		,		
Surveyor: Andrea Blaser, M.S., an	Surveyor: Andrea Blaser, M.S., and Samantha Gordon, M.S. Date Recorded: 05/07/2019			
National Register Findings: ☑ Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: Concur	☐ Do Not Concur:		IVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name: George Himes Park	Street Address: 6400 SW Terwilliger B	lvd	City, County: Portland, Mul	City, County: Portland, Multnomah	
Original Use: Recreation – Public Park		Number of Associated Resources: N/A			
Architectural Classification / Resource Type:		Owner: \square P	rivate	□ Local Government	
Late 19/Early 20th Amer. Mvmts: other	Site	□s	ate	□Federal	
Window type and Materials: Not Applicable Roof Type and Materials: Not Applicable		Exterior Surface Materials: Primary: -select materials- Secondary: -select materials- Decorative -select materials-			
Integrity:		Construction Date: 1903; 1927-1928; 1935 (□Circa)			
□Excellent □Good □Fair □F	Poor	Architect/Builder (if known):			

Description of Property (including previous alterations & approximate dates):

George Himes Park is a 32.36-acre public park approximately bounded by SW Capitol Highway to the north, SW Barbur Boulevard and the Parkhill subdivision to the east, SW Chestnut Street to the south, and SW Terwilliger Boulevard to the west. Bisected by SW Nebraska Street, the southern portion of the park remains undeveloped. The northern portion of the park features a picnic area and a looping, unpaved hiking trail. This trail connects with SW Terwilliger Boulevard to the west; sidewalks along this street can be used to access the adjacent Terwilliger Parkway by crossing SW Capitol Highway to the north. To the east, a trail continues outside of the park and below SW Barbur Boulevard and Interstate 5, providing the John's Landing neighborhood with access to George Himes Park and Terwilliger Parkway. The park's trails and amenities are well screened from adjacent roadways, but traffic noise can be heard throughout the park. The natural landscape of the park is characterized by native plants and trees; no formal landscape design was observed.

Land for the park was donated to Portland's Park Board in 1903. It was initially referred to as Fulton Park, as the general area in which the park is located was known by that name during the early twentieth century (Park Board 1903:9). Trail construction occurred much later, from 1927-1928 (City of Portland 2006). The loop trail features wooden stair blocks at steeper slopes that likely postdate trail construction, while a modern wood bridge and trail signs were also observed along its alignment. Drinking fountains were installed in the same period as trails, but were later removed (City of Portland 2006). A picnic area with modern wood and metal picnic benches is situated south of the trail and north of SW Nebraska Street.

The park was rededicated as George Himes Park in 1935, at which time a stone marker with an inset plaque was installed at the park's main entrance. Himes was the Oregon Historical Society's first curator; he held the position for over 40 years (Wexler 2018). A rhododendron has been planted next to the stone marker, which is within existing road right of way at SW Nebraska Street's intersection with SW Terwilliger Boulevard.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

George Himes Park is a Rank III resource in the City of Portland Historic Resource Inventory. Most recently, the park was recommended to be eligible for listing in the National Register of Historic Places (NRHP) in 2006 as a good example of the "urban or neighborhood park" property type associated with the City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921 Multiple Property Submission (MPS) (City of Portland 2006; Lutino et. al 2000). AINW reaffirms this recommendation of NRHP eligibility.

George Himes Park meets minimum qualifications for listing in the NRHP under Criterion A. Although it was not specifically included in the Olmsted Brothers' 1903 plan for Portland parks, it shares a significant association with the influence of the Olmsted Brothers landscape architects and the City Beautiful movement on park planning and development in the City of Portland during the early twentieth century. The land constituting the park was donated to the City of Portland by prominent residents who were inspired to participate in the growing effort to beautify their city and to contribute to its long-term well-being (*The Morning Oregonian* 1920). When viewed within broader contexts of park and urban development in Portland, George Himes Park has potential to contribute to other thematic groupings and historic districts under Criterion A. (*Continued on Page 10*)

Property Name:	Street Address:	City, County:
George Himes Park	6400 SW Terwilliger Blvd	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The light rail line will be constructed east of George Himes Park, along the SW Barbur Boulevard alignment. Immediately east of the park, a new elevated structure will replace the existing SW Newbury Street Viaduct. To facilitate construction of the new elevated structure, a temporary construction easement of 5,773 square feet is proposed at the park's eastern boundary. A trail connects this eastern portion of the park to SW lowa Street to the east, crossing below the SW Newbury Street Viaduct and the adjacent Interstate 5 alignment. This access route to the park will likely be limited or inaccessible while the Project is under construction.

Finding of Effect and justification:

The Southwest Corridor Light Rail Project will have no adverse effect on George Himes Park. A temporary construction easement will be needed at the park's eastern edge to facilitate Project construction; however, no direct impacts or modifications are anticipated to the park's character-defining features. Eastern access to the park will be temporarily limited, but will be restored once Project construction is completed.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the park through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, potential increases in noise and visual intrusion as experienced in the park would be limited to the park's far northeastern corner, and would be buffered by the park's existing vegetation. Once the Project is constructed and the light rail line is operational, the park will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion A.



View: Stone marker and plaque at the entry to George Himes Park, facing north from SW Nebraska Street.



View: Park entrance at the intersection of SW Terwilliger Boulevard (right) and SW Nebraska Street, facing south.



View: Overview of the park at SW Nebraska street, facing east.



View: Trailhead at the southwest corner of the portion of the park that is north of SW Nebraska Street, facing northeast.



View: Picnic table north of SW Nebraska Street, facing south.



View: Overview of the park and trails near SW Terwilliger Boulevard, facing northeast.



View: SW Terwilliger Boulevard at the northwestern edge of the park, facing southeast.



View: Overview of an unpaved trail in the park, facing east-northeast.

Property Name: Street Address: City, County:
George Himes Park 6400 SW Terwilliger Blvd Portland, Multnomah



View: Stairs connecting trails in the park, facing west-southwest.



View: Modern bridge on unpaved park trail, facing west.



View: Overview of SW Nebraska Street from the intersection with SW Parkhill Way, facing west.



View: Aerial view (1951) of George Himes Park (USGS 1951). SW Nebraska Street is indicated with a red arrow.

Property Name: Street Address: City, County:
George Himes Park 6400 SW Terwilliger Blvd Portland, Multnomah

Determination of Eligibility, Continued from Page 2

George Himes Park is not associated with the historically significant work of George Himes, and has no known association with any other figures significant in local, state, or national history (Criterion B). The park has relatively few constructed features, and the natural environment it preserves is not an exemplary work of landscape design (Criterion C). Furthermore, the built environment of George Himes Park does not exhibit characteristics that have potential to provide a principal source of important information (Criterion D). Archaeological studies for the Southwest Corridor Light Rail project will further assess the park's potential to yield information important in prehistory and history under Criterion D.

The park's current park boundary is recommended for consideration as the historic property boundary, with the slight amendment of including the 1935 stone marker that is immediately adjacent to the park's west boundary, but is in road right of way. The period of significance of George Himes Park begins with the initial donation of land for park space in 1903, and ends with the park's rededication in the name of George Himes in 1935. This period encompasses the installation of major features such as trails, water fountains, and the George Himes stone marker and dedication plaque. Construction of modern amenities and minor alterations to trails for Americans with Disabilities Act (ADA) compliance has been relatively minimal. The park retains integrity of location, design, workmanship, feeling, and association. Its integrity of setting and materials have been slightly diminished by surrounding development, increased traffic noise from adjacent roadways, the removal of historic-period drinking fountains, and the addition of a modern bridge on the loop trail.

The park's primary character-defining feature is its preserved natural landscape, through which trails pass that generally follow their historic-period alignment. The stone marker with a dedication plaque installed in 1935 to honor George Himes is also character-defining for the park.

Historical Context

The City Beautiful movement, espoused by architects and landscape architects such as Frederick Law Olmsted, was first embraced on a large scale at the World's Columbian Exposition of 1893 in Chicago (Bluestone 1988:245; Lutino et. al 2000). The movement's ideals would prove to be influential in Portland's city planning during a period of rapid expansion at the turn of the twentieth century (Lutino et. al 2000). City Beautiful emphasized the importance of a planned city with an active eye for aesthetic choices. The design philosophy treated cities as physical entities that could be fashioned to provide a sense of order and beauty that would, in turn, elevate the human mind and spirit, encouraging moral and civic virtue. This could be done through municipal projects such as installing lighting systems, improving and expanding transportation options, and constructing scenic boulevards and park spaces throughout the city.

In Portland, the City Beautiful design philosophy was adopted as a guideline for developing park space throughout the city. In 1903, the Park Board—predecessor to the modern Portland Parks and Recreation—was established. An early order of business for the new Park Board was the retention of the Olmsted Brothers landscape architecture firm for the purpose of developing a park system plan for the city (Park Board 1903:8; Francis 2014). The Olmsted Portland Park Plan, drafted just ahead of the Lewis and Clark Centennial Exposition, was a long-term landscape plan outlining a greenbelt of parks, boulevards, and parkways that would cross through and surround the city, and could be developed over the course of several decades (Olmsted and Olmsted 1903; Orloff 2018). This plan was underpinned by the idea that a planned public park system would provide a natural respite from the pollution and congestion that had come to define urban life for residents in cities across the country (Olmsted and Olmsted 1903).

Edward Bennett, a nationally renowned landscape architect, prepared a transportation and land-use plan known as the Greater Portland Plan of 1912; this plan reaffirmed the aesthetic ideals and plans of the Olmsted Park Plan, including scenic boulevards and prominent park space (Blackford 1993:139-141; Provost 2018). Civic leaders and prominent citizens alike supported the Bennett Plan (Lutino et. al 2000). Although the city was slow to acquire the amount of park land intended for the implementation of the Olmsted Portland Park Plan, the 1903 and 1912 plans for the city guided the majority of Portland's parks development over the following decades of the twentieth century (Orloff 2018; *The Morning Oregonian* 1908).

Property Name:	Street Address:	City, County:
George Himes Park	6400 SW Terwilliger Blvd	Portland, Multnomah

Historical Context, Continued from Page 10

In the midst of this embrace of City Beautiful ideas, the land for George Himes Park was donated to the Park Board in 1903 by influential Portland residents Charles E. Ladd, Henry L. Pittock, and Benjamin M. Lombard (City of Portland 2006; Park Board 1903:9; *The Morning Oregonian* 1920). This donation occurred without condition, during a period in which the Park Board was focused on acquiring land "in a wild state" in anticipation of Portland's continued urban growth and associated challenges with securing undeveloped land for park development (Park Board 1903:9). The Park Board referred to the park as Fulton Park, and described the land as "in a canyon, but at some time, under proper development, will be available for park uses" (Park Board 1903:9). It is situated at the south end of Terwilliger Parkway, which was completed in 1914 and was one of the planned improvements (South Hillside Parkway) of the Olmsted and Bennett plans for Portland parks.

A trail system and drinking fountains were constructed in the park from 1927 to 1928 to facilitate community enjoyment of the natural landscape while still preserving it (City of Portland 2006). The trail alignments remain, but the fountains have been removed. Even with the addition of some amenities, namely a modern bridge and picnic tables, the park retains its natural landscape and emphasis on native vegetation. In 1935 the park was rededicated and renamed in honor of George H. Himes, an early Oregon pioneer and curator of the Oregon Historical Society.

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Property Name:	Street Address:	City, County:
George Himes Park	6400 SW Terwilliger Blvd	Portland, Multnomah

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Property Name: Street Address: City, County: 6400 SW Terwilliger Blvd George Himes Park Portland, Multnomah Portland, OR-WA Lake Oswego, OR 08 **Property Location** Project APE Property Location Public Land Survey System (PLSS) USGS Topographic Map Index Figure 1. George Himes Park is located west of SW Barbur Boulevard in Portland,

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Multnomah County, Oregon.

Property Name:
George Himes Park

Street Address:
6400 SW Terwilliger Blvd

City, County:
Portland, Multnomah

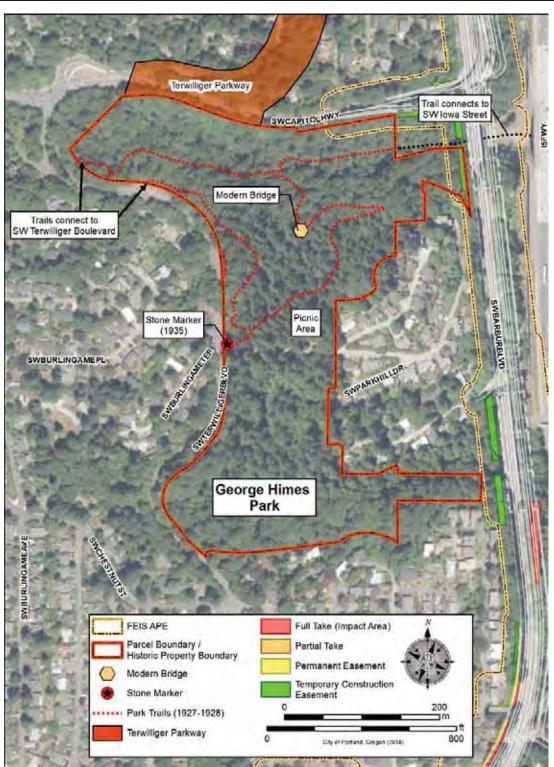


Figure 2. George Himes Park is situated adjacent to the proposed location of the light rail line and a replacement structure for the SW Newbury Street Viaduct on SW Barbur Boulevard. A temporary construction easement is proposed at the park's eastern boundary to facilitate Project construction; otherwise, the park will be avoided by the Project.

Property Name: South Portland Historic District	Street Address: Multiple Properties		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.500312 Longitude: -122.678263		Historic YES	operty listed in the National Register of Places? - Individually NO - In a district	



Houses on SW Gibbs Street in the South Portland Historic District. The view is facing northeast.

Surveyor: Andrea Blaser, M.S., and Samantha Gordon, M.S.		Date Recorded: 10/21/2019	
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☑ A ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails		Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect	
State Historic Preservation Office Comments – Official Use Only Eligibility: Concur Do Not Concur:	:		
Effect: Concur		IVED STAMP	
Signed	Date		
CONTACT INFORMATION STAMP			
Comments:			

Property Name: South Portland Historic District	Street Address: Multiple Properties		City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwelli Social — Civic; Religion — Religious Fa		Number of Ass	ociated Resourc	es: 246
Architectural Classification / Resource 7	Гуре:	Owner: ⊠Pr	ivate	
Other/Undefined — Various	Building	□St	ate	□Federal
Window type and Materials: Various Roof Type and Materials:		Exterior Surfact Primary: Secondary:	e Materials: Wood: Other/ Vinyl Siding	undefined
Various		Decorative	Wood: Other/	undefined
Integrity:		Construction D	ate: 1876-1926	(□Circa)
□Excellent ⊠Good □Fair □F	Poor	Architect/Build Lewis	er (if known): A.E	. Doyle; Whidden and

Description of Property (including previous alterations and approximate dates):

South Portland Historic District spans approximately 49 acres and 31 blocks in the City of Portland, and consists of 246 resources in the Lair Hill and Corbett neighborhoods. Overall, the resources are primarily single-family houses, followed by multi-family dwellings, civic buildings, and religious facilities. Represented architectural styles include Queen Anne, Italianate, East Lake, Gothic vernacular, Colonial Revival, Georgian Revival, Gothic Revival, and Craftsman.

The 30 individual resources of the historic district described in this section are within or crossed by the Area of Potential Effects (APE) for light rail construction that will take place as part of the Southwest Corridor Light Rail Project. Resource numbers and names are derived from the district nomination. Maps that accompany this document show the individual resource locations in relationship to the district boundary, the Southwest Corridor Light Rail Project APE, and proposed locations of acquisitions and easements for light rail construction. The resources are identified on the maps by their assigned resource number within the historic district; following the maps are individual summaries for each resource that provide a photograph, a description of the property (as reported in this section), a discussion of potential Project impacts, and an individual finding of effect that assisted the Project team in determining the overall adverse effect on the historic district and potential impacts to individual contributing resources under Section 4(f) of the U.S. Department of Transportation Act.

#59 and #60 — Lair Hill Park, 3037 SW 2nd Avenue. Lair Hill Park was documented in association with the 1912 Multnomah County Nurses' Quarters building for the historic district nomination, while the 1921 Carnegie Library building, which is located within the park but on a different parcel, was documented separately. For the Southwest Corridor Light Rail Project, the park has been identified as one historic site that is individually eligible for listing in the NRHP and also contributes to the significance of the South Portland Historic District. The park features a circa 1930 tennis court, a circa 1950 handball court; a 1958 wading pool, historic-period retaining walls, and modern playground equipment. Park furniture appears to be a mixture from the historic period and modern era.

(Continued on Page 11)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The South Portland Historic District is listed in the National Register of Historic Places (NRHP) under Criteria A and C (Harrison et. al 1997). Under Criterion A, the district has significant associations with early suburban development in the City of Portland and the history of several ethnic and immigrant communities in the Portland metro area. Under Criterion C, the district is a collection of built resources that embody distinctive characteristics of different types and periods of construction.

The district as a whole is not significantly associated with any figures significant in local, state, or national history; while some individual resources within the district are associated with historically significant figures, the resources themselves are not strongly associated with the person's productive life (Criterion B). Furthermore, the built resources of the district are unlikely to provide important information that would address data gaps or challenge existing information of the historical record (Criterion D). (Continued on Page 15)

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marguam Hill.

Within and adjacent to the South Portland Historic District, infrastructure improvements will be concentrated along the SW Barbur Boulevard where the new light rail line will be constructed. These improvements will necessitate full and partial right-of-way acquisitions from parcels within the historic district boundary, in addition to permanent and temporary easements. A light rail station is proposed on SW Barbur Boulevard between SW Woods Street and SW Gibbs Street; it will be accessed from the east by a 30-foot-tall staircase and accompanying pedestrian ramp that will be built within the district boundary between SW Grover Street and SW Gibbs Street. New traffic lights, retaining walls, sidewalks, and curbs will be constructed along a widened SW Barbur Boulevard and intersecting streets, and stormwater improvements will occur within and adjacent to the district boundary.

West of the district, a new connection will be built between the light rail station at SW Gibbs Street and OHSU on Marquam Hill. This connection, the design for which has yet to be determined, will be visible from several locations within the district boundary. Near the district's southern edge, the existing intersection of SW Barbur Boulevard and SW Naito Parkway will be realigned; improvements proposed for SW Naito Parkway, including the addition of an 18 foot tall staircase and pedestrian ramp at the road's intersection with SW Curry Street, will slightly extend into the district's footprint.

The footprint for improving the Ross Island Bridgehead and traffic patterns leading to the bridgehead are included in the Southwest Corridor Light Rail Project APE. However, detailed assessment of the potential for bridgehead improvements to adversely affect historic properties will be done in a later phase of the Project.

Finding of Effect and Justification:

Construction of light rail transit and associated improvements along SW Barbur Boulevard will have an adverse effect on the South Portland Historic District under Section 106 of the National Historic Preservation Act. Alternatives to avoid and minimize the Project's effect on the South Portland Historic District were explored in the draft Environmental Impact Statement, and informed the selection of the preferred alignment that proposes to concentrate Project impacts along the district's western boundary. Avoidance of the South Portland Historic District has been considered, but is not feasible for the Project's build alternatives. The potential for the historic district to be affected by improvement of the Ross Island Bridgehead will be assessed in reporting that will be done as a separate phase of the Southwest Corridor Light Rail Project.

To facilitate light rail construction, there will be full acquisitions of eight historic resources in the historic district; six of these resources contribute to the district, and will be adversely affected. Thirteen historic resources of the historic district overlap locations of partial acquisitions and easements; no adverse effects on historic properties are anticipated as a result. Nine historic resources of the district are on parcels within the APE where no direct action is proposed; no adverse effects resulting from changes to the setting of these resources are anticipated.

A finding of effect for each individual resource of the district that is within or crossed by the APE is detailed in a separate attachment to this form. The following bulleted lists provide a brief summary of the resources proposed for full acquisition, partial acquisition and/or temporary construction easements, and no direct action.

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Finding of Effect and Justification, Continued from Page 3:

Full Acquisition

Contributing Resources – Adverse Effect

- #67 —Tartarimi, Gaetano and Victoria, House #1, 338 SW Meade Street, Secondary Contributing.
- #91 Fiebiger, Victoria, House, 3124 SW Barbur Boulevard, Secondary Contributing.
- #95 Pulvermacher, R., House, 230 SW Woods Street, Secondary Contributing.
- #196 Lawton, Philip and Julia, House, 3425 SW 1st Avenue, Primary Contributing.
- #197 Chehak, Seraphim John, House #4, 105 SW Curry Street, Secondary Contributing.
- #252 Thompson, D.P., House #1, 3522-3524 SW 1st Avenue, Primary Contributing.

Non-Contributing Resources – No Effect

- #97 Oregon Central Railroad Company House, 3203 SW 2nd Avenue, Historic Non-Contributing.
- #250 Schappert, Theo W., and Leora E., House, 3538 SW Barbur Boulevard, Compatible Non-Contributing.

Partial Acquisition and Easements

Contributing Resources - No Adverse Effect

- #68 Tartarimi, Gaetano & Victoria, House #2, 330 SW Meade Street, Secondary Contributing.
- #59 and #60 Lair Hill Park, 3037 SW 2nd Avenue. Originally documented as two separate resources, the park is now recommended for consideration as one historic property that is individually significant and contributes to the historic district. A separate Determination of Eligibility and Finding of Effect have been completed for this property.
- #92 King, Ann, House, 3125 SW 2nd Avenue, Secondary Contributing.
- #93 Durschmidt, Rudolph, House, 3133 SW 2nd Avenue, Secondary Contributing.
- #183 Dilg, Julius and Anna, House, 118 SW Gibbs Street, Primary Contributing.
- #189 Boyd, Narcissa and Thomas, House #2, 117 SW Whitaker Street, Primary Contributing.
- #189 Boyd, Narcissa and Thomas, House #2, 3333 SW 1st Avenue, Primary Contributing.
- #195 Severson, R.W. and Tracy, C.W., House, 3419 SW 1st Avenue. Originally documented as a
 Historic Non-Contributing resource of the district, the house is now recommended for treatment as a
 contributing resource.
- #249 Gundoph, Ferdinand, House #2, 19 SW Pennoyer Street, Primary Contributing.
- #251 Sussman, Osias, House, 23 Pennoyer Street, Secondary Contributing.

Non-Contributing Resources - No Effect

- #94 King, William, House, 224 SW Woods Street, Historic Non-Contributing.
- #247 Front & Curry Community Gardens, 20 SW Curry Street, Non-Compatible Non-Contributing.
- #248 Gundoph, Ferdinand, House #1, 11 SW Pennoyer Street, Compatible Non-Contributing.

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Finding of Effect and Justification, Continued from Page 4:

No Direct Action

Contributing Resources - No Adverse Effect

#63 - Murphy, Charles C. and Anna, House, 322 SW Meade Street, Primary Contributing.

#71 – Neighborhood House, 3030 SW 2nd Avenue, Secondary Contributing.

#184 – Spageli, Fred, House #1, 3303 SW 1st Avenue, Secondary Contributing.

#185 – Spageli, Fred, House #2, 3307 SW 1st Avenue, Secondary Contributing.

#186 - Switzler, Dennie, House, 3311 SW 1st Avenue, Primary Contributing.

#253 - Thompson, D.P., House #2, 26 SW Curry Street, Primary Contributing.

#254 — Gervutz, S., House, 3516 SW 1st Avenue, Secondary Contributing.

#255 – O'Leanor, Bridget L., House, 3510 SW 1st Avenue, Primary Contributing.

#256 - Voos, Fredrika, House, 3504 SW 1st Avenue, Primary Contributing.

Full acquisitions are limited to those resources of the district that are within close proximity of SW Barbur Boulevard where the construction of new light rail infrastructure will widen the roadway, or resources that will lose their local access once the Project is completed. Full acquisitions of contributing resources of the district will not only result in an adverse effect on those individual properties, but will also adversely affect the district resource.

Partial acquisitions of right-of-way and temporary construction easements will be needed from parcels within the historic district to widen SW Barbur Boulevard and construct new sidewalks and associated infrastructure near the new light rail line. These proposed acquisitions are minimal in nature, and are limited to small areas of lawns and landscaping adjacent to existing roadways and sidewalks. Partial acquisitions and easements proposed at contributing properties of the district will not result in an adverse effect on individual resources, but will contribute to the Southwest Corridor Light Rail Project's cumulative effect on the historic district resource.

The finding of effect takes into consideration other direct effects such as noise, vibration, visual change, or changes in circulation proposed by the Project. These impacts do not rise to the level that would themselves adversely affect the historic district property, although they would compound the effect of full and partial acquisitions on contributing resources to the district as well as to its setting. The historic district is in a dynamic urban environment that has undergone progressive changes due to growth and development. It is bordered or crossed by heavily used transportation corridors. The new light rail line, along with a widened right-of-way accommodating sidewalks and bike lanes, will be constructed on SW Barbur Boulevard, which borders the district and is itself the former alignment of a historic-period rail line. The district overall will retain integrity of location, materials, and workmanship, based on the remaining contributing resources, but the setting, feeling, and association of the district with adjacent properties and neighborhoods of the same historic period will be further diminished by the expanded transportation infrastructure. In addition, the transportation improvements, coupled with the proximity of the district to downtown Portland, may increase the potential for indirect effects due to redevelopment or modifications to properties within the district.

If other potential effects are identified as the Final EIS for the Southwest Corridor Light Rail Project is completed, an updated finding of effect will be provided.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: Representative examples of Victorian-era houses in the historic district. The view is facing south on SW Whitaker Street, at a location outside of the Project APE.



View: The expansion of transit options in the South Portland area, such as the Portland Aerial Tram (visible at right), have diminished the historical setting of the South Portland Historic District. The view is facing north-northwest on SW Pennoyer Street, within the Project APE.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: The U.S. Congresswoman Darlene Hooley Pedestrian Bridge at SW Gibbs Street and SW Kelly Avenue was completed in 2012. The pedestrian bridge is situated between Ross Island Bridge to the north and the Portland Aerial Tram to the south, and overlaps the eastern boundary of the historic district. The view is facing east-northeast from the district.



View: SW Naito Parkway, as viewed towards the south-southwest from SW Porter Street. Formerly known as Front Street, the roadway was widened during the mid-twentieth century, splitting the South Portland neighborhood and limiting east-towest travel routes. The historic district is at right; the Ross Island Bridgehead is south and out of view.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: Expansion of the Ross Island Bridgehead during the mid-twentieth century led to the removal of buildings, and limits north-to-south travel options in the district's eastern extent. The view is facing east-southeast from SW 1st Street.



View: The Pulvermacher, R., House at 230 SW Woods Street is a Secondary Contributing resource of the district that will be fully acquired for the Project. Its historical integrity has been diminished by the removal and replacement of original windows and siding. Although its contributing status remains the same for the Project, an update of the South Portland Historic District nomination would likely result in the house being recategorized as non-contributing. The view is facing southwest.

Property Name: South Portland Historic District Street Address: Multiple Addresses City, County: Portland, Multnomah



View: The Severson, R.W. and Tracey, C.W., House at 3419 SW 1st Avenue is in poor condition, and is blocked from view of SW 1st Street by trees and power lines. The house was documented as a Historic Non-Contributing resource in the historic district due to alterations, but a field inspection revealed a change in porch railing as one of few visible alterations to the house. The house retains integrity of location, design, materials, workmanship, and association, and is recommended for treatment as an Eligible/Contributing resource for the Southwest Corridor Light Rail Project. The view is facing west.



View: Houses in the district along SW Meade Street. The house at far right (indicated with arrow), the Tartarimi, Gaetano & Victoria, House #1 at 338 SW Meade Street (#67), is a Secondary Contributing resource of the district that will be fully acquired to facilitate light rail construction. The view is facing west-southwest.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: SW Barbur Boulevard as viewed towards the northeast between its intersections with SW Woods Street SW Gibbs Street. The roadway will be widened to accommodate light rail construction; track for northbound trains will be constructed in the center of the roadway, and track and a station platform for southbound trains will be constructed at left. The pink house at right (indicated with arrow), the Fiebiger, Victoria, House at 3124 SW Barbur Boulevard (#91), is a Secondary Contributing resource of the district and will be fully acquired to complete the Project.



View: SW Barbur Boulevard, as viewed towards the northeast from the road's intersection with SW Pennoyer Street. To facilitate road widening and sidewalk construction, the Thompson, D.P., House #1 at 3522-3524 SW 1st Avenue (#252, marked with an arrow) will be fully acquired. The houses contribute to the significance of the historic district.

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Physical Description, Continued from Page 2:

- #63 Murphy, Charles C. and Anna, House at 322 SW Meade Street. This house was constructed in 1894 in the Queen Anne style, and was later subdivided into a triplex. The house has a rectangular footprint, has one-and-one-half stories, and rests on a poured concrete foundation with a daylight basement that has been partially converted into a garage. The building is capped by a cross gable roof with a slight eave overhang. The exterior walls have wood shiplap siding, drop siding, and decorative shingles in the gable end. The fenestration includes one-over-one hung wood windows, a paired single-light picture window and multilight stained glass transom window on the façade, a modern garage door, and paneled wood-and-glass doors.
- #67 —Tartarimi, Gaetano and Victoria, House #1 at 338 SW Meade Street. This house a 1914 single story Craftsman bungalow with Colonial Revival characteristics, and is situated adjacent to and downslope of SW Barbur Boulevard to the west. It is nearly identical in design to the adjacent house at 330 SW Meade Street to the east. The house has a rectangular footprint and rests on a poured concrete foundation with a daylight basement and garage space. The building is capped by a hip roof with a crossing gable at the north façade entry porch; the projecting gable features bargeboards and knee brackets. The house has wood shingles on exterior walls, and has double-hung wood windows, a historic-period garage door, and paneled wood doors.
- #68 Tartarimi, Gaetano and Victoria, House #2 at 330 SW Meade Street. This house is nearly identical to the adjacent house at 338 SW Meade Street to the west, as it is a 1914 single story Craftsman bungalow with Colonial Revival characteristics. The house has a rectangular footprint and rests on a poured concrete foundation with a daylight basement and garage. The building is capped by a hip roof with exposed rafter tails; a crossing gable provides cover for a north façade entry porch that features exposed rafter tails, bargeboards, and knee brackets. The house has wood shingle siding on exterior walls, and has a fenestration of double-hung wood windows, a wood paneled garage door, and paneled wood-and-glass main entry door.
- **#71 Neighborhood House at 3030 SW 2nd Avenue.** This building is individually listed in the NRHP and is a City of Portland Historic Landmark. Designed in the Georgian Revival style by the noted architect A.E. Doyle, the building was built in 1910 by the Portland Section of the National Council of Jewish Women and functioned as a community space (Barton 1979). The building is two stories tall, has a mixture of wood and vinyl windows, and retains distinctive characteristics of its type and period of construction. It now operates as the Cedarwood Waldorf School.
- **#91** Fiebiger, Victoria, House at 3124 SW Barbur Boulevard. This 1912 one-and-a-half-story Craftsman-style house has an L-shaped footprint and rests on a poured concrete foundation. The building is capped by a cross gable roof with shed dormers, bargeboards, knee brackets, and decorative beams. Exterior walls have wood drop siding, and the fenestration includes double-hung and awning wood windows in addition to modern paneled doors with transom windows.
- **#92 King, Ann, House at 3125 SW 2**nd **Avenue.** The 1906 house is a one-and-a-half-story Colonial Revival bungalow with a rectangular footprint and a poured concrete foundation. The building is capped by a hip roof with exposed rafter ends and a hip roof dormer at the east façade; the dormer is clad in shingles while the main body of the house has tongue-and-groove wood siding. A covered porch supported by wooden columns extends the length of the east façade, and is accessed by two sets of stairs from SW 2nd Avenue. The fenestration includes double-hung and fixed wood-sash windows, a bay window on the north elevation, and paneled wood-and-glass entry doors.
- **#93 Durschmidt, Rudolph, House at 3133 SW 2**nd **Avenue.** This Foursquare house with Colonial Revival elements has been extensively modified since its construction in 1910. All original windows have been replaced with vinyl sashes, roofing materials have been replaced by modern standing seam metal; and a porch overhang on the east façade was removed and replaced post-1950 with a new porch that features garage space below. The house has a rectangular footprint and rests on a poured concrete foundation. The building is capped by a hip roof with dormer, and exterior walls retain tongue-and-groove wood siding.

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Physical Description, Continued from Page 11:

- #94 King, William, House at 224 SW Woods Street. This single-story house was constructed with a shotgun plan in 1900 and was later expanded to the south. The 1900 portion of the building is capped by a front-facing gable roof, and appears to have been modified circa 1950 when the front entry porch was enclosed, a single-car garage was added below the porch, and a multi-light window was added to the north facade. These modifications likely led to the house being clad in combed shingles. In addition to the circa 1950 multi-light window of the north façade, the 1900 portion of the house has original double-hung wood sash windows. The south (rear) addition, likely built after 1950, is constructed of concrete block and is capped with a hip roof.
- #95 Pulvermacher, R., House at 230 SW Woods Street. This single-story house, originally constructed in 1902 in the Gothic Revival style, was remodeled in 2017. The remodeling project removed the original siding and windows, and replaced them with composite lap siding and vinyl sash windows. The house has a rectangular footprint, rests on a poured concrete foundation with a basement, and is capped by a front-facing gable roof. The landing for the front (north façade) porch appears to have been constructed after 1950, and has a garage door opening that was boarded over at the time of survey (Sanborn Map & Publishing Company 1950). The gable roof that shelters the porch appears to be of modern construction.
- #97 Oregon Central Railroad Company House 3203 at SW 2nd Avenue. This two-and-a-half-story Queen Anne-style residence was built in 1900 at 3115 SW 2nd Avenue, and was later moved to its current location. In 1978, the building was jacked up and a new main floor was added, converting the building into a duplex. Fire damage in 1988 led to the replacement of several windows (Harrison et al. 1997). The house has an irregular footprint and rests on a poured concrete foundation, and it is capped by a hip roof with gabled dormers and at least one modern skylight. The exterior walls have wood drop siding, while the gable dormer of the east façade is accentuated with wood shingles. The fenestration includes one-over-one wood-sash windows, an oriole window on the north elevation, and modern doors.
- #183 Dilg, Julius and Anna, House at 118 SW Gibbs Street. This single-story Queen Anne-style house was constructed in 1900; it has a roughly L-shaped footprint and rests on a poured concrete foundation with a daylight basement. The building is capped by a crossing hip-and-gable roof, and is clad with wood drop siding on the main body of the house and vertical board siding in gable ends. The fenestration includes hung and fixed wood windows, a bay window on the north façade, and paneled wood doors.
- **#184 Spageli, Fred, House #1 at 3303 SW 1**st **Avenue.** This one-and-a-half-story Colonial Revival-style house was built in 1906, and has a nearly identical design to the adjacent house at 3307 SW 1st Avenue. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof with a front-facing dormer. The building is clad in composite shingles, and it has a full-width covered porch on the east (primary) façade supported by columns. Windows are fixed and one-over-one vinyl sashes, some with gridded inserts, and one original fixed wood window with leaded glass.
- **#185 Spageli, Fred, House #2 at 3307 SW 1**st **Avenue.** This one-and-a-half-story Colonial Revival-style house was built in 1906, and has a nearly identical design to the adjacent house at 3303 SW 1st Avenue. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof with a front-facing dormer. The exterior walls have wood clapboard siding, and a full-width covered porch is on the east (primary) façade that is supported by columns. Windows are one-over-one and fixed wood sashes; the picture window of the east façade may be a vinyl replacement, or is obscured by a storm window. The basement features a garage that is accessed by a modern overhead rolling door.
- **#186** Switzler, Dennie, House at 3311 SW 1st Avenue. This two-and-a-half-story Queen Anne-style house was built in 1890. The house has an irregular footprint, rests on a poured concrete foundation, and is capped by a cross-gable roof with gable dormers. The building is clad with wood drop siding, and features shingles in the upper portions of gable ends. A two-story porch wraps around the east façade and north elevation that is supported by square columns. Windows are obscured by vinyl storm windows.

Property Name:	Street Address:	City, County:
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Physical Description, Continued from Page 12:

- #189 Boyd, Narcissa and Thomas, House #2 at 3333 SW 1st Avenue. This one-and-a-half-story single-family dwelling was constructed in 1896. It has a rectangular footprint, rests on a poured concrete foundation with a basement and garage space, and is capped by a front-facing gable roof. A hip roof covers the full-length porch of the east façade. Exterior walls are clad with wood drop siding, while the fenestration consists of hung and fixed vinyl sashes and modern doors.
- **#189 Boyd, Narcissa and Thomas, House #2 at 117 SW Whitaker Street.** This one-and-a-half-story, Queen Anne-style house was constructed in 1896. The house has an L-shaped footprint and rests on a brick foundation. The building is capped by a cross-gable roof with gabled dormers; the main body of the house is clad with wood drop siding, while shingles clad the open gable ends of the roof. The house has a full-width front (south) porch supported by square posts. The fenestration includes vinyl hung and casement windows and paneled wood-and-glass doors.
- #195 Severson, R.W. and Tracy, C.W., House at 3419 SW 1st Avenue. This two-and-a-half-story Queen Anne-style house was constructed in 1892. It has a roughly rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof with gable dormers and modern skylights. It is clad in wood drop siding with decorative shingles forming a belt course between stories, and it has a full-width front porch with original ornamental wood paneling at the base and modern railing above. The fenestration includes multi-light and one-over-one wood-sash windows with aluminum storm windows, a bay window on the east (primary) façade, and paneled wood-and-glass doors. The house has an enclosed rear porch and a modern deck.
- **#196** Lawton, Phillip and Julia, House at 3425 SW 1st Avenue. This one-and-a-half-story Italianate-style house was constructed in 1894. The house has an L-shaped footprint and rests on a poured concrete foundation with a basement. The building is capped by a cross-gable roof that with standing seam metal, flat roof and gable dormers, and ornamental scrolling brackets. The house is clad in wood drop siding, with T1-11 added under the bay window of the east façade. A covered porch supported by square posts shelters the main entry, which is accessed by wooden stairs. The fenestration includes fixed and one-over-one woodsash windows, a bay window on the east (primary) façade, and paneled wood-and-glass doors. The house has a detached garage to the southeast that is clad in wood lap siding, is capped with a flat roof, and has paneled doors.
- **#197** Chehak, Seraphim John, House #4 at 105 SW Curry Street. This one-and-a-half-story Colonial Revival-style house was constructed in 1906. The house has a rectangular footprint and rests on a poured concrete foundation with a daylight basement. The building is capped by a cross-gable roof with modern skylights, and it is clad with wood drop siding and shingles in the gable ends above. A wraparound porch of the south façade and east elevation is supported by columns. Windows are hung and fixed wood-sashes.
- #247 Front and Curry Community Gardens at 20 SW Curry Street. This community garden plot was established circa 1979 (Goetze 1979). It has two storage buildings and two signs in addition to raised garden beds. One storage building is a modern shed, while the other is a circa 1909 garage that was documented in the historic district as having been constructed in 1970. A garage appears at this location on a 1909 Sanborn Fire Insurance map, although the garage appears to have been expanded at a later date (Sanborn Map & Publishing Company 1908-1909). The garage has a rectangular footprint, rests on a poured concrete foundation, is capped by a front-facing gable roof, and is clad with wood drop siding. The fenestration includes multi-light wood windows, a modern wood door on the east elevation, and a modern garage door on the north (primary) façade.
- **#248 Gundoph, Ferdinand, House #1 at 11 SW Pennoyer Street.** This two-story Queen Anne-style house was constructed in 1884. It has an irregular footprint, rests on a poured concrete foundation, and is capped by a hip roof with crossing gables at the south façade and west elevation. The house is clad in combed shingles, and the fenestration includes sliding and fixed vinyl windows, sliding aluminum windows, and modern wood doors in recessed entries. The house was moved from its original location at 3527 SW Front Avenue to its present address in 1946; the front porch and steps were added in 1962, the back porch was enclosed in 1975, and the house's interior was modified that same year (Harrison et. al 1997).

Property Name:	Street Address:	City, County:
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Physical Description, Continued from Page 13:

- **#249** Gundoph, Ferdinand, House #2 at 19 SW Pennoyer Street. This two-story Queen Anne-style house was constructed in 1884. The house has a rectangular footprint, rests on a brick foundation, and is capped by a front-facing gable roof with a clipped north gable. The house is clad with wood drop siding on the first floor and shingles on the second floor and open gable of the south façade. The main entry point at the south façade is covered by the overhang of the second story, as is an adjacent a bay window. Windows are one-over-one hung wood sashes.
- **#250** Schappert, Theo W. and Leora E., House at 3538 SW Barbur Boulevard. This single-story World War II-era cottage was constructed in 1942. The house has an irregular footprint, rests on a poured concrete foundation, and has an attached garage at the rear (east) elevation. The building is capped by a cross-hip roof and is clad with wood lap siding. Most windows are hung vinyl sashes, although three-light wood windows remain at the basement level.
- **#251** Sussman, Osias, House at 23 Pennoyer Street. This one-and-a-half-story Craftsman-style bungalow was constructed in 1914. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a front-facing gable roof with raked bargeboards, knee brackets, rafter tails, and a west-facing gable dormer. The main body of the house has wood clapboard siding while wood shingles clad the open gable above. A full-width porch at the south façade is supported by tapered square columns; this porch was raised in 1932 (Harrison et al. 1997). Windows are one-over-one hung, awning, and fixed wood sashes.
- **#252** Thompson, D.P., House #1 at 3522-3524 SW 1st Avenue. This one-and-a-half-story Victorian-era house was constructed in 1880, and has since been converted into a duplex. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a front-facing gable roof with eave returns. The house is clad with wood drop siding. Full-width front and rear porches were constructed in 1926, and are supported by tapered square columns (Harrison et al. 1997). Windows are one-over-one vinyl sashes, with at least one fixed wood window above the west façade porch. A detached garage with a flat roof, lap siding, and a paneled overhead rolling door is southwest of the house.
- **#253** Thompson, D.P., House #2 at 26 SW Curry Street. This one-story Victorian-era house was constructed in 1880. The house has a rectangular footprint, rests on a brick foundation, and is capped by a front-facing gable roof with eave returns. The building is clad with wood drop siding, and it has full-width front and rear porches were constructed in 1927 (Harrison et al. 1997). Windows are one-over-one and multi-light fixed wood sashes. A shed is south-southwest of the main house.
- **#254 Gevurtz, S., House at 3516 SW 1**st **Avenue.** This house is a one-and-a-half-story Craftsman-style dwelling constructed in 1910. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a front-facing gable roof with shed dormers, raked bargeboards, and knee brackets. The building is clad with wood drop siding, and has a recessed front entry at the west facade. Windows are hung vinyl sashes with gridded inserts. Decorative scrolling brackets in the recessed entryway, metal railing in front of the house, and the false balcony on the west façade were added during the modern era.
- #255 O'Leanor, Bridget L., House at 3510 SW 1st Avenue. This two-story Foursquare house with Colonial Revival details was built in 1890. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof. The building is clad with wood drop siding, and it has a full-width front porch and wraparound rear porch supported by columns. Windows are hung and fixed wood sashes, while the doors are paneled wood with glass.
- **#256 Voos, Fredrika, House at 3504 SW 1**st **Avenue.** This two-story Queen Anne-style house was constructed in 1885. The house has an irregular footprint, rests on a poured concrete foundation, and is capped by a crossing hip-and-gable roof with decorative woodwork in gable ends and a widow's walk. A two-story wraparound porch supported by turned wood posts is on the north and west elevations. The building is clad with wood drop siding on the first floor and wood shingles on the second floor. Windows are one-overone hung and multi-light fixed wood sashes, and bay windows are on the north and west elevations. The house has been converted into a duplex.

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Determination of Eligibility, Continued from Page 2:

The period of significance of the historic district begins in 1876, the date of construction for the oldest property in the district, and ends in 1926 with the construction of the Ross Island Bridge (Harrison et. al 1997). The district is generally situated between Interstate 5 to the east, Marquam Hill and SW Barbur Boulevard to the west, Interstate 405 to the north, and the intersection of SW Naito Parkway and SW Barbur Boulevard to the south. The boundary of the district is roughly L-shaped, as it wraps around the Ross Island Bridgehead to the south and west. Parcel boundaries are considered to be the historic property boundaries for individual resources within the district.

The South Portland Historic District has integrity of location, materials, workmanship, and feeling, but the district's integrity of design, setting, and association have been diminished over time. This area of Portland has changed significantly since completion of the Ross Island Bridge in 1926, and as major transportation projects have continued to create new physical and visual barriers between different areas of the district (Abbot 1994; City of Portland 2009; Harrison et. al 1997).

- Construction of SW Barbur Boulevard in the 1930s on the district's western edge altered traffic flow, noise levels, and commercial and residential development in and around the neighborhood (Sherrill 2016).
- Construction of Harbor Drive along Portland's waterfront, which began during the 1940s, necessitated the
 widening of SW Front Avenue (present-day SW Naito Parkway) through the district, and the increased traffic
 volume led to the enlargement and reconfiguration of the Ross Island Bridgehead (Harrison et al. 1997; The
 Oregonian 1942a, 1942b, 1950).
- During the 1960s, the completion of Interstate 5 to the east, Interstate 405 to the north, and demolitions for the South Auditorium Urban Renewal project to the north sped the urbanization of South Portland and introduced increased automobile traffic through the area (Bauer 1960; *The Sunday Oregonian* 1961, 1969).
- More recent improvements, including the Portland Aerial Tram (completed in 2006) and the U.S.
 Congresswoman Darlene Hooley Pedestrian Bridge at Gibbs Street (completed in 2012), have enhanced the public's access to OHSU on Marquam Hill, but have also diminished the historical feel and appearance of the historic district.

The character of the South Portland Historic District is most significantly defined by its association with the working class and immigrant families who settled in South Portland and formed a minority gateway community (Harrison et al. 1997). The features of the district that embody this association are its high density of single- and multi-family dwellings from the late-nineteenth and early-twentieth centuries, the early twentieth century community buildings that provided important services and underpinned neighborhood cohesion, and building materials that are evocative of the period of significance, including wood cladding, unreinforced masonry, and wood windows. Primary Contributing resources of the district were built between 1876 and 1900, and reflect patterns and traditions of development typical to the neighborhood during its first wave of settlement. Secondary Contributing resources were built between 1901 and 1926, during a second wave of settlement (Harrison et al. 1997).

The APE for light rail construction that will take place as part of the Southwest Corridor Light Rail Project overlaps a western portion of the historic district. There are 30 individual resources of the district that are encompassed within or crossed by the APE, 25 of which contribute to the historic district. One of the contributing resources that is overlapped by the APE, the Neighborhood House at 3030 SW 2nd Avenue, is individually listed in the NRHP and is a City of Portland Historic Landmark.

Since the historic district was listed in the NRHP in 1998, individual resources have undergone changes that have either diminished or enhanced their historical integrity. Resources with diminished historical integrity continue to have contributing status in the district; however, if the South Portland Historic District is updated these resources are unlikely to contribute to its eligibility. Resources that are non-contributing but have good integrity and date to the period of significance have been treated as contributing resources to the district, as they would likely be changed to contributing if the historic district is updated.

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Determination of Eligibility, Continued from Page 15:

Resources Likely to Change from Contributing to Non-Contributing

- #93 Durschmidt, Rudolph, House at 3133 SW 2nd Avenue. Documented in the historic district nomination as a Secondary Contributing building that is a "fair example of a Craftsman style residence," the house is a Foursquare residence with modifications to its windows and plan (Harrison et. Al 1997). All original windows have been replaced with vinyl sashes, and non-compatible standing-seam metal has been placed on the roof. A covered east facade porch, which was in place as late as 1950, has since been removed and replaced with a new porch without a cover and street level garage (Sanborn Map & Publishing Company 1950). These modifications diminish the house's integrity of design, materials, workmanship, feeling, and association.
- #95 Pulvermacher, R., House at 230 SW Woods Street. Documented in the historic district nomination
 as Secondary Contributing resource representing a good example of the Gothic Revival Style, the house has
 diminished integrity resulting from a 2017 remodel that replaced the building's original windows and siding.
- #184 Spageli, Fred, House #1 at 3303 SW 1st Street. Documented in the historic district as a Secondary Contributing resource with few alterations, the house has since had nearly all original windows replaced with vinyl sashes. Composite shingles and T1-11 siding clad the exterior walls. The adjacent house at 3307 SW 1st Avenue is of an identical design, but has a basement level garage below the east façade porch, indicating that the house at 3303 SW 1st Street also had a basement level garage prior to the porch being rebuilt at an unknown date. These modifications diminish the house's integrity of design, materials, workmanship, and feeling.

Non-Contributing but Treated at Contributing

#195 — Severson, R.W. and Tracy C.W., House at 3419 SW 1st Avenue. Documented in the historic district as a Historic Non-Contributing resource due to alterations, the 1892 house retains its original windows (covered by aluminum storm windows) and siding. The east façade porch rail is not original, skylights have been installed, and the house is in poor condition. However, the house retains integrity of location, design, materials, workmanship, and association, and has comparable integrity to other historic resources that contribute to the historic district. It is recommended that this house be treated as a contributing resource of the historic district.

In addition, some resources are being treated as a different number of resources than what was identified in the historic district nomination. For instance, Lair Hill Park, which was documented as two separate resources in the historic district (the Multnomah County Hospital Nurses' Quarters [#59] and the Carnegie Library [#60]), is being treated as one historic site for the Project. Lair Hill Park has also been documented on a separate Section 106 Documentation Form, since it is individually eligible for listing in the NRHP. A second example is two separate houses with different addresses and parcels that were documented together as the Boyd, Narcissa and Thomas, House #2 (#189) in the historic district nomination. For the Southwest Corridor Light Rail Project, they are being treated as two separate properties.

The table on page 18 lists the 30 individual resources of the South Portland Historic District that are within or crossed by the APE. This table also details the contributing status of each resource as reported in the historic district's 1998 nomination form, and updated recommendations that have resulted from field investigations completed for the Southwest Corridor Light Rail Project.

Property Name: Street Address: City, County:
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Individual Resources of the South Portland Historic District (SPHD) Within or Crossed by the APE

Resource # SPHD	Resource Name	Address	NRHP Status, SPHD	Updated Recommendation
59, 60	Lair Hill Park (Multnomah County Nurses' Quarters and Carnegie Library)	3037 SW 2 nd Avenue; 2909 SW 2 nd Avenue	Secondary Contributing	Eligible/Significant; One Historic Site
63	Murphy, Charles C. and Anna, House	322 SW Meade Street	Primary Contributing	No Change
67	Tartarimi, Gaetano and Victoria, House #1	338 SW Meade Street	Secondary Contributing	No Change
68	Tartarimi, Gaetano and Victoria, House #2	330 SW Meade Street	Secondary Contributing	No Change
71	Neighborhood House	3030 SW 2 nd Avenue	Secondary Contributing	No Change
91	Fiebiger, Victoria, House	3124 SW Barbur Boulevard	Secondary Contributing	No Change
92	King, Ann, House	3125 SW 2 nd Avenue	Secondary Contributing	No Change
93	Durschmidt, Rudolph House	3133 SW 2 nd Avenue	Secondary Contributing	No Change
94	King, William, House	224 SW Woods Street	Historic Non-Contributing	No Change
95	Pulvermacher, R., House	230 SW Woods Street	Secondary Contributing	No Change
97	Oregon Central Railroad Company House	3203 SW 2 nd Avenue	Historic Non-Contributing	No Change
183	Dilg, Julius and Anna, House	118 SW Gibbs Street	Primary Contributing	No Change
184	Spageli, Fred, House #1	3303 SW 1st Avenue	Secondary Contributing	No Change
185	Spageli, Fred, House #2	3307 SW 1st Avenue	Secondary Contributing	No Change
186	Switzler, Dennie, House	3311 SW 1st Avenue	Primary Contributing	No Change
189	Boyd, Narcissa and Thomas, House #2 (Building 1 of 2)	3333 SW 1 st Avenue	Primary Contributing	No Change
189	Boyd, Narcissa and Thomas, House #2 (Building 2 of 2)	117 SW Whitaker Street	Primary Contributing	No Change
195	Severson, R.W. and Tracy C.W., House	3419 SW 1 st Avenue	Historic Non-Contributing	Eligible/Contributing
196	Lawton, Phillip and Julia, House	3425 SW 1st Avenue	Primary Contributing	No Change
197	Chehak, Seraphim John, House #4	105 SW Curry Street	Secondary Contributing	No Change
247	Front and Curry Community Gardens	20 SW Curry Street	Non-Compatible Non-Contributing	No Change
248	Gundoph, Ferdinand, House #1	11 SW Pennoyer Street	Compatible Non-Contributing	No Change
249	Gundoph, Ferdinand, House #2	19 SW Pennoyer Street	Primary Contributing	No Change
250	Schappert, Theo W. and Leora E., House	3538 SW Barbur Boulevard	Compatible Non-Contributing	No Change
251	Sussman, Osias, House	23 Pennoyer Street	Secondary Contributing	No Change
252	Thompson, D.P., House #1	3522-3524 SW 1 st Avenue	Primary Contributing	No Change
253	Thompson, D.P., House #2	26 SW Curry Street	Primary Contributing	No Change
254	Gervutz, S., House	3516 SW 1st Avenue	Secondary Contributing	No Change
255	O'Leanor, Bridget L., House	3510 SW 1st Avenue	Primary Contributing	No Change
256	Voos, Fredrika, House	3504 SW 1st Avenue	Primary Contributing	No Change

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Historical Context:

The South Portland Historic District is within Caruthers Addition, which was platted in 1872 after the City of Portland repossessed a majority of Elizabeth Caruthers' estate (Burrage 1872; Harrison et. al 1997). Seventeen city blocks within this area were sold off, including a portion purchased by Portland's early Jewish residents (Harrison et. al 1997).

During the late-nineteenth century, South Portland had a mix of high-density tenements, modest houses, and small businesses. The neighborhood's proximity to industrial areas on Portland's Willamette River waterfront and its relatively low cost of living attracted large numbers of new immigrants, forming a working class community of lower-income families (Abbott 1994). Those immigrants who arrived early and establish themselves in the South Portland community reached out to future waves of immigrants based on family and/or ethnic ties. The closely-packed neighborhood was quickly populated by vibrant, concentrated ethnic communities, predominantly Italians, Russians and Polish people, and Ashkenazi and Sephardi Jews (Abbot 2019; Leflar 2007; Morse 2019).

The area within the South Portland Historic District was primarily home to Italian and Jewish communities during the period of significance, due to their arrival between the 1880s and 1910s (Harrison et. al 1997; Toll 2003). Immigrants were socially and financially supported throughout their integration into the community with assistance provided by social organizations such as the Neighborhood House, a Jewish vocational school started by the local chapter of the National Council of Jewish Women, as well as religious organizations such as churches and synagogues (Eisenberg 2019; Toll 2003).

The social fabric and built environment of the South Portland neighborhood has been altered over time by major transportation projects and the expanding urbanization of areas within close proximity to Portland's downtown core. One of the first major transportation projects undertaken in the district, the construction of Ross Island Bridge in 1926, altered traffic patterns in and around the neighborhood upon its initial construction (Harrison et. al 1997). However, when SW Barbur Boulevard was constructed in the 1930s along a former railroad alignment at the western edge of the district, the western approach to Ross Island Bridge was altered to accommodate increased traffic flow (Sherrill 2016). Construction of Harbor Drive along Portland's waterfront began soon after in the 1940s, and led to the widening of First Avenue (present-day SW Naito Parkway) and a reconfiguration of the Ross Island Bridgehead (Harrison et al. 1997; *The Oregonian* 1942a, 1942b, 1950).

The widened Front Street and enlarged Ross Island Bridgehead formed physical divides in South Portland that did not previously exist (Harrison et. al 1997). This change, compounded by previous road projects that drastically altered the pedestrian and vehicular traffic patterns of South Portland, led to an economic downturn within the neighborhood and prompted ethnic enclaves to dissipate or move elsewhere in the metro area (Abbot 1994; Eisenberg 2019; Harrison et. al 1997). The smaller Lair Hill and Corbett neighborhoods formed in this part of South Portland during this mid-century period of transition and change (Harrison et. al 1997).

In the 1960s, the South Auditorium Urban Renewal project and construction of Interstate 5 to the east and Interstate 405 to the north would further impact this neighborhood (Abbot 1994; City of Portland 2009; Harrison et. al 1997). The urban renewal project identified the area directly north of the historic district as a "blighted" and economically declining, and led to the 1961 demolition of the predominantly ethnic neighborhood to construct retail and office space bounded by the new interstate highways (City of Portland 2009). The Interstate construction projects were completed to the north and east of the historic district, further isolating the South Portland area from the waterfront and downtown Portland.

In the early 1960s, vacancy began to rise in the remaining residential areas of the Lair Hill and Corbett neighborhoods. However, by the late 1960s, students attending the nearby Portland State University, Portland Community College, Lewis and Clark College, and University of Oregon Medical School (now OHSU) took advantage of the affordable housing in the neglected neighborhood, eventually leading to an influx of young professionals and working class families in need of low-cost housing (Harrison et. al 1997). This eventually led to a significant demographic shift in the neighborhood toward a gentrified middle class community (Harrison et. al 1997).

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

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Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

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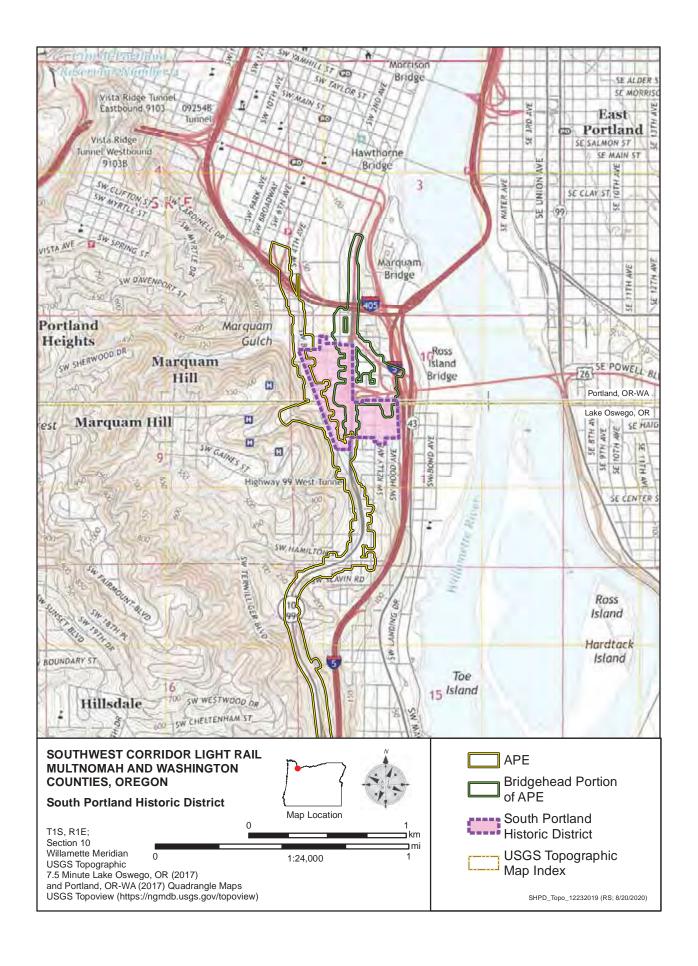
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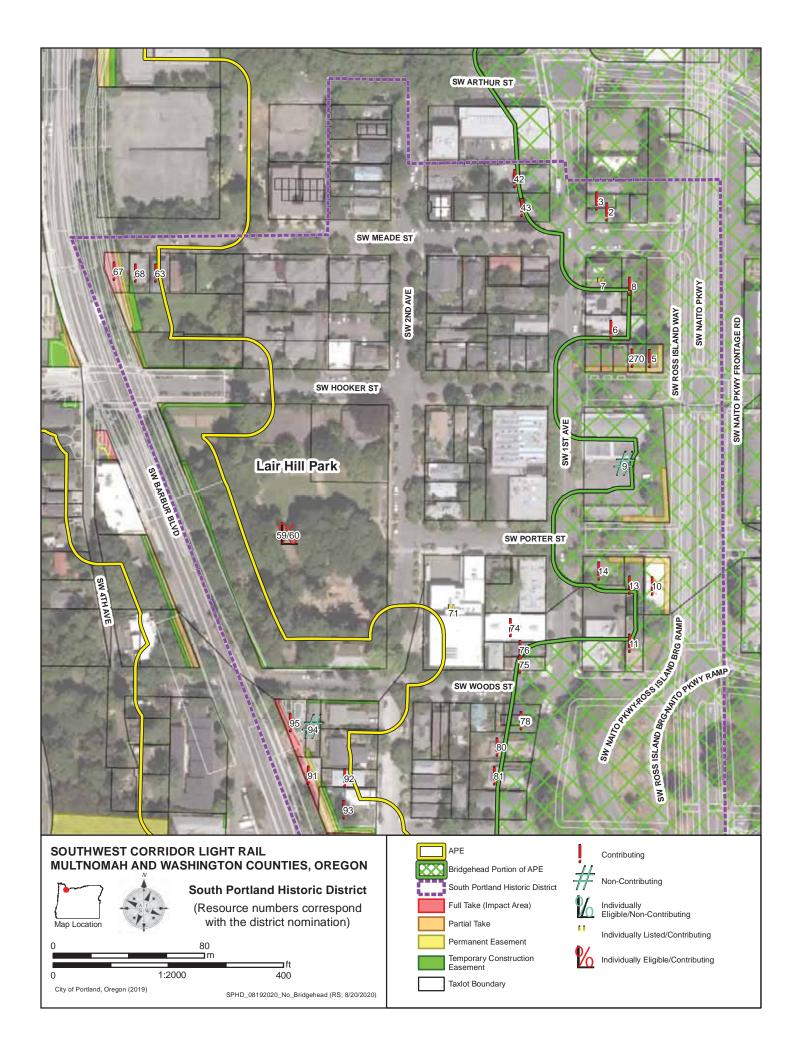
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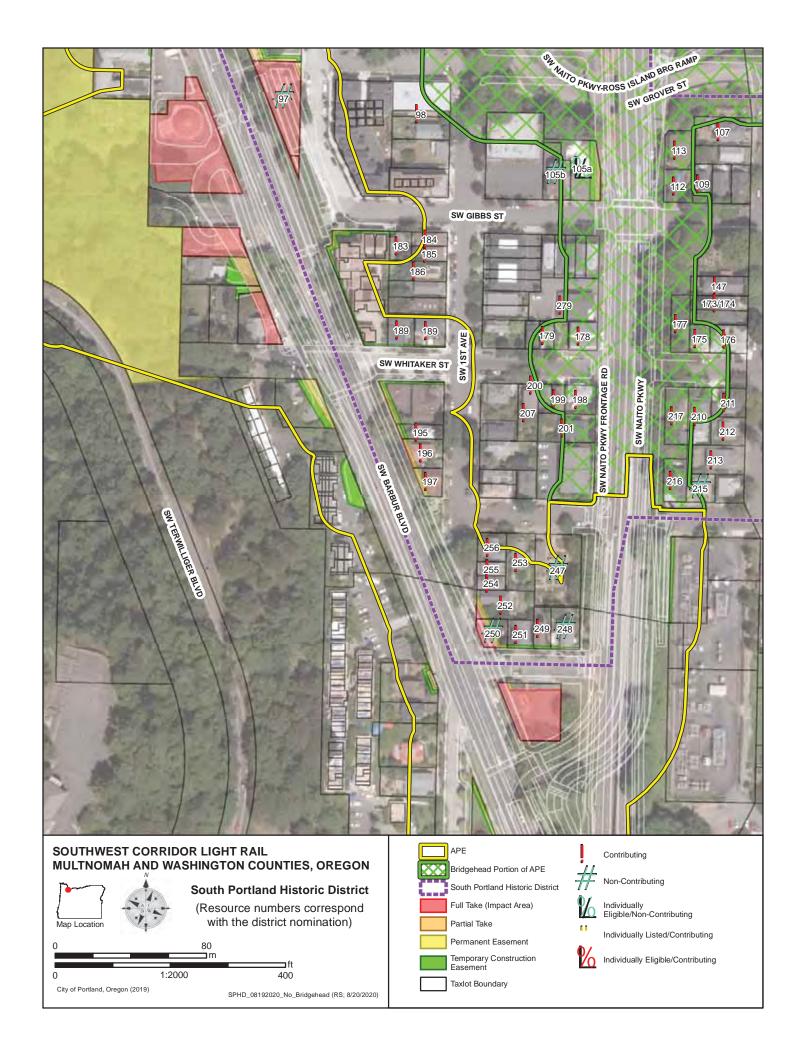
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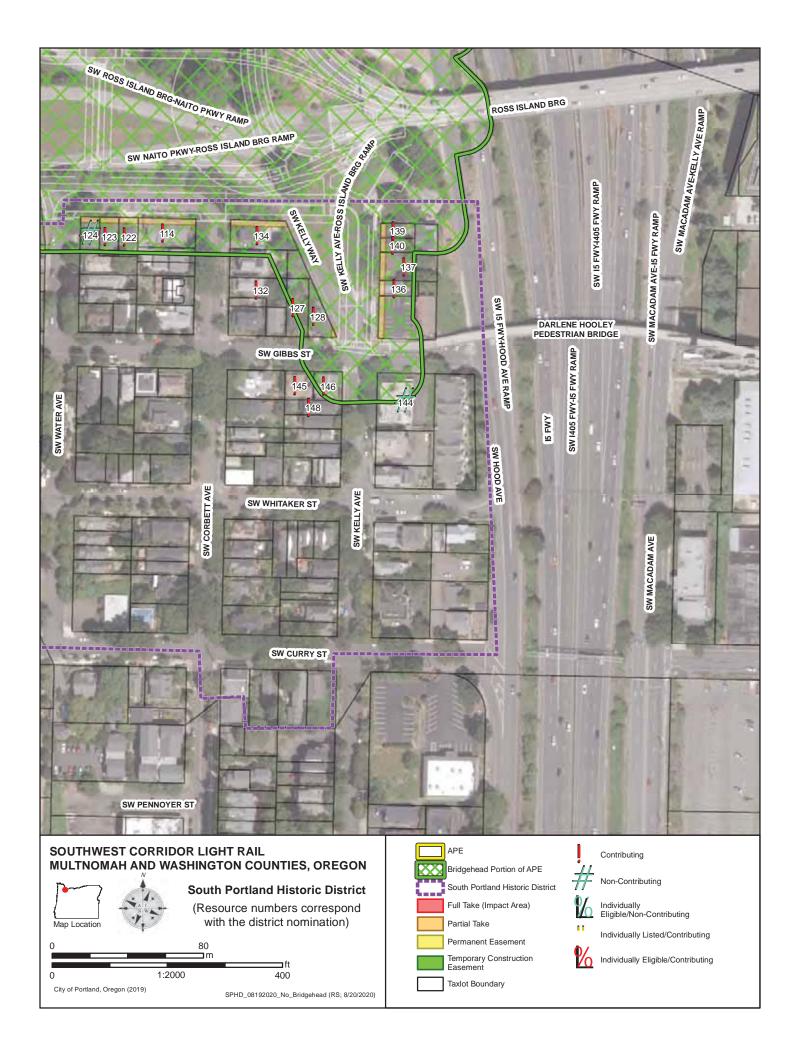
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FULL ACQUISITION - ADVERSE EFFECT







Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired and the house removed to facilitate the widening of SW Barbur Boulevard and construction of new light rail infrastructure.

Finding of Effect: Full acquisition of this Secondary Contributing resource will result in an adverse effect on a historic property.

Physical Description: This house a 1914 single story Craftsman bungalow with Colonial Revival characteristics, and is situated adjacent to and downslope of SW Barbur Boulevard to the west. It is nearly identical in design to the adjacent house at 330 SW Meade Street to the east. The house has a rectangular footprint and rests on a poured concrete foundation with a daylight basement and garage space. The building is capped by a hip roof with a crossing gable at the north façade entry porch; the projecting gable features bargeboards and knee brackets. The house has wood shingles on exterior walls, and has double-hung wood windows, a historic-period garage door, and paneled wooden doors.





#91 – Fiebiger, Victoria, House 3124 SW Barbur Boulevard, Portland

Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired and the house removed to facilitate the widening of SW Barbur Boulevard and construction of new light rail infrastructure.

Finding of Effect: Full acquisition of this Secondary Contributing resource will result in an adverse effect on a historic property.

Physical Description: This 1912 one-and-a-half-story Craftsman house has an L-shaped footprint and rests on a poured concrete foundation. The building is capped by a cross gable roof with shed dormers, bargeboards, knee brackets, and decorative beams. Exterior walls have wood drop siding, and the fenestration includes double-hung and awning wood windows in addition to modern paneled doors with transom windows.





#95 – Pulvermacher, R., House 230 SW Woods Street, Portland

Significance: Documented as a Secondary Contributing resource of the district that was a good example of the Gothic Revival style, the house was extensively remodeled in 2017 and no longer retains historical integrity of design, materials, workmanship, feeling, or association.

Nature and Extent of Impacts: The property will be fully acquired to construct the light rail line and associated infrastructure along SW Barbur Boulevard.

Finding of Effect: Despite recent modifications that have diminished its integrity, full acquisition of this Secondary Contributing will result in an adverse effect on a historic property.

Physical Description: This single-story house, originally constructed in 1902 in the Gothic Revival style, was remodeled in 2017. The remodeling project removed the original siding and windows, and replaced them with composite lap siding and vinyl sash windows. The house has a rectangular footprint, rests on a poured concrete foundation with a basement, and is capped by a front-facing gable roof. The landing for the front (north façade) porch appears to have been constructed after 1950, and has a garage door opening that was boarded over at the time of survey (Sanborn Map & Publishing Company 1950). The gable roof that shelters the porch appears to be of modern construction.





#196 – Lawton, Philip and Julia, House 3425 SW 1st Avenue, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired and the house removed to facilitate the widening of SW Barbur Boulevard and construction of new light rail infrastructure.

Finding of Effect: Full acquisition of this Primary Contributing resource will result in an adverse effect on a historic property.

Physical Description: This one-and-a-half-story Italianate-style house was constructed in 1894. The house has an L-shaped footprint and rests on a poured concrete foundation with a basement. The building is capped by a cross-gable roof with standing seam metal, flat roof and gable dormers, and ornamental scrolling brackets. The house is clad in wood drop siding and T1-11 that has been added under the bay window of the east façade. A covered porch supported by square posts shelters the main entry, which is accessed by wooden stairs. The fenestration includes fixed and one-over-one wood windows, a bay window on the east (primary) façade, and paneled wood-and-glass doors. The house has a detached garage to the southeast that is clad in wood lap siding, is capped with a flat roof, and has paneled doors.





#197 – Chehak, Seraphim John, House #4 105 SW Curry Street, Portland

Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired and the house removed to facilitate the widening of SW Barbur Boulevard and construction of new light rail infrastructure.

Finding of Effect: Full acquisition of this Secondary Contributing resource will result in an adverse effect on a historic property.

Physical Description: This one-and-a-half-story Colonial Revival house was constructed in 1906. The house has a rectangular footprint and rests on a poured concrete foundation with a daylight basement. The building is capped by a cross-gable roof with modern skylights, and it is clad with wood drop siding and shingles in the gable ends above. A wraparound porch of the south façade and east elevation is supported by columns. Windows are hung and fixed wood sashes.





#252 - Thompson, D.P., House #1 3522-3524 SW 1st **Avenue, Portland**

Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired and the house removed to facilitate the widening of SW Barbur Boulevard and construction of new light rail infrastructure.

Finding of Effect: Full acquisition of this Primary Contributing resource will result in an adverse effect on a historic property.

Physical Description: This one-and-a-half-story Victorian-era house was constructed in 1880, and has since been converted into a duplex. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a front-facing gable roof with eave returns. The house is clad with wood drop siding. Full-width front and rear porches were constructed in 1926, and are supported by tapered square columns (Harrison et al. 1997). Windows are one-over-one vinyl sashes, with one fixed wood window observed above the west façade porch. A detached garage with a flat roof, lap siding, and a paneled overhead rolling door is southwest of the house.

FULL ACQUISITION - NO EFFECT





#97 – Oregon Central Railroad Company House 3203 SW 2nd Avenue, Portland

Significance: The house is a Historic Non-Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired to construct the light rail line and associated infrastructure along SW Barbur Boulevard.

Finding of Effect: The resource does not contribute to the significance of the South Portland Historic District, thus it will not be affected by the project.

Physical Description: This two-and-a-half-story Queen Anne-style residence was built in 1900 at 3115 SW 2nd Avenue, and was later moved to its current location. In 1978, the building was jacked up and a new main floor was added, converting the building into a duplex. Fire damage in 1988 led to the replacement of several windows (Harrison et al. 1997). The house has an irregular footprint and rests on a poured concrete foundation, and it is capped by a hip roof with gabled dormers and at least one modern skylight. The exterior walls have wood drop siding, while the gable dormer of the east façade is accentuated with wood shingles. The fenestration includes one-over-one wood-sash windows, an oriole window on the north elevation, and modern doors.

FULL ACQUISITION - NO EFFECT





#250 – Schappert, Theo W., and Leora E., House 3538 SW Barbur Boulevard, Portland

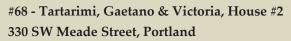
Significance: The house is a Compatible Non-Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: The property will be fully acquired to construct the light rail line and associated infrastructure along SW Barbur Boulevard.

Finding of Effect: The resource does not contribute to the significance of the South Portland Historic District, thus it will not be affected by the project.

Physical Description: This single-story World War II-era cottage was constructed in 1942. The house has an irregular footprint, rests on a poured concrete foundation, and has an attached garage at the rear (east) elevation. The building is capped by a cross-hip roof and is clad with wood lap siding. Most windows are hung vinyl sashes, although three-light wood windows remain at the basement level.







Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A temporary construction easement (111 square feet) at the property's southwest corner is proposed to facilitate retaining wall and sidewalk construction on the east side of SW Barbur Boulevard, which will be widened to accommodate new light rail infrastructure. The adjacent house at 338 SW Meade Street, which is currently situated immediately east of SW Barbur Boulevard, will be removed to complete these improvements. The house at 330 SW Meade Street will not be physically altered by the project, but its setting will change.

Finding of Effect: The removal of the adjacent house at 338 SW Meade Street, the widening of SW Barbur Boulevard, and a change in setting will have no adverse effect on the historic property at 330 SW Meade Street. The house will remain as a Secondary Contributing resource of the South Portland Historic District, and will maintain its character-defining features.

Physical Description: This 1914 single-story Craftsman bungalow with Colonial Revival characteristics is situated adjacent to and downslope of SW Barbur Boulevard to the west. It is nearly identical in design to the adjacent house at 330 SW Meade Street to the east. The house has a rectangular footprint and rests on a poured concrete foundation with a daylight basement and garage space. The building is capped by a hip roof with a crossing gable at the north façade entry porch; the projecting gable features bargeboards and knee brackets. The house has wood shingles on exterior walls, and has double-hung wood windows, a historic-period garage door, and paneled wooden doors.

PARTIAL ACQUISITION AND EASEMENTS - NO ADVERSE EFFECT





#59 and #60 – Lair Hill Park 3037 SW 2nd Avenue, Portland

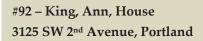
Significance: Lair Hill Park is recommended for treatment as one Secondary Contributing resource of the South Portland Historic District. The park boundary encompasses two Secondary Contributing resources on separate parcels of the South Portland Historic District: the Multnomah County Hospital Nurses' Quarters (built in 1918) and Carnegie Library (South Portland Library, built in 1921). Individual documentation for Lair Hill Park has been completed for the Southwest Corridor Light Rail project.

Nature and Extent of Impacts: A partial acquisition of right-of-way (166 square feet) from the northwest corner of the park will facilitate improvement of the intersection of SW Barbur Boulevard and SW Hooker Street. Retaining walls at the west and south edges of the park will be replaced, necessitating the removal of approximately 26 maple, elm, and Douglas fir trees. Permanent easements (totaling 679 square feet) and a temporary construction easement (3,279 square feet) will be needed to construct and maintain the new retaining walls. Less than 3% of the park will be modified for the project. The light rail line, new sidewalks, and curbs will be constructed along SW Barbur Boulevard.

Finding of Effect: The replacement of the park's retaining walls, the removal of trees, and the purchase of right-of-way from the property boundary will affect the historic property. The retaining walls were constructed during the historic period, and the removal of trees will thin the vegetation along the park's western boundary. However, the park will continue to retain its character-defining features after project construction. Changes to the park will be limited to its far western extent; the retaining walls are not character-defining, and the new light rail line will be obscured from view from the park by trees that will remain along the western boundary. A finding of No Adverse Effect is recommended.

Physical Description: In addition to the 1918 Nurses' Quarters and the 1921 Carnegie Library, the 3.24-acre park features a circa 1930 tennis court, a circa 1950 handball court; a 1958 wading pool, historic-period retaining walls, and modern playground equipment. Park furniture appears to be a mixture from the historic period and modern era.







Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A temporary construction easement (41.5 square feet) at the property's southwest corner is proposed to facilitate retaining wall and sidewalk construction on the east side of SW Barbur Boulevard. A light rail station platform is proposed immediately west of the house on SW Barbur Boulevard, necessitating a wider roadway at this location and the removal of an adjacent house at 3124 SW Barbur Boulevard. The house at 3125 SW 2nd Avenue will not be physically altered by the project, but its setting as viewed from the rear (west elevation) of the house will change.

Finding of Effect: The removal of the adjacent house at 3124 SW Barbur Boulevard, the widening of SW Barbur Boulevard, and a change in setting will have no adverse effect on the historic property at 3125 SW 2nd Avenue. The house will remain as a Secondary Contributing resource of the South Portland Historic District, and will maintain its character-defining features.

Physical Description: The 1906 house is a one-and-a-half-story Colonial Revival bungalow with a rectangular footprint and a poured concrete foundation. The building is capped by a hip roof with exposed rafter ends and a hip roof dormer at the east façade; the dormer is clad in shingles while the main body of the house has tongue-and-groove wood siding. A covered porch supported by wood columns extends the length of the east façade, and is accessed by two sets of stairs from SW 2nd Avenue. The fenestration includes double-hung and fixed wood windows, a bay window on the north elevation, and paneled wood-and-glass entry doors.

PARTIAL ACQUISITION AND EASEMENTS - NO ADVERSE EFFECT





#93 – Durschmidt, Rudolph, House 3133 SW 2nd Avenue, Portland

Significance: Documented in the historic district nomination as a Secondary Contributing building that is a "fair example of a Craftsman style residence," the house is Foursquare residence with modifications to its windows and plan (Harrison et al. 1997). All original windows have been replaced with vinyl sashes, and non-compatible standing-seam metal has been placed on the roof. A covered east facade porch, which was in place as late as 1950, has since been removed and replaced with a new porch without a cover and street level garage (Sanborn Map & Publishing Company 1950). These modifications diminish the house's integrity of design, materials, workmanship, feeling, and association. The house will continue to be treated as a contributing resource of the district until an update of the nomination is completed.

Nature and Extent of Impacts: A partial acquisition (973.5 square feet), permanent easement (709 square feet), and a temporary construction easement (731 square feet) are proposed along the west and south boundaries of the parcel. The acquisition and easements will facilitate the construction of the light rail line and associated infrastructure along SW Barbur Boulevard.

Finding of Effect: The house will not be adversely affected by the undertaking. The house will remain intact and parcel impacts will not alter the house's character-defining features.

Physical Description: This Foursquare house with Colonial Revival elements has been extensively modified since its construction in 1910. All original windows have been replaced with vinyl sashes, roofing materials have been replaced by modern standing seam metal, and a porch overhang on the east façade was removed and replaced post-1950 with a new porch that features garage space below. The house has a rectangular footprint and rests on a poured concrete foundation. The building is capped by a hip roof with dormer, and exterior walls retain wood tongue-and-groove siding.





#183 – Dilg, Julius and Anna, House 118 SW Gibbs Street, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A temporary construction easement (41.5 square feet) is proposed at the northwest corner of the parcel to facilitate construction of a new sidewalk. The sidewalk will connect to a new set of stairs that will access SW Barbur Boulevard, the light rail line, and a station platform that is proposed at the intersection of SW Barbur Boulevard and SW Gibbs Street.

Finding of Effect: The property at 118 SW Gibbs Street will be affected by construction of the Southwest Corridor Light Rail project, but this effect will not be adverse. The temporary construction easement proposed at this location is limited to the area adjacent to existing road right-of-way, and the nearby construction of the light rail line and associated infrastructure will not alter or diminish the house's character-defining features. The house will continue to contribute to the South Portland Historic District.

Physical Description: This single-story Queen Anne-style house was constructed in 1900; it has a roughly L-shaped footprint and rests on a poured concrete foundation with a daylight basement. The building is capped by a crossing hip-and-gable roof, and is clad with wood drop siding on the main body of the house and vertical board siding in gable ends. The fenestration includes hung and fixed wood windows, a bay window on the north façade, and paneled wood doors.





#189 – Boyd, Narcissa and Thomas, House #2 117 SW Whitaker Street, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District. It shares the same number and name as the adjacent house at 3333 SW 1st Avenue.

Nature and Extent of Impacts: A temporary construction easement (163 square feet) at the property's southern edge is proposed to facilitate new sidewalk construction on SW Whitaker Street near its intersection with SW Barbur Boulevard. The house will not be physically altered by the project, but its setting as viewed from the south façade will change.

Finding of Effect: Construction of the light rail line on nearby SW Barbur Boulevard and a new sidewalk in front of the house at 117 SW Whitaker Street will have no adverse effect on the historic property. The house will remain as a Primary Contributing resource of the South Portland Historic District, and will maintain its character-defining features.

Physical Description: This one-and-a-half-story, Queen Anne-style house was constructed in 1896. The house has an L-shaped footprint and rests on a brick foundation. The building is capped by a cross-gable roof with gabled dormers; the main body of the house is clad with wood drop siding, while shingles clad the open gable ends of the roof above. The house has a full-width front (south) porch supported by square posts. The fenestration includes vinyl hung and casement windows and paneled wood-and-glass doors.





#189 – Boyd, Narcissa and Thomas, House #2 3333 SW 1st Avenue, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District. It shares the same number and name as the adjacent house at 117 SW Whitaker Street.

Nature and Extent of Impacts: A temporary construction easement (189 square feet) at the property's southern edge is proposed to facilitate new sidewalk construction on SW Whitaker Street near its intersection with SW Barbur Boulevard. The house will not be physically altered by the project, but its setting as viewed from the south (side) elevation will change.

Finding of Effect: The construction of the light rail line on nearby SW Barbur Boulevard and the construction of a new sidewalk to the side of the house at 3333 SW 1st Avenue will have no adverse effect on the historic property. The house will remain as a Primary Contributing resource of the South Portland Historic District, and will maintain its character-defining features.

Physical Description: This one-and-a-half-story single-family dwelling was constructed in 1896. It has a rectangular footprint, rests on a poured concrete foundation with a basement and garage space, and is capped by a front-facing gable roof. A hip roof covers the full-length porch of the east façade. Exterior walls are clad with wood drop siding, while the fenestration consists of hung and fixed vinyl sashes and modern doors.

PARTIAL ACQUISITION AND EASEMENTS - NO ADVERSE EFFECT





#195 – Severson, R.W. and Tracy, C.W., House 3419 SW 1st Avenue, Portland

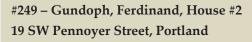
Significance: Originally documented as a Historic Non-Contributing resource of the district, the house is now recommended for treatment as a contributing resource. The house is in poor condition, but retains good historical integrity and embodies distinctive characteristics of its period of construction.

Nature and Extent of Impacts: A partial acquisition of right-of-way (21.5 square feet), a permanent easement (137 square feet), and a temporary construction easement (137 square feet) are proposed at the far west end of the parcel. The acquisitions and easements will facilitate the construction and maintenance of a new sidewalk and retaining wall along the eastern edge of SW Barbur Boulevard. Two buildings located south of the property will be removed to facilitate project construction.

Finding of Effect: The acquisition of right-of-way and easements from the property at 3419 SW 1st Avenue will result in no adverse effect. The house will retain its character-defining features, as it will continue to embody distinctive characteristics of its period of construction. The setting of the house will be altered; however, setting is not a character-defining feature of the house.

Physical Description: This two-and-a-half-story Queen Anne-style house was constructed in 1892. It has a roughly rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof with gable dormers and modern skylights. It is clad in wood drop siding with decorative shingles forming a belt course between stories, and it has a full-width front porch with original ornamental wood paneling at the base and modern railing above. The fenestration includes multi-light and one-over-one wood-sash windows with aluminum storm windows, a bay window on the east (primary) façade, and paneled wood-and-glass doors. The house has an enclosed rear porch and a modern deck.







Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A temporary construction easement (125 square feet) at the property's southern edge is proposed to facilitate new sidewalk construction on SW Pennoyer Street near its intersection with SW Barbur Boulevard. Vehicle access to SW Pennoyer Street from SW Barbur Boulevard will be removed; a new retaining wall and pedestrian access stair will be constructed at this intersection, which is west-southwest of the property. The house will not be physically altered by the project, but its local access and setting will change.

Finding of Effect: The construction of the light rail line on nearby SW Barbur Boulevard and associated changes to existing pedestrian and vehicle travel routes at the intersection of SW Barbur Boulevard and SW Pennoyer Street will have no adverse effect on the historic property. The setting of the house will be altered, but the setting is not a character-defining feature of the property. The house will remain as a Primary Contributing resource of the South Portland Historic District, and will maintain its character-defining features.

Physical Description: This two-story Queen Anne-style house was constructed in 1884. The house has a rectangular footprint, rests on a brick foundation, and is capped by a front-facing gable roof with a clipped north gable. The house is clad with wood drop siding on the first floor and shingles on the second floor and open gable of the south façade. The main entry point at the south façade is covered by the overhang of the second story, as is an adjacent a bay window. Windows are one-over-one hung wood sashes.





#251 – Sussman, Osias, House 23 Pennoyer Street, Portland

Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

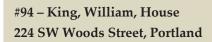
Nature and Extent of Impacts: A temporary construction easement (187 square feet) at the property's southern edge is proposed to facilitate new sidewalk construction on SW Pennoyer Street near its intersection with SW Barbur Boulevard. Vehicle access to SW Pennoyer Street from SW Barbur Boulevard will be removed; a new retaining wall and pedestrian access stair will be constructed at this intersection, which is immediately southwest of the property. The house will not be physically altered by the project, but its local access and setting will change.

Finding of Effect: The construction of the light rail line on nearby SW Barbur Boulevard and associated changes to existing pedestrian and vehicle travel routes at the intersection of SW Barbur Boulevard and SW Pennoyer Street will have no adverse effect on the historic property. The setting of the house will be altered, but the setting is not a character-defining feature of the property. The house will remain as a Secondary Contributing resource of the South Portland Historic District, and will maintain its character-defining features.

Physical Description: This one-and-a-half-story Craftsman-style bungalow was constructed in 1914. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a front-facing gable roof with raked bargeboards, knee brackets, rafter tails, and a west-facing gable dormer. The main body of the house has wood clapboard siding while wood shingles clad the open gable above. A full-width porch at the south façade is supported by tapered square columns; this porch was raised in 1932 (Harrison et al. 1997). Windows are one-over-one hung, awning, and fixed wood sashes.

PARTIAL ACQUISITION AND EASEMENTS - NO EFFECT







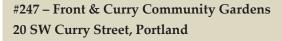
Significance: The house is a Historic Non-Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A partial acquisition (2 square feet), permanent easement (3 square feet), and a temporary construction easement (75.5 square feet) are proposed at the property's southwest corner to facilitate widening of SW Barbur Boulevard. A temporary construction easement (102 square feet) is proposed at the property's northern edge for new sidewalk construction on SW Woods Street near its intersection with SW Barbur Boulevard.

Finding of Effect: The resource does not contribute to the significance of the South Portland Historic District, thus it will not be affected by the project.

Physical Description: This single-story house was constructed with a shotgun plan in 1900 and was later expanded to the south. The 1900 portion of the building is capped by a front-facing gable roof, and appears to have been modified circa 1950 when the front entry porch was enclosed, a single-car garage was added below the porch, and a multi-light window was added to the north facade. These modifications likely led to the house being clad in combed shingles. In addition to the circa 1950 multi-light window of the north façade, the 1900 portion of the house has original double-hung wood sash windows. The south (rear) addition, likely built after 1950, is constructed of concrete block and is capped with a hip roof.







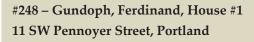
Significance: The site is a Non-Compatible Non-Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A temporary construction easement (28 square feet) is proposed at the parcel's northeast corner to facilitate new sidewalk construction near the intersection of SW Curry Street and SW Naito Parkway.

Finding of Effect: The resource does not contribute to the significance of the South Portland Historic District, thus it will not be affected by the project.

Physical Description: This community garden plot was established circa 1979 (Goetze 1979). It has two storage buildings and two signs in addition to raised garden beds. One storage building is a modern shed, while the other is a circa 1909 garage that was documented in the historic district as having been constructed in 1970. A garage appears at this location on a 1909 Sanborn Fire Insurance map, although the garage appears to have been expanded at a later date (Sanborn Map & Publishing Company 1908-1909). The garage has a rectangular footprint, rests on a poured concrete foundation, is capped by a front-facing gable roof, and is clad with wood drop siding. The fenestration includes multi-light wood windows, a modern wood door on the east elevation, and a modern garage door on the north (primary) façade.







Significance: The site is a Compatible Non-Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: A temporary construction easement (208 square feet) is proposed at the parcel's southern boundary to facilitate new sidewalk construction near the intersection of SW Pennoyer Street and SW Naito Parkway.

Finding of Effect: The resource does not contribute to the significance of the South Portland Historic District, thus it will not be affected by the project.

Physical Description: This two-story Queen Anne-style house was constructed in 1884. It has an irregular footprint, rests on a poured concrete foundation, and is capped by a hip roof with crossing gables at the south façade and west elevation. The house is clad in combed shingles, and the fenestration includes sliding and fixed vinyl windows, sliding aluminum windows, and modern wood doors in recessed entries. The house was moved from its original location at 3527 SW Front Avenue to its present address in 1946; the front porch and steps were added in 1962, the back porch was enclosed in 1975, and the house underwent extensive interior modification that same year (Harrison et. al 1997).





#63 – Murphy, Charles C. and Anna, House 322 SW Meade Street, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements.

Finding of Effect: The Primary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This house was constructed in 1894 in the Queen Anne style, and was later subdivided into a triplex. The house has a rectangular footprint, has one-and-one-half stories, and rests on a poured concrete foundation with a daylight basement that has been partially converted into a garage. The building is capped by a cross gable roof with a slight eave overhang. The exterior walls have wood shiplap siding, drop siding, and decorative shingles in the gable end. The fenestration includes one-over-one hung wood windows, a paired single-light picture window and multi-light stained glass transom window on the façade, a modern garage door, and paneled wood-and-glass doors.





#71 – Neighborhood House 3030 SW 2nd Avenue, Portland

Significance: The building is a Secondary Contributing resource of the South Portland Historic District. It is also individually listed in the NRHP and is a City of Portland Historic Landmark.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Stormwater improvement is proposed in adjacent road right-of-way, north of the intersection of SW Woods Street and SW 2nd Avenue.

Finding of Effect: The Secondary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: Designed in the Georgian Revival style by the noted architect A.E. Doyle, the building was built in 1910 by the Portland Section of the National Council of Jewish Women and functioned as a community space (Barton 1979). The building is two stories tall, has a mixture of wood and vinyl windows, and retains distinctive characteristics of its type and period of construction. It now operates as the Cedarwood Waldorf School.





#184 – Spageli, Fred, House #1 3303 SW 1st Avenue, Portland

Significance: Documented in the historic district as a Secondary Contributing resource with few alterations, the house has since had nearly all original windows replaced with vinyl sashes. Composite shingles and T1-11 siding clad the exterior walls. The adjacent house at 3307 SW 1st Avenue is of an identical design, but has a basement level garage below the east façade porch, indicating that the house at 3303 SW 1st Street also had a basement level garage prior to the porch being rebuilt at an unknown date. These modifications diminish the house's integrity of design, materials, workmanship, and feeling.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements.

Finding of Effect: The Secondary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District as currently documented.

Physical Description: This one-and-a-half-story Colonial Revival-style house was built in 1906; it has a nearly identical design to the adjacent house at 3307 SW 1st Avenue. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof with a front-facing dormer. The building is clad in composite shingles, and it has a full width covered porch on the east (primary) façade supported by columns. Windows are fixed and one-over-one vinyl sashes, some with gridded inserts, and one original fixed wood window with leaded glass.





#185 – Spageli, Fred, House #2 3307 SW 1st Avenue, Portland

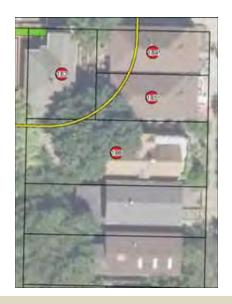
Significance: The building is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements.

Finding of Effect: The Secondary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This one-and-a-half-story Colonial Revival-style house was built in 1906, and has a nearly identical design to the adjacent house at 3303 SW 1st Avenue. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof with a front-facing dormer. The exterior walls have wood clapboard siding, and a full-width covered porch is on the east (primary) façade that is supported by columns. Windows are one-over-one and fixed wood sashes; the picture window of the east façade may be a vinyl replacement, or is obscured by a storm window. The basement features a garage that is accessed by a modern overhead rolling door.





#186 – Switzler, Dennie, House 3311 SW 1st Avenue, Portland

Significance: The building is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements.

Finding of Effect: The Primary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This two-and-a-half-story Queen Anne-style house was built in 1890. The house has an irregular footprint, rests on a poured concrete foundation, and is capped by a cross-gable roof with gable dormers. The building is clad with wood drop siding, and features shingles in the upper portions of gable ends. A two-story porch wraps around the east façade and north elevation that is supported by square columns. Windows are obscured by vinyl storm windows.







Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements. Historic houses to the west and south will be removed, altering the property's setting.

Finding of Effect: The Primary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This one-story Victorian-era house was constructed in 1880. The house has a rectangular footprint, rests on a brick foundation, and is capped by a front-facing gable roof with eave returns. The building is clad with wood drop siding, and it has full-width front and rear porches were constructed in 1927 (Harrison et al. 1997). Windows are one-over-one and multi-light fixed wood sashes. A shed is south-southwest of the main house.





#254 – Gervutz, S., House 3516 SW 1st Avenue, Portland

Significance: The house is a Secondary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. The two houses immediately south will also be removed to facilitate the widening of SW Barbur Boulevard and construction of new light rail infrastructure.

Finding of Effect: The Secondary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This house is a one-and-a-half-story Craftsman-style dwelling constructed in 1910. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a front-facing gable roof with shed dormers, raked bargeboards, and knee brackets. The building is clad with wood drop siding, and has a recessed front entry at the west facade. Windows are hung vinyl sashes with gridded inserts. Decorative scrolling brackets in the recessed entryway, metal railing in front of the house, and the false balcony on the west façade were added during the modern era.





#255 – O'Leanor, Bridget L., House 3510 SW 1st Avenue, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements. Historic houses south of the property will be removed to facilitate project construction.

Finding of Effect: The Primary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This two-story Foursquare house with Colonial Revival details was built in 1890. The house has a rectangular footprint, rests on a poured concrete foundation, and is capped by a hip roof. The building is clad with wood drop siding, and it has a full-width front porch and wraparound rear porch supported by columns. Windows are hung and fixed wood sashes, while the doors are paneled wood with glass.





#256 – Voos, Fredrika, House 3504 SW 1st Avenue, Portland

Significance: The house is a Primary Contributing resource of the South Portland Historic District.

Nature and Extent of Impacts: No acquisitions or easements are proposed at this location. Within the vicinity of the house SW Barbur Boulevard will be widened to accommodate the light rail line and associated improvements. A new stairway to provide access to SW Barbur Boulevard will be constructed within view of the house at the intersection of SW 1st Avenue and SW Curry Street, and three historic houses will be removed from the same block on which the property is situated.

Finding of Effect: The Primary Contributing resource will experience a change in its setting, but this will not adversely affect the historic property. It will continue to contribute to the South Portland Historic District, and will retain its character-defining features.

Physical Description: This two-story Queen Anne-style house was constructed in 1885. The house has an irregular footprint, rests on a poured concrete foundation, and is capped by a crossing hip-and-gable roof with decorative woodwork in gable ends and a widow's walk. A two-story wraparound porch supported by turned wood posts is on the north and west elevations. The building is clad with wood drop siding on the first floor and wood shingles on the second floor. Windows are one-over-one hung and multi-light fixed wood sashes, and bay windows are on the north and west elevations. The house has been converted into a duplex.

Property Name: Lair Hill Park	Street Address: 3037 SW 2 nd Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.501667° Longitude: -122.680597°		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ NO ☐ YES – In a district	



Overview of Lair Hill Park. The view is facing south-southeast.

Surveyor: Andrea Blaser, M.S.			Date Recorded: 4/29/2019	
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: Concur	☐ Do Not Concur:	RECEIVED STAMP		
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address:		City, County:	
Lair Hill Park	3037 SW 2 nd Avenue		Portland, Multnomah	
Original Use: Health Care		Number of Associated Resources: 2 (Multnomah County Hospital Nurses' Quarters and South Portland Library)		
Architectural Classification / Resource Type:		Owner: □Priv	vate	
Lair Hill Park		□Sta	te	
Not Applicable	Site			
Multnomah County Hospital Nurses' Quarters		Exterior Surface Materials (Nurses' Quarters):		
Colonial Revival	Building	Primary:	Standard Brick	
South Portland Library		Secondary:	Horizontal Board	
Renaissance Revival	Building	Decorative	Shake	
Window type and Materials:				
Nurses' Quarters: Wood hung multi-light		Exterior Surface	e Materials (South Portland Library):	
South Portland Library: Wood hung multi-light and fixed		Primary:	Stucco	
Roof Type and Materials:		Secondary:	-select materials-	
Nurses' Quarters: Hip with asphalt shingles		Decorative	-select materials-	
South Portland Library: Cross hip with asphalt shingles				
Integrity:		Construction Da	ate (Lair Hill Park): 1927 (□Circa)	
□Excellent □Good □Fair □F	Poor	Construction Da	ate (Nurses' Quarters): 1912 (□Circa)	
		Construction Da	ate (Library): 1921 (□Circa)	
			r (if known): Johnson, Parker & Wallwork	
		(South Portland	Library)	

Description of Property (including previous alterations & approximate dates):

Lair Hill Park is situated between two major arterials of southwest Portland: SW Barbur Boulevard and SW Naito Parkway. SW Barbur Boulevard bounds the park to the west, while SW Hooker Street, SW Woods Street, and SW 2nd Avenue bound the park to the north, south, and east. A view of Mount St. Helens is provided near the center of the park when looking northeast, and the Oregon Health and Science University (OHSU) tram is visible from the park's southern extent. Despite the park's location within a busy urban area, noise is dampened and major roadways are screened by mature vegetation.

The topography of the park also provides a buffer from SW Barbur Boulevard, as the park slopes uphill to the west-southwest. A retaining wall contains this slope where it meets sidewalks along SW Barbur Boulevard to the west and SW Woods Street to the south. Along SW Woods Street, the retaining wall is scored and textured to give it the appearance of stone; this section of the wall was likely constructed circa 1930, and it is situated on the property boundary. Beginning at the intersection of SW Woods Street and SW Barbur Boulevard, the portion of the retaining wall that extends north along SW Barbur Boulevard appears to have been constructed circa 1950. It encroaches upon the existing road right of way, and has an unadorned, utilitarian design.

(Continued on Page11)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Lair Hill Park spans 3.24 acres of land that was deeded to the City of Portland by Multnomah County in 1927. The park is a Rank III resource in the City of Portland Historic Resources Inventory, and it is encompassed within the boundary of the South Portland Historic District that was listed in the National Register of Historic Places (NRHP) in 1998. For the South Portland Historic District the park was documented in association with the former Multnomah County Hospital Nurses' Quarters, a Rank III resource. Prior documentation notes the Nurses' Quarters as having been constructed in 1918, but the building was completed in 1912, prior to the dedication of Lair Hill Park in 1928 (Harrison et al. 1997; *The Morning Oregonian* 1912a). The Nurses' Quarters and Lair Hill Park are a Secondary Contributing resource of the South Portland Historic District.

Also located within Lair Hill Park is the former South Portland Library, which was constructed in 1921 with funds from the Carnegie Corporation. Now used as an office space for Portland Parks and Recreation, the building is a Rank II resource in the City of Portland's Historic Resource Inventory. For the documentation and evaluation of the South Portland Historic District, this building was identified as a Secondary Contributing resource that is separate from the Multnomah County Hospital Nurses' Quarters and Lair Hill Park.

(Continued on Page11)

Property Name:	Street Address:	City, County:
Lair Hill Park	3037 SW 2 nd Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The new light rail line will pass directly west of Lair Hill Park on SW Barbur Boulevard, in the center of the roadway. This will necessitate the widening of SW Barbur Boulevard, reconfiguration and reconstruction of the road's existing sidewalks, and the removal and replacement of the existing retaining wall that is at and near the park's western perimeter. A partial take of 165.5 square feet is proposed at the park's northwestern corner; otherwise, permanent and temporary construction easements are limited to the western and southern edges of the park boundary where retaining wall removal and construction will occur. It is anticipated that up to 26 trees that help to buffer the park's western boundary from SW Barbur Boulevard might be impacted and removed as a result of Project construction.

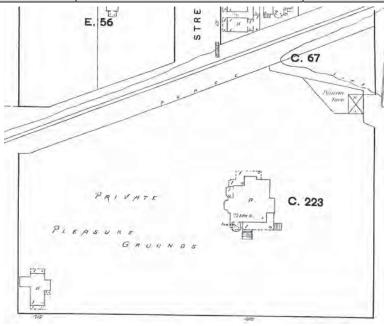
Finding of Effect and Justification:

Construction of the Southwest Corridor Light Rail Project will have no adverse effect on the Lair Hill Park historic property. This recommendation comes as a result of revisions to the Project design that have minimized the number of trees that might be impacted by the removal and replacement of a circa 1930/1950 retaining wall that lines a portion of the park's perimeter. The retaining wall is both within and outside of the historic property boundary of the park, and it does not contribute to the park's significance. A new retaining wall will be built in a slightly different alignment than the existing retaining wall, and it will not be visible from most locations in the park.

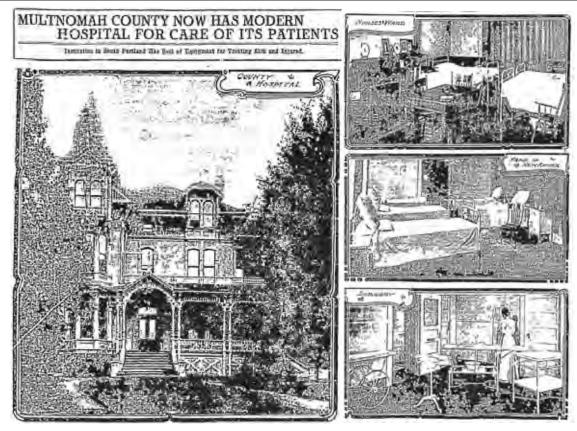
The introduction of light rail infrastructure along SW Barbur Boulevard may also have direct and indirect effects on the setting of the park through an increase in noise, changes in circulation, the removal of trees, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, no adverse effect on the historic property is anticipated. Although some trees will need to be removed from the park's western edge during Project construction, many others will remain; between the remaining trees and the difference in elevation between the elevated park to the east and SW Barbur Boulevard below and to the west, most Project improvements will be blocked or screened from view of the park. Photo illustrations of the current and anticipated western view from the park, in addition to information on likely tree removals, are included as an attachment to this documentation form. The tree cover along the western boundary, which is a character-defining feature of the park, will be thinned, but will ultimately be maintained.

Other character-defining features of the park, including the park's historic-period buildings and its viewshed towards Mount St. Helens, will not be impacted. After the Project is constructed, the park will continue to retain its character-defining features and will embody its significant associations under Criteria A and C.

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah



View: An 1889 Sanborn Fire Insurance map depicts the Charles and Hedwig Smith House and "Private Pleasure Grounds" (Sanborn Map & Publishing Company 1889). West is up and north is to the right on this map.



View: Photographs of the former Charles E. and Hedwig Smith House published in *The Sunday Oregonian* in 1909, when it was transitioned to use as a hospital (*The Sunday Oregonian* 1909).

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah



View: The Nurses' Quarters as pictured in *The Morning Oregonian* after its completion in 1912 (*The Morning Oregonian* 1912a). The building is viewed towards the west-southwest from SW 2nd Avenue.



View: The Nurses' Quarters as viewed towards the northwest from the intersection of SW 2nd Avenue and SW Woods Street. The original porch pictured above has been removed.

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah



View: The west and south elevations of the Nurses' Quarters as viewed towards the northeast.



View: South-facing view of the Nurses' Quarters from a point north of the wading pool and playground area.

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah



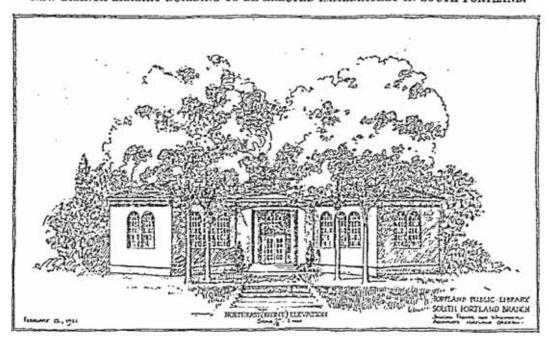
View: The wading pool (left) and sunken playground area (right). The view is facing northeast.



View: The tennis court at the north end of the park. The view is facing west-southwest.

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah

NEW BRANCH LIBRARY BUILDING TO BE ERECTED IMMEDIATELY IN SOUTH PORTLAND.



View: A drawing of the South Portland Library by architects Johnson, Parker & Wallwork as published in *The Sunday Oregonian* (1921).



View: The South Portland Library is now used by Portland Parks and Recreation, and is referred to as the Carnegie Annex. The view is facing southwest.

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah



View: The handball court at the northwest corner of the park. The view is facing east-southeast.

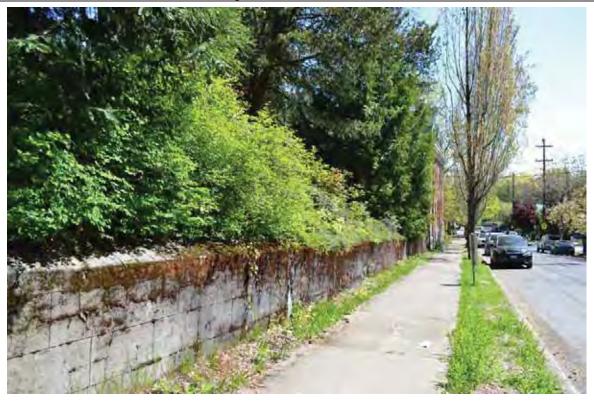


View: A sculpture titled "BW1" is near the west edge of the park. The view is facing west-southwest.

Property Name: Street Address: City, County:
Lair Hill Park 3037 SW 2nd Avenue Portland, Multnomah



View: A circa 1950 section of retaining wall is adjacent to the park's western boundary, and is situated within existing right of way at SW Barbur Boulevard. The view is facing southeast.



View: A circa 1930 section of retaining wall at the park's southern boundary. The view is facing east on SW Woods Street.

Property Name:	Street Address:	City, County:
Lair Hill Park	3037 SW 2 nd Avenue	Portland, Multnomah

Property Description, Continued from Page 2:

Where SW Barbur Boulevard intersects SW Hooker Street, the park is level with the adjacent street grade. A circa 1950 handball court with a concrete block wall and poured concrete court is adjacent to a path that winds in a northwest-to-southeast alignment through the park. A circa 1930 tennis court with a poured concrete retaining wall lining its west and south edges is situated between the handball court to the west and the South Portland Library to the east. Now referred to as the Carnegie Annex, the former South Portland Library is used as an office space by Portland Parks and Recreation staff.

The South Portland Library, completed in 1921, retains a high level of historical integrity. It is an excellent local example of an Italian Renaissance Revival building, balancing curving and linear forms. For instance, the building has an L-shaped plan, but features a prominent central entry portico that curves outward from the intersecting ells. This portico is framed on either side by Doric columns, features an oculus above double multi-light entry doors, and is accessed by a curved set of stairs that mirror the shape of the portico. The building rests on a poured concrete foundation, and likely has a poured concrete structural system that is clad with stucco on the exterior. The building retains its original multi-light hung and fixed wood windows, and is capped with a cross-hip roof.

The other building in the park is the Multnomah County Nurses' Quarters. Completed in 1912, this building is constructed of brick, stands two stories tall, rests on a poured concrete foundation, and is capped with a hip roof with gable dormers. Its footprint is roughly rectangular in shape, and features a possible former sleeping porch that extends from the northwest corner. At an unknown date during the historic period, likely when Lair Hill Park was established based on the materials used, it appears that the area below the sleeping porch (see the upper image on page 5) was infilled with brick, and restrooms with exterior access were installed. This modification and the removal of the original wood entry porch on the east façade slightly diminish the historical integrity of the building, but do not significantly detract from its historical character. Overall, this building retains a high level of historical integrity. It retains its original wood multi-light hung windows in addition to decorative flourishes such as quoins, an entablature with oversized dentils, and gable dormers with brick faces and parapets.

Between the Nurses' Quarters and the South Portland Library are a playground and a wading pool. The circular wading pool was constructed by Zuber Brothers circa 1958, and is no longer used (*The Oregonian* 1957). The adjacent playground features modern equipment set within a sunken area lined with poured concrete. The similarity and proximity of the wading pool and sunken playground area indicate that they may have been constructed at the same time. Modern play equipment is also situated east of the sunken playground area, and one metal swing set that was likely installed during the historic period is in the central portion of the park. South of this swing set is a modern sculpture designed by Bruce West; titled BW1, the sculpture was completed in 1978 using Comprehensive Employment and Training Act (CETA) funds (Deemer 1978). There is limited furniture within the park, including concrete lampposts with metal lanterns, wood benches and picnic tables, and drinking fountains. This furniture appears to be a mixture from the historic period and modern era.

Statement of Significance, Continued from Page 2:

Due to the interconnected use and history of Lair Hill Park, the Multnomah County Hospital Nurses' Quarters, and the South Portland Library, it is recommended that these resources be considered as one historic site, Lair Hill Park, for the Southwest Corridor Light Rail Project. This historic site is recommended eligible for listing in the NRHP under Criteria A and C. Under Criterion A, the park is associated with broad patterns of history regarding the development of social infrastructure for recreation, learning, and healthcare in South Portland during the early twentieth century. Under Criterion C, the park encompasses two historic buildings that have distinctive characteristics of their type and period of construction. Under Criterion B, the park no longer demonstrates its residential use by Charles E Smith and William Lair Hill during their productive periods. Under Criterion D, the built environment of Lair Hill Park does not exhibit characteristics that have potential to provide a principal source of important information. Archaeological studies for the Southwest Corridor Light Rail Project will further assess the park's potential to yield information important in prehistory and history under Criterion D.

Property Name:	Street Address:	City, County:
Lair Hill Park	3037 SW 2 nd Avenue	Portland, Multnomah

Statement of Significance, Continued from Page 11:

The boundary of the Lair Hill Park historic property aligns with the original tract of land deeded to the City of Portland by Multnomah County in 1927. This boundary encompasses only a portion of a historic-period retaining wall that lines sidewalks to the south and west of the park, as the wall encroaches upon the existing road right of way. However, the retaining wall does not contribute to the eligibility of the park; it has diminished historical integrity, and does not embody the park's significant historical associations under Criterion A or distinctive characteristics under Criterion C. Overall, the park property retains integrity of location, materials, workmanship, feeling, and association, but its integrity of design and setting have been slightly diminished as features of the park and its surrounding environment have changed over time.

Character-defining features that contribute to the significance of the park and its setting include the following.

- The Multnomah County Hospital Nurses' Quarters building and the South Portland Library, both of which are highly representative of their period of construction and architectural styles, and functioned as significant community buildings during the historic period.
- The placement of buildings and recreation facilities at the edges of the park, preserving a central open area for unstructured play and relaxation.
- Mid-twentieth century recreation facilities installed to meet local demand, including the handball court, tennis court, wading pool, and sunken play area.
- The northeast viewshed towards Mount St. Helens.
- Mature trees along the western edge of the park, which help to screen SW Barbur Boulevard from view.

Two periods of significance are proposed for the park. A period of significance from 1912 to 1926 encompasses the construction of the park's two buildings, the Multnomah County Hospital Nurses' Quarters (1912) and the South Portland Library (1921), in addition to the informal use of the grounds surroundings these buildings as a park space (*The Morning Oregonian* 1926, 1927; *The Sunday Oregonian* 1921). This period of significance aligns with the second period of significance for the South Portland Historic District, 1901-1926, making Lair Hill Park a Secondary Contributing resource. The second period of significance proposed for the park, 1927 to 1960, encompasses the transition in ownership from Multnomah County to the City of Portland, the official establishment of Lair Hill Park, and the gradual development of recreation facilities at the site during the mid-twentieth century.

Historical Context:

Lair Hill Park has a layered history of use that begins with William Lair Hill's ownership of the current park grounds. Hill was born in Tennessee in 1838; he first came to Oregon in 1853, and moved to Portland in 1866. Hill was a man of many talents, but is best known for codifying the laws of Oregon and Washington during the late nineteenth century (Johnson 1891). Hill served as the editor of *The Oregonian* from 1872 to 1877, during a five-year break in Harvey W. Scott's 40-year tenure (Nash 2018). During this period Hill lived at the current park grounds; a 1926 newspaper article notes that he "planted the evergreen and other shade trees" that have "now grown to maturity making the spot one of rare beauty" (*The Morning Oregonian* 1926). Hill later moved to The Dalles and Seattle before settling in Alameda County, California, in the years prior to his death in 1924 (Johnson 1891; Oregon Secretary of State 2019; *The Morning Oregonian* 1915).

Charles E. Smith, president and founder of the Smith & Watson Iron Works, acquired this land by the mid-1880s and secured the prominent local architect Justus F. Krumbein to design a new home for him and his wife Hedwig (Ballestrem 2018:34; Harrison et al. 1997; Ritz 2002:235-236; *The Morning Oregonian* 1912b). This Stick style house, which was completed in 1886, reportedly had hand-painted walls and ceilings and featured Povey Brothers Art Glass (Ballestrem 2018:34; Demuth et al. 1990). An 1889 Sanborn map shows this house as facing east and featuring eight bedrooms and a tower at its southeast corner (Sanborn Map & Publishing Company 1889). On this same map, the area surrounding the house is labeled as "Private Pleasure Grounds"; a poultry yard is noted near the northwest corner of the property, and a second house was situated at the property's southeast corner (Sanborn Map & Publishing Company 1889). It is possible that the second house on the property was the home that Hill resided in during the early 1870s (McCormick 1872).

Property Name:	Street Address:	City, County:
Lair Hill Park	3037 SW 2 nd Avenue	Portland, Multnomah

Historical Context, Continued from Page 12:

Although Smith was offered large sums of money to sell the property before his death in 1912, he wanted to see the landscape that he created remain intact (*The Morning Oregonian* 1912b). Smith ultimately decided to deed his property to Multnomah County for use as a hospital (*The Morning Oregonian* 1912b). By October 1909, his luxurious home had been converted for use as a hospital for people who were previously treated at the county poor farm (*The Sunday Oregonian* 1909). The new hospital could house up to 130 patients in 14 different wards; it had one of "the best equipped surgeries in the Pacific Northwest," a morgue in the basement, and a "roof-garden" covered by a canopy so patients could convalesce in an open air environment (*The Sunday Oregonian* 1909). The wards were described as "the same rooms as when the owner lived here, good-sized, airy and well lighted, the walls Kalsomined" (*The Morning Oregonian* 1913).

The then-existing second house at the property's southeast corner was used by employees until it was removed to make way for the construction of a new building to provide housing and classrooms for nurses in 1912 (*The Sunday Oregonian* 1909). This new building, the Multnomah County Nurses' Quarters, remains at the southeast corner of the park in the present day and has served many different uses over the years (*The Morning Oregonian* 1912a). During the 1940s it was renovated with federal funds to provide health services for female offenders with venereal diseases, and it most recently served as a children's museum before the museum was relocated to Washington Park in 2001 (City of Portland, Oregon 2019; *The Oregonian* 1944).

During an influenza outbreak that spread through the city, temporary barracks were erected near the hospital in 1918 to help treat the overflow of patients (*The Morning Oregonian* 1922). Not long after, the Smiths' former house was determined to be dangerous if a fire occurred (Ballestrem 2018). With the construction of a new county hospital on Marquam Hill in 1923, the Smith house was vacated and demolished along with the temporary barracks for treating influenza patients (Ballestrem 2018). While planning for the construction of a new hospital at Marquam Hill, the county also looked ahead to the future use of the old hospital site, which was envisioned for use as a park (*The Sunday Oregonian* 1921). Historical records suggest that the area was informally used as a park up until the early months of 1927, when the old hospital site was transferred to the City of Portland and the name W. Lair Hill Park was officially adopted by the city council (*The Morning Oregonian* 1926, 1927; *The Sunday Oregonian* 1921).

Part of this planning included the construction of a Carnegie library at the site's northeast corner in 1921 (*The Sunday Oregonian* 1921). Designed by architects Johnson, Parker & Wallwork, the library was erected with the last remaining funds that Portland's library association received from the Carnegie Corporation in 1912 (*The Sunday Oregonian* 1921). It was a welcome improvement over the then-existing library in South Portland, which has been reported as having a high demand for books in multiple languages (English, German, Italian, and Yiddish) while also having no heating or plumbing to provide comfort for the diverse group of people heavily using this public resource (Leflar 2007:103).

Throughout the twentieth century new features were added to the park to make it a more attractive place for adults and children to play. These additions included a tennis court (circa 1930), a handball court (circa 1950), and a wading pool and sunken playground area (circa 1958). However, this park's history is rooted in its service to the local community. During the early twentieth century it transitioned from the privately owned "pleasure grounds" of a wealthy Portland industrialist to a place of healing for residents of the county who had previously sought treatment at the county-run poor farm. From this transition to public use sprung the idea of using this location as a park, and a much needed library building was added to further solidify this property's connection to the community. This library building and the Multnomah County Hospital Nurses' Quarters to the south provide an important physical link to South Portland's history of development during the twentieth century.

Property Name:	Street Address:	City, County:
Lair Hill Park	3037 SW 2 nd Avenue	Portland, Multnomah

Sources:

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Property Name:	Street Address:	City, County:
Lair Hill Park	3037 SW 2 nd Avenue	Portland, Multnomah

Sources, Continued from Page 14:

The Morning Oregonian (Portland, Oregon)

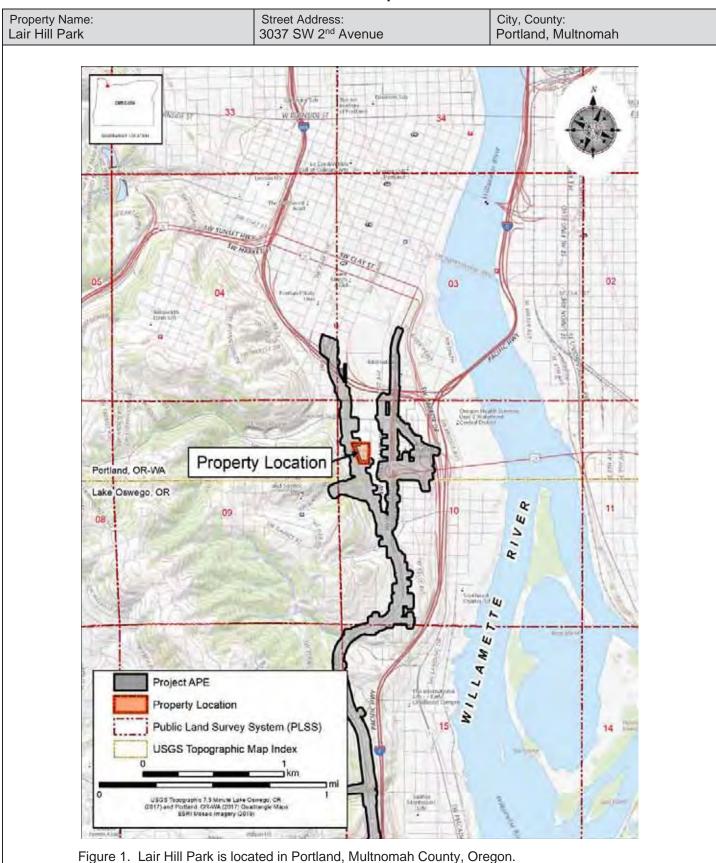
- 1912a Fine Home for County Nurses Completed. 11 February:12.
- 1912b Charles E. Smith Dead: Iron Foundry Owner Succumbs to Paralysis. 23 February:14.
- 1913 Praise for County Hospital: Patient Highly Commends Treatment of Multnomah's Sick Poor. 21 January:6.
- 1915 W. L. Hill Honored: Golden Wedding Anniversary Fittingly Celebrated. 16 May:12.
- 1922 'Flu' Cases Jam Hospital. 2 March:12.
- 1926 Hill Memorial Urged: Park Site at Second and Hooker Considered. 26 July:12.
- 1927 News in Brief. 19 February:9.

The Oregonian (Portland, Oregon)

- 1944 Yanks Check Battle Results; Washington Park Blockades Removed. 23 August:20.
- 1957 Council Awards Five-Pool Job. 21 November:15.

The Sunday Oregonian (Portland, Oregon)

- 1909 Multnomah County now has Modern hospital for Care of its Patients. 17 October:5.
- 1921 New Branch Library Building to be Erected Immediately in South Portland. 20 March:13.



Property Name:

Lair Hill Park

Street Address:

3037 SW 2nd Avenue

City, County:

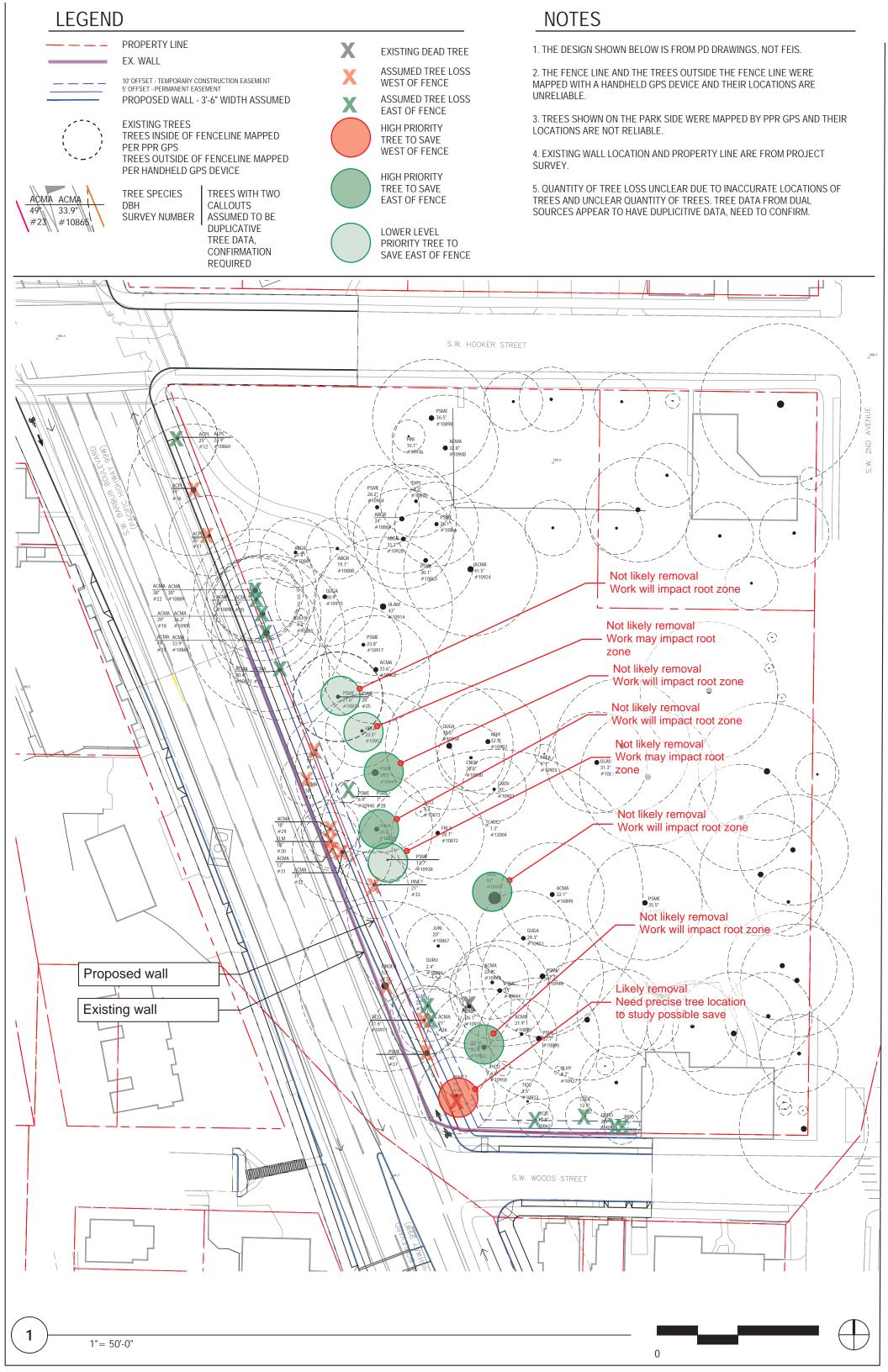
Portland, Multnomah



Figure 2. Built features within the historic property boundary of Lair Hill Park. The retaining wall to be replaced is both within and outside of the historic property boundary, and it does not contribute to the park's significance. A partial right of way acquisition is proposed at the park's northwest corner, and easements are proposed along the park's western and southern boundaries where replacement of the existing retaining wall will occur.







EAST OR WEST OF

ALT ID I	Jnique ID	Status	FENCE	Species	DRH	Condition
#12	10860	Removal	EAST	Acer platanoides, Norway maple	24.9	Good
#12	10862	Removal	EAST	Pinus contorta, shore pine, lodgepole pine	10.8	Fair
#23	10865	Removal	EAST	Acer macrophyllum, bigleaf maple	33.9	Good
#24	10803	Removal	EAST	Acer macrophyllum, bigleaf maple	30.4	Good
#25	10871	Lower Priority Save	EAST	Pseudotsuga menziesii, Douglas-fir	27.6	Good
#23	10874	Removal	EAST		12.4	Fair
#22	10889	Removal	EAST	Calocedrus decurrens, incense cedar Acer macrophyllum, bigleaf maple	30	Good
#22_	10899	Removal	EAST	Acer macrophyllum, bigleaf maple	26	Good
#18	10905	Removal	EAST	Acer macrophyllum, bigleaf maple	36.2	Good
#10	10903	Removal	EAST	Tilia cordata, littleleaf linden	21.6	Fair
-		Dead		Liriodendron tulipifera, tuliptree		ł — — — — — — — — — — — — — — — — — — —
-	10915		EAST EAST		26.1	Poor
-	10922	High Priority Save Removal		Quercus garryana, Oregon white oak Quercus robur, English oak	36.4 2.5	Fair Fair
-	10929		EAST			
_	10930	Removal	EAST	Pinus contorta, shore pine, lodgepole pine	11	Poor
-	10937	High Priority Save	EAST	Sequoiadendron giganteum, giant sequoia	92	Fair
_	10938	Lower Priority Save	EAST	Pseudotsuga menziesii, Douglas-fir	12.7	Fair
"20	10939	High Priority Save	EAST	Pseudotsuga menziesii, Douglas-fir	35	Fair
#28	10940	Removal	EAST	Pseudotsuga menziesii, Douglas-fir	6.9	Fair
_	10941	High Priority Save	EAST	Pseudotsuga menziesii, Douglas-fir	49.7	Fair
-	10953	Lower Priority Save	EAST	Fraxinus latifolia, Oregon ash	22.5	Fair
	16	Removal	WEST	Acer platanoides Norway Maple	41	
	17	Removal	WEST	Acer platanoides Norway Maple	25	
	26	Removal	WEST	Pseudotsuga menziesii Douglas Fir	18	
	27	Removal	WEST	Acer macrophyllum Bigleaf Maple	16	
	29	Removal	WEST	Acer macrophyllum Bigleaf Maple	18	
	30	Removal	WEST	elm	18	
	31	Removal	WEST	Acer macrophyllum Bigleaf Maple	12	
	32	Removal	WEST	Acer macrophyllum Bigleaf Maple	31	
	33	Removal	WEST	Pine?	21	
	34	Removal	WEST	elm	53	
	35	Removal	EAST	elm	22	
	36	Removal	WEST	Acer macrophyllum Bigleaf Maple	21	
	37	Removal	WEST	Pseudotsuga menziesii Douglas Fir ?	40	
	38	Removal	WEST	Pseudotsuga menziesii Douglas Fir ?	24	

totals

- 26 Removals
- 13 " east of fence
- 13 " west of fence
- 4 High Priority Save
- 3 Lower Priority Save

	individuai Properti	es		
Property Name: Harvey S. Hudson House	Street Address: 16 SW Abernethy Street	City, Co	ounty: nd, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project	Agency project #:	
Agency: Federal Transit Administrati	ion/Metro/TriMet	SHPO Case#:	16-1621	
Location coordinates (to sixth decimal plantitude: 45.494937 Longitude:	olace): -122.678432	Is the property Historic Places YES – Indiv	vidually 🗵 NO	
The north facade	of the Harvey S. Hudson House. T	The view is toward	ds the south.	
Surveyor: Allison Geary B.A., and Ar			Date Recorded: 02/19/2020	
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part ☐ Not Eligible: ☐ Irretrievable integrity los	of a District NR Criteria: □A □E s □Not 50 Years □Fails to me	B ⊠C □D eet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect	
3 . ,	omments – <i>Official Use Only:</i> □ Do Not Concur: □ Do Not Concur:	RECE	EIVED STAMP	
Signed	Dat	te		
CONTACT INFORMATION				
Comments:				

Property Name: Harvey S. Hudson House			City, County: Portland, Multnomah		
Original Use: Domestic - Single Family	Dwelling	Number of Asso	ociated Resource	es: N/A	
Architectural Classification / Resource T Modern Period: other	ype: Building	Owner: ⊠Priv		□ Local Government □ Federal	
Window type and Materials: Fixed and sliding sashes of wood, vi Roof Type and Materials: Flat roof with built-up roofing	inyl, and aluminum	Exterior Surface Primary: Secondary: Decorative	e Materials: Stucco -select materi		
Integrity: □Excellent ⊠Good □Fair □F	Poor	Construction Da		(□Circa)	
		Building Compa	'	occe D. Hemenway, Han	

Description of Property (including previous alterations & approximate dates):

The house at 16 SW Abernethy Street is a two-story building with an irregular footprint that has been expanded since the house's 1937 date of construction. Likely done to expand living space, optimize views towards the north, and provide room for a two-car garage at the basement level, the house's first story was expanded towards the north and west at an unknown date. This addition blends with the overall form and styling of the house, although the elongated and rectangular window openings of the north facade do not match the more square window openings of remaining portions of the building.

The building's massing is roughly rectangular. The roof is flat and likely covered in built-up roofing. The exterior walls of the building are smooth and clad in stucco. The north façade is asymmetrical. The main entrance is located on the east end; this entrance is sheltered by the overhang of a curved balcony above. The entry stairs are embellished with stonework and landscaping that appear to be of modern construction. The few original wood windows that remain are multi-light fixed wood windows with elongated horizontal panes, and are evocative of the period of construction. Most of the windows are replacements that have fixed and sliding sashes made from aluminum and vinyl. Some original window openings have been enlarged to accommodate sliding doors, such as the second story balcony of the north facade.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Harvey S. Hudson House is recommended to be eligible for listing for the National Register of Historic Places (NRHP) under Criterion C. It is a notable example of Modern architecture in Portland that blends elements of the Streamline Moderne and International styles. The house's Modern character is defined by its flat roof, smooth stucco exterior walls, asymmetrical façade, and its focus on form, not adornment. The house is a good example of architect Roscoe D. Hemenway's limited experimentation with Modern design.

The house is not associated with an event or pattern of events that are significant in history (Criterion A). The house was first purchased by Harvey S. Hudson, who is best known for serving as President of United Artisans, a fraternal benefit society, from 1904 to 1938, and who was later the Great Commander of Maccabees when the organization was merged with United Artisans (*The Oregonian* 1953). Hudson was a public figure in Portland during the period in which he resided at the house, which is assumed to be from 1937 until his death in 1953 (*The Oregonian* 1953; *The Sunday Oregonian* 1937). However, Hudson does not appear to be demonstrably significant in local history; thus, the house is not eligible under Criterion B. Under Criterion D, the building is not a principal source of important historical information about our past (Criterion D).

Modifications to the plan and windows of the house detract from its integrity of materials and design; however, these changes do not entirely diminish these aspects of the house's integrity. The building's setting has also been diminished by the infill of surrounding parcels since the date of construction, most notably by the construction of modern townhouses to the east in 1993. The building retains integrity of location, workmanship, feeling, and association. The historic property boundary is the parcel boundary, and the period of significance is 1937, the year the house was built.

Property Name:	Street Address:	City, County:
Harvey S. Hudson House	16 SW Abernethy Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

No acquisitions or easements are proposed at 16 SW Abernethy Street. Within the viewshed of the house, the new light rail line and associated infrastructure will be constructed along SW Barbur Boulevard. East of the house, the project proposes to construct new curbing at SW Abernethy Street's intersection with SW Viewpoint Terrace, and SW View Point Terrace will be realigned at its intersection with SW Barbur Boulevard.

Finding of Effect and justification:

The historic property at 16 SW Abernethy Street will be avoided by the project. The construction of light rail infrastructure and associated transportation improvements will not require an acquisition or easement at this location.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:
Harvey S. Hudson House

Street Address:
City, County:
Portland, Multnomah



View: The north façade of the Harvey S. Hudson House. The view is towards the south.



View: Detailed view of the north facade, as viewed towards the south-southeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: The north façade of the Harvey S. Hudson House. The view is towards the south-southeast.

Property Name:	Street Address:	City, County:
Harvey S. Hudson House	16 SW Abernethy Street	Portland, Multnomah

Historic Context

The Harvey S. Hudson House was constructed in 1937, during the latter years of the Great Depression. Upon its completion, the house was hailed as one of few examples of "Modernistic" residential architecture in Portland (*The Sunday Oregonian* 1937), which is more commonly referred to today as Streamline Moderne. The popularity of this style of architecture, which balances dramatic curving shapes with simple rectilinear forms, was short lived in Portland, and its application to residential buildings was limited in scope (Hawkins et al. 1999:509). The house was completed shortly after the construction of SW Barbur Boulevard along a former railroad corridor in the early 1930s (*The Sunday Oregonian* 1934).

The first owner of the house was Harvey S. Hudson (*The Oregonian* 1937). Hudson was President of the United Artisans fraternal benefit association for over 27 years, and later served as Great Commander of the Maccabees for the State of Oregon after the two groups merged in 1938 (*The Morning Oregonian* 1939; *The Oregonian* 1953; *The Sunday Oregonian* 1937, 1939). Local newspaper articles often noted that Hudson was the "father of the juvenile insurance movement," or the offering of benefits to families to cover burial and funeral costs in the event of a child's death (*The Morning Oregonian* 1931; *The Sunday Oregonian* 1939). However, no additional sources were found to verify this claim.

The house was designed by architect Roscoe De Leur Hemenway. Hemenway opened his firm in 1925, and practiced for over 30 years (Ritz 2002:173). In 1935, during the Great Depression, he joined Oregon's team for the Historic American Building Survey (Ritz 2002:173). Shortly after, in 1937, Hemenway designed the Harvey S. Hudson House and a single-story residence at 6140 SE 32nd Avenue in Eastmoreland (*The Sunday Oregonian* 1937). The Eastmoreland house is similar in form and design as the Harvey S. Hudson House, but it has been heavily modified and embellished during the mid-twentieth century and the modern era. Hemenway was best known for his Colonial Revival homes, and only briefly dabbled in Modern styles like Streamline Modern and Northwest Regional (Young 2018).

Eight residential buildings that were designed by Hemenway and constructed in Oregon between 1926 and 1944 are individually listed in the NRHP (Beckham 1991; Grimala 1998; Heald and Pinyerd 2001; Morrison 1991; Prohaska and Demuth 1989; Temple 1985; Tess 1996; Tess and Ritz 1993). The majority of Hemenway's NRHP-listed works are stately homes designed in popular revival styles of the early- to mid-twentieth century, such as Tudor Revival, English Cottage, and Colonial Revival. The Harvey S. Hudson House demonstrates Hemenway's range as an architect, as it is a stark departure from his revival-style buildings that are listed in the NRHP.

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Heald, Leslie, and David Pinyerd

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Property Name:	Street Address:	City, County:
Harvey S. Hudson House	16 SW Abernethy Street	Portland, Multnomah

Sources, Continued from Page 6

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Tess, John M.

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Tess, John, and Richard E. Ritz

1993 National Register of Historic Places, Nomination Form for the Haycox, Ernest, Estate, Portland, Oregon. On file, Oregon State Historic Preservation Office, Salem.

The Morning Oregonian (Portland, Oregon)

- 1931 It's the Birthday of Harvey S. Hudson, who was born in Wisconsin in 1871. June 11:9.
- 1939 Maccabees Plan To Seek Conclave. August 27:44.

The Oregonian (Portland, Oregon

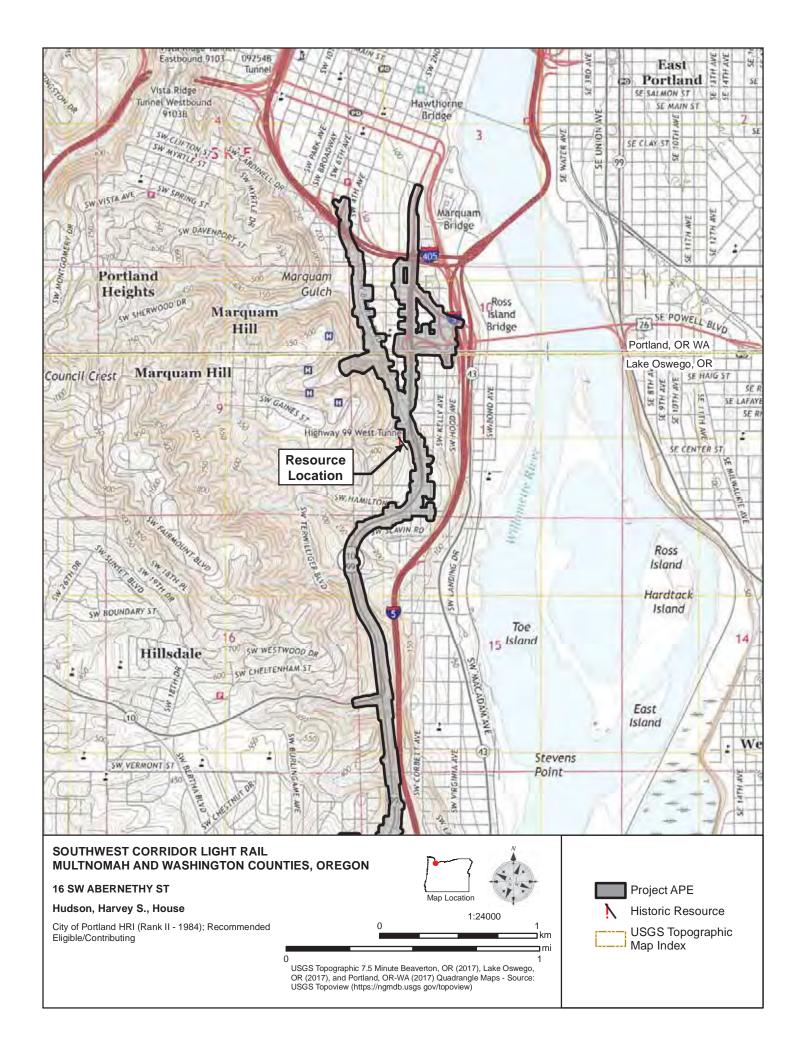
1953 Hudson Rites Set Saturday. 23 January:19.

The Sunday Oregonian (Portland, Oregon)

- 1934 Barbur Boulevard to be Dedicated: Program Scheduled for Next Saturday Afternoon. 21 October:1.
- 1937 Modernistic Designed Residences Make Debut with Two Already Built. April 4:27
- 1939 Portland in 1940? September 3:26.

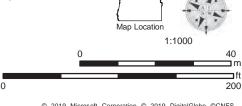
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City of Portland HRI (Rank II - 1984); Recommended Eligible/Contributing



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Property Name:	Street Address: 0219-0221 SW Hamilton Street		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.490736 Longitude: -122.676713		Histori	property listed in the National Register of c Places? S – Individually S – In a district	



South (primary) façade of house at 0219-0221 SW Hamilton Street, facing north-northeast.				
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.			Date Recorded: 06/04/19	
National Register Findings: ⊠ Eligible: □ Individually □ As part of a District NR Criteria: □ A □ B □ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria			Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect	
_	ffice Comments – Official Use On	ly:		
Eligibility:	☐ Do Not Concur:			
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
Olgriou				
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 0219-0221 SW Hamilton	on Street	City, County: Portland, Mul	tnomah
Original Use: Domestic — Multiple Dwe	elling	Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	/ate	☐ Local Government
Colonial Revival	Building	□Sta	te	□Federal
Window type and Materials: Hung wood sashes		Exterior Surface Primary:	e Materials: Horizontal Bo	ard
Roof Type and Materials: Hip roof with composite shingle		,	Vertical Board Wood: Other/	d
Integrity:		Construction Da	ate: 1912	(□Circa)
⊠Excellent □Good □Fair □P	oor	Architect/Builde	r (if known):	
Description of Property (including previo	ous alterations & approxim	ate dates).		

Description of Property (including previous alterations & approximate dates):

The two-story Colonial Revival-style duplex at 0219-0221 SW Hamilton Street has a rectangular footprint with a poured concrete foundation and a basement. It is capped by a hip roof with exposed rafter ends. The south (primary) façade has a full-width two-story porch with square columns.

The duplex is clad in wood lap siding with vertical board siding at the basement level on the south façade. Windows are one-over-one wood hung sashes that are obscured from view by vinyl storm windows. A bay window is on the east elevation. The two residences are accessed by modern doors at the west corner of the south facade.

Landscaping on the parcel consists of a small grass lawn, English Ivy, flowering hedges, and large trees to the north. The porch is connected to the sidewalk by a set of poured concrete stairs bordered by a retaining wall to either side.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The building at 0219-0221 SW Hamilton Street meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Colonial Revival-style dwelling, and retains adequate historical integrity to be representative of its type and period of construction. The building construction is part of a general history of early twentieth century development in the greater South Portland area; however, the building has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any figures who are significant in local, state, or national history (Criterion B). Furthermore, the building is not a principal source of new or important historical information (Criterion D).

The period of significance for the building is 1912, the date of construction, and the parcel boundary is the historic property boundary. Character-defining features of the building include its Colonial Revival form and finish, period ornamentation, and original building materials. The building has no major modifications, and retains integrity of location, design, materials, workmanship, feeling, and association. The building's integrity of setting has been diminished by the construction of two major thoroughfares in the immediate vicinity; SW Barbur Boulevard to the west, which was completed in the early 1930s along a former railroad alignment, and Interstate 5 to the west, which was constructed in the early 1960s (The Sunday Oregonian 1934, 1961). The integrity of setting has been further diminished by removal or paving over of streetcar tracks in SW Corbett Avenue after streetcar service was replaced with trolley bus service in 1937 (Thompson 2015:97).

Property Name:	Street Address:	City, County:
	0219-0221 SW Hamilton Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

No acquisitions or easements are proposed at 0219-0221 SW Hamilton Street. Within the immediate vicinity of the building the intersection of SW Corbett Avenue and SW Hamilton Street will be improved. Further west from the building, the new light rail line will be constructed along SW Barbur Boulevard and the intersection of SW Barbur Boulevard and SW Hamilton Street will be improved.

Finding of Effect and justification:

The historic property at 0219-0221 SW Hamilton Street will be avoided by the project. The construction of light rail infrastructure and associated transportation improvements will not require an acquisition or easement at this historic property location.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 0219-0221 SW Hamilton Street Portland, Multnomah



View: South (primary) façade and east elevation of house at 0219-0221 SW Hamilton Street, facing northwest.



View: South (primary) façade and east elevation of house at 0219-0221 SW Hamilton Street, facing northwest.

Property Name:	Street Address:	City, County:
	0219-0221 SW Hamilton Street	Portland, Multnomah

Historic Context

The duplex at 0219-0221 SW Hamilton Street is located in an area that was platted in 1871 as the Portland Homestead (Stevenson 1871). Sanborn maps published in 1889 and 1901 depict this area as being predominately residential, with interspersed commercial storefronts and light industrial development (Sanborn Map & Publishing Company 1889, 1901). A streetcar line was operational along SW Corbett Avenue as early as 1890, and transitioned into service as part of the North and South Portland Line streetcar in 1900 (Thompson 2010:19; 2015).

The building at 0219-0221 SW Hamilton Street was constructed in 1912, after the introduction of streetcar service to the area. It accommodates two living spaces, one on each level; this type of housing was commonly built near Portland's streetcar lines during the historic period. Sometime after streetcar service was transitioned to trolley buses in 1937, the tracks in SW Corbett Avenue were either paved over or removed from the roadway (Thompson 2015:97).

The setting of the building has been impacted by two major transportation projects of the twentieth century: the construction of SW Barbur Boulevard to the west and Interstate 5 to the east (*The Sunday Oregonian* 1934, 1961). SW Barbur Boulevard was constructed as part of the Fourth Street Extension Project in the 1930s, along a former railroad right of way corridor (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016). Interstate 5 was completed just east of the building in the early 1960s (*The Sunday Oregonian* 1961). Both of these projects have influenced development patterns and traffic circulation in the immediate vicinity of the building at 0219-0221 SW Hamilton Street.

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- 1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

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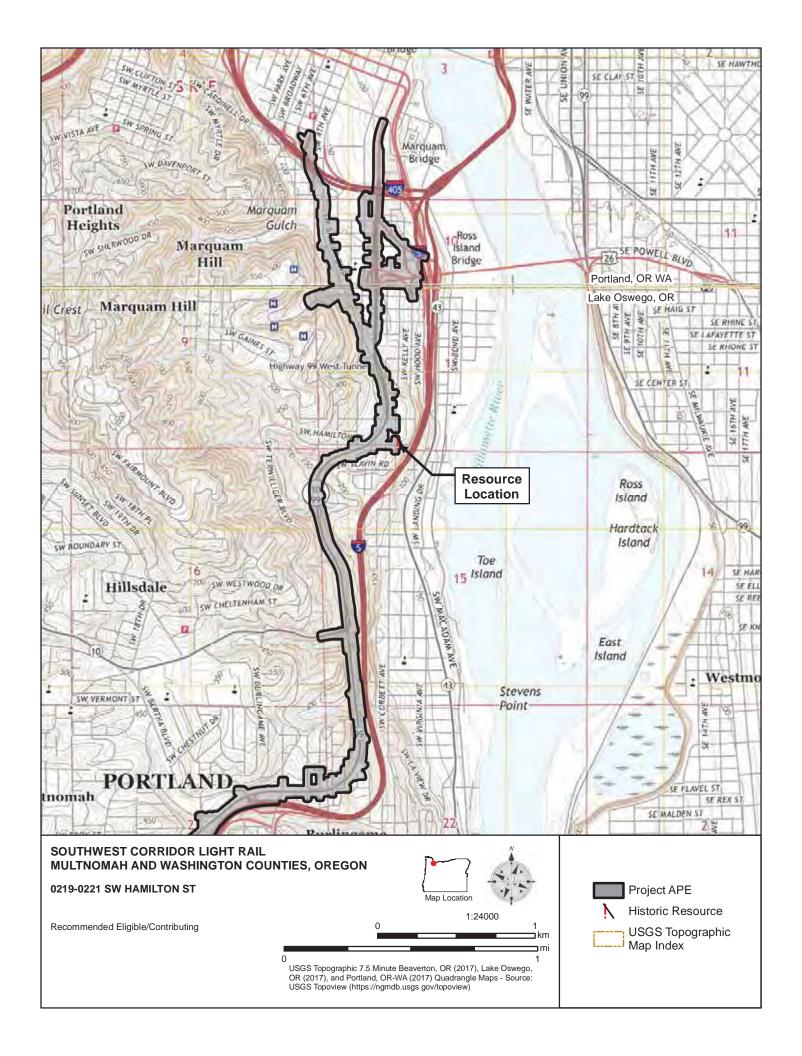
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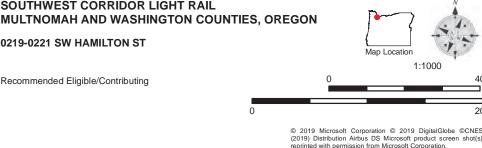
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- 1961 Traffic Men See Baldock Freeway as Barbur 'Clog' Relief. 27 August:24.

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Full Take (Impact Area) Partial Take © 2019 Microsoft Corporation © 2019 DigitalGlobe ©CNES (2019) Distribution Airbus DS Microsoft product screen shot(s) reprinted with permission from Microsoft Corporation. Permanent Easement Temporary Construction Easement

OREGON INVENTORY OF HISTORIC PROPERTIES **SECTION 106 DOCUMENTATION FORM**

Individual Properties				
Property Name:	Street Address: 4515 SW Corbett Avenue		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agenc	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO	SHPO Case#: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.490611 Longitude:	olace): -122.676578	Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	

ELEV/TE

The commercial building at 4515 SW Corbett Avenue. The view is towards the northwest.				
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 2/13/2020			
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☐ A ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: ☐ Concur ☐ Do Not Concur:		EIVED STAMP		
Signed	Date			
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 4515 SW Corbett Aver	nue	City, County: Portland, Mult	tnomah
Original Use: Commercial		Number of Asso	ciated Resource	es: N/A
Architectural Classification / Resource T New Formalism	Type: Building	Owner: ⊠Priv		□ Local Government □ Federal
Window type and Materials: Fixed anodized aluminum replacem Roof Type and Materials: Flat, likely with a built-up roofing	ents	Exterior Surface Primary: Secondary: Decorative	Materials: Concrete Pan Stucco: Other Concrete: Oth	/undefined
Integrity: ☐Excellent ☐Good ☐Fair ☐F	Poor	Construction Da Architect/Builde Camplan Co.		(□Circa) n W. Storrs / Charles S

Description of Property (including previous alterations & approximate dates):

The commercial building at 4515 SW Corbett Avenue was constructed in 1963 and has many features that were popular in mid-century commercial architecture, such as dedicated off-street parking and integrated outdoor space. The building is two stories, is capped with a flat roof, and has a U-shaped footprint with a partially enclosed courtyard. The courtyard is furnished with slab concrete benches and features Y-shaped precast concrete columns that form a colonnade to the north and south. The exterior walls of the building are clad in concrete panels with stucco, and the windows are anodized aluminum replacements in original openings.

Y-shaped precast concrete columns also form colonnades on the east, south, and north elevations of the building; the columns support wood overhangs on the south and east elevations that serve to screen the building from sun. The colonnades rest on a poured concrete retaining wall that lines the outer perimeter of the building. Part of a colonnade has been removed from the north end of the east elevation; additionally, a former portion of a colonnade at the building's northeast corner has been enclosed. These alterations are visible when viewing the building from the north and east.

The building sits on the southwest corner of SW Corbett Avenue and SW Hamilton Street, and has a parking lot to the south. The primary entrance is at the south elevation; it connects to a through passage that skirts along the western edge of the courtyard and connects to the sidewalk at SW Hamilton Street to the north. Landscaping within the property boundary consists mostly of shrubs planted within areas lined by a poured concrete curb and the poured concrete retaining wall that supports the building's exterior colonnade.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The commercial building at 4515 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The building is a significant example of the work of architect John W. Storrs; it embodies distinctive features of New Formalist architecture, and it is highly representative of its period of construction. Storrs is a significant figure in Northwest Regional design; he is recognized as part of the second wave of influential designers in Oregon following the footsteps of Pietro Belluschi and John Yeon (Tess 2005).

Under Criterion A, the building is not associated with a demonstrably significant event in local, regional, or national history. Under Criterion B, the building has no known associations with a significant person of the past. Under Criterion D, the building is unlikely to be a principal source of important information about our past.

The replacement of original windows and alterations in the colonnade at the building's northeast corner detract from its integrity of design and materials, but do not entirely diminish them. The building retains all other aspects of integrity (location, setting, feeling, workmanship, and association). The period of significance is the date of construction, 1963, and the historic property boundary is the parcel boundary. The property's character is defined by its New Formalist style and original materials, including the precast concrete columns and poured concrete retaining wall and curbs.

Property Name:	Street Address:	City, County:
	4515 SW Corbett Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

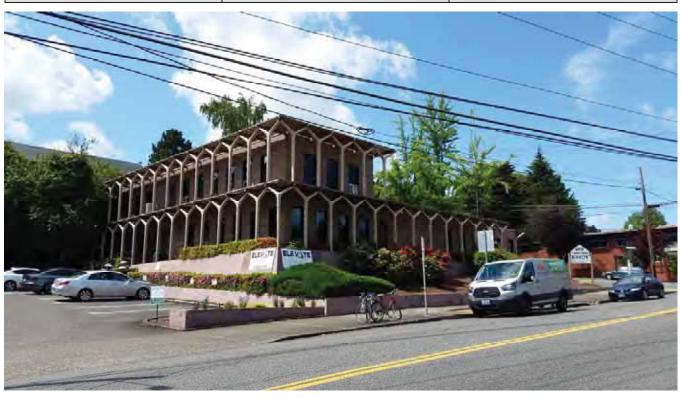
At 4515 SW Corbett Avenue, a temporary construction easement of 85 square feet is needed to construct a new curb at the southwest corner of intersection of SW Corbett Avenue and SW Hamilton Street. West of the property, the light rail line will be constructed along the alignment of SW Barbur Boulevard, which will be widened. To accommodate the widening of SW Barbur Boulevard, at least one building within the northwestern viewshed of the property (west of the intersection of SW Barbur Boulevard and SW Hamilton Street at 4440 SW Barbur Boulevard) will be removed.

Finding of Effect and Justification:

The Southwest Corridor Light Rail Project will have no adverse effect on the historic property at 4515 SW Corbett Avenue. A temporary construction easement at the property's northeast corner will facilitate construction of a new curb at the intersection of SW Corbett Avenue and SW Hamilton Street; however, this action will not directly impact the building or the poured concrete curb that lines the property at this location. Landscaping at the proposed location of the temporary construction easement is limited to bark mulch. The property will be left in its original condition once the Project is completed.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 4515 SW Corbett Avenue Portland, Multnomah



View: The south and east elevations of 4515 SW Corbett Avenue. The view is towards the northwest.



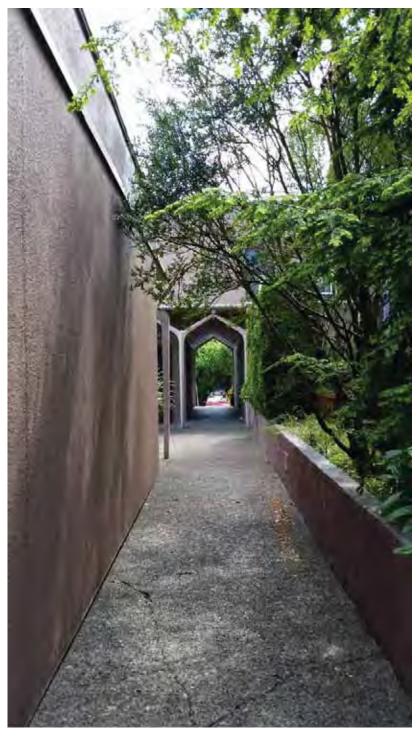
View: The east elevation of 4515 SW Corbett Avenue. Note the break in the colonnade at right. The view is towards the southwest.

Property Name: Street Address: City, County: 4515 SW Corbett Avenue Portland, Multnomah



View: Interior courtyard of 4515 SW Corbett Avenue. The view is towards the southeast.

Property Name: Street Address: City, County:
4515 SW Corbett Avenue Portland, Multnomah



View: Walkway to the interior courtyard of 4515 SW Corbett Avenue. The view is towards the south.

Property Name:	Street Address:	City, County:
	4515 SW Corbett Avenue	Portland, Multnomah

Historic Context:

The New Formalist commercial building at 4515 SW Corbett Avenue was built in 1963, shortly after the completion of the Baldock Freeway (Interstate 5) through the area (Kramer 2004:40). The building was constructed for the Portland and Oregon Associations of Insurance Agents from a design by acclaimed regional architect John W. Storrs and landscape architect Walter Gerke (*The Sunday Oregonian* 1962). The building was the headquarters and education center for the insurance association; the space featured executive offices, a 70-seat auditorium, and off-street parking (*The Sunday Oregonian* 1962).

There was tremendous growth in the insurance industry from 1950 to 1960. Not only was there a substantial housing boom after World War II, but beginning in the 1950s different types of insurance were packaged under the umbrella of homeowner's insurance for the first time (Hunt 1962; *The Oregonian* 1962a). Growth in homeownership and in the insurance industry likely prompted the commissioning of the building at 4515 SW Corbett Avenue. The building opened its doors in 1963, and hosted classes on reducing risk for much of the 1960s (*The Oregonian* 1962b, 1966; *The Sunday Oregonian* 1964). The building is now used as commercial office space.

Architect John W. Storrs had a successful three-decade career in the Pacific Northwest. He designed at least 80 residences and many renowned buildings, such as Oregon's Salishan Lodge at Gleneden Beach, St. Mary's Catholic Church in Corvallis, the Oregon College of Art and Craft campus in Portland, and the NRHP-listed Portland Garden Club (Tess 2005). Storrs started his career as a draftsman for Scott and Payne Architects in the early 1950s (Tess 2005:13). He followed in the footsteps of Northwest Regional pioneers Pietro Belluschi and John Yeon, and is included in the second wave of Northwest Regional architects in Portland along with William Fletcher, Donald Blair, and Saul Zail (Libby 2016; Tess 2005). Storrs began his own firm in 1954, where he received dozens of commissions for houses for Portland's "progressively minded upper crust" (Tess 2005:14) and commercial projects for a wide range of clients.

While the Northwest Regional style is well recognized today, in 1962 the style was still emerging. Storrs was one of 20 Pacific Northwest architects and designers invited to display work at the University of Oregon Museum of Art, where an exhibit hoped to "demonstrate whether any identifiable regional style has developed in the Pacific Northwest" (*The Oregonian* 1962c; The University of Oregon 1962). The Northwest Regional style is defined by its sensitivity to the site and local climate, the use of native woods, and its embrace of broadly overhanging eaves, asymmetrical plans, and large windows (Clark 1983).

New Formalism, a style that was popular from the 1950s to 1970s, was most often used for civic and commercial buildings of the period. Referencing Classical architecture, New Formalist buildings are often symmetrical and plainly clad, with columns serving as the main focus of the design (McAlester 2015:662). While the building at 4515 SW Corbett Avenue is clearly New Formalist in style, it also incorporates a Northwest Regionalist's approaches to design. This is seen in Storrs' use of wood and stucco to balance the use of concrete, and the incorporation of an interior courtyard with downplayed points of entry. The colonnades that provide definition to the south and east elevations also help to screen these sides of the building from the sun, demonstrating sensitivity to the site and the building's place within it. The stepped height of the building and its offset points of entry lend an asymmetrical quality to the design that is not typical for New Formalism. The building represents Storrs' range as an architect, and is a significant example of his commercial work in Portland.

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Property Name:	Street Address:	City, County:
	4515 SW Corbett Avenue	Portland, Multnomah

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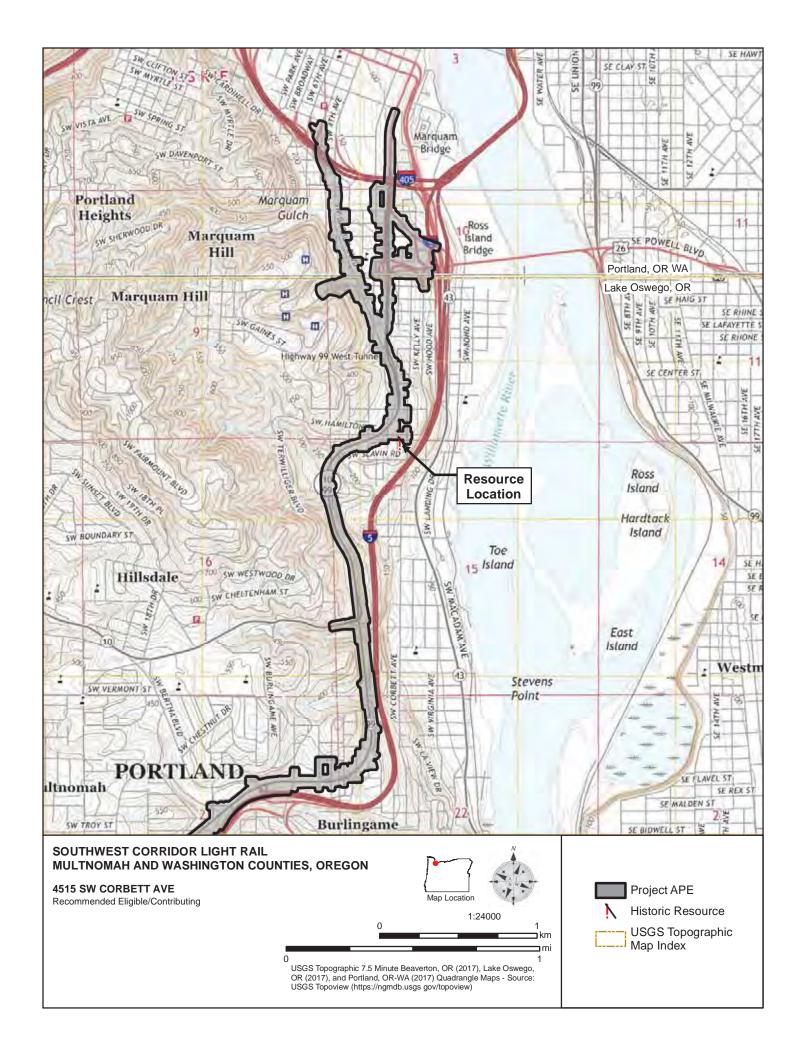
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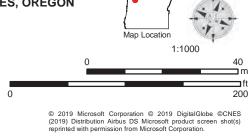
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4515 SW CORBETT AVE

Recommended Eligible/Contributing





Property Name:	Street Address: 0112 SW Hamilton Street		City, County: Portland, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agenc	y project #:
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.490736 Longitude:	olace): -122.676713	Histori	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



North (primary) taçade and west elevation of not		et, lacing southeast.
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, I	Date Recorded: 06/04/19	
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part of a District NR Criteri □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect	
State Historic Preservation Office Comments – Official Us Eligibility: Concur Do Not Concur:	se Only:	
Effect: ☐ Concur ☐ Do Not Concur:		
Signed	Date	
CONTACT INFORMATION STAMP		
Comments:		

Property Name:	Street Address: 0112 SW Hamilton Str	eet	City, County: Portland, Mult	nomah
Original Use: Domestic — Single Dwelling		Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Private □Local Govern		☐ Local Government
Queen Anne	Building	□Stat	te	□Federal
Window type and Materials: Fixed wood sash; hung, fixed, and sliding vinyl sashes		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials:		Secondary:		ard
Front gable roof; composite shingle		Decorative	Wood: Other/u	undefined
Integrity:		Construction Da	ate: 1905	(□Circa)
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Queen Anne-style building at 0112 SW Hamilton Street has a rectangular footprint with a poured concrete foundation and a daylight basement. It is capped by a front-facing gable roof; an inset arch springs from a broken pediment in the gable end of the north facade, and an oval window is situated above the arch at the peak of the gable. A gable wall dormer at the east elevation features decorative sunbursts formed of wood; the sunbursts frame the upper sash of what may be the house's only remaining original window, a wood one-over-one hung sash with lamb's tongues. Remaining windows are a mixture of replacement wood and vinyl sashes of various configurations.

Original wood siding appears to be retained at the north elevation, while replacement wood siding was observed on the east, west, and south elevations. Shingles are used to accentuate the gable end of the north facade, which shelters a partial-width porch and a bay window that are situated below. The porch features a Tuscan column at the northeast corner and turned wood railing. The south elevation has a full-width covered porch that was enclosed sometime after 1950 (Sanborn Map & Publishing Company 1908-1950). The wood-and-glass door at the main (north) entry and the paneled wood door at the east (side) entry are modern. Originally constructed for residential use, the house is now used for both residential and commercial purposes; the interior has likely been modified to accommodate this change.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 0112 SW Hamilton Street meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Queen Anne-style single-family dwelling, and retains adequate historical integrity to be representative of its type and period of construction. The house has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any figures who are significant in local, state, or national history (Criterion B). Furthermore, the building is not a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1905, the date of construction. The parcel boundary is the historic property boundary. Character-defining features of the property are its Queen Anne form and decoration, which are highly evocative of the period of construction.

The house at 0112 SW Hamilton Street retains historical integrity of location, design, feeling, and association. The replacement of most original windows and siding detract from the house's integrity of materials and workmanship; however, the replacement materials do not significantly detract from the house's overall historical integrity or appearance. Conversion of the house for both commercial and residential use has likely led to interior modifications; however, the house maintains its original footprint and conveys its original use, and is therefore assessed as retaining integrity of design. Increased urbanization and commercial development in this area of Portland, spurred by the construction of SW Barbur Boulevard to the west of the house in the early 1930s along a former railroad alignment, has diminished the house's historical integrity of setting (Sherrill 2016).

Property Name:	Street Address:	City, County:
	0112 SW Hamilton Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

No acquisitions or easements are proposed at 0122 SW Hamilton Street, where the historic house is located. Within the viewshed of the house at 0112 SW Hamilton Street, SW Barbur Boulevard will be widened and the new light rail line will be constructed at the center of the roadway. A building northwest of the house at 4440 SW Barbur Boulevard (built in 1948) will be demolished to facilitate the construction of a new bus station, a bicycle lane, and a stormwater basin. The intersection of SW Barbur Boulevard and SW Hamilton Street will be improved, as will SW Hamilton Street's intersection with SW Corbett Avenue to the west.

Finding of Effect and justification:

The historic property at 0112 SW Hamilton Street will be avoided by the project. The construction of light rail infrastructure and associated transportation improvements will not require an acquisition or easement at this location.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 0112 SW Hamilton Street Portland, Multnomah



View: North (primary) façade and east elevation of house at 0112 SW Hamilton Street, facing west-southwest.

Property Name: Street Address: City, County: 0112 SW Hamilton Street Portland, Multnomah



View: North (primary) façade of house at 0112 SW Hamilton Street, facing south-southeast.

Property Name:	Street Address:	City, County:
	0112 SW Hamilton Street	Portland, Multnomah

Historic Context

The house at 0112 SW Hamilton Street was constructed in 1905, and appears to have been rented by the Haffenden family shortly thereafter (R.L. Polk & Company 1905, 1910; U.S. Bureau of the Census 1910). Charles Haffenden is noted in records from this period as being a minister and a grocer; the grocery where he worked was a half block east of the house, at the southeast corner of the intersection of SW Hamilton Street and SW Corbett Avenue (R.L. Polk & Company 1905, 1910; Sanborn Map & Publishing Company 1908-1909). Other residents of the house prior to 1920 include the Reverend Chester F. L. Smith and his wife, Enda B.; and carpenter Carl Johnson and his wife, Hulda Johnson (R.L. Polk & Company 1912, 1918).

Sanborn Fire Insurance maps published from 1889 to 1909 depict this area as residential with some commercial storefronts and interspersed light industrial development (Sanborn Map & Publishing Company 1889, 1901, 1908-1909). A streetcar provided service along SW Corbett Avenue beginning in 1890, and a Southern Pacific Railroad line was active along a corridor west of the house that has since been converted for automobile use (Sanborn Map & Publishing Company 1901; Thompson 2010). This roadway, SW Barbur Boulevard, was constructed in the early 1930s as part of the Fourth Street Extension Project (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016). The completion of SW Barbur Boulevard, in addition to the later construction of Interstate 5 to the east in 1961, contributed to the urbanization of this area during the twentieth century (Kramer 2004).

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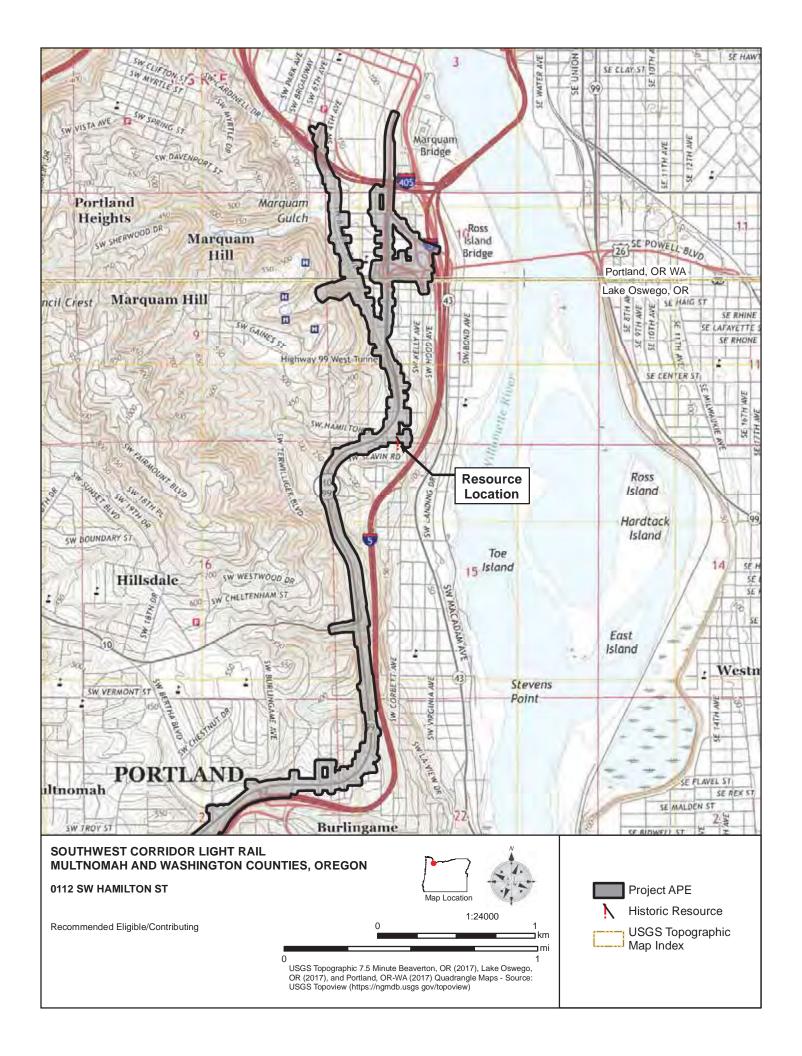
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- 1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.
- 1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

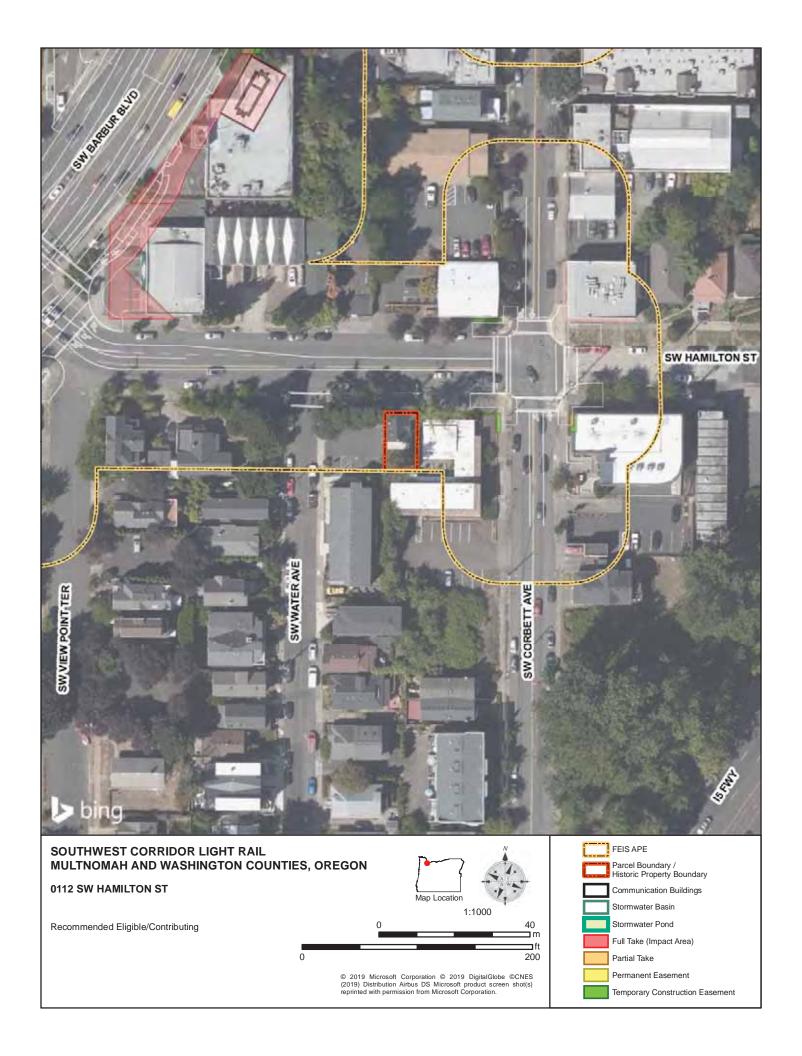
Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

Thompson, Richard

2010 Images of Rail: Portland's Streetcar Lines. Arcadia Publishing, Charleston, South Carolina.





Property Name:	Street Address: 4606 SW Corbett Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.490348 Longitude: -122.676035		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



The house at 4606 SW Corbett Avenue, the view is towards the northeast.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 2/14/2020				
National Register Findings: ⊠ Eligible: □ Individually □ As part of a District NR Criteria: □ A □ B □ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria □ Adverse Effect □ Adverse Effect				
State Historic Preservation Office Comments – Official Use Only: Eligibility: Do Not Concur:				
Effect: Concur Do Not Concur: RECE	IVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 4606 SW Corbett Avenue		City, County: Portland, Multnomah	
Original Use: Domestic - Single Family Dwelling		Number of Associated Resources: N/A		
Architectural Classification / Resource T Colonial Revival	ype: Building	Owner: ⊠Priv		☐ Local Government ☐ Federal
Window type and Materials: Hung and fixed; mostly wood with some vinyl replacements Roof Type and Materials: Front facing gable with asphalt shingles		Exterior Surface Primary: Secondary: Decorative	Horizontal Bo	
Integrity:		Construction Da	nte: 1910	(⊠Circa)
□Excellent □Good □Fair □F	Poor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The Colonial Revival/Craftsman house at 4606 SW Corbett Avenue was built circa 1910; it has one-and-a-half stories and a full basement (Sanborn Map & Publishing Company 1908-1950). The building has a front-facing gable roof with wide overhanging eaves and gable wall dormers facing north and south. Decorative rafter tails accentuate the overhanging eaves in gable ends, while the remaining eaves have pointed rafter tails.

The first level of the house is clad in round edge drop siding, which mimics clapboard siding, and the upper level is clad in wood shingles. Window openings are framed with exterior casing and window hoods that slightly project from the plane of the wall. Windows are a mixture of original double-hung wood sashes with lamb's tongues and modern vinyl replacements. The vinyl windows are not on the primary (west) façade, and are within original window openings (*The Sunday Oregonian* 1945).

The house has a full-width front porch on the west. The porch has a concrete stoop and railing; atop the concrete railing are three turned columns that support a hipped roof overhang. A wrought iron railing is on the south end of the porch, and is not original to the date of construction.

Aerial imagery suggests that the porch at the rear (east elevation) of the house was demolished in 2004 or 2005, and was replaced with a wood deck in 2006. A detached garage that was north of the house was removed after 1950 (Sanborn Map & Publishing Company 1908-1950).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 4606 SW Corbett Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP). Under Criterion C, the house embodies distinctive characteristics of its type and period of construction. The house's character is defined by its mixture of Colonial Revival and Craftsman details, including turned porch columns, decorative and standard rafter tails, hooded windows, round edge drop siding, and its overall form and massing. The completion the Baldock Freeway (Interstate 5) in 1961 (Kramer 2004:40) immediately south and east of the house has diminished its integrity in setting. However, the house retains integrity of location, design, materials, workmanship, feeling and association. The period of significance is the date of construction, circa 1910, and the historic property boundary is the parcel boundary.

The house is not known to be associated with a demonstrably significant event or pattern of events that are important in local history (Criterion A), nor is it associated with important persons of the past during their productive period (Criterion B). Furthermore, the house is not a principal source of information that is important to our understanding of the past (Criterion D).

Property Name:	Street Address:	City, County:
	4606 SW Corbett Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

No acquisitions or easements are proposed from the property at 4606 SW Corbett Avenue. However, within the viewshed of the property the intersection of SW Corbett Avenue and SW Hamilton Street will be improved. Approximately 516 feet northwest of the property the new light rail line and associated infrastructure will be constructed along SW Barbur Boulevard; SW Barbur Boulevard will be widened, and its intersection with SW Hamilton Street will be improved.

Finding of Effect and justification:

The house at 4606 SW Corbett Avenue will be avoided by the project. The construction of light rail infrastructure and associated transportation improvements will not require an acquisition or easement at this historic property location.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the building's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the building will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 4606 SW Corbett Avenue Portland, Multnomah



View: The north and west elevations of the property at 4606 SW Corbett Avenue, the view is towards the southeast.

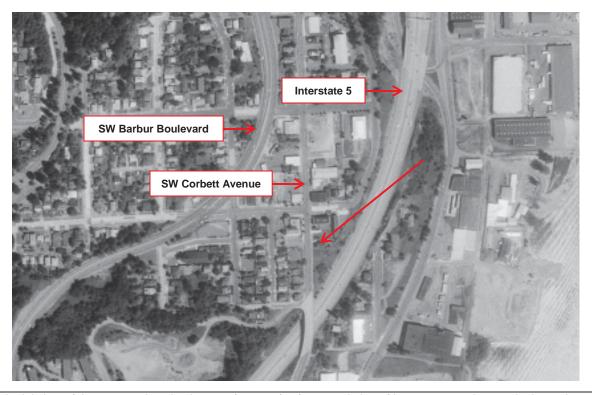


View: The house at 4606 SW Corbett Avenue. The garage in the foreground is not associated with the house. The view is towards the south-southeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: Aerial view of property location (at arrow) in 1952, prior to construction of Interstate 5 (USGS 1952).



View: Aerial view of the property location in 1970 (at arrow), after completion of Interstate 5 to the east in the early 1960s (USGS 1970).

Property Name:	Street Address:	City, County:
	4606 SW Corbett Avenue	Portland, Multnomah

Historic Context

The house at 4606 SW Corbett Avenue was built circa 1910. At that time the immediate area was residential housing; industrial areas were on the Willamette River waterfront to the east, a large gulch was to the south near SW Slavin Road, and Southern Pacific Railroad lines were to the east and west (Sanborn Map & Publishing Company 1908-1909). The North and South Portland Line streetcar would have passed in front of the house, providing service along SW Corbett Avenue (Thompson 2010:19). Over time, the neighborhood continued to fill in with new homes, stores, and flats (Sanborn Map & Publishing Company 1908-1909, 1908-1950). Streetcar service on SW Corbett Avenue was replaced with trolley buses in 1937, sometime after which the tracks were either paved over or removed from the roadway (Labbe 1982:72; Thompson 2010:19)

The setting of the house at 4606 SW Corbett Avenue was dramatically changed with the arrival of Interstate 5 in 1961; the highway limited local access to the riverfront and led to building demolition in the area (Kramer 2004:40; USGS 1952, 1970). This change, in addition to the construction of SW Barbur Boulevard to the west of the house in the early 1930s along the former railroad alignment, invited more intensive commercial development in this area (Sherrill 2016).

Sources

Abbott, Carl

1983 Portland: Planning, Politics and Growth in a Twentieth-Century City. University of Nebraska Press, Lincoln.

Kramer, George

2004 *The Interstate Highway System in Oregon: A Historic Overview.* Heritage Research Associates, Inc., Eugene, Oregon. Prepared for the Oregon Department of Transportation, Salem, Oregon.

Labbe, John T.

1982 Fares, Please! Those Portland Trolley Years. The Caxton Printers, Caldwell, Idaho.

Sanborn Map & Publishing Company

1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York. 1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

The Sunday Oregonian (Portland, Oregon)

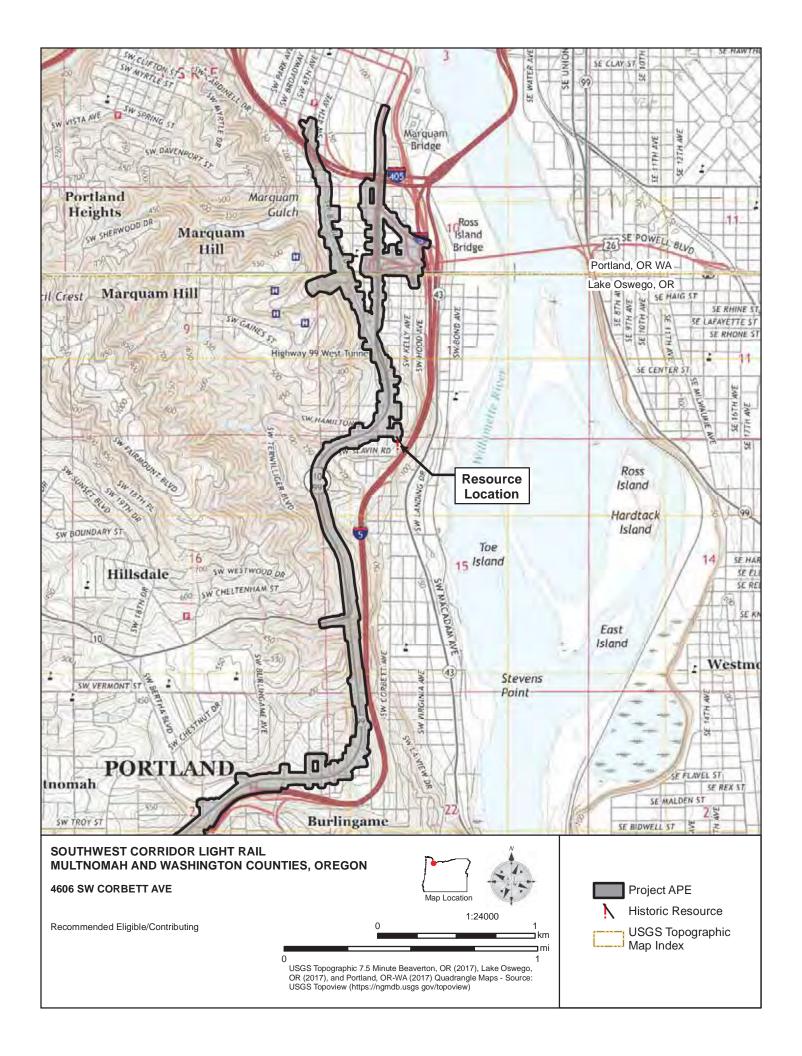
1945 Slayer: Trapped by Rosebud, in the City of Roses. 20 May:51

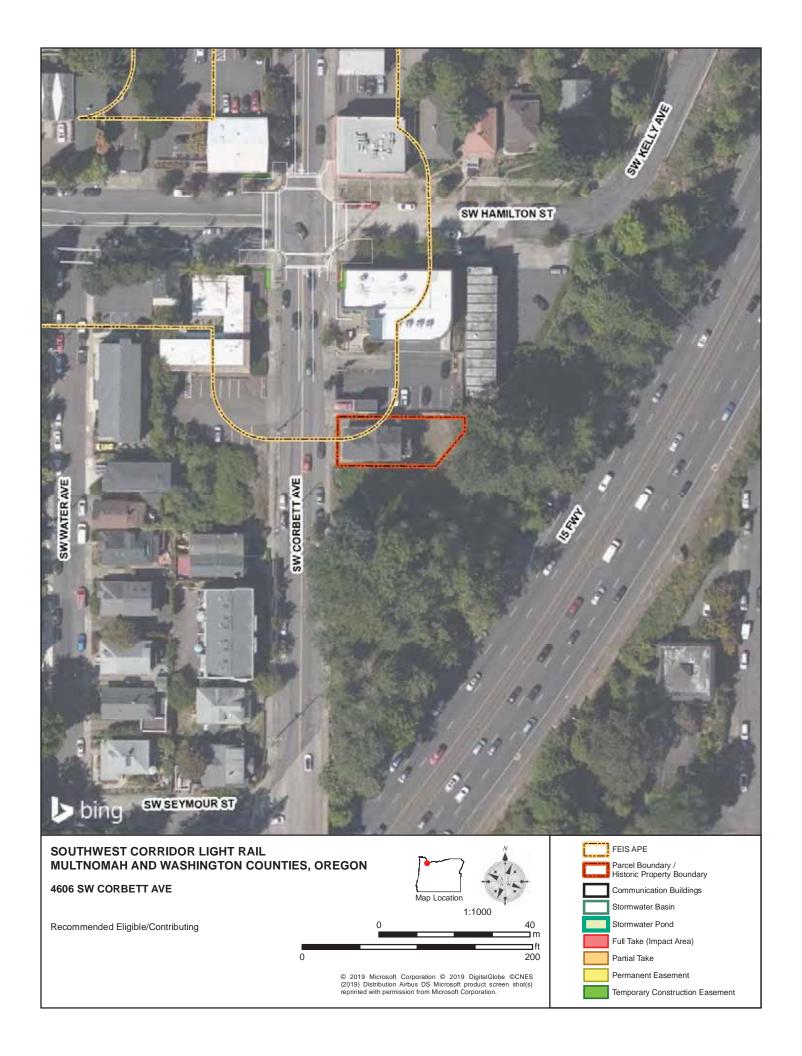
Thompson, Richard

2010 Images of Rail: Portland's Streetcar Lines. Arcadia Publishing, Charleston, South Carolina.

U.S. Geological Survey (USGS)

- 1952 Aerial Reconnaissance Photograph ID # 1ZJ0000010115. Available, https://earthexplorer.usgs.gov/, accessed February 14, 2020.
- 1970 Aerial Reconnaissance Photograph ID # 1VCOA00010182. Available, https://earthexplorer.usgs.gov/, accessed February 14, 2020.





Property Name:	Street Address:	City, County:	
		Portland, Multnomah	
		Agency project #: SHPO Case#: 16-1621	
		Is the property listed in the National Register of	
Location coordinates (to sixth decimal p	olace):	Historic Places?	
Latitude: 45.490412 Longitude:	-122.682141	☐ YES – Individually ☐ NO☐ YES – In a district	
		TES - III a district	
North (primary) façade a Surveyor: Samantha Gordon, M.S.,		SW Hamilton Court, facing southeast. Date Recorded: 06/04/19	A REPORT OF THE PARTY OF THE PA
•	and Andrea Blaser, W.O.		
National Register Findings: ⊠ Eligible: ⊠Individually □ As part	t of a District NR Criteria: □A □B	Finding of Effect: ☐ No Effect	
□ Not Eligible: □ Irretrievable integrity los		eet NR Criteria	
_	omments – <i>Official Use Only:</i> □ Do Not Concur: □ Do Not Concur:	RECEIVED STAMP	
Signed	Dat	ate	
CONTACT INFORMATION			
Comments:			

Property Name:	Street Address: 374 SW Hamilton Cou	rt	City, County: Portland, Mult	tnomah
Original Use: Domestic — Single Dwelling		Number of Associated Resources: 1		
Architectural Classification / Resource Type:		Owner: Private		☐ Local Government
Victorian Era: other	Building	☐ State ☐ Federal		□Federal
Window type and Materials: Hung and fixed wood sash; fixed aluminum sash		Exterior Surface Materials: Primary: Horizontal Board Secondary: -select materials- Decorative Wood: Other/undefined		
Roof Type and Materials: Front-facing gable roof; composite shingle				
Integrity:		Construction Da	ite: 1894	(□Circa)
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Victorian-era cottage at 374 SW Hamilton Court has a rectangular footprint with a brick foundation and a daylight basement. The north (primary) façade has a full-width porch with square columns and square wood railing, and the south elevation has an infilled former porch and a modern, full-width wood deck.

The house is clad in wood channel siding. Windows are hung and fixed wood sashes on the first story and fixed anodized aluminum sashes on the basement below. The paneled wood front door and basement entry door are modern. A detached garage with a flat roof, wood channel siding, and paneled garage door is west of the house; the garage was constructed sometime between 1909 and 1950 (Sanborn Map & Publishing Company 1908-1909, 1909-1950).

Landscaping on the parcel consists of limited vegetation to the east and south. A set of modern wood stairs leads to a brick landing and an entry on the east elevation.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Victorian-era house at 374 SW Hamilton Court meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Victorian-era cottage, and retains adequate historical integrity to be representative of its type and period of construction. While the house is part of a general history of late nineteenth century development of the Portland Homestead neighborhood, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any known figures significant in local, state, or national history (Criterion B), and the building is unlikely to provide a principal source of information that is important in understanding our past (Criterion D).

The period of significance of the house is 1894, the date of construction (Portland Maps 2020; Sanborn Maps & Publishing Company 1901). The current parcel boundary is the historic property boundary. Character-defining features of the property include its Victorian-era form and finish, original building materials, and the house's brick foundation. The associated garage, which was built outside of the period of significance, does not contribute to the property's eligibility for listing in the NRHP.

The house retains historical integrity of location, design, feeling, and association; to a lesser degree, it also retains integrity of materials and workmanship. The cladding, foundation, and wood sashes appear to be historic or in-kind replacements, but a few window sashes have been replaced with modern anodized aluminum. The enclosure of the rear (south elevation) porch sometime after 1950 has slightly altered the design, but this change is obscured from view of SW Hamilton Court. The house has diminished integrity of setting due to changes to the urban environment over time, most notably from the early 1930s construction of SW Barbur Boulevard in place of a South Pacific Railroad alignment southeast of the house (Sherrill 2016).

Property Name:	Street Address:	City, County:
	374 SW Hamilton Court	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the historic property boundary of the house at 374 SW Hamilton Court. Downhill of the house and within its southeastern viewshed, a stormwater basin will be constructed adjacent to SW Barbur Boulevard on land that will be acquired for the Project. SW Barbur Boulevard will be widened, and the new light rail line constructed at the center of the widened roadway.

Finding of Effect and Justification:

The house at 374 SW Hamilton Court will not be adversely affected by the Southwest Corridor Light Rail Project. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 974 SW Hamilton Court Portland, Multnomah



View: The east elevation and north (primary) façade and of house at 374 SW Hamilton Court, facing west-southwest.



View: North (primary) façade of house at 374 SW Hamilton Court, facing south-southeast.

Property Name: Street Address: City, County: 974 SW Hamilton Court Portland, Multnomah



View: North (primary) façade and east elevation of house at 374 SW Hamilton Court, facing west-southwest.

Property Name: Street Address: City, County: 974 SW Hamilton Court Portland, Multnomah



View: East elevation of house at 374 SW Hamilton Court, facing southwest.

Property Name:	Street Address:	City, County:
	374 SW Hamilton Court	Portland, Multnomah

Historic Context:

The house at 374 SW Hamilton Court is located in the Portland Homestead addition, which was platted in 1871 (Stevenson 1871). Sanborn maps published in 1889 and 1901 depict this hillside area as having scattered residential development, while a mixture of residential, commercial, and industrial development was to the east on flatter ground closer to the Willamette River (Sanborn Map & Publishing Company 1889, 1901). The house was constructed in 1894, northwest of a Southern Pacific Railroad line (Sanborn Map & Publishing Company 1901). The railroad right of way corridor was later converted to a roadway, SW Barbur Boulevard, as part of the Fourth Street Extension Project in the 1930s (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016).

The construction of SW Barbur Boulevard and later efforts to improve adjacent roads expanded automobile infrastructure in this area during the mid-twentieth century. These changes have altered the house's historical setting, and introduced greater traffic volume and commercial activity to the surrounding area (Sanborn Map & Publishing Company 1908-1950).

Sources:

Portland Maps

2020 374 SW Hamilton Court. Electronic document, https://www.portlandmaps.com/detail/property/374-SW-HAMILTON-CT/R247775_did/, accessed February 19, 2020.

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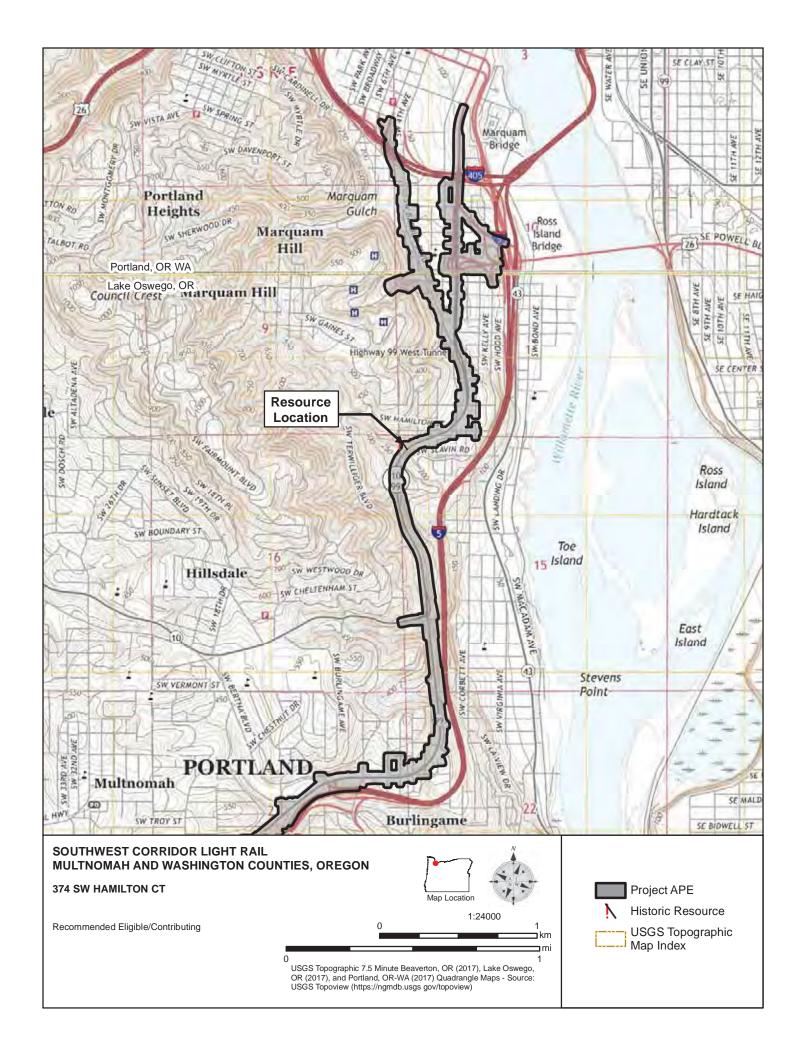
1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

Stevenson, H.J.

1871 *Map of the Portland Homestead.* Subdivision Plat PL0002-022. Available, https://www4.multco.us/Surveyimages/Plats/PL0000-0499/PL0002-022.PDF, accessed February 14, 2020.





Individual Properties				
Property Name: Marquam II	Street Address: 2611 SW 3 rd Avenue		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agenc	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.504105 Longitude: -122.681276		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district		

View: Marquam II east façade, as viewed towards the southwest

Surveyor: Allison Geary B.A., and Andrea Blaser, M.S.	Date Recorded: 12/16/19			
National Register Findings: ⊠ Eligible: ⊠Individually ⊠As part of a District NR Criteria: ⊠A □B ⊠C □D □ Not Eligible: □Irretrievable integrity loss □Not 50 Years □Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – Official Use Only:				
Eligibility: ☐Concur ☐Do Not Concur:				
Effect: Concur Do Not Concur: RECE	ot Concur: RECEIVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name: Marquam II	Street Address: 2611 SW 3 rd Avenue		City, County: Portland, Mult	tnomah	
Original Use: Commercial		Number of Associated Resources: N/A			
Architectural Classification / Resource Type:		Owner: □Priv	rate	☐ Local Government	
International	Building	⊠ State □ Federal		□Federal	
Window type and Materials: Fixed aluminum sash		Exterior Surface Materials: Primary: Poured Concrete			
Roof Type and Materials: Flat roof, likely clad with built-up asphalt roofing		Secondary: Standard Brick Decorative -select materials-			
Integrity:		Construction Da	ate: 1970	(⊠Circa)	
□Excellent ⊠Good □Fair □F	Poor	Architect/Builder (if known): Robert Koch/ Henry H. Mason			

Description of Property (including previous alterations & approximate dates):

Marquam II is a commercial office building that is currently used as administrative offices for the Oregon Health & Science University (OHSU). It is bounded by Marquam Plaza at 2525 SW 3rd Avenue to the north, a parking garage at 2715 SW 3rd Avenue to the south, SW 3rd Avenue to the east, and SW Barbur Boulevard to the west. The building has a rectangular footprint, stands three stories tall, and is constructed of reinforced cast concrete. Given the building's surface uniformity and absence of visible joints, the building appears to have been cast in place. It has a flat roof that likely has built-up asphalt roofing.

Exposed structural columns on the ground floor provide a large open space for parking; the parking area surrounds a central lobby that is enclosed with glass and walls with brick veneer. Centered on the east façade, the entrance lobby is inset into the building's footprint, providing a transitional space between the building's exterior and interior spaces. It is buffered from the surrounding parking area by a valet lane, and the approach to the lobby at the east façade is sheltered by a concrete canopy.

The recessed window openings of the upper two floors of Marquam II are tall, narrow, and separated by concrete mullions or structural columns. Each aluminum window has a steeply angled sill beneath it. The west elevation has a break in the fenestration that likely aligns with a stairwell and/or elevator connecting the parking area and lobby of the ground floor with commercial office space above. An elevated parking structure that was constructed immediately west of the building circa 1990 also connects to this stairwell, providing direct access to the building's second floor. This parking structure is built of reinforced concrete, and covers what was once an open parking area behind (west) of the building (see photograph at the top of page 7).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Marquam II, located at 2611 SW 3rd Avenue, is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The building is significant for its association with the South Auditorium Urban Renewal Project, and it is highly representative of its type and period of construction. Marquam II was constructed circa 1970; it is a companion building of the adjacent Marquam Plaza, which was constructed in 1965 at 2525 SW 3rd Avenue (*The Oregonian* 1964a).

The addition of a parking structure west of Marquam II circa 1990 has slightly altered the building's design and immediate setting. Overall, the building has incurred few visible modifications, and retains all seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association). The historic boundary is the parcel, and the period of significance is the estimated year construction of the building was completed, 1970 (*The Oregonian* 1969). Character-defining features of Marquam II include its horizontality, exposed structural columns, inset glass lobby, recessed windows, the integrated parking area adjacent to the lobby, and the building's placement within the South Auditorium Urban Renewal Area.

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Marquam II	2611 SW 3 rd Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a separate phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and OHSU on Marquam Hill.

To accommodate new light rail infrastructure, SW Barbur Boulevard will be widened immediately adjacent to and uphill from Marquam II. A new sidewalk with a retaining wall will be constructed on what is now a grass-covered slope in the western portion of the Marquam II property boundary; a partial acquisition of right of way (2,878 square feet), a permanent easement (2,304 square feet), and a temporary construction easement (2,304 square feet) are proposed to complete this work. This area proposed for acquisition and easements accounts for the western 32 feet of the property. The grade separation between SW Barbur Boulevard above and Marquam II below should limit the Project's visibility from the historic property.

Finding of Effect and justification:

The Southwest Corridor Light Rail Project will have no adverse effect on the Marquam II building. A partial acquisition and easements at the property's western boundary will be limited to a 32-foot-wide area of grass-covered slope. Sidewalk and retaining wall construction will abut a circa 1990 parking structure that does not contribute to the historical significance of the property, and the parking structure will not be impacted or removed.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of Marquam II through an increase in noise, changes in local circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, potential effects on Marquam II's setting are not anticipated to diminish the building's association with the South Auditorium Urban Renewal Project under Criterion A or its historical significance under Criterion C. Once the Project is constructed and the light rail line is operational, the building will retain its connection to and association with the urban renewal area, including its spatial relationship with the surroundings buildings. Since the building is not being physically impacted by the Project, it will continue to embody distinctive characteristics of its type and period of construction under Criterion C.

Property Name: Street Address: City, County:
Marquam II 2611 SW 3rd Avenue Portland, Multnomah



View: East façade of Marquam II. The view is towards the southwest.



View: East and south elevations of Marquam II, facing northwest.

Property Name: Street Address: City, County:
Marquam II 2611 SW 3rd Avenue Portland, Multnomah



View: Marquam II (left) and Marquam Plaza (right) as viewed towards the northwest from SW 3rd Avenue.



View: Marquam II (right) and Marquam Plaza (left) as viewed towards the northeast from SW 4th Avenue. The slope at left is where a partial acquisition and easements are proposed for Project construction.

Property Name: Street Address: City, County:

Marquam II 2611 SW 3rd Avenue Portland, Multnomah



View: A 1971 photograph of Marquam II. The view is facing southwest. City of Portland (OR) Archives, A1010.003.10539.



View: A 1973 photograph of Marquam II. The view is facing southwest. City of Portland (OR) Archives, A2010.003.14164.

Property Name: Street Address: City, County:

Marquam II 2611 SW 3rd Avenue Portland, Multnomah



View: A circa 1970 photograph of Marquam II (at right); the view is towards the southeast. Note the surface parking lot at right, which is now covered by a circa 1990 parking structure. City of Portland (OR) Archives, South Auditorium Urban Renewal Project: Slides. A2010-003, 1977.



View: A slide from the City of Portland Archives, possibly a photograph or watercolor depiction of Marquam II near the time of its completion (circa 1970). City of Portland (OR) Archives, South Auditorium Urban Renewal Project: Slides. A2010-003, 1977.

Property Name:	Street Address:	City, County:
Marquam II	2611 SW 3 rd Avenue	Portland, Multnomah

Determination of Eligibility, Continued from page 2:

Marquam II is recommended to be eligible for listing in the NRHP under Criterion A for its association with the South Auditorium Urban Renewal Project in Portland. The federally-funded project cleared existing residential, commercial, and community buildings in a 110-acre area of South Portland to prepare the land for commercial redevelopment (U.S. Geological Survey 1960, 1970; Wollner et al. 2005). Marquam II is a companion building to the adjacent Marquam Plaza, which is directly north of Marquam II and was constructed in 1965 (*The Oregonian 1965*). Both Marquam Plaza and Marquam II were built on Block E, one of the last three lots sold in the section of the urban renewal area that is south of the Stadium Freeway (present-day Interstate 405) (*The Oregonian* 1964b).

The companion Marquam Plaza and Marquam II buildings are among several that were constructed as part of the South Auditorium Urban Renewal Project and remain extant in the present day. The remaining buildings of the South Auditorium Urban Renewal Project represent a potential historic district that would overlap and extend outside the Southwest Corridor Light Rail Project's Area of Potential Effects. If such a district were defined and determined to be eligible for listing in the NRHP, it is recommended that Marquam II would contribute to the historical significance of this district.

Under Criterion C, Marquam II is representative of its type and period of construction. The building was designed by Robert Koch and Associates, and was commissioned by Jack Saltzman of the West Coast Development Company (*The Oregonian* 1969). Saltzman had previously hired Koch to design Marquam II's companion building, Marquam Plaza (*The Oregonian* 1964a). Marquam II incorporates common design elements of the International style of architecture as applied within the urban renewal area; these include an emphasis on horizontality, expression of structural elements and materials, and automobile-focused design. The building is highly evocative of its period of construction due to its International-style design, which appears to have been influenced by the rising popularity of Brutalism during the 1960s. The smaller and recessed window openings of Marquam II, in addition to its lack of exterior adornment, stand in stark contrast to the ribbon windows and stone veneer of its companion to the north, Marquam Plaza.

Marquam II does not meet minimum qualifications for listing in the NRHP under Criteria B and D. The building is not associated with any significant individual (Criterion B), and it is unlikely to be a source of important historical information about our past (Criterion D).

Historical Context:

Marquam II was built as part of a larger effort to redevelop South Portland within the South Auditorium Urban Renewal Area. Urban renewal in Portland, and nationally, was a post-war initiative which sought to lift depressed areas and bring redevelopment and business back into city centers. The South Auditorium Urban Renewal Project was the first urban renewal project undertaken by the Portland Development Commission (PDC), and was commissioner Ira Keller's "proudest accomplishment" (Wollner et al. 2005). It was among other urban renewal projects considered in anticipation of constructing a new exposition center, which city leaders hoped would attract people to downtown Portland businesses.

Urban renewal was made possible by the expanded Housing Act of 1949, which allowed housing authorities to redevelop blighted areas and allocate federal grants towards urban renewal projects (Abbott 2018; City Club of Portland 1971:34; Killen 2015). To receive federal funds for the South Auditorium Urban Renewal Project, the City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015). Among other factors, the project was designed to expand the commercial downtown district, increasing tax revenue for the city (Wollner et al. 2005).

Property Name:	Street Address:	City, County:
Marquam II	2611 SW 3 rd Avenue	Portland, Multnomah

Historical Context, Continued from Page 8:

During the project's planning process, new transportation corridors like the Baldock Freeway (Interstate 5, completed through the area in 1961), and the Stadium Freeway (Interstate 405, completed through the area in 1966) introduced the potential for sweeping change to the South Portland neighborhood (*The Sunday Oregonian* 1961, 1969). The City Planning Commission, the PDC, and the PDC's predecessor, Housing Authority of Portland, studied the potential effects of freeway construction for route alternatives, and provided input to the Oregon State Highway Commission (City Club of Portland 1971:35). Once the freeway alignment was selected, an amended redevelopment plan for the South Auditorium Urban Renewal Project was completed by Skidmore, Owings and Merrill and approved by the City Council in December 1961. This plan accounted for the future construction of Interstate 405, and integrated the project more closely with Portland's existing central business district (City Club of Portland 1971:35).

To facilitate completion of the redevelopment project, 303 parcels were acquired and 1,573 residents were relocated by 1963 (City Club of Portland 1971:36; Wollner et al. 2005). Businesses and places of worship were demolished, streets were widened, and utilities were installed. The project received \$12 million in federal funds, which were combined with local funding sources to acquire property using eminent domain (Wollner et al. 2005:7).

The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7). At the time of the project's completion, South Auditorium Urban Renewal was viewed as a success, and a first step in wresting greater control over mixed-use sprawl in urban areas adjacent to Portland's downtown core (Wollner et al. 2005:8). However, the mass displacement of low-income residents from the ethnic enclave of South Portland has complicated the legacy of the project in the present day, and feeds into a larger narrative of discriminatory housing practices that were enacted in Portland during the twentieth century (Hughes 2019:10; Killen 2015; Wollner et al. 2005:7-8).

Marquam II was constructed in 1970 as a companion building to the adjacent Marquam Plaza at 2525 SW 3rd Avenue, which was constructed in 1965. Both buildings were part of the redevelopment plan for Block E of the South Auditorium Urban Renewal Area, and were announced before construction began on Marquam Plaza (*The Oregonian* 1964a) The companion buildings were designed by Robert Koch and Associates for Jack Saltzman of West Coast Development Company; they were intended to be built in succession and architecturally relate to one another (*The Oregonian* 1964a). Koch and Associates, formally Holis Johnson and Koch, designed at least three buildings in the urban renewal area: Marquam Plaza, Marquam II, and an office building on SW 1st Avenue and SW Caruthers Street (*The Oregonian* 1964a, 1966a, 1969).

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Property Name:	Street Address:	City, County:
Marquam II	2611 SW 3 rd Avenue	Portland, Multnomah

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Property Name: Street Address: City, County: Portland, Multnomah

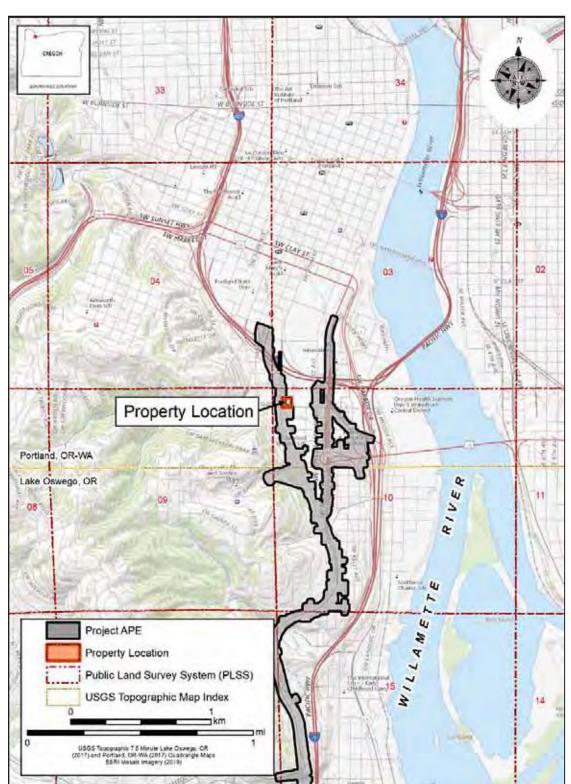


Figure 1. Marquam II is located at 2611 SW 3rd Avenue in Portland, Oregon.

Property Name:

Marquam II

Street Address:
2611 SW 3rd Avenue

City, County:
Portland, Multnomah



Figure 2. Marquam II will not be adversely affected by the project. A partial acquisition of right of way and easements will be limited to the property's western edge, and will avoid direct impacts to the building and its associated parking structure.

Property Name: Terwilliger Parkway	Street Address: SW Terwilliger Boulevard		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agenc	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.499346° Longitude: -122.682462°		Histori	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	



Terwilliger Parkway as viewed towards the south-southeast.

Surveyor: Andrea Blaser, M.S. Date Recorded: May 7, 2019			
National Register Findings: ☑ Eligible: ☑ Individually ☑ As part of a District NR Criteria: ☑ A □ B ☑ C □ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect			
State Historic Preservation Office C Eligibility: □Concur	Comments – <i>Official Use Only</i>	:	
Effect: Concur	☐ Do Not Concur:		IVED STAMP
Signed		Date	
CONTACT INFORMATION STAMP			
Comments:			

Property Name: Terwilliger Parkway	Street Address: SW Terwilliger Bouleva	ard	City, County: Portland, Mul	tnomah
Original Use: Recreation		Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: □Priv	rate	□ Local Government
Late 19th/Early 20th Period Revival: oth	er Site	□Sta	te	□Federal
Window type and Materials:		Exterior Surface Materials:		
Not Applicable		Primary: Not Applicable		
Roof Type and Materials:		Secondary: Not Applicable		
Not Applicable		Decorative	Not Applicabl	е
Integrity:		Construction Da	ate: 1914	(□Circa)
□Excellent ⊠Good □Fair □F	oor	Architect/Builde and Emanuel T.	` '	signed by John Olmsted

Description of Property (including previous alterations & approximate dates):

Terwilliger Parkway is a 98.87-acre public park managed by Portland Parks and Recreation. It provides a north-south connection between several Portland parks along an elevated and scenic corridor that celebrates the eastern viewshed from the hills of South Portland. The park centers on SW Terwilliger Boulevard, a two-lane, 36-foot-wide roadway with a 9-foot-wide paved sidewalk and lighting along its eastern edge.

The park was constructed between 1910 and 1914. It has been improved and expanded throughout the historic period and modern era, both in response to changes to the physical environment (for example, when landslides and potential threats of new development occurred) and evolving public attitudes towards recreation and road safety. Modifications to this property include the construction of a comfort station circa 1921, replacement of the park's only wood trestle with fill in 1929, the addition of guardrails circa 1930s, the painting of a central road line circa 1936, construction of vehicle pullouts circa 1950s, replacement of original globe lighting fixtures on lampposts circa 1960s, paving of the pedestrian pathway in 1971, and the replacement of some lampposts in 2016 (Eggener 1985; *The Morning Oregonian* 1928a, 1928b, 1933, 1936).

Changes to the setting immediately surrounding the parkway have also altered its historical character. These changes include the construction of the Simmons' Hillvilla in 1921 (now the Chart House Restaurant) at Elk Point, and the completion of the Portland Aerial Tram in 2006 that crosses over Terwilliger Parkway at SW Terwilliger Boulevard's intersection with SW Campus Drive. This tram connects Portland's South Waterfront with Oregon Health & Sciences University (OHSU) on Marquam Hill; two cabins continuously travel this route during operating hours.

The parkway was built shortly after tree clearing had occurred in Portland's West Hills, providing expansive views of the city, the Cascade Mountains, and the Willamette River. Preserving public access to such views is a character-defining feature of parkways as envisioned by the Olmsted Brothers. The maturation of second growth trees has since blocked or obscured many of these views, changing the historical character of the parkway and its connection with the surrounding landscape. However, many people in the local community have come to embrace this change, perceiving the parkway as a greenway that provides a connection to the natural environment in a rapidly changing area of Portland. Within this framework, the parkway continues to preserve a section of Portland's West Hills for public enjoyment; however, the views afforded by the parkway's elevated placement are not as pronounced or as emphasized as they once were when the park was conceived, designed, and constructed.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Terwilliger Parkway was constructed as part of a vision outlined for the City of Portland by the prestigious Olmsted Brothers landscape architecture firm, and was completed by Portland Parks Superintendent and landscape architect Emanuel (Emil) T. Mische (Olmsted and Olmsted 1903). The park is one of many in the city that were conceived as a system that conformed with the City Beautiful philosophy, one that anticipated the increasing difficulty and cost of new park development just as the desire and need for them would increase with population density and traffic congestion (Lang 1910). (Continued on Page 10)

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and an inclined elevator will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The inclined elevator between SW Barbur Boulevard and Marquam Hill will be constructed within the historic property boundary of Terwilliger Parkway. Between the Ahavath Achim Synagogue at 3225 SW Barbur Boulevard and the Casey Eye Institute at 515 SW Campus Drive, a 27,200-square-foot permanent easement and a 47,989-square-foot temporary construction easement will be acquired in a central section of Terwilliger Parkway that is currently undeveloped. The trackway will extend 300 feet up a hillslope, connecting a lower elevator house and plaza at SW Barbur Boulevard to an upper elevator house and plaza to be constructed on the east side of SW Terwilliger Boulevard. The trackway will be 20 to 30 feet wide, and will have 10 to 20 structural supports built into the hillslope.

The upper elevator house will be one story, and will be situated directly adjacent to the sidewalk that lines the eastern edge of SW Terwilliger Boulevard. Construction of the upper elevator house will lead to modification of the sidewalk, and will introduce modern lighting to this section of the parkway. It is estimated that the inclined elevator will provide 10,000 rider trips each day; to facilitate a safe crossing for riders between OHSU and the upper elevator house, a traffic light or a stop-controlled intersection will be placed at the intersection of SW Terwilliger Boulevard and SW Campus Drive. The stop-controlled intersection or traffic light will be the only signal between the park's north and south end points at SW Sam Jackson Park Road and SW Capitol Highway.

Across from the proposed location of the upper elevator house, there is an existing bus stop on the west side of SW Terwilliger Boulevard. Separate from the Southwest Corridor Light Rail Project and as part of a proposed OHSU expansion, OHSU plans to improve general and ADA access from this bus stop to the campus above, which will change the area immediately west of the bus stop and north of SW Campus Drive. This would be done to better serve the OHSU campus and a potential new hospital building; however, it could also serve the inclined elevator and light rail line, and would provide a better connection to the tram in the campus above. Most, if not all of this work would occur within the parkway boundary, in an area that has been impacted by past development and no longer retains its natural wooded character. Plans have not been finalized for this area, but could include new stairs and a wider path up to campus buildings. An express elevator may also be featured as part of the hospital expansion.

The following measures have also been incorporated into the Project.

- A. TriMet will develop an interpretive display at or near the upper terminal of the Marquam Hill Connection. The display will describe the historic attributes and features of Terwilliger Parkway, will provide information on the Olmsted Brothers and their plan for Portland parks, and will provide information on the City Beautiful movement in Portland.
- B. At another location along the parkway, to be determined in consultation with the City of Portland, which owns the park property, TriMet will develop signage recognizing the park as a historic property, and would be designed and placed in a manner consistent with the park's historic character.
- C. During the detailed design of the Marquam Hill Connector, TriMet will employ a collaborative process involving the City of Portland to review design concepts. This will be done to solicit community feedback and reduce impacts to the parkway's historic characteristics, attributes, and features.
- D. FTA and TriMet will provide an opportunity for SHPO and other interested parties to review and comment on the designs described above.

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Finding of Effect and Justification

Based on the Project design analyzed for the Final Environmental Impact Statement, it is assumed that Terwilliger Parkway would be adversely affected by the construction of the Marquam Hill Connection for the Southwest Corridor Light Rail Project. Although detailed designs for the Marquam Hill Connection are not yet completed, it is anticipated that the final design may minimize but not entirely avoid the Project's direct and indirect effects on the parkway's historical design, feeling, setting, and character-defining features.

The impact of Project effects would be limited to a corridor where significant change has occurred due to the construction of modern hospital buildings at OHSU and the installation of the aerial tram in 2006. However, this concentration of modern infrastructure would continue to create a stark contrast between areas of the parkway that maintain their parklike feel, and the few points along the parkway that distinctly break from this feeling due to buildings and structures that have been built immediately adjacent to the parkway. Other than the OHSU campus and the Chart House at Elk Point, most other portions of the parkway are relatively free of historic or modern development within the immediate viewshed. However, the increasing use of SW Terwilliger Boulevard to access OHSU, the Portland VA Medical Center, and downtown Portland also conflicts with the parklike feel and the parkway's designed intent for pleasure driving.

Construction of the inclined elevator may also contribute to cumulative effects on the parkway, as OHSU already plans non-motorized access improvements at an altered area of the parkway as part of its long-range campus development plans. These access plans would likely be adapted to integrate with the inclined elevator and the light rail line. The access improvements are needed because the entrance to the campus at SW Campus Drive is not designed to handle today's high volume of commuters, and OHSU already encourages employees and visitors to arrive on transit, or to walk or bike to the Marquam Hill campus. OHSU expects even more transit, walk, or bike trips to the campus in the future, with or without the Southwest Corridor Light Rail Project. One sidewalk on the north side of SW Campus Drive connects OHSU to SW Terwilliger Boulevard; this sidewalk is on a slope that leads up to the OHSU campus above and is not designed for persons with disabilities.

Below is a bulleted list of Terwilliger Parkway's character-defining features, with an assessment of each feature's potential to be affected or diminished by the Project.

- Viewshed towards the Cascade Range. The inclined elevator follows the hillside grade to avoid
 obstructing the viewshed towards the Cascade Range; the details of the headhouse structure at
 Terwilliger Parkway are not yet designed but would avoid view-blocking elements. The clearing of
 vegetation from a corridor to construct the inclined elevator may serve to increase the visibility of the
 Cascade Range from the section of the parkway that is crossed by the Project.
- Pullouts and pathways that allow for recreation and enjoyment of the viewshed. The Marquam Hill Connection will have the positive effect of providing a new and prominent viewpoint for enjoyment along the parkway. When originally constructed, the parkway offered expansive views of the Cascade Range, the Willamette River, and the City of Portland. Vegetation growth since the completion of the parkway has obscured many viewpoints, sheltering the parkway from the urban environment below, but also obscuring views. The inclined elevator headhouse would provide a platform to enjoy the view from the parkway, but would also introduce modern transportation infrastructure into the viewshed of this section of the parkway.

(Continued on Page 5)

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Finding of Effect and Justification, Continued from Page 4

- Meandering alignment that highlights and preserves the hill landscape of west Portland. The character of the parkway is defined in part by its meandering alignment that facilitates enjoyment of the hillside landscape. Although the parkway alignment will remain unchanged, the continuous driving, biking, and walking experience currently enjoyed along this alignment will be interrupted by the introduction of cross-traffic moving up and down the hillslope. This cross-traffic will be transported to the parkway by way of a major addition to the area's transportation infrastructure, which is planned for construction on the natural hill landscape the parkway was intended to celebrate and preserve. The cross-traffic will also necessitate the installation of a stop-controlled intersection or traffic light, the first to interrupt the flow of traffic between the parkway's terminating points at SW Sam Jackson Park Road and SW Capitol Highway. These changes will diminish the parkway's integrity of design, setting, and feeling at the proposed site of the Marquam Hill Connection. The cumulative impacts of OHSU development, the aerial tram and the inclined elevator may indirectly lead to other developments that would intrude on the hill landscape setting of the parkway in this area.
- Interconnection with adjacent parks. No direct effect is anticipated on Terwilliger Parkway's interconnection with adjacent parks as a result of the Project. However, the introduction of an east-west connection that will cross the parkway and interrupt its north-south traffic flow will slightly detract from the parkway's designed north-south orientation that connects Duniway Park to the north and George Himes Park to the south.
- Lampposts installed in 1913 and other features included in the original landscape design. The proposed placement of the Marquam Hill Connection below the Portland Aerial Tram serves to both concentrate and compound the effects of this modern development in a single location. However, while the tram is elevated high above the parkway, construction of the Marquam Hill Connection will result in an upper terminal that connects directly to the parkway. Changes to sidewalks and lighting within the vicinity of the connection point will diminish the parkway's integrity of design and feeling at this location, and will further diminish its integrity of setting. Although the lampposts are replacements for those that were installed in 1913, they convey the original intent of the landscape design. The sidewalk was paved in 1971, marking the end of Terwilliger Parkway's 1910-1971 period of significance.

Property Name: Street Address: City, County:
Terwilliger Parkway SW Terwilliger Boulevard Portland, Multnomah



View: Terwilliger Parkway looking towards the Project APE and OHSU. The view is facing southwest.



View: Northwest-facing view of the OHSU tram from within the APE. SW Campus Drive is at left. A traffic light or stop controlled intersection is needed at this location to provide a safe pedestrian crossing; the upper elevator house of the inclined elevator would be installed at right, adjacent to the existing crosswalk.

Property Name: Street Address: City, County:

Terwilliger Parkway SW Terwilliger Boulevard Portland, Multnomah



View: The vehicle pullout east of the intersection of SW Campus Drive and SW Terwilliger Boulevard in the APE. The view is facing southeast.



View: A pedestrian trail connecting to SW Terwilliger Boulevard in the APE, east of the intersection of SW Campus Drive and SW Terwilliger Boulevard. The view is facing east, and the inclined elevator would be in the ravine to the left.

Property Name: Street Address: City, County: Portland, Multnomah



View: A vehicle turnout and viewpoint outside of the Project APE, east of SW Terwilliger Boulevard's intersection with SW Sam Jackson Park Road. The view is facing east.



View: Northeast-facing view from the viewpoint pictured above. Note the obstruction of the viewshed by vegetation.

Property Name: Street Address: City, County:
Terwilliger Parkway SW Terwilliger Boulevard Portland, Multnomah



View: A concrete planter separating SW Terwilliger Boulevard from a vehicle pullout located outside of the APE, between SW Hamilton Street to the north and the Chart House to the south. The view is facing north-northwest.



View: South-facing view of Terwilliger Parkway between SW Terwilliger Boulevard's intersections with SW Sam Jackson Park Road and SW Campus Drive. The lamppost at left is a replacement, and was manufactured in 2016.

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

City Beautiful proponents believed in the potential for good, rational, and forward-thinking design to create pleasant spaces and experiences to buffer against the chaos and squalor of urban life (Lutino et al. 2000). In securing valuable public spaces that highlighted the beauty, unique qualities, and the natural landscape of places like Portland, proponents of City Beautiful saw great opportunity to provide regenerative and positive experiences for all citizens (Olmsted and Olmsted 1903).

Terwilliger Parkway is a Rank I resource in the City of Portland Historic Resources Inventory, and it is considered Eligible/Significant by the Oregon State Historic Preservation Office. In 1985 a preservation consultant documented the parkway on a National Register of Historic Places (NRHP) nomination form on behalf on the Portland Bureau of Planning, but the nomination was not submitted to the Keeper of the National Register (Eggener 1985). The form argued that Terwilliger Parkway is significant for its association with the Olmsted Brothers Portland Park Plan of 1903, and because it was the only parkway of five proposed by Olmsted Brothers in the 1903 plan that was ever completed (Eggener 1985). The NRHP Criteria for Evaluation were not applied, and a period of significance of 1907 to 1915 was provided.

In 2019, the 1985 nomination for Terwilliger Parkway was revived and updated by the advocacy group Friends of Terwilliger. The revised nomination recommends the park is eligible for listing in the NRHP as a historic district under Criterion C, and that the Period of Significance is 1903 to 1921. The Oregon State Historic Preservation Office has provided requests for revisions to representatives of Friends of Terwilliger that will need to be addressed if the nomination is to be forwarded to the State Advisory Committee on Historic Preservation.

AINW recommends that Terwilliger Parkway meets minimum eligibility requirements for listing in the NRHP under Criterion A and Criterion C. Under Criterion A, the parkway is closely associated with a broad pattern of events that unfolded near the turn of the twentieth century and continued to evolve during the mid-twentieth century to shape Portland's current system of parks. Under Criterion C, it is a good example of a hillside parkway, a park type that was advocated in the Olmsted Brothers 1903 plan for Portland parks. It is highly representative of the City Beautiful movement, and meets registration requirements outlined for boulevards and parkways in the Multiple Property Documentation for the City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921 (Lutino et al. 2000). The parkway has potential to contribute to various thematic groupings of historic districts relating to Portland parks and development of the urban environment. Under Criterion B, the park is not associated with a historically significant person. Under Criterion D, the built environment of the park does not exhibit characteristics that have potential to provide a principal source of important information. Archaeological studies for the Southwest Corridor Light Rail Project will further assess the park's potential to yield information important in prehistory and history under Criterion D.

Since the initial planning and construction of Terwilliger Parkway, several major changes have moved the parkway away from its original design. However, most of these changes are aligned with and reinforce the core concepts and functionality of a hillside parkway. For instance, vehicle pullouts added during the mid-twentieth century provide ample opportunities to stop and enjoy views from the parkway (Eggener 1985). The paving of a path on the east side of the parkway facilitates safe bicycle and pedestrian travel between George Himes Park and Duniway Park, and land added to the park over time protects its viewshed and pedestrian access points from the encroachment of urban development. These and other changes made during the historic period were not intended as part of the original parkway design, but they are well within the spirit of the original design, facilitating greater movement through and enjoyment of this elevated space. The result is a parkway that does not clearly convey the original design intent of the Olmsted Brothers as implemented by Emil Mische, but which does distinctively convey the functionality of a hillside parkway as envisioned by park planners and the City Beautiful movement near the turn of the twentieth century.

To capture the significance of the parkway's construction and subsequent changes that occurred during the mid- to late-twentieth century to enhance its functionality, a Period of Significance of 1910 to 1971 is recommended. This period encompasses the planning and construction of the parkway by Emanuel Mische and the Portland Park Board, and ends with paving of the pedestrian pathway in 1971 nearly 50 years ago. The current park boundary is recommended as the historic property boundary for this Section 106 documentation, but more intensive research would provide an opportunity to further constrain and refine the boundary to an area smaller than the current park boundary.

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Determination of Eligibility, Continued from Page 10

AINW has documented Terwilliger Parkway as a historic site for the Southwest Corridor Light Rail Project since the property represents a designed landscape. A comprehensive survey of the property in its entirety has not yet been completed by a professional architectural historian to identify contributing and non-contributing features of a potential district, and such a survey was not feasible for the Southwest Corridor Light Rail Project due to the small area of overlap of the APE and Terwilliger Parkway. However, there would be a benefit to documenting Terwilliger Parkway as a historic district, especially within the framework of potentially listing the property in the NRHP. AINW surveyed the SW Corridor Light Rail Project APE where it overlaps the park, and reconnaissance-level observations were made in nearby areas of Terwilliger Parkway that are outside of the APE to assist with assessments of historical integrity and character-defining features.

As previously mentioned, the park has been modified since construction was completed in 1914; landslides and earth movements have necessitated the replacement of some sections of the paved roadway, a curb and paved sidewalk have been added to the east edge of the roadway, and original globe light fixtures of lampposts that line the parkway have been replaced. At the time of the parkway's construction much of the hillside on which it is situated had been cleared of trees, allowing for expansive views of the city that are now blocked entirely or in part by dense tree cover. These changes have slightly altered certain aspects of the park's design, materials, and setting, but they have not diminished the park's seven aspects of historical integrity. Character-defining features of the park are as follows.

- Viewshed towards the Cascade Range. Although trees now block much of this viewshed, trees can be thinned and removed to help restore mountain views.
- Pullouts and pathways that allow for recreation and enjoyment of the viewshed. In Edgar Bennett's Greater Portland Plan of 1912, hillside parks are noted as having limited functionality compared to lowland areas, especially in accommodating large groups of people. However, they were praised as providing the means to experience "delightful incidents of a ride, walk or drive over the hills," and they facilitated public ownership of the city's best viewpoints (Bennett 1912).
- Meandering alignment that highlights and preserves the hill landscape of west Portland. As a linear resource, Terwilliger Parkway's alignment is a character-defining feature. This alignment was selected to help preserve natural characteristics of west Portland's hill landscape for public use, appreciation, and enjoyment.
- Interconnection with adjacent parks. In their 1903 report to the Portland Park Board, the Olmsted Brothers landscape firm observed that "Parks Should Be Connected and Approached by Boulevards and Parkways" (Olmsted and Olmsted 1903). The firm believed that a system of connected parks and parkways was much more useful to a community than isolated parks. Terwilliger Parkway follows this philosophy, connecting Duniway Park to the north and George Himes Park to the south.
- Lampposts installed in 1913 and other features included in the original landscape design. The parkway was constructed from a simple design that included few built features beyond the roadway. Lampposts were installed in 1913 to light the parkway, and a path built that same year was eventually paved in 1971. Although some original lampposts have been modified through the replacement of their original globe lighting fixtures, they are a distinctive component of the parkway design.

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Historical Context

Terwilliger Parkway was designed and constructed during the early twentieth century, a period that brought great change to the City of Portland's approach to park planning and development. This change was facilitated by an act of the Oregon legislature that approved land acquisitions for parks in Oregon cities with a population of over 3,000 residents, acquisitions that would be overseen by a local board with full management and oversight responsibility for municipal parks (City of Portland 2019).

Members of Portland's first Park Board were familiar with the work of landscape architect Frederick Law Olmsted, and inquired about the consulting services of his Massachusetts-based firm Olmsted Brothers as early as 1898 (Hawkins 2014). By that time Frederick had stepped aside from the business; his nephew John Charles Olmsted was leading the firm, and John's half-brother Frederick Law Olmsted Jr. was a partner (Hawkins 2014:21; Levee n.d.).

The city's inquiries for the services of Olmsted Brothers continued as preparations were underway for the Lewis and Clark Centennial Exposition, which was planned for 1905 (Orloff 2018). This exposition was seen as an opportunity for Portland to show its capability and promise to a national audience, and inspiration for the event was heavily drawn from the 1893 Columbian Exposition in Chicago and the 1904 Louisiana Purchase Exposition in St. Louis (Abbott 2018). Such expositions and world's fairs (especially the Columbian Exposition in Chicago) are commonly thought to have provided the catalyst that sparked interest in the City Beautiful movement in the United States (Roth 2001:321). Proponents of City Beautiful sought to reign in urban chaos by creating a system of orderly, planned, and enjoyable spaces, essentially harnessing the power of design to revive civic pride and cultivate beauty on an ambitious scale. The merits of this approach to design have since been debated, but early twentieth century proponents of the City Beautiful movement in Portland have had a lasting effect on the city's urban landscape and its system of parks (Jacobs 1961; Lutino et al. 2000).

The Olmsted Brothers played a central role in promulgating the City Beautiful movement in the Pacific Northwest. John Charles Olmsted first visited in Portland in 1903, answering the city's request for services. During his visit John Charles Olmsted created a plan for the Lewis and Clark Centennial Exposition; he also assessed Portland's potential for future park development, resulting in the 1903 Olmsted Brothers report to the Board of Park Commissioners (Hawkins 2014; Olmsted and Olmsted 1903). The 1903 report outlined key principals for park development, and highlighted areas with good potential for park placement throughout the city.

One of the locations highlighted for park development was the "South Hillside Parkway" (Olmsted and Olmsted 1903:41). Olmsted Brothers viewed hillside parkways as having a multitude of positive qualities within an overall system of municipal parks; they facilitated acquisition of prime city views for public enjoyment, provided a pleasurable route connecting other city parks, and highlighted the natural beauty and scenery of the local area (Olmsted and Olmsted 1903:17).

Olmsted Brothers envisioned a Hillside Parkway in west Portland that would include a north section (Northwest Hillside Parkway) beginning at the South Park Blocks, extending northwest past the reservoirs at Washington Park, and ending at Macleay Park in Northwest Portland (Olmsted and Olmsted 1903:37-39). The southern section of this parkway (South Hillside Parkway) was envisioned as extending south from the South Park Blocks to the Riverview Cemetery (Olmsted and Olmsted 1903:21-42). The report anticipates land acquisitions as being a potential hurdle in constructing the South Hillside Parkway, but if that issue could be overcome, the "parkway would be a feature of which the city would justly be proud, and it would almost certainly be a paying investment through the increased taxable valuation which it would give to the high land along its course, much of which will become available for high-class suburban and country residences" (Olmsted and Olmsted 1903:41).

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Historical Context, Continued from Page 12

Olmsted Brothers helped to prepare an initial design for the Hillside Parkway, but the final design of what would become known as Terwilliger Parkway was completed by Emanuel T. Mische, who had been Portland's Park Superintendent since 1908 (Hawkins 2014:133). Mische, a landscape architect, was recommended for the Portland job by his former employer, Olmsted Brothers. Mische worked for the firm beginning in 1898, and later left to serve as the Park Superintendent of Madison, Wisconsin, at the recommendation of John Charles Olmsted (The Cultural Landscape Foundation 2001-2018; *The Morning Oregonian* 1908). In consultation with Olmsted Brothers, Mische drafted a plan for the hillside parkway that took advantage of land donated to the City for park development by the heirs of James Terwilliger (*The Morning Oregonian* 1909). This spurred other landowners along the proposed hillside route, including the Fulton Park Land Company, to donate and sell land for park construction (Lang 1910).

Work on grading the parkway was intended to begin in 1910, but was delayed as the City incurred difficulties in securing land and funding for park construction (Lutino et al. 2000:E16; *The Morning Oregonian* 1910; Wetherbee 1911). The southernmost section of the parkway was eventually graded in 1911; it extends from SW Capitol Highway north to SW Hamilton Street (*The Morning Oregonian* 1911a, 1912a). However, this section of the parkway was not dedicated until 1912, after a viaduct was constructed at the "hairpin turn" near SW Hamilton Street (*The Morning Oregonian* 1911b, 1912a).

At the July 29, 1912, dedication ceremony, the opened section of parkway was still a work in progress; the road was an oiled dirt surface, sidewalks had yet to be constructed, and lighting was not installed (*The Morning Oregonian* 1912a, 1912b). Despite its lack of finishing touches, the parkway was heralded by the local press as a "model of perfection in the science of road-building" that "commands a most interesting and attractive view of the city and the valley extending from the busy streets of Portland far back into the everdeepening maze of dark green of the valley with its farms and forests" (*The Morning Oregonian* 1912a).

By 1913 the Park Board was making preparations to grade the second and final section of the parkway, which extends north from SW Hamilton Street to SW 6th Avenue (Mische 1913). During this same period plans were enacted to macadamize the completed southern portion of the parkway and to install lighting along its route (Mische 1913, 1914; *The Morning Oregonian* 1913). The parkway was completed in its entirety by 1914, and was dedicated in August of that year (*The Morning Oregonian* 1914). After being referred to by many different names, including Hillside Parkway, Terwilliger Parkway, South Portland Boulevard, and Hillside Boulevard, in 1916 the Portland City Council adopted a resolution to officially name the parkway road Terwilliger Boulevard (*The Morning Oregonian* 1916).

Not long after the parkway's completion, it was plagued by a series of safety challenges. Many thought that the road surface was too slippery when wet, and landslides blocked traffic and took out sections of the roadway (Hauser 1954; *The Morning Oregonian* 1920a, 1920b, 1921, 1928a, 1932, 1933). Some of the landslides were triggered in late 1920 and early 1921 when excavated sediment from hospital construction on Marquam Hill (now Oregon Health and Science University) was dispensed on the slope below, while others were triggered by heavy rains and inclement weather (*The Morning Oregonian* 1920b, 1921, 1928a, 1932). A heavy rain event and corresponding slide in 1928 endangered a bridge at a hairpin turn; this bridge was eventually replaced with fill, likely due to the instability of the landform at this location (*The Morning Oregonian* 1928a, 1928b). Guardrails were constructed on the east edge of the hairpin turn in the 1930s, and a central painted line on the roadway was suggested in 1936 to reduce accidents (*The Morning Oregonian* 1933, 1936).

Despite these early challenges in maintaining a safe and functional roadway, Terwilliger Parkway was continually embraced by Portland residents and treated as a special place. Throughout the twentieth century efforts were undertaken to preserve the natural beauty of the parkway, to prevent intrusions in the park's viewshed, and to enhance its ability to accommodate recreationalists.

Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

Historical Context, Continued from Page 13

This strong urge to protect the parkway came into full view when a condominium development named Marquamwood was proposed for construction in a narrow area between the parkway and SW Barbur Boulevard in 1980 (Alesko 1980). The possibility that the setting, feeling, and recreational use of the parkway could be affected by this development spurred strong reactions in the local community, and ultimately led the City to develop and adopt the Terwilliger Parkway Corridor Plan and Terwilliger Parkway Design Guidelines in 1983 (Alesko 1980a; Goetze 1982; John Warner Associates et al. 1983a, 1983b). It was near this time that the Friends of Terwilliger group was formed, and it has since been active in maintaining and protecting the beauty of the parkway (Alekso 1980b). During the 1980s the group advocated for a public agency or private conservancy to purchase the tract of land where construction of the Marquamwood development was proposed; in 1996 Metro stepped in to purchase this land, which is now included in the park boundary (Metro 1997).

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Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

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Property Name:	Street Address:	City, County:
Terwilliger Parkway	SW Terwilliger Boulevard	Portland, Multnomah

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Property Name:
Terwilliger Parkway

Street Address:
SW Terwilliger Boulevard

City, County:
Portland, Multnomah

Portland, Multnomah

Portland, OR-VIA
Lake Oswejo, OR
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Project APE
Terwilliger Parkway

Public Land Survey System (PLSS)

USGS Topographic Map Index

USGS Topographic Map Index

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USGS Topographic Map Index

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CR-VM (2017) Quadracyle Maps - 6 SRI Massac Imagery (2018)

Figure 1. Terwilliger Parkway is situated west of SW Barbur Boulevard in Portland, Multnomah County, Oregon.

Property Name: Street Address: City, County:
Terwilliger Parkway SW Terwilliger Boulevard Portland, Multnomah

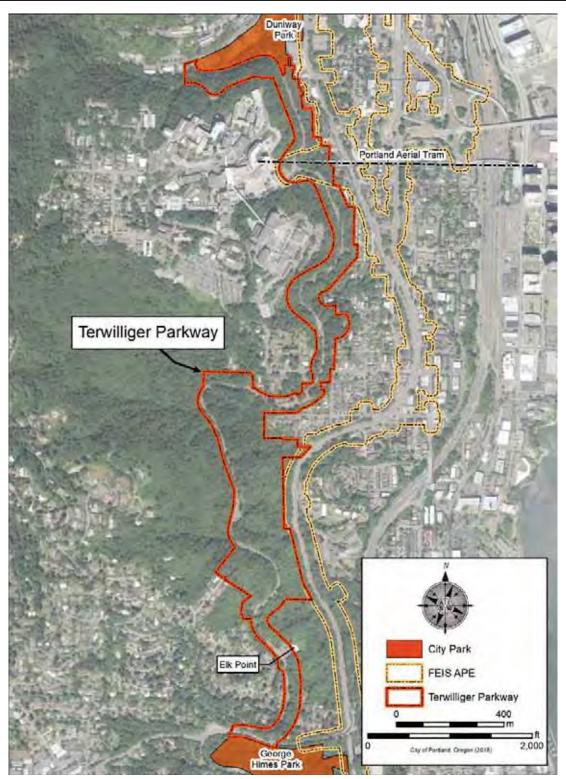


Figure 2. Terwilliger Parkway is part of an interconnected system of historic Portland parks. It is crossed by the Portland Aerial Tram at Marquam Hill. Within the park boundary, project actions will be focused within the area below the tram.

Rev 08/03

	политический пороги		
Property Name:	Street Address: 7225 SW 4th Avenue	City, C Portlar	ounty: nd, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agency project	-
Agency: Federal Transit Administrat		SHPO Case#:	
Location coordinates (to sixth decimal p			listed in the National Register of ?
ŭ		☐ YES – In a	district
	ary) façade of house at 7225 SW 4t	n Avenue, facing	
Surveyor: Samantha Gordon, M.S.,	and Andrea Diaser, IVI.5.		Date Recorded: 06/04/19
National Register Findings: ⊠ Eligible: ⊠Individually □ As part □ Not Eligible: □Irretrievable integrity los	of a District NR Criteria: □A □B		Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☐ Adverse Effect
	omments – <i>Official Use Only:</i> □Do Not Concur: □Do Not Concur:	RECE	EIVED STAMP
Signed	Dat	e	
CONTACT INFORMATION			
Comments:			

Property Name:	Street Address: 7225 SW 4 th Avenue		City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate ate	☐Local Government
Minimal Traditional	Building	□Stat	te	□Federal
Window type and Materials: Hung and fixed wood sashes		Exterior Surface Primary:	e Materials: Horizontal Bo	ard
Roof Type and Materials:		Secondary:		
Cross-gable roof with composite shi	ngle	Decorative	Wood: Other/	
Integrity:		Construction Da	ate: 1941	(□Circa)
⊠Excellent □Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Minimal Traditional house with Tudor Composite details at 7225 SW 4th Avenue has a T-shaped footprint with a poured concrete foundation and a basement-level garage. It is capped by a crossgable roof. The main entry is slightly recessed within a front-facing gable projection of the east (primary) façade.

The house is clad in horizontal wood siding. Windows are partially obscured by modern storm windows, but appear to be fixed and hung multi-light wood sashes. The paneled wood front door and wood garage door are likely original to the 1941 date of construction.

Landscaping on the parcel consists of a large evergreen in the northeast corner, several smaller deciduous trees, English ivy, and other vegetation that is edged with stone and contained by a wood retaining wall to the east. An evergreen privacy hedge borders the south edge of the parcel. The porch is connected to the sidewalk by poured concrete stairs with metal railing. The poured concrete driveway pad has been extended to the south with dry-laid brick.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7225 SW 4th Avenue meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Minimal Traditional period cottage with Tudor Composite details, and retains adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of twentieth century suburban development in the Fulton Park neighborhood of Portland, it has no known association with a demonstrably significant event or pattern of events (Criterion A). It is not associated with a person who is significant in local, state, or national history (Criterion B). Furthermore, the building is not a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1941, the date of construction, and the parcel is the historic property boundary. Character-defining features of the property include its cross-gable roof with minimal eave overhang, its overall lack of ornamentation, and the clustering of original wood windows near corners of the building that feature a column-like post support. The house has had no visible modifications, retaining historical integrity of location, design, materials, workmanship, feeling, and association. Cladding, foundation, and window materials appear to be historic or in-kind replacements.

The house has diminished integrity of setting, as surrounding homes date between 1890 and the modern period. Other Minimal Traditional houses of the immediate area were built in the later 1940s; they have distinct influences of the World War II-era cottage style rather than Tudor Composite details, and have been altered in design and materials. In addition, the house is within an urban environment that has changed over time, most notably from ongoing alterations to SW Barbur Boulevard during the mid-twentieth century and the construction of Interstate 5 in the early 1960s (Sherrill 2016).

Property Name:	Street Address:	City, County:
	7225 SW 4 th Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the historic property boundary at 7225 SW 4th Avenue. Approximately 135 feet south of the house, a cul-de-sac will be constructed on SW 4th Avenue that will eliminate the road's current access point to the SW Barbur Boulevard Frontage Road. At the intersection of SW 4th Avenue and SW Barbur Boulevard Frontage Road, the parcels at 7318 and 7341 SW Barbur Boulevard will be fully acquired to accommodate the widening of SW Barbur Boulevard and the construction of a retaining wall. The light rail line will be constructed at the center of SW Barbur Boulevard.

Finding of Effect and Justification:

The historic property at 7225 SW 4th Avenue will not be adversely affected by the Southwest Corridor Light Rail Project. The property will be avoided by the Project, as no direct impacts are proposed within the property boundary.

The introduction of light rail infrastructure along SW Barbur Boulevard and the construction of a cul-de-sac on SW 4th Avenue may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to retain its character-defining features and meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 7225 SW 4th Avenue Portland, Multnomah



View: East (primary) façade of house at 7225 SW 4th Avenue. The view is facing west.



View: East (primary) façade and landscaping at 7225 SW 4th Avenue. The view is facing northwest.

Property Name:	Street Address:	City, County:
	7225 SW 4 th Avenue	Portland, Multnomah

Historic Context:

The house at 7225 SW 4th Avenue is located in the Fulton Park addition to the City of Portland, which was platted in 1888 (Southwest Portland Real Estate Company 1888). The house was constructed in 1941, and is surrounded by buildings constructed within a wide date range from approximately 1890 through the present day. The house was connected to the city sewage system one year after construction was completed; according to historic plumbing records, the building replaced a circa 1923 house that was previously built on the property by the same owner, Howard Hall. Hall worked as a mechanic for the American Can Company (U.S. Bureau of the Census 1940).

The house is located north of SW Barbur Boulevard, which was constructed as part of the Fourth Street Extension Project in the early 1930s (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016). Later efforts to expand and improve SW Barbur Boulevard and adjacent roadways during the mid-twentieth century have altered the house's historical setting and introduced greater traffic volume and commercial activity to the surrounding area (Sanborn Map & Publishing Company 1908-1950). One of the greatest contributors to this change is Interstate 5, which was constructed south and east of the house's location during the early 1960s (*The Oregonian* 1961).

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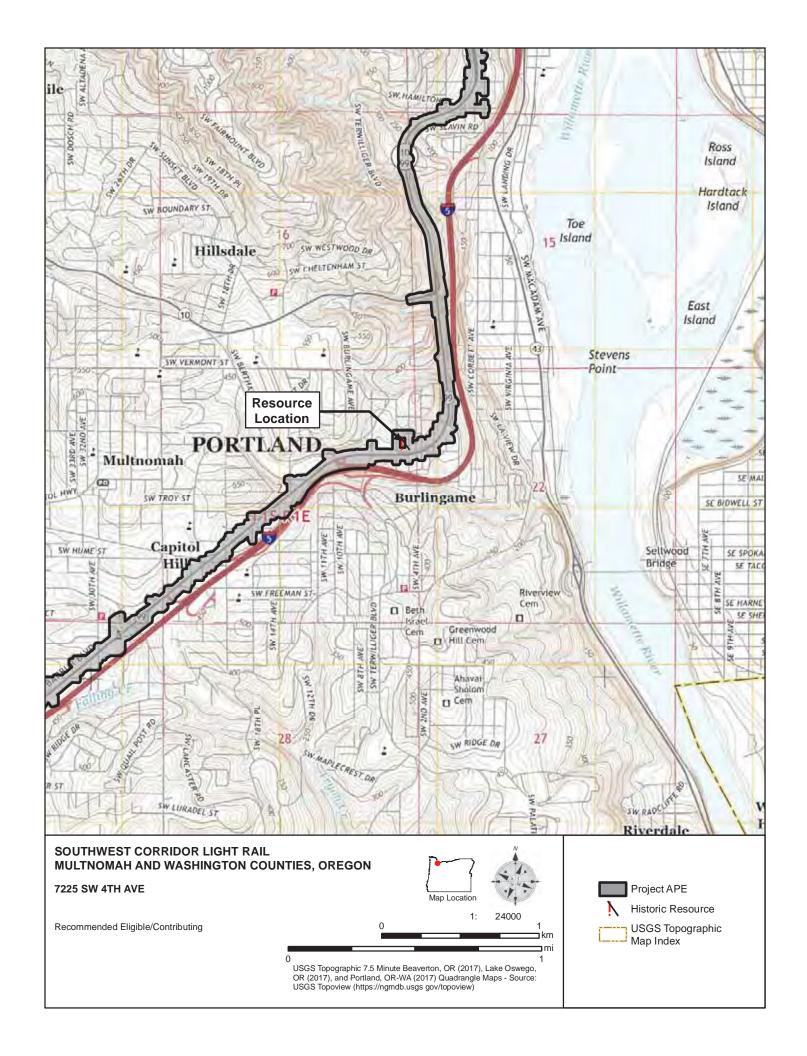
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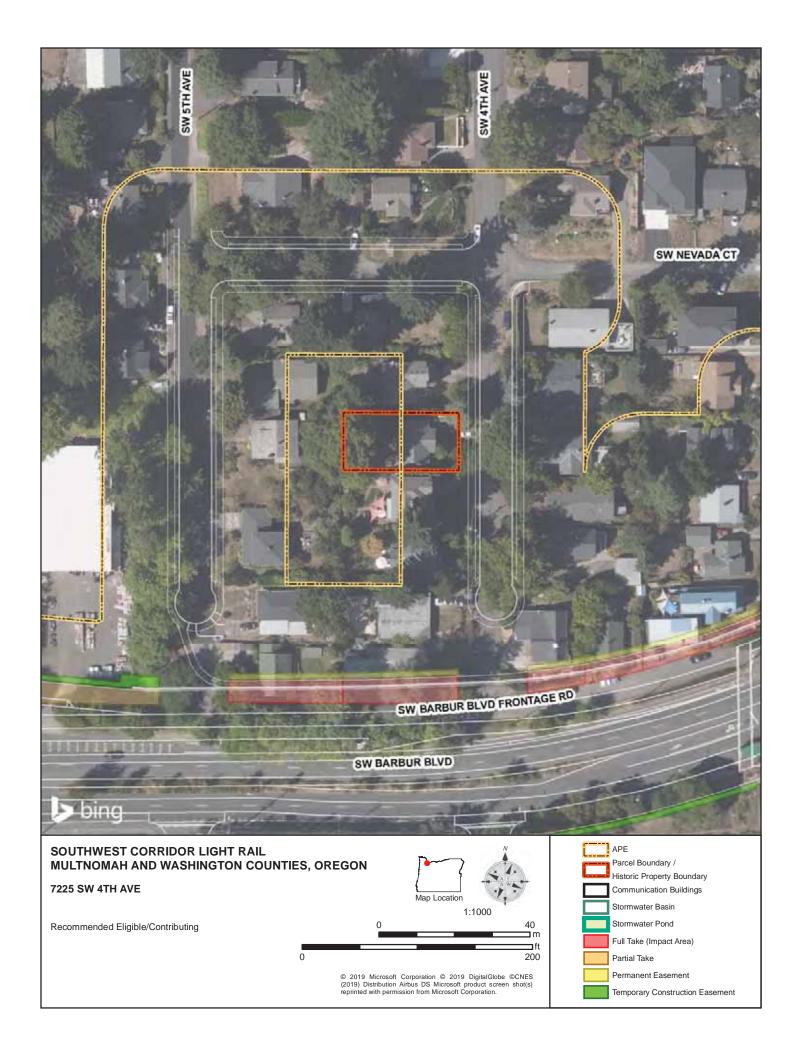
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ilidividual Properties				
Property Name:	Street Address: 1801 SW Evans Street	City, C	ounty: d, Multnomah	
Project Name: Southwest Corridor Ligh	t Rail Project	Agency project	#:	
Agency: Federal Transit Administration	/Metro/TriMet	SHPO Case#:	16-1621	
Location coordinates (to sixth decimal plantitude: 45.467081 Longitude:	blace): -122.696367	Is the property Historic Places YES – India YES – In a	vidually 🛛 NO	
South (primary) faç Surveyor: Samantha Gordon, M.S., and	cade of house at 1801 SW Evans S	street. The view i	s facing north. Date Recorded: 06/04/19	
	a Anulea DiaSel, IVI.S.			
National Register Findings: ⊠ Eligible: ⊠Individually □ As part □ Not Eligible: □Irretrievable integrity los	of a District NR Criteria: □A □Ess □Not 50 Years □Fails to m	B ⊠C □D eet NR Criteria	Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☐ Adverse Effect	
	omments – <i>Official Use Only</i> : Do Not Concur: Do Not Concur:		EIVED STAMP	
Signed	Da	ite		
CONTACT INFORMATION	ON STAMP			

Comments:

Property Name:	Street Address: 1801 SW Evans Street		City, County: Portland, Multn	nomah
Original Use: Domestic — Single Dwell	ing	Number of Asso	Number of Associated Resources: N/A	
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Craftsman	Building	□Stat	te	□Federal
Window type and Materials: Hung and fixed wood sash; sliding alum	inum	Exterior Surface	Materials: Horizontal Boa	rd
Roof Type and Materials:		Secondary:		. •
Side gable roof; composite shingle		Decorative	Wood: Other/u	ndefined
Integrity:		Construction Da	ate: 1922	(□Circa)
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Craftsman bungalow at 1801 SW Evans Street has a rectangular footprint with a poured concrete foundation and basement-level garage. It is capped by a side gable roof with bargeboard and knee brackets. The south (primary) façade has a full-width porch that is supported by square columns that rest on a knee wall.

The house is clad primarily in wood lap siding with wood shingle in the gable ends. Windows are primarily one-over-one hung wood sashes with lambs tongue on the upper sash; one sliding aluminum sash window is in the half-story on the east elevation. The paneled garage door is a circa 1950 replacement, and the front door appears to be modern.

Landscaping on the parcel consists of a lawn to the south with several trees of varying species and ages. The house is bordered by a masonry retaining wall to the south. The main entry is connected to the sidewalk by poured concrete stairs with metal railing.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 1801 SW Evans Street meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of a Craftsman bungalow and retains adequate historical integrity to be representative of its type and period of construction. While the house is part of the general history of twentieth century suburban development in the Capitol Hill neighborhood of Portland, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). The building is not associated with a person who is significant in local, state, or national history (Criterion B), and it is not a principal source of information that is important to our understanding of history (Criterion D).

The period of significance is 1922, the date of construction, and the historic property boundary is the parcel (Portland Maps 2020). Character-defining features of the property include its bungalow form and Craftsman details, such as bargeboard, knee brackets, and original wood siding.

The house retains historical integrity of location, design, materials, workmanship, feeling, and association. However, the house no longer has integrity of setting, as it is located within an urban environment that has changed over time. The most notable of these changes are increases in noise and through traffic that have resulted from the construction of two major roadways southeast of the property during the mid-twentieth century: SW Barbur Boulevard was completed during the early 1930s, and Interstate 5 was completed in the early 1960s (Sherrill 2016). Surrounding houses date from between 1920 and 2001, and have no clear pattern of development that would indicate the presence of a potential historic district.

Property Name:	Street Address:	City, County:
	1801 SW Evans Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

Within the historic property boundary at 1801 SW Evans Street, the Project proposes a temporary construction easement of approximately 106 square feet. This easement will facilitate construction of a sidewalk and curbs within existing road right of way. The portion of SW Evans Street overlapped by the Project has no existing sidewalks; the proposed sidewalk will connect to SW Barbur Boulevard to the east, where the light rail line will be constructed at the center of the roadway. To accommodate the light rail trackway SW Barbur Boulevard will be widened to the northwest, and three parcels within the viewshed of the house at 1801 SW Evans Street will be acquired: 1814 SW Evans Street, 7943 SW 17th Avenue, and 8005 SW Barbur Boulevard. Just one of the parcels proposed for full acquisition, 8005 SW Barbur Boulevard, has a historic building (constructed in 1951) that will be removed.

Finding of Effect and justification:

The historic property at 1801 SW Evans Street will not be adversely affected by the Southwest Corridor Light Rail Project. The small area here a temporary construction easement is proposed within the property boundary is paved, and is used as a parking area. No changes are anticipated to the property's landscaping as a result of granting temporary access during Project construction.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, the removal of nearby buildings, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to retain its character-defining features and will meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 1801 SW Evans Street Portland, Multnomah



View: South (primary) façade of house at 1801 SW Evans Street. The view is facing northeast.



View: South (primary) façade and east elevation of house at 1801 SW Evans Street. The view is facing northwest.

Property Name:	Street Address:	City, County:
	1801 SW Evans Street	Portland, Multnomah

Historic Context

The house at 1801 SW Evans Street is located in the Capitol Hill addition to the City of Portland, which was platted in 1907 (Multnomah County Surveyor's Office, Portland 1883: Plat Book 360:73). Constructed in 1922, the first known occupants were Frederick William McCallum, his wife Esther, and their son Donald (*The Oregonian* 1959). Frederick worked for Jones Lumber Company. The other houses on SW Evans Street are a mixture of single- and multi-family dwellings constructed within a wide date range of 1920 to 2001.

The house is located northwest of SW Barbur Boulevard, which was constructed as part of the Fourth Street Extension Project in the early 1930s (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016). Later efforts to widen SW Barbur Boulevard and the construction of Interstate 5 southeast of the house during the early 1960s have expanded automobile infrastructure in the surrounding area, altering the house's historical setting by introducing greater traffic volume and commercial activity (Sanborn Map & Publishing Company 1908-1950; *The Oregonian* 1961).

Sources

Portland Maps

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1901 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York. 1908-1950 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York.

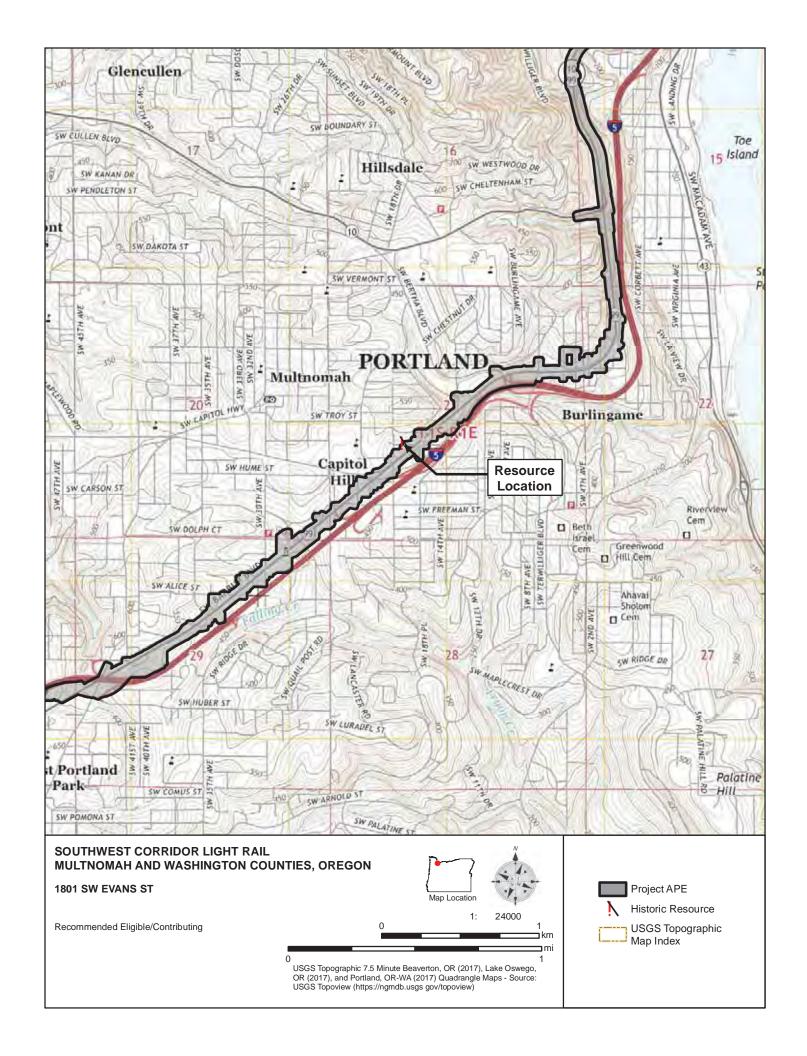
Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

The Oregonian (Portland, Oregon)

1959 Obituary for Frederick McCallum. 24 April:31.

1961 New \$12 Million Baldock Extention Dream Comes True For Late Sleepers. 14 December:28.





Property Name: The Original Pancake House			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Li	ight Rail Project Agenc		cy project #:	
Agency: Federal Transit Administrati	ation/Metro/TriMet SHPC		O Case#: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.462636 Longitude:	to sixth decimal place): Longitude: -122.702306		property listed in the National Register of c Places? ES – Individually S – In a district	



North raçade and west elevation of the Original Pancake House at 860 i 5 w 24th Avenue, racing southeast.				
Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S. Date Recorded: 06/04/19				
National Register Findings: ⊠ Eligible: ⊠ Individually □ □ Not Eligible: □ Irretrievable into	·		Finding of Effect: ☐ No Effect ☒ No Adverse Effect ☐ Adverse Effect	
State Historic Preservation Of	fice Comments - Official Use	Only:		
Eligibility: Concur	□ Do Not Concur:	····,·		
Effect: Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name: The Original Pancake House	Street Address: 8601 SW 24th Avenue)	City, County: Portland, Mult	tnomah	
Original Use: Domestic — Single Dwell	ing	Number of Asso	Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government	
Tudor Revival	Building	□Sta	te	□Federal	
Window type and Materials:		Exterior Surface Materials:			
Hung and fixed sashes of wood and vinyl		Primary: Wood: Other/undefined			
Roof Type and Materials:		Secondary: Horizontal Board			
Side gable with composite shingles		Decorative	-select materi	als-	
Integrity:		Construction Da	ate: 1942	(□Circa)	
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	r (if known):		

Description of Property (including previous alterations & approximate dates):

The one-and-a-half-story Tudor Revival building at 8601 SW 24th Avenue was originally constructed as a single-family dwelling in 1942 and was converted for commercial use by 1953. The building has a roughly rectangular footprint with a poured concrete foundation and a basement. It is capped by a side gable roof with shed and gable dormers on the east and west elevations. The east façade has a partial-width covered entry.

The house is clad in wood board-and-batten on the first floor, wood lap siding on the upper half-story and dormers, and modern wood shingle is in the gable over the east elevation entry. Windows are a mix of hung and fixed wood sashes and fixed vinyl sashes. A bay window is on the west elevation. Modern red-and-white-striped awnings hang over windows in dining areas of the building. Landscaping consists primarily of privacy hedges, as well as a few trees and grass lawn that immediately surround the building. Most of the parcel is dedicated to a paved surface parking lot for restaurant customers. Overflow parking is available on an adjacent parcel to the west.

The north elevation entry was altered circa 1980, creating an enclosed porch to expand the dining area (Original Pancake House – Edgewater 2020; U.S. Geological Survey 1970, 1986). A 39-square-foot south addition was constructed for additional storage space in 2003, according to City of Portland Bureau of Development Services permits (Portland Maps 2020).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Original Pancake House at 8601 SW 24th Avenue meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion A. The property is associated with the history of commercial development along SW Barbur Boulevard during the mid-twentieth century, and with the history of the restaurant industry in Portland as it is the first location of The Original Pancake House chain of restaurants (Criterion A). The property is not associated with a person who is demonstrably significant in local, state, or national history (Criterion B). Due to its change in use from a single-family residence to a commercial restaurant, the building no longer embodies distinctive characteristics of a Tudor Revival house built during the mid-twentieth century (Criterion C). Furthermore, the building is unlikely to provide a principal source of new or important historical information (Criterion D).

The property's period of significance is 1953, when Lester Highet and Erma Hueneke opened the Pancake House restaurant at this location (Portland Maps 2020). The parcel boundary is the historic property boundary. The overflow parking lot to the west is on a separate parcel and is not historically associated with the restaurant. The character of the property is defined by the continued use of the former Tudor Revival house as The Original Pancake House restaurant.

The Original Pancake House retains historical integrity of location, feeling, materials, and association from the period of significance; integrity of design and workmanship have been modified but not entirely diminished by the additions and the replacement of some original windows. The building's integrity of setting has been diminished by modifications to the landscaping, removal of the original electrified Pancake House sign, and changes to the surrounding urban environment, most notably from ongoing alterations to SW Barbur Boulevard and the construction of Interstate 5 immediately south of the property in the early 1960s (Sherrill 2016).

Property Name:	Street Address:	City, County:
The Original Pancake House	8601 SW 24th Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The light rail line will be constructed at the center of SW Barbur Boulevard. The existing road right of way will be widened and a new sidewalk will be constructed along the south side of SW Barbur Boulevard, necessitating a partial acquisition of approximately 2,753 square feet at the property's north edge. A retaining wall will be constructed adjacent to where the current driveway is located at SW 24th Avenue. The parcel to the west (8604 SW Barbur Boulevard), which is currently used as overflow parking and is not included in the property boundary, will be fully acquired for the Project and a new access point to the Original Pancake House parking lot will be built that enters from the west. A permanent easement of approximately 157 square feet will be needed to maintain the retaining wall proposed for construction near the northeast corner of the property, and a temporary construction easement of 373 square feet will be needed to facilitate Project construction.

Finding of Effect and Justification:

The Original Pancake House will not be adversely affected by the Project. The acquisition of a strip of land from the property's north boundary, a proposed change in circulation, and easements that will be needed to build and maintain Project infrastructure will result in a loss of landscaping and overflow parking. However, the restaurant will be able to ability to continue its operations at this location, and these changes will result in no direct impacts on the building itself.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the Original Pancake House through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the property's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the Original Pancake House will continue to retain its character-defining features and will meet minimum eligibility requirements for listing in the NRHP under Criterion A.

Property Name: Street Address: City, County:
The Original Pancake House 8601 SW 24th Avenue Portland, Multnomah



View: The Original Pancake House at 8601 SW 24th Avenue, facing southwest from SW Barbur Boulevard. The project proposes to build a retaining wall near the existing driveway (at left), which is within public right of way on SW 24th Avenue. Sidewalk construction would occur where there are shrubs north of the building.



View: North façade of the Original Pancake House at 8601 SW 24th Avenue, facing south. Existing shrubs would be removed to facilitate sidewalk construction.

Property Name: Street Address: City, County:
The Original Pancake House 8601 SW 24th Avenue Portland, Multnomah



View: North façade of the Original Pancake House at 8601 SW 24th Avenue, facing south.



View: East elevation and north façade of the Original Pancake House at 8601 SW 24th Avenue, facing southwest.

Property Name: Street Address: City, County:
The Original Pancake House 8601 SW 24th Avenue Portland, Multnomah



View: South and east elevations of the Original Pancake House, facing west-northwest.



View: Parking lot of the Original Pancake House, located south of building. A new entry will be built to the parking lot from the west (at right). The view is facing southwest. Interstate 5 is nearly out of sight, well below the grade of the parking lot.

Property Name:	Street Address:	City, County:
The Original Pancake House	8601 SW 24th Avenue	Portland, Multnomah

Historic Context:

The Original Pancake House at 8601 SW 24th Avenue is in the Alder Springs addition to the City of Portland, which was platted in 1907 (Multnomah County Surveyor's Office, Portland 1907:Plat Book 414:12). The restaurant is located adjacent to SW Barbur Boulevard, which was constructed as part of the Fourth Street Extension Project in the 1930s (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016). The Original Pancake House building was constructed in 1942 as a single-family dwelling. Erma Hueneke, co-owner of the Original Pancake House, lived in the home, possibly until her death in 1968 (*The Oregonian* 1968). The lower level of the house was converted for use as a restaurant by 1953 (Original Pancake House 2020a; *The Oregonian* 1968). The restaurant took advantage of increased automobile traffic and commercial development along SW Barbur Boulevard in the mid-twentieth century, which generated business at the restaurant.

The Pancake House was originally established in 1939 by Julius and Edna Koenig at a different location on SW Barbur Boulevard. The business was purchased for \$35,000 by business partners Lester "Les" Highet and Erma Hueneke and re-opened in June of 1953 at 8601 SW 24th Avenue (Padova 2009; Pratt 1961; *The Oregonian* 1939, 1953a, 1953b, 1986). The Original Pancake House considers the 1953 opening of Highet and Heuneke's restaurant as the beginning of the company that is still operating from the building in the present day (Original Pancake House 2020a). The pair collected authentic pancake recipes from homemakers of a wide variety of national origins to serve as the foundation of their restaurant and menu (Original Pancake House 2020b).

In 1955, Portland's influential food writer James Beard included the Pancake House in his list of the best American restaurants (Russell 2013). Beard's nationally syndicated column gave the business a boost and opened opportunities for franchising across the country. In 1958, Highet and Hueneke rebranded as "The Original Pancake House," and sold their first franchise to Hueneke's brother and his wife, Ferdinand and Genevieve Hueneke (Original Pancake House – Denver 2020). This Salem location was the first of what would grow to be over 100 franchised locations across the country. At the time, the concept was a fairly novel one when it came to both breakfast foods and sit-down restaurants (Padova 2009). There are now 150 Original Pancake House locations in the United States, Japan, and South Korea.

Sources:

Original Pancake House

2020a *The Original Pancake House*. Electronic document, http://www.originalpancakehouse.com/, accessed February 26, 2020.

2020b *What Are Pancakes?* Electronic document, http://www.originalpancakehouse.com/ph pancakes.html, accessed February 27, 2020.

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Original Pancake House – Edgewater

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Padova, Nino

2009 The royal family of breakfast. *Portland Monthly* (Portland, Oregon). 19 May. Electronic document, https://www.pdxmonthly.com/eat-and-drink/2009/05/royal-family-breakfast, accessed March 2, 2020.

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Property Name:	Street Address:	City, County:
The Original Pancake House	8601 SW 24th Avenue	Portland, Multnomah

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Pratt, Gerry

1961 Pancake maker tops with Original House. The Oregonian (Portland, Oregon) 23 July:34.

Russell, Michael

2013 Original Pancake House grabs piece of Tokyo 'pancake revolution'. Oregon Live 14 June.

Sanborn Map & Publishing Company

1901 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York. 1908-1950 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York.

Sherrill, Justin

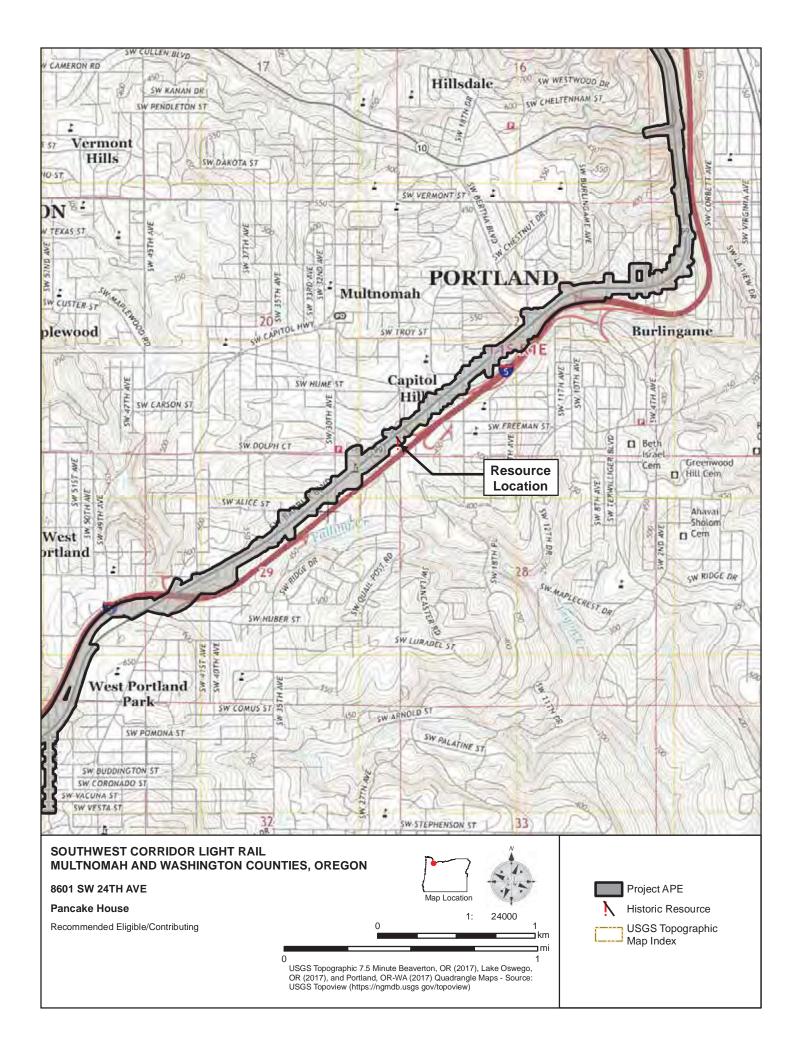
2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

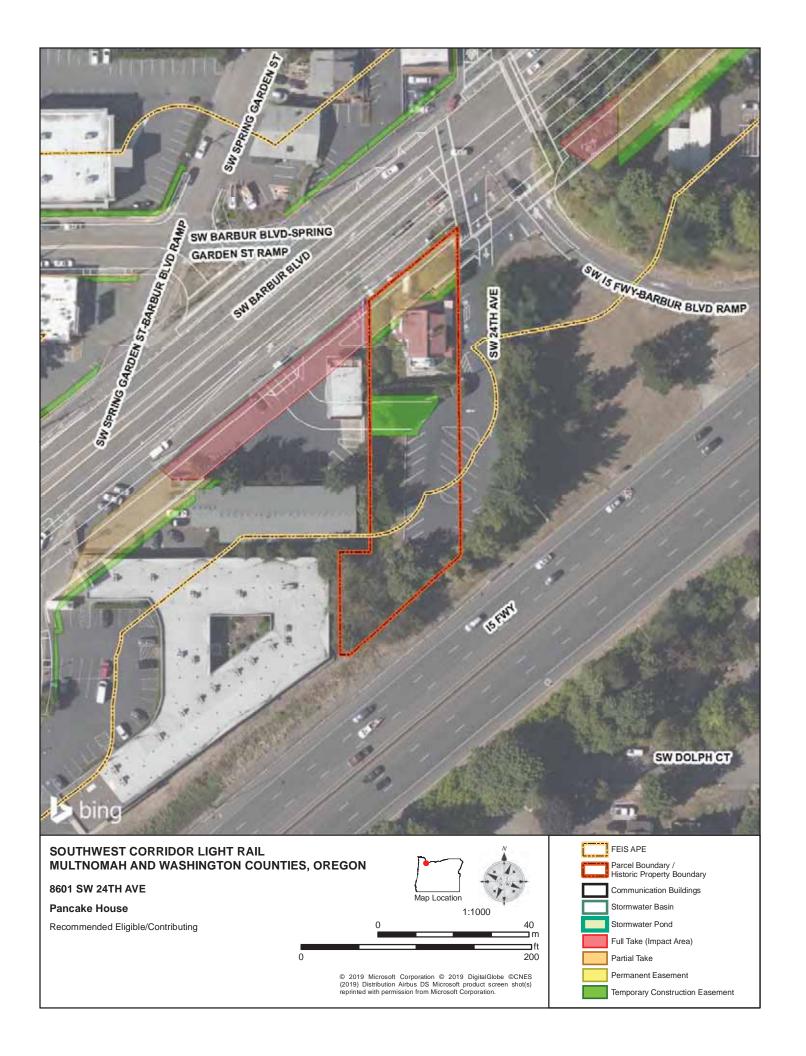
The Oregonian (Portland, Oregon)

- 1939 Ex-traffic handler now pours batter. 20 December:12.
- 1953a Advertisement The Pancake House. 7 June:3.
- 1953b Eating place setup shifts. 7 June:9.
- 1968 Erma M. Hueneke. 21 March:14.
- 1986 Founders misreported. 2 December:B5.

U.S. Geological Survey

- 1970 Aerial Reconnaissance Photograph ID # AR1VCOA00010181. Available, https://earthexplorer.usgs.gov/metadata/4660/AR1VCOA00010181/, accessed February 26, 2020.
- 1986 Aerial Reconnaissance Photograph ID # AR 1VFKRF0010043. Available, https://earthexplorer.usgs.gov/metadata/4660/AR 1VFKRF0010043/, accessed February 26, 2020.





individual Properties			
Property Name:	Street Address: 7114 SW Brier Place		City, County: Portland, Multnomah
Project Name: Southwest Corridor Li	ght Rail Project	Agency p	project #:
Agency: Federal Transit Administrati	on/Metro/TriMet	SHPO Ca	ase#: 16-1621
Location coordinates (to sixth decimal p Latitude: 45.472622 Longitude:	place): Historic Places?		– Individually ⊠ NO
☐ YES – In a district			
Surveyor: Allison Geary, B.A., and A	ndrea Blaser, M.S.		Date Recorded: 02/19/20
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part □ Not Eligible: □ Irretrievable integrity los	of a District NR Criteria: □A □B s □Not 50 Years □Fails to me		NI A A A A A A A A A A A A A A A A A A A
	□Do Not Concur: □Do Not Concur:		ECEIVED STAMP

Comments:

Property Name:	Street Address: 7114 SW Brier Place		City, County: Portland, Mul	tnomah	
Original Use: Domestic – Single Family Residence		Number of Asso	Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate	☐Local Government	
Tudor Revival	Building	□Stat	e	□Federal	
Window type and Materials: Casement and hung with wood and viny Roof Type and Materials: Cross gable with clay tile	l sashes	Exterior Surface Primary: Secondary: Decorative	Materials: Stucco -select materi -select materi		
Integrity:		Construction Da	ite: 1930	(⊠Circa)	
□Excellent □Good □Fair □P	oor	Architect/Builder	r (if known): N/A	1	

Description of Property (including previous alterations & approximate dates):

The house at 7114 SW Brier Place is documented in tax assessor records as having been constructed in 1915. However, no historical records were found that can confirm this construction date. A construction date of circa 1930 is assumed based on the house's physical features and the first known date of occupancy.

The Tudor Revival house has two stories of living space, an attic, and a daylight basement. The roof is cross gabled and steeply pitched, has clay tile roofing, and has closed eaves with a medium overhang. The roof is punctuated by gable dormers on the west and east elevations. The west façade retains historic-period features; it is asymmetrical, and has a projecting front-facing gable near the north end. The entry vestibule has an arched entry and window, is topped with a swooping catslide roofline, and is approached by brick steps and a low brick railing. The windows appear to be a mixture of original multi-light wood windows and vinyl replacements. There may also be storm windows over original windows, obscuring their material. There are several different types of windows, including double-hung and casement, all of which appear to be in historic openings. The southwest corner of the house has two large picture windows, one with a pointed arch casing. The exterior walls are clad in stucco.

A large addition to the east (rear) elevation is not visible from SW Brier Place. The addition was likely constructed in 1979; an adjacent pool and cabana were constructed in 2019 (Portland Maps 1979, 2019). The flat roof of the addition is also used as outdoor patio space. An associated garage that was southeast of the house was removed circa 2018. There is a semicircular driveway in front of the house to the west.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7114 SW Brier Place is recommended to be eligible for listing in the National Register of Historic Places under Criterion C. Although the building has a large addition to the east (rear) elevation, the portion of the house that is visible from the right of way of SW Brier Place embodies distinctive features of the Tudor Revival style and is highly representative of its estimated date of construction, circa 1930. Under Criterion A, the house has no known associations with important events or broad patterns of history. The first known occupant of the house was Reverend Raymond B. Walker of the First Congressional Church of Portland; however, Reverend Walker is not a demonstrably important person of the past, and his association with the house is not historically significant under Criterion B (*The Morning Oregonian 1930a*). The house is not a principal source of significant information about our past (Criterion D).

The building has diminished integrity of setting due to the construction of SW Barbur Boulevard to the west and Interstate 5 to the east along former railroad alignments during the mid-twentieth century. The building has been extensively modified at the east (rear) elevation, detracting from its integrity of design. However, since modification of the east elevation is not visible from SW Brier Place, it is recommended that the house still conveys its significance under Criterion C. The building retains integrity of location, materials, workmanship, feeling, and association, and to a lesser degree integrity of design. The historic property boundary is the parcel, and the period of significance is 1930, the estimated date of construction. Character-defining features of the house at 7114 SW Brier Place include the house's steeply pitched roof, the entry vestibule, original wood windows, and stucco cladding.

Property Name:	Street Address:	City, County:
	7114 SW Brier Place	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the boundary of the historic property at 7114 SW Brier Place. The light rail line will be constructed at the center of SW Barbur Boulevard, about 225 feet west of the house. At the intersection of SW Barbur Boulevard and SW Brier Place, the Project proposes an enhanced pedestrian crossing to facilitate safe crossing of the light rail trackway, new sidewalks, and new curbing. A stormwater facility will be constructed at the current location of a 1916 house (at 7225 SW 1st Avenue) and an undeveloped parcel that are about 250 feet southwest of the historic property at 7114 SW Brier Place.

Finding of Effect and Justification:

The historic property at 7114 SW Brier Place will not be adversely affected by the Southwest Corridor Light Rail Project. There are no acquisitions or easements proposed at this location, thus physical impacts to the property will be avoided.

The construction of an enhanced pedestrian crossing at the intersection of SW Barbur Boulevard and SW Brier Place and a stormwater facility about 250 feet southwest of the house will alter the property's integrity in setting. In addition, the introduction of light rail infrastructure along SW Barbur Boulevard may also have indirect effects on the setting of 7114 SW Brier Place through an increase in noise, changes in circulation, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the National Register of Historic Places (NRHP). Once the Project is constructed and the light rail line is operational, the historic house at 7114 SW Brier Place will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: Portland, Multnomah



View: The west façade and south elevation of 7114 SW Brier Place. The view is towards the northeast.



View: The west façade of 7114 SW Brier Place. The view is towards the east.

Property Name: Street Address: City, County: 7114 SW Brier Place Portland, Multnomah



View: Aerial view of property location (at red arrow) 1952, prior to construction of Interstate 5 (U.S. Geological Survey [USGS] 1952).



View: Aerial view of property location (at red arrow) 1970, after construction of Interstate 5 (USGS 1970).

Property Name:	Street Address:	City, County:
	7114 SW Brier Place	Portland, Multnomah

Historic Context:

The house at 7114 SW Brier Place was built circa 1930 in Corbett Terrace, which was first platted in 1911 and was replatted in 1913 (Loring 1911, 1913). Advertisements from 1914 selling lots at Corbett Terrace claimed that "the view [was] just as good" as Portland Heights, and could be had at a fraction of the cost (Loring 1913; *The Morning Oregonian* 1914a, 1914b). Much of the development in Corbett Terrace occurred during the 1920s, when the new building sites were advertised as having an "unobstructed view of the city, two rivers and mountains" in a "naturally wooded [area] with maples, dogwood and evergreens" (*The Morning Oregonian* 1922). The area was sold as having "city conveniences, including pavement, sidewalks, curbs, sewers, Bull Run water, gas and electricity" (*The Morning Oregonian* 1922).

The first known occupants of the house were Reverend Raymond B. Walker and his family. The Walkers moved to Portland from Billings, Montana, in 1929 so Reverend Walker could serve as minister of the First Congressional Church of Portland (*The Morning Oregonian* 1929, *The Sunday Oregonian* 1931). Reverend Walker and his wife often hosted church functions at their home on Brier Place (*The Morning Oregonian* 1930a, 1930b).

At the time of the house's completion circa 1930, it was situated between two rail lines. The Oregon Electric Railway passenger line was east of the house; this section of the railroad right of way was later used for the alignment of Interstate 5, which was completed through the area in the early 1960s (*The Oregonian* 1961). The Oregon Electric Railway stop closest to the house was View Point Station (*The Morning Oregonian* 1922). A Southern Pacific Railroad freight line was to the west of the house, where SW Barbur Boulevard was later constructed in 1934 (Loring 1913; *The Sunday Oregonian* 1934).

The conversion of two nearby rail alignments for use as major roadways during the twentieth century has had a pronounced effect on the setting, traffic circulation, and development patterns of the area. Sanborn Fire Insurance Maps provide no detailed coverage of the Corbett Terrace area; however, prior to the completion of SW Barbur Boulevard and Interstate 5, the setting of the house likely resembled other streetcar suburbs that were removed from the downtown area and had limited commercial development concentrated along the streetcar alignment (Sanborn Map and Publishing Company 1908-1909, 1950). The local area has since developed in relationship with the major roadways, resulting in an increase in commercial development and through traffic along SW Barbur Boulevard.

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- 1913 Re-plat Map of Corbett Terrace. Multnomah County Surveyor Book 614 p.81-82, Portland, Oreong. Available, http://www4.multco.us/Surveyimages/Plats/PL0500-0999/PL0619-081-082.PDF, accessed February 20, 2020.

Portland Maps

- 1979 Report of Plumbing Inspection, Permit 02164488. Available, https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=939602&format=file&api_key=7D700138A0EA40349E799EA216BF82F9, accessed February 21, 2020.
- 2019 Permit 2019-138459-000-00-RS. Available, https://www.portlandmaps.com/detail/permit/2019-138459-000-00-RS/4367872 did/?property id=R139963, accessed February 21, 2020.

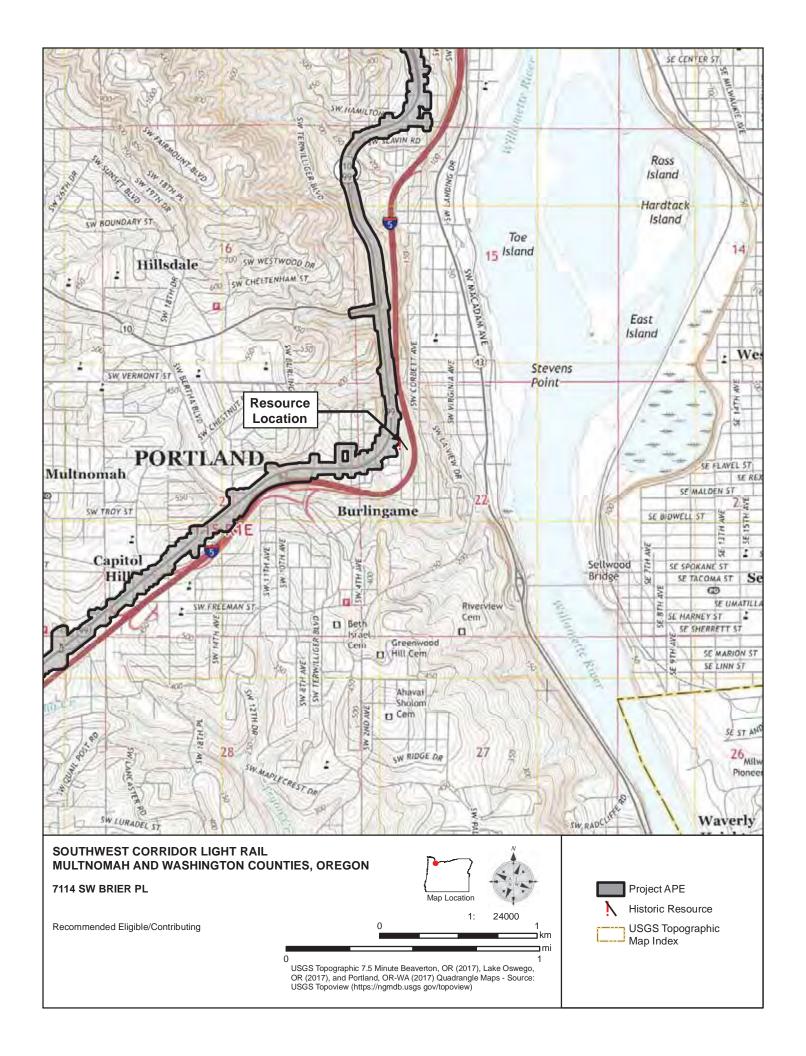
Sanborn Map & Publishing Company

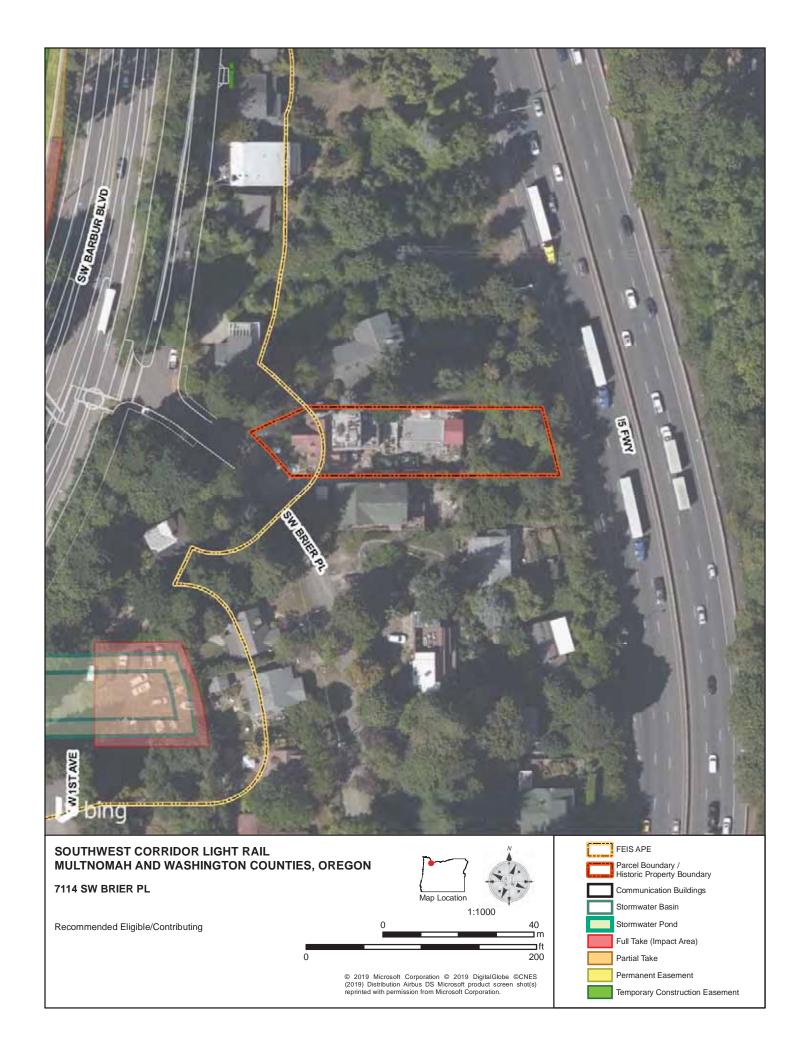
1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Property Name:		Street Address: 7114 SW Brier Place	City, County: Portland, Multnomah	
Sources, Continued from Page 6:				
The Oregonian (Portland, Oregon) 1961 New \$12 Million Baldock Extension Dream Comes True For Late Sleepers. 14 December:28.				
The Morning Oregonian (Portland, Oregon) 1914a \$750-\$950. 22 March:8. 1914b New Bungalows. 14 June:9. 1922 New Addition to be Opened – Corbett Terrace, Containing 40 Tracts, to be Put on Market. 21 May: 1929 Dr. Raymond B. Walker Here to Enter on New Pastorate: Minister Elect of First Congressional Chur Comes with Family by Auto Billings, Mont.; Committee Met on Way. 3 July:3. 1930a Announcement. 24 September:12. 1930b Announcement. 13 November:12.				

- The Sunday Oregonian (Portland, Oregon)
 1931 Congregational Information. 11 October, 1931:42.
 - 1934 Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.





Property Name:	Street Address:	City, Co	
Project Name: Southwest Corridor Li	7037 SW 2 nd Avenue	Agency project	id, Multnomah #·
Agency: Federal Transit Administrat		SHPO Case#:	
rigorioy. I odoral Transit riammetrat	ion/Motio/Timviot		listed in the National Register of
Location coordinates (to sixth decimal p	olace):	Historic Places	?
Latitude: 45.473215 Longitude:	-122.682473	YES – Indiv	
		☐ YES – In a	district
East (primary) façade and sou Surveyor: Samantha Gordon, M.S.,	th elevation of house at 7037 SW 2 and Andrea Blaser, M.S.	and Avenue. The	view is facing northwest. Date Recorded: 06/04/19
National Register Findings:			Finding of Effect:
	t of a District NR Criteria: \(\square\) A \(\square\) B	⊠C □D	☐ No Effect
☐ Not Eligible : ☐ Irretrievable integrity los			⊠ No Adverse Effect ☐ Adverse Effect
	omments – <i>Official Use Only</i> : □Do Not Concur: □Do Not Concur:	RECE	EVED STAMP
Encot. Boniou			
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Signed	Dat	e	
CONTACT INFORMATION			
Comments:			

Property Name:	Street Address: 7037 SW 2 nd Avenue		City, County: Portland, Mul	tnomah
Original Use: Domestic — Single Dwelling		Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate at	☐Local Government
Ranch (type)	Building	□Stat	te	□Federal
Window type and Materials: Hung and fixed wood sashes; hung anodized aluminum		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials: Cross-hip roof with composite shingle		Secondary: Roman Brick Decorative Wood: Other/undefined		
Integrity:		Construction Da	ate: 1953	(□Circa)
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The one-story Ranch house at 7037 SW 2nd Avenue has a rectangular footprint with a poured concrete foundation, a partially-finished daylight basement, and a basement-level garage. The house is capped by a cross-hip roof with broad, overhanging eaves.

The house is clad in horizontal wood siding and Roman brick veneer. Windows are partially obscured by vegetation and screens, but appear to be a mix of fixed and hung multi-light wood sashes and hung anodized aluminum sashes. The paneled garage door is a modern replacement.

Landscaping on the parcel consists of heavy screening vegetation, including an evergreen privacy hedge and large ferns at the parcel borders and terraced cinderblock retaining walls. The house is bordered by a poured concrete path on the west and south elevations. The main entry is connected to the sidewalk by poured concrete stairs with metal railing.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7037 SW 2nd Avenue meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. Within its local context the Ranch house embodies distinctive characteristics of its type and period of construction, and it retains adequate historical integrity to clearly convey these characteristics. While the house is part of the general history of twentieth century suburban development along the alignment of SW Barbur Boulevard, it has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A). It is not associated with any historically significant people in local, state, or national history (Criterion B). Furthermore, the building is not a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1953, the date of construction, and the parcel is the historic property boundary. Character-defining features of the property include its Ranch form and its original window and cladding materials. The house retains historical integrity of location, design, materials, workmanship, feeling, and association. The house has a horizontal emphasis, rectangular massing, and ornamental features of a mid-twentieth century Ranch house with minimal exterior alterations.

The house has diminished integrity of setting; surrounding homes date between 1929 and 1994, and have no clear pattern of development. The house is within an urban environment that has changed over time, most notably from ongoing alterations to SW Barbur Boulevard during the mid-twentieth century and the construction of Interstate 5 in the 1960s (Sherrill 2016; *The Oregonian* 1961). As a result, noise and traffic flow to the north and west of the property have increased since its construction in 1953.

Property Name:	Street Address:	City, County:
	7037 SW 2 nd Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the historic property boundary of the house at 7037 SW 2nd Avenue. The light rail line will be constructed at the center of SW Barbur Boulevard, which curves southeast of the house's location. Within the viewshed of the house, parcels at 7040 SW 2nd Avenue and 110 SW Nevada Street will be fully acquired to facilitate widening of SW Barbur Boulevard. A set of stairs will be constructed on SW Nevada Street to provide access to SW Barbur Boulevard below.

Finding of Effect and Justification:

The historic property at 7037 SW 2nd Avenue will not be adversely affected by the Project. No direct impacts will occur at the property location, and no acquisitions or easement are proposed within the property boundary.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to retain its character-defining features and will meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:	Street Address:	City, County:
	7037 SW 2 nd Avenue	Portland, Multnomah



View: East (primary) façade of house at 7037 SW 2nd Avenue. The view is facing west-northwest.

Property Name:	Street Address:	City, County:
	7037 SW 2 nd Avenue	Portland, Multnomah

Historic Context:

The house at 7037 SW 2nd Avenue is located in the Southern Portland addition to the City of Portland, which was platted in 1883 (H.D. Gradon, Portland 1883:Plat Book 20:10). The house was constructed in 1953, and is surrounded by buildings constructed within the wide date range of 1929 to 1994.

The house is located east and north of SW Barbur Boulevard, which was constructed as part of the Fourth Street Extension Project in the early 1930s (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016). The roadway was constructed along the former alignment of a Southern Pacific Railroad freight line. Later efforts to widen SW Barbur Boulevard and to further develop automobile infrastructure of the area during the mid-twentieth century have altered the house's historical setting and introduced greater traffic volume and commercial activity to the surrounding area (Sanborn Map & Publishing Company 1908-1950). This trend culminated in the construction of Interstate 5 southeast of the house during the early 1960s along the former alignment of the Oregon Electric Railway (*The Oregonian* 1961).

Sources:

Portland Maps

2020 7037 SW 2nd Avenue. Available, https://www.portlandmaps.com/detail/property/7037-SW-2ND-AVE/R273471 did/ accessed February 24, 2020.

Sanborn Map & Publishing Company

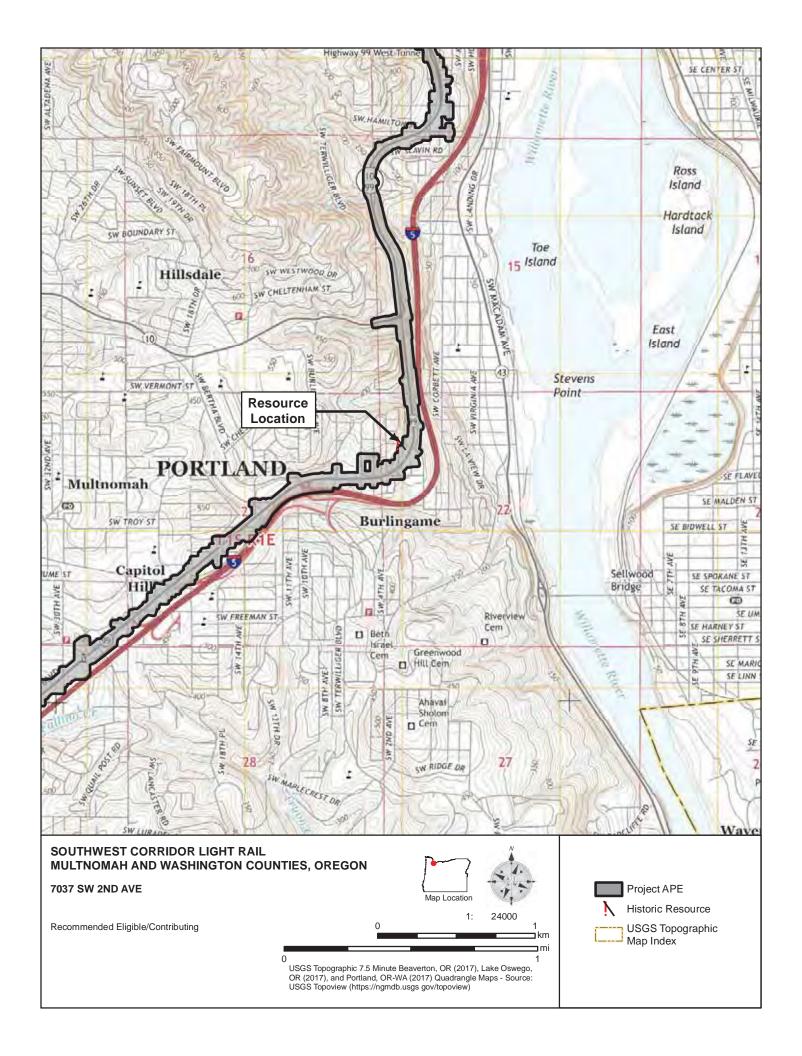
1901 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York. 1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York. 1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

The Oregonian (Portland, Oregon)

1961 New \$12 Million Baldock Extension Dream Comes True For Late Sleepers. 14 December:28.





marviada i roportios			
Property Name:	Street Address: City, Co 7115 SW Brier Place Portlan		ounty: id, Oregon
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Is the property Historic Places YES – Indiv	ridually 🗵 NO
The house at 7115 SW Brier Place. The view is towards the southwest.			
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 2/24/2			Date Recorded: 2/24/2020
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect			☐ No Effect ☑ No Adverse Effect
	omments – <i>Official Use Only:</i> □ Do Not Concur: □ Do Not Concur:		
Signed	Dat	e	
CONTACT INFORMATION			
Comments:			

Property Name:	Street Address: 7115 SW Brier Place		City, County: Portland, Ore	gon
Original Use: Domestic – Single-Family	Residence	Number of Associated Resources: N/A		
Architectural Classification / Resource T	ype:	Owner: ⊠Priv	rate	☐Local Government
English Cottage	Building	□Sta	te	□Federal
Window type and Materials: Casement and hung wood sashes Roof Type and Materials: Clipped gables with rolled eaves clad in asphalt roofing		Exterior Surface Materials: Primary: Stucco Secondary: -select materials- Decorative -select materials-		
Integrity:		Construction Da	ate: 1926	(□Circa)
⊠Excellent □Good □Fair □Poor		Architect/Builder (if known): G.E. Maxwell		
Description of Property (including previous alterations & approxim		ate dates):		
The house at 7115 SW Brier Place is constructed in the English (•	

The house at 7115 SW Brier Place is constructed in the English Cottage style with Arts and Crafts elements. It is one-and-a-half stories tall with a roughly rectangular footprint. The medium-pitched gable roof has clipped gables and distinctive rolled eaves that emulate the profile of traditional thatched roofing. A large wall dormer on the northwest elevation and a small projection at the northeast elevation provide layering and depth to the exterior walls, which are clad in stucco. The windows are a mixture of original wood two- and three-over-one hung windows and what appear to be two-light wood casement windows. The entrance to the house is on the southeast elevation, and is accessed by a path that curves up to the house through a wooded area with ivy groundcover. A detached garage is northeast of the house; it was constructed of board-formed concrete in the slope of the parcel. The garage is likely original to the house's construction, and has doors with the same three-light patterning that is used for the windows of the house.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7115 SW Brier Place is recommended eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The house is emblematic of the English Cottage architectural style and embodies distinctive characteristics of its period of construction. Character-defining features of the house include its rolled eaves, stucco cladding, and multi-light wood sash windows. No major modifications were observed, thus the building is recommended as retaining integrity of location, materials, design, workmanship, feeling, and association. The building has lost integrity of setting due to the construction of SW Barbur Boulevard to the west during the early 1930s and Interstate 5 to the east in the early 1960s; both roadways were constructed along former railroad alignments that were in place by the time of the house's construction in 1926.

The historic property boundary is the parcel, and the period of significance is 1926, the year the house was constructed. The house's associated garage, which appears to date to the period of construction, contributes to the historical significance of the house under Criterion C.

The property at 7115 SW Brier Place has no known associations with significant events (Criterion A) or persons of the past (Criterion B). Furthermore, the building is not a principal source of information that is important to our understanding of history (Criterion D).

Property Name:	Street Address:	City, County:
	7115 SW Brier Place	Portland, Oregon

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the boundary of the historic property at 7115 SW Brier Place. The new light rail line will be constructed at the center of SW Barbur Boulevard, which is immediately west of the house. The roadway will be widened to accommodate the line, but the road right of way will expand to the northwest, on the opposite side of the roadway from the house at 7115 SW Brier Place. Northwest of the house, the intersection of SW Barbur Boulevard and SW Brier Place will be improved to facilitate safe crossing of the light rail line. An enhanced pedestrian crossing consisting of two pairs of landscaped islands and railing on either side of the light rail trackway will be constructed, as well as new sidewalks and curbs. A modified 1916 house at 7225 SW 1st Avenue and an undeveloped parcel that are south of the house at 7115 SW Brier Place will be fully acquired, and a stormwater facility will be constructed in their place.

Finding of Effect and Justification:

The historic property at 7115 SW Brier Place will not be adversely affected by the Southwest Corridor Light Rail Project. There are no acquisitions or easements proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard, the construction of a stormwater facility south of the house, and improvement of the intersection at SW Barbur Boulevard and SW Brier Place may have direct and indirect effects on the setting of the property. These effects may include an increase in noise, changes in circulation, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. The property, which will not be directly impacted, is surrounded by dense vegetation that will block most Project components from view. Once the Project is constructed and the light rail line is operational, the historic house at 7115 SW Brier Place will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 7115 SW Brier Place Portland, Multnomah

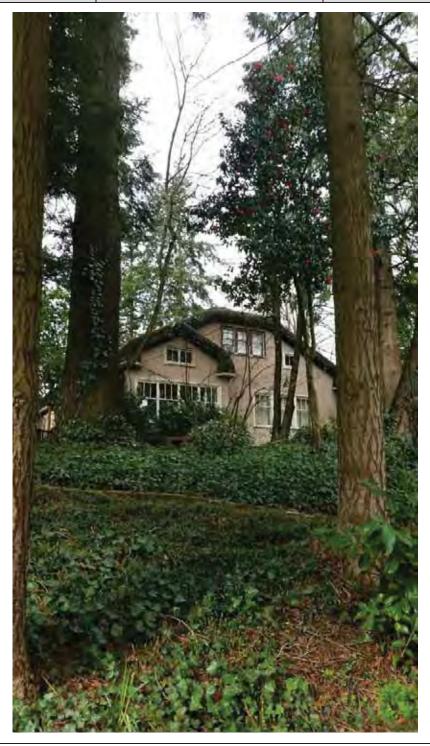


View: The northeast elevation of the house at 7115 SW Brier Place. The view is towards the west.



View: The northeast elevation of the house at 7115 SW Brier Place. The associated garage is at right. The view is towards the southwest.

Property Name: Street Address: City, County: 7115 SW Brier Place Portland, Multnomah



View: The southeast elevation of the house at 7115 SW Brier Place. The view is towards the southwest.

Property Name: Street Address: City, County: 7115 SW Brier Place Portland, Multnomah



View: Aerial view of property location (at red arrow) 1952, prior to construction of Interstate 5 (U.S. Geological Survey [USGS] 1952).



View: Aerial view of property location (at red arrow) 1970, after construction of Interstate 5 (USGS 1970).

Property Name:	Street Address:	City, County:
	7115 SW Brier Place	Portland, Multnomah

Historic Context:

The house at 7115 SW Brier Place was built in 1926 in Corbett Terrace, which was first platted in 1911 and was re-platted in 1913 (Loring 1911, 1913). Advertisements from 1914 selling lots at Corbett Terrace claimed that "the view [was] just as good" as Portland Heights, and could be had at a fraction of the cost (*The Morning Oregonian* 1914a, 1914b; Loring 1913). Much of the development in Corbett Terrace occurred during the 1920s, when the new building sites were advertised as having an "unobstructed view of the city, two rivers and mountains" in a "naturally wooded [area] with maples, dogwood and evergreens" (*The Morning Oregonian* 1922). The area was sold as having "city conveniences, including pavement, sidewalks, curbs, sewers, Bull Run water, gas and electricity" (*The Morning Oregonian* 1922).

The house was first purchased by R.W. Montandon, a Portland insurance agent, and was built by G.E. Maxwell, a prolific builder who constructed houses throughout Portland during the early twentieth century (*The Morning Oregonian* 1913, 1915, 1926; *The Sunday Oregonian* 1913, 1925). At the time of its completion the house was situated between two rail lines. The Oregon Electric Railway passenger line was east of the house; this section of the railroad right of way was later used for the alignment of Interstate 5, which was completed through the area in the early 1960s (*The Oregonian* 1961). The Oregon Electric Railway stop closest to the house was View Point Station (*The Morning Oregonian* 1922). A Southern Pacific Railroad freight line was to the west of the house, where SW Barbur Boulevard was constructed in 1934 (Loring 1913; *The Sunday Oregonian* 1934).

The conversion of two nearby rail alignments for use as major roadways during the twentieth century has had a pronounced effect on the setting, traffic circulation, and development patterns of the area. Sanborn Fire Insurance Maps provide no detailed coverage of the Corbett Terrace area; however, prior to the completion of SW Barbur Boulevard and Interstate 5, the setting of the house likely resembled other streetcar suburbs that were removed from the downtown area and had limited commercial development concentrated along the streetcar alignment (Sanborn Map and Publishing Company 1908-1909, 1950). The local area has since developed in relationship with the major roadways, resulting in an increase in commercial development and through traffic along SW Barbur Boulevard.

Sources:

Loring, David

- 1911 Corbett Terrance. Multnomah County Surveyor Book 564 p.85-86, Portland, Oregon. Available, http://www4.multco.us/Surveyimages/Plats/PL0500-0999/PL0564-085-086.PDF, accessed May 5, 2020.
- 1913 Re-plat Map of Corbett Terrace. Multnomah County Surveyor Book 614 p.81-82, Portland, Oregon. Available, http://www4.multco.us/Surveyimages/Plats/PL0500-0999/PL0619-081-082.PDF, accessed February 20, 2020.

Sanborn Map & Publishing Company

1908-1909 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York. 1950 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York.

Southwest Portland Real Estate Company

1888 Map of Fulton Park, Property of the Southwest Portland Real Estate Co. Multnomah County Surveyor Book 114 p. 4, Portland, Oregon. Available, http://www4.multco.us/Surveyimages/Plats/PL0000-0499/PL0114-004.PDF, accessed February 21, 2020.

Property Name:	Street Address:	City, County:
	7115 SW Brier Place	Portland, Multnomah

Sources, continued from Page 7:

The Morning Oregonian (Portland, Oregon)

- 1913 Alameda Lots Sold. 21 December:8.
- 1914a \$750-\$950. 22 March:8.
- 1914b New Bungalows. 14 June:9.
- 1915 Laurelhurst Lot Sold. 9 May:12.
- 1922 New Addition to be Opened Corbett Terrace, Containing 40 Tracts, to be Put on Market. 21 May:10.
- 1926 Apartment to Be Built. 1 July:15.

The Oregonian (Portland, Oregon)

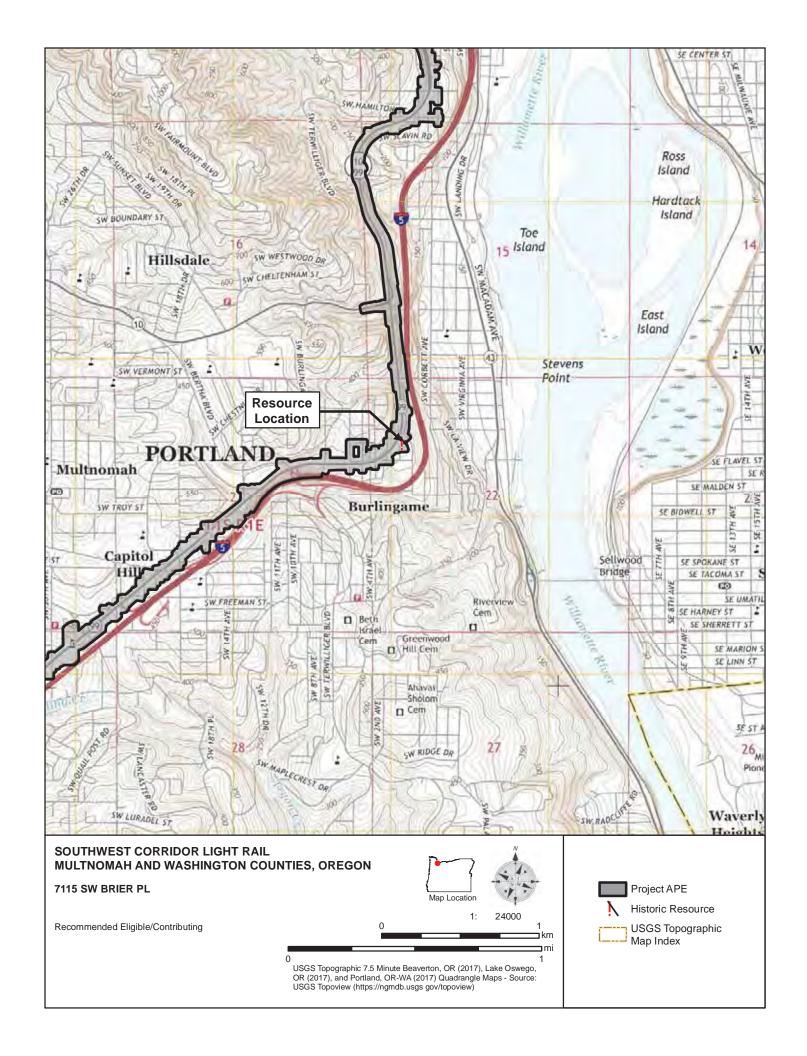
1961 New \$12 Million Baldock Extension Dream Comes True For Late Sleepers. 14 December:28.

The Sunday Oregonian (Portland, Oregon)

- 1913 Many Houses Rise Portland Makes Fine Record in Homebuilding. 7 December:12.
- 1925 Building of Homes Continues Stride. 26 July:23.
- 1934 Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.

U.S. Geographical Survey (USGS)

- 1952 Aerial Reconnaissance Photograph ID # 1ZJ0000010115. Available, http://earthexplorer.esgs.gov/, accessed February 21, 2020.
- 1970 Aerial Reconnaissance Photograph ID # 1VCOA00010182. Available, http://earthexplorer.esgs.gov/, accessed February 21, 2020.





individual i roperties				
Property Name: Good Shepherd Lutheran Church	Street Address: 3405 SW Alice Street	City, Co Portlan	ounty: id, Multnomah	
Project Name: Southwest Corridor Li	Project Name: Southwest Corridor Light Rail Project Agency project		#:	
Agency: Federal Transit Administrat	ion/Metro/TriMet	SHPO Case#:	16-1621	
Location coordinates (to sixth decimal p Latitude: 45.458790 Longitude:	olace): -122.711366	Is the property Historic Places YES – Indiv	ridually 🛛 NO	
The Go	od Shepherd Church as viewed tow	ards the northea	st.	
Surveyor: Allison Geary, B.A., and A	andrea Blaser, M.S.		Date Recorded: 3/30/2020	
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part □ Not Eligible: □ Irretrievable integrity los			Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect	
,	omments – <i>Official Use Only</i> : □ Do Not Concur: □ Do Not Concur:			
Signed		e		
CONTACT INFORMATION Comments:	ON STAMP			

Property Name: Good Shepherd Lutheran Church	Street Address: 3405 SW. Alice Street		City, County: Portland, Mul	tnomah	
Original Use: Religion - Religious Facili	ty	Number of Asso	Number of Associated Resources: 2		
Architectural Classification / Resource T	ype:	Owner: ⊠Private □Local Governm		☐ Local Government	
Modern Period: other	Building	□Stat	te	□Federal	
Window type and Materials: Original wood and aluminum sashes replacements on 1950 building Roof Type and Materials: Gable roofs clad in asphalt compositions.	<u></u>	Exterior Surface Primary: Secondary: Decorative	Materials: Stucco Wood: Other/ -select materi		
Integrity:		Construction Da	ate: 1950; 1959	(□Circa)	
□Excellent ⊠Good □Fair □F	oor	Architect/Builde Newberry, Roeh		t P. Schuette; Church,	

Description of Property (including previous alterations & approximate dates):

The Good Shepherd Lutheran Church consists of two buildings constructed in 1959 and 1950 that are connected by a covered walkway. The 1950 building is at the west end of the parcel; originally built to serve as the sanctuary and an educational space, it is now used for day care. The building is one story, has an L-shaped footprint, rests on a poured concrete foundation, and is capped with a cross-gable roof with a medium to steep pitch. The front-facing gable of the south facade has minimal eave overhang and features a large cross motif. There is a small tower that projects southeast from where the gables cross; the spire that once topped the tower is no longer extant. The exterior walls are made of concrete blocks clad with stucco, and the windows are a mixture of original wood sashes and aluminum replacements. On the east end of the south elevation a door replaced a window at an unknown date.

The 1959 church is east of the 1950 building, and is much larger in scale. Built on a slope, it is one story and features a daylight basement that is fully exposed at the east elevation. The building is roughly rectangular in shape with an entry porch and vestibule projection to the east, and is capped with a medium- to steeply-pitched gable roof. The first floor appears to be clad in stucco and the sanctuary above is clad with board-and-batten siding on the east and west elevations. The front-facing gable end is clad in horizontal and vertical wood board siding. The south-facing gable end has a large overhanging eave sheltering a shallow full-length projection; this projection, which is centrally located at the south façade, is adorned with a cross and features narrow windows on either side that illuminate an interior cross in the chancel. Stained-glass windows along the east and west elevations provide additional light to the sanctuary. The daylight basement has multi-light aluminum sashes that appear to be original to the date of construction. A spire with an abstract, modern design is at the peak of the gable roof near the south façade.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Good Shepherd Lutheran Church complex is recommended eligible for listing in the National Register of Historic Places (NRHP) under Criterion C for its design and association with architect Kurt P. Schuette of Church, Newberry, Roehr and Schuette. The church complex is a good example of mid-century church design, for which Schuette was renowned. Schuette was responsible for the design of both buildings, and his family chose the church for his funeral services (*The Oregonian* 1987). Under Criteria A and B, the church complex does not have associations with significant events, broad patterns of history, or important figures of the past. Under Criterion D, the buildings are unlikely to be a principal source of important information about our past. The property, which derives significance from architectural distinction, meets special requirements for religious properties to be eligible for listing in the NRHP (Criterion Consideration A).

The property has integrity of location, design, setting, workmanship, feeling, and association. Integrity of materials has been impacted but not entirely diminished by the replacement of some windows of the 1950 building. Character-defining features include the both building's original building materials and mid-century designs that were completed by or with the involvement of architect Kurt P. Schuette. The church complex was built in two phases, in 1950 and 1959, and these dates are the property's periods of significance. The historic boundary includes the two parcels on which the buildings are situated. An associated parking lot on a parcel to the east is not included in the survey boundary as it does not contribute to the historical significance of the Good Shepherd Lutheran Church under Criterion C.

Property Name:	Street Address:	City, County:
Good Shepherd Lutheran Church	3405 SW. Alice Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no improvements within the boundary of the Good Shepherd Lutheran Church; however, a temporary construction easement of 200 square feet is proposed at the southeast corner of the property. This temporary easement would facilitate sidewalk construction along SW Alice Street and reconstruction of a driveway on the parcel east of the historic property. Currently, there are no sidewalks on either side of SW Alice Street; new sidewalks will connect to SW Barbur Boulevard, where the light rail line will be constructed at the center of the roadway. A parcel south of the property, on the opposite side of SW Alice Street, will be fully acquired to construct a communications building and to realign the intersection of SW Alice Street and SW Barbur Boulevard. This acquisition will lead to the removal of the 1970 apartment complex that is situated between the church property and SW Barbur Boulevard to the southeast.

Finding of Effect and justification:

The Good Shepherd Lutheran Church will not be adversely affected by the Project. The temporary use of the property's southeast corner during Project construction is not anticipated to result in any modifications to existing landscaping, which consists of grass, bark mulch, and low-lying shrubs. The two church buildings are set back from SW Alice Street, and will be avoided by the Project.

The realignment of SW Alice Street's intersection with SW Barbur Boulevard, the removal of a 1970 apartment complex to the south, and the construction of light rail infrastructure within the viewshed of Good Shepherd Lutheran Church will diminish the property's integrity of setting. In addition, the introduction of light rail infrastructure along SW Barbur Boulevard may also have indirect effects on the setting of the property through an increase in noise, changes in circulation, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the church's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the Good Shepherd Lutheran Church will continue to retain its character-defining features and meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County:
Good Shepherd Lutheran Church 3405 SW. Alice Street Portland, Multnomah



View: The west elevation and south facade of the 1959 church at 3405 SW Alice Street. The view is towards the northeast.

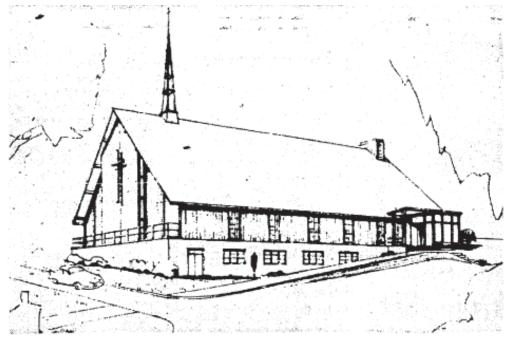


View: The south facade of the 1959 church at 3405 SW Alice Street. The view is towards the north.

Property Name: Street Address: City, County:
Good Shepherd Lutheran Church 3405 SW. Alice Street Portland, Multnomah



View: The south elevation of the 1950 building at 3405 SW Alice Street. The view is towards the north.



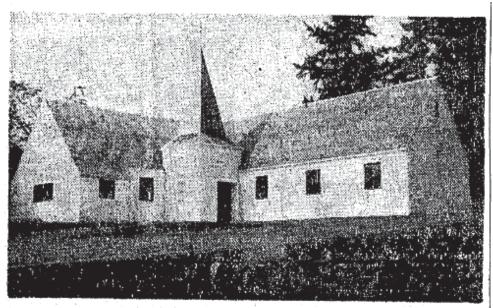
New Good Shepherd Lutheran Church, SW Alice St. and Barbur Blvd., will be dedicated in service Sunday. This is sketch of new structure which was erected at a cost of \$104,000.

View: A sketch of the 1959 church, as viewed towards west-northwest (The Oregonian 1959e).

Property Name: Street Address: City, County: 3405 SW. Alice Street Portland, Multnomah



View: The south façade of the 1950 church building, viewed towards the north.



Good Shepherd Lutheran church, Capitol Hill, will be dedicated in two services Sunday. Members did most of building.

View: Newspaper clipping of the 1950 church building, as viewed towards the northwest (The Oregonian 1950).

Property Name:	Street Address:	City, County:
Good Shepherd Lutheran Church	3405 SW. Alice Street	Portland, Multnomah

Historic Context

The 1950 church building was designed by architect Kurt P. Schuette. Church members are attributed with constructing about 80% of the simple cross-wing building, which is comprised of concrete blocks (*The Oregonian* 1950). When the congregation purchased additional property and planned a larger sanctuary, they chose Church, Newberry, Roehr & Schuette architects to design it (*The Oregonian* 1957, 1959e) Schuette was a new partner to the firm; he was likely the impetus behind the design of the new church building, having a personal connection to the church and regional recognition for designing contemporary Lutheran worshiping spaces (*The Oregonian* 1987, 1959a, 1953, 1952).

The prolific architecture firm of Church, Newberry, Roehr & Scheutte is recognized for designing a wide array of high-profile projects, such as a University of Oregon dormitory in Eugene, a First National Bank branch in Coos Bay, an addition to Emanuel Hospital in Portland, and a planned community in Skamania County, Washington (*The Oregonian* 1958a, 1960, 1959b, 1958b). However, during this period, the firm also produced many Lutheran projects (*The Oregonian* 1958c, 1958d, 1959c, 1959d).

Schuette in particular was recognized for his contributions to the design of sacred spaces. He designed Lutheran spaces before joining Church, Newberry & Roehr and continued to do so while a partner. In the late 1950s, Portland was "one of the capitals of contemporary church architecture in the country," and in 1959 Schuette led a workshop at a two-day church architecture and building conference in Seattle (*The Oregonian* 1959a). Churches of the period that were designed to be contemporary often had wide overhanging eaves, large stretches of uninterrupted wall surfaces, exposed roof beams, and obscured entryways (McAlester 2015). Emphasis was placed on the interior, with congregational needs and placement of the altar shaping the exterior appearance (*The Oregonian* 1959a). An article published about the conference quoted Seattle architect Robert L. Durham as saying, "there ought not to be any 'architect's churches," instead "the needs of the congregation should be so expressed" (*The Oregonian* 1959a).

The Good Shepherd Church evokes this congregation-centric ethos, and is a good example of mid-century church design that embodies distinctive characteristics of its type and period of construction. Furthermore, it is a good example of the work of Kurt P. Schuette of Church, Newberry, Roehr & Schuette architects.

Sources

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- 1953 New Church Waits Rites. 28 November:25.
- 1957 Church Plans For Expansion. 19 October:26.
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- 1958b Swift Area Gets Village. 18 May:35.
- 1958c Lutheran Church Planned at Aloha. 26 July:27.
- 1958d Trinity Lutheran Church to Organize Parochial School Ground Breaking. 12 April:33.
- 1959a New Church Designs Eyed. 26 February:10.
- 1959b Permit Given to Hospital. 11 February:12.
- 1959c Church Dedication Set. 7 March:9.
- 1959d Ascension Lutheran Church Sets Rites For Building Dedication, Anniversary. 12 September:34.
- 1959e Good Shepherd Lutherans to Dedicate New Church in Southwest With Rites. 4 April:33.
- 1960 First National To Build \$250,000 Coos Bay Branch. 26 June: 74.
- 1987 Kurt P. Schuette. 10 November: 57





Property Name: Capitol Hill Motel	Street Address: 9110 SW Barbur Boulevard	City, County: Portland, Multnomah
Project Name: Southwest Corridor Li	Project Name: Southwest Corridor Light Rail Project	
Agency: Federal Transit Administrat	ion/Metro/TriMet	SHPO Case#: 16-1621
Location coordinates (to sixth decimal p Latitude: 45.459342 Longitude:	olace): -122.708099	Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district



North (primary) façade of Capitol Hill Motel office, facing south.

Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.	Date Recorded: 10/21/2019			
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☑ A ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to a contraction of the property loss	Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Do Not Concur:				
Effect: □Concur □Do Not Concur: RECE		EIVED STAMP		
Signed	Date			
CONTACT INFORMATION STAMP				
Comments:				

Property Name: Capitol Hill Motel	Street Address: 9110 SW Barbur Boule	evard	City, County: Portland, Mult	nomah	
Original Use: Domestic - Hotel		Number of Asso	Number of Associated Resources: 4		
Architectural Classification / Resource T	Гуре:	Owner: ⊠Priv	ate	☐ Local Government	
Minimal Traditional	Building	□Stat	te	□Federal	
Window type and Materials: Vinyl-sash sliding, vinyl-sash single-hung, wood fixed Roof Type and Materials: Gabled roof clad in asphalt/composite shingle		Exterior Surface Primary: Secondary: Decorative	Materials: Standard Bric Vinyl Siding -select materi		
Integrity:		Construction Da	nte: 1940	(□Circa)	
□Excellent □Good ☑Fair □F	Poor	Architect/Builde	r (if known): G.A	. Jeremiah	

Description of Property (including previous alterations & approximate dates):

Capitol Hill Motel, a 1940 Minimal Traditional-style auto court located at 9110 SW Barbur Boulevard, consists of two motel buildings, two neon signs, an asphalt-paved parking lot, two paved driveways, and landscaping on a 0.57-acre parcel (Portland Maps 2019). The property is bounded by the parcel at 9050 SW Barbur Boulevard to the north, SW 30th Avenue to the east, the parcel at 9220 SW Barbur Boulevard to the south, and SW Barbur Boulevard to the west.

The motel is divided into a south building and a north building. The one-story south building rests on a board-form poured concrete foundation with an irregular footprint, and is capped with a cross-gabled roof with gabled entry porches over each unit. The northeast-southwest oriented gable is stepped between pairs of units to account for elevation change across the parcel. Each unit is accessed by a modern door. The exterior walls of the building are clad primarily in rugface brick in a stretcher bond pattern, while vinyl siding is on the gable ends. Windows are all vinyl-sash replacements on this wing. Garage doors, one for each rentable space, appear to all be modern on the south wing.

The motel office is located at the southwest corner of the south wing, and a standing-seam metal awning extends over the wood-and-glass office door and over several windows on the office section of the building. The north entry to the motel office has been modified in the modern period; it is accessed by a set of two concrete steps, and is covered by a small porch that is supported with square columns clad in vinyl siding. The garage of the unit east of the office has been converted for staff use.

(Continued on Page 11)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Capitol Hill Motel is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The motel is noted as eligible/contributing in the Oregon Historic Sites Database (Oregon State Historic Preservation Office [SHPO] 2019).

The auto court motel is significant under Criterion A for its local association with a nationwide historical trend of auto tourism that combined automobile transportation and leisure in the mid-twentieth century. While many auto court motels— such as Portland Rose Motel, The Colonial Village, Ara-Vista Motel, Frontier Motel, Ranch Inn, and the Capitol Hill Motel — existed along SW Barbur Boulevard in the mid-twentieth century, only the latter three remain in the modern period.

Under Criterion C, the Capitol Hill Motel retains its overall form and circulation, and clearly embodies the primary characteristics of the typical mid-twentieth century auto court motel. The motel accomplishes this despite modifications that have been made to original exterior materials and interior features. The resource is not associated with any known figures significant in local, state, or national history (Criterion B). Furthermore, the building in and of itself is unlikely to provide a principal source of new or important historical information (Criterion D).

(Continued on Page 11)

Property Name:	Street Address:	City, County:
Capitol Hill Motel	9110 SW Barbur Boulevard	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

The widening of Barbur Boulevard to accommodate light rail and a reconfigured street that includes safety, traffic and sidewalk improvements and related infrastructure intrudes into the parcel and buildings. This would result in a full acquisition of the Capitol Hill Motel property and the historic property will be demolished. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the motel through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

Finding of Effect and justification:

The project requires a full acquisition and demolition of the Capitol Hill Motel; no feasible avoidance alternative was identified during the alternatives analysis completed for the project's Draft Environmental Impact Statement. Demolition of the historic property will constitute an adverse effect on a historic property under Section 106 of the National Historic Preservation Act.

Property Name: Street Address: City, County: Portland, Multnomah



View: Overview of Capitol Hill Motel buildings, parking lot, and circa 1950 neon sign (left), facing east.



View: Overview of Capitol Hill Motel from across SW Barbur Boulevard, facing east-southeast.

Property Name: Street Address: City, County:
Capitol Hill Motel 9110 SW Barbur Boulevard Portland, Multnomah



View: North (primary) façade of motel office. The circa 1950 neon sign is in the foreground, and the circa 1960 neon sign is in the background. The view is facing south.



View: West elevation of motel office, circa 1960 neon sign, and landscaping, facing northeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: West elevation of motel office, circa 1960 neon sign, and landscaping, facing northeast.



View: North (primary) façade of units in the south wing. An infilled garage is visible at right. The view is facing south.

Property Name: Street Address: Capitol Hill Motel Street Address: City, County: Portland, Multnomah



View: Exit driveway at east end of parcel. The south wing is at left, and the north wing is at right. The view is facing southwest.



View: East elevation of the north wing, facing west.

Property Name: Street Address: Capitol Hill Motel Street Address: County: Portland, Multnomah



View: 1952 aerial overview of SW Barbur Boulevard and surrounding area (USGS 1952). The motel is marked with a red arrow.



View: 1970 aerial overview of SW Barbur Boulevard and surrounding area approximately nine years after construction of Interstate 5 southeast of the motel (USGS 1970). The motel is marked with a red arrow.

Property Name: Street Address: Capitol Hill Motel Street Address: Capitol Hill Motel Portland, Multnomah



View: 1969 photograph of Frontier Motel sign and partial view of southern building at 8715 SW Barbur Boulevard, facing northwest (City of Portland [OR] Archives, A2011-018.394).



View: South façade and east elevation of northern building at Budget Lodge (former Frontier Inn), constructed in 1945 at 8715 SW Barbur Boulevard. The view is facing northeast from SW Spring Garden Street. The motel is in the Project APE and is not eligible for listing in the NRHP due to diminished historical integrity.

Property Name:	Street Address:	City, County:
Capitol Hill Motel	9110 SW Barbur Boulevard	Portland, Multnomah



View: The Ranch Inn Motel, constructed in 1948 at 10138 SW Barbur Boulevard, has a neon sign likely installed during the 1960s. The view is facing northeast.



View: Overview of Ranch Inn Motel, facing south-southwest. The motel was documented for the alternatives analysis of the DEIS, but it is not in the Project APE for constructing the Light Rail Preferred Alternative.

Property Name:	Street Address:	City, County:
Capitol Hill Motel	9110 SW Barbur Boulevard	Portland, Multnomah

Physical Description, Continued from Page 2

The north building is nearly identical to the south wing. The main difference is that the north wing is slightly smaller than the south wing and it has is no office unit. In addition, while most all windows in the north wing are vinyl-sash replacements, three original six-light wood windows remain on the north elevation.

A fire that occurred in 1983 damaged at least one unit of the motel. The unit was later repaired, and may have instigated a broader effort to modernize the motel through window and siding replacement (*The Oregonian* 1983).

Two historic-period neon signs remain on the motel property. A circa 1950 sign advertising the motel's name is located on a traffic island at the approximate center of the west driveway. It is the smaller of the two signs, and has a simple design with some neon tubing and lightbulbs around the edges. A circa 1960 neon sign advertising the motel's name, located directly west of the office, is larger and more elaborate. It has neon tube lighting incorporated into the entire design, and has much more vertical emphasis than the circa 1950 sign. The motel's asphalt-paved parking lot is accessed by a wide driveway on SW Barbur Boulevard and a narrow driveway on SW 30th Avenue. A grass lawn with flowers surrounds the office at the southwest corner of the property.

Determination of Eligibility, Continued from Page 2

The period of significance of the motel begins with 1940, the date of construction, and ends in 1961 with the construction of Interstate 5, which dramatically altered local traffic patterns by providing a bypass to SW Barbur Boulevard (*The Oregonian* 1961). The year 1961 also aligns with the approximate peak of motel popularity across the nation (Dum 2016:2). The current parcel boundary is the historic property boundary.

The Capitol Hill Motel retains its overall integrity of location, design, feeling, and association from the period of significance. The resource has not been moved from its original location, nor has it had any additions or significant modifications to its overall design as an auto court motel. The motel retains physical features such as garages, a large central parking lot, and some Minimal Traditional building features that convey an association with national trends in auto tourism and their expression on the local landscape of SW Barbur Boulevard. However, the motel's historical integrity of setting, materials, and workmanship are now diminished. The surrounding area of SW Barbur Boulevard has changed significantly since the historic period; few historic buildings remain around the motel, and the two other surviving auto courts along SW Barbur Boulevard— Ranch Inn and the Frontier Motel (now Budget Lodge) — have suffered significant losses of historical integrity. Capitol Hill Motel has also been altered, diminishing its integrity of materials and workmanship. Most original wood windows and all of its original wood siding and doors have been replaced with modern vinyl substitutes, and modern asphalt/composite shingle cladding is on the roof.

Character-defining features of the Capitol Hill Motel include its gable-and-wing form with low massing; intermediatepitched gabled roof with no eaves; single-car garages associated with each rentable unit; a large, central parking lot; and two neon signs that date to the period of significance.

Historical Context

SW Barbur Boulevard was constructed beginning in 1933 with the 4th Street Extension project (Sherrill 2016). The new road was an opportunity to improve transportation in Southwest Portland and provide a route that encouraged auto tourism in Portland, resulting in opportunities for economic development in the form of roadside businesses.

The number of American motels serving motor tourists rose from just under 10,000 in 1935 to almost 26,000 in 1948; the number peaked at about 61,000 in 1961 (Dum 2016:2). Auto courts such as Capitol Hill Motel were one of many facilities on SW Barbur Boulevard catering to auto tourists in the World War II era and postwar period, reflecting this nationwide trend (Lyman 2019). Capitol Hill Motel was designed and constructed by original owner G.A. Jeremiah in 1940, shortly after the completion of the newly-widened SW Barbur Boulevard (*The Oregonian* 1940). The south wing, which was the first to be completed, included seven units and a small apartment for the motel owners at the far west end; this apartment has since been converted for use as an office. (Continued on Page 12)

Property Name:	Street Address:	City, County:
Capitol Hill Motel	9110 SW Barbur Boulevard	Portland, Multnomah

Historical Context, Continued from Page 11

The motel changed ownership several times as the surrounding area was developed into a busy commercial strip (Painter 1978; U.S. Geographic Survey [USGS] 1952, 1960, 1970). Area development was significantly impacted by the completion of Interstate 5 in 1961; the new interstate highway bypassed the motel row area on SW Barbur Boulevard, facilitating faster travel speeds and limiting opportunities for local businesses to capitalize on through travelers (Lyman 2019). After a brief period of adjustment, this led to a rapid decline in the economic viability of the motor court motels on SW Barbur Boulevard (*The Oregonian* 1965). Of the 19 motels listed in the Yellow pages on SW Barbur Boulevard during the 1950s, only three remain in the modern period, including Capitol Hill Motel (Lyman 2019).

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- 1960 Aerial Reconnaissance Photograph ID #AR1VACZ00010148. Available, https://earthexplorer.usgs.gov/metadata/4660/AR1VACZ00010148/, accessed October 18, 2019.
- 1970 Aerial Reconnaissance Photograph ID #AR1VCOA00010181. Available, https://earthexplorer.usgs.gov/metadata/4660/AR1VCOA00010181/, accessed October 18, 2019.





Property Name: Master Wrench	Street Address: City, Co 9803 SW Barbur Boulevard Portland		ounty: nd, Multnomah	
Project Name: Southwest Corridor Li	ght Rail Project	Agency project	#:	
Agency: Federal Transit Administrat	ion/Metro/TriMet	SHPO Case#:	16-1621	
Location coordinates (to sixth decimal plantitude: 45.454848 Longitude:	olace): -122.718622	Is the property Historic Places YES – Indiv	vidually 🗵 NO	
The circa 1940 service stati	on at 9803 SW Barbur Boulevard.	PRIME ATTILLS TOWNS RELLS	rds the east-northeast.	
Surveyor: Allison Geary, B.A., and A	ndrea Blaser, M.S.		Date Recorded: 3/31/20	
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part □ Not Eligible: □ Irretrievable integrity los	t of a District NR Criteria: ⊠A □B ss □Not 50 Years □Fails to me		Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect	
	omments – <i>Official Use Only:</i> □ Do Not Concur: □ Do Not Concur:	RECE	EIVED STAMP	
Signed	Dat	e		
	CONTACT INFORMATION STAMP			
Comments:				

Property Name: Master Wrench	Street Address: 9803 SW Barbur Boule	evard	City, County: Portland, Mult	tnomah
Original Use: Service Station		Number of Associated Resources: 1		
Architectural Classification / Resource Type:		Owner: ⊠Priv	rate	☐ Local Government
Modern Commercial (type)	Building	□Sta	te	Federal
Window type and Materials: Fixed steel sash Roof Type and Materials: Flat roof, likely with composition built-up		Exterior Surface Materials: Primary: Metal Sheet Secondary: -select materials- Decorative -select materials-		
Integrity:		Construction Da		(⊠Circa)
□Excellent □Good □Fair □P	oor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The circa 1940 service station at 9803 SW Barbur Boulevard is one of four buildings situated on a large and irregular shaped parcel. The circa 1940s service station now appears to be used as an office and mechanical space, and is the only building on the parcel that is recommended to be eligible for listing in the NRHP. The other buildings are a circa 1960 three-bay automotive maintenance building, a circa 1920 Craftsman house, and a circa 1940 residence.

The circa 1940 service station is one-story tall with an L-shaped footprint; it is built on a poured concrete foundation, and has a flat roof. The exterior walls are primarily clad in metal sheeting. The primary (south) façade has large store windows, and two automotive service bays are to the east. Windows on the east elevation appear to be original steel sash. There is a prominent awning to the south with rounded corners adorned with a striped motif. The awing is trapezoidal in plan and supported by thin steel posts.

(Continued on Page 7)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The circa 1940 service station located at 9803 SW Barbur Boulevard is recommended to be eligible for listing on the National Register of Historic Places (NRHP) under Criteria A and C. The box-type service station is associated with early highway culture and the standardization of automotive-related facilities (Criterion A), and it is representative of typical automotive-related development along the SW Pacific Highway (SW Barbur Boulevard) as it embodies distinctive characteristics of its type and period of construction (Criterion C). Under Criterion B, the property is not associated with a significant person of the past. The building is unlikely to be the principal source of important information about our past (Criterion D).

Three other buildings on the parcel may be associated with the service station; no information was found to substantiate a significant association among the buildings during the historic period. It is recommended that the other buildings on the parcel do not contribute to the eligibility of the service station for listing in the NRHP, and they do not meet minimum requirements for listing in the NRHP individually. These buildings do not convey the same associations with SW Barbur Boulevard's early automobile culture (Criterion A), and do not embody distinctive characteristics of a type, period, or method of construction (Criterion B). Like the service station, they do not have historically significant associations under Criteria B and D that would qualify them for listing in the NRHP.

The circa 1940 service station retains integrity of location, design, materials, workmanship, feeling, and association. Integrity of setting has been diminished by the surrounding buildings on the parcel that were constructed at different times, by the widening and improvement of SW Barbur Boulevard since it was completed during the 1930s, and by the construction of Interstate 5 to the south in the early 1960s (U.S. Geological Survey 1952, 1960). The period of significance is 1940, the estimated date the service station was constructed. The historic property boundary is bordered by SW Barbur Boulevard, SW Taylors Ferry Road, and SW 41st Street; to the north, the boundary of the service station stops short of reaching a circa 1920 Craftsman house. This boundary excludes the other buildings on the parcel since they do not contribute to the eligibility of the circa 1940 service station for listing in the NRHP.

Property Name:	Street Address:	City, County:
Master Wrench	9803 SW Barbur Boulevard	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The light rail line will be constructed south of the service station at 9803 SW Barbur Boulevard; associated infrastructure that will be constructed within the southern viewshed of the service station will include a park and ride on the south side of SW Barbur Boulevard (where the current Barbur Transit Center is located) and an elevated crossing of Interstate 5. New curbing and sidewalks will be constructed at the intersection of SW Barbur Boulevard and SW Taylors Ferry Road; a retaining wall is proposed for construction that will support a sidewalk section along the southeast border of the property. Partial acquisitions totaling approximately 10 square feet, a permanent easement of approximately 81 square feet, and temporary construction easements totaling 233 square feet are required from the property to construct the sidewalk and associated retaining wall. The acquisitions and easement are proposed at the south end of the property, adjacent to where a modern sidewalk and bioswale were constructed circa 2015.

Finding of Effect and Justification:

The historic service station at 9803 SW Barbur Boulevard will not be adversely affected by the Project. Small acquisitions and easements are proposed at the southern edge of the property, which is characterized by pavement, and will avoid physical impacts to the service station and its awning. Sidewalk and retaining wall construction will take place where a modern sidewalk and bioswale were constructed circa 2015.

The construction of the light rail line, an associated park and ride facility in place of the existing Barbur Transit Center, and an elevated crossing over Interstate 5 are likely to have both direct and indirect effects on the property's setting through visual disruption of the existing built environment, an increase in noise, changes in circulation, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the service station's integrity of setting has already been diminished, and integrity of setting is not required for the building to meet minimum eligibility requirements for listing in the NRHP under Criteria A and C. Once the Project is constructed and the light rail line is operational, the service station at 9803 SW Barbur Boulevard will continue to retain its character-defining features and it will meet minimum eligibility requirements for listing in the NRHP under Criteria A and C.

Property Name: Street Address: City, County:

Master Wrench 9803 SW Barbur Boulevard Portland, Multnomah



View: The east elevation of the circa 1940s service station at 9803 SW Barbur Boulevard. The view is towards the west.



View: The south façade of the circa 1960 three-bay automotive maintenance building. The building does not contribute to the significance of the service station for listing in the NRHP. The view is towards the north-northwest.

Property Name: Street Address: City, County: 9803 SW Barbur Boulevard Portland, Multnomah



View: The south and east elevation of the circa 1960 three-bay automotive maintenance building at 9803 SW Barbur Boulevard. The house at right is on a separate parcel to the east. The view is towards the northwest



View: The west façade of the circa 1920 Craftsman house at 9803 SW Barbur Boulevard. The house does not contribute to the service station's eligibility for listing in the NRHP. The view is towards the east.

Property Name:	Street Address:	City, County:
Master Wrench	9803 SW Barbur Boulevard	Portland, Multnomah



View: The west and south elevations of the circa 1920 Craftsman house at 9803 SW Barbur Boulevard (left). The NRHP-eligible service station is at right. The view is towards the northeast.



View: The west façade of the circa 1940 residence at 9803 SW Barbur Boulevard. The building does not contribute to the eligibility of the service station for listing in the NRHP. The view is towards the east.

Property Name:	Street Address:	City, County:
Master Wrench	9803 SW Barbur Boulevard	Portland, Multnomah

Physical Description, Continued from Page 2:

The three-bay automotive maintenance building is northeast of the circa 1940 service station. It was constructed circa 1960 of concrete block, and has metal siding on the south facade. The building is capped with a flat roof.

The single-family residence, which is north of the circa 1940 service station, is a one-and-a-half story Craftsman with a cross-gable roof. The house is clad in modern composition siding, and most of its windows appear to be vinyl replacements for original wood windows. The south wing of the house has bargeboard and knee brackets at the east and west gable ends; the north wing of the building has only bargeboard at the northern gable end. The house was likely constructed circa 1920.

Just north of the residence is a two-story building that appears to have been built circa 1940. The lower level is dedicated to garage space, and has two single-car garage doors at the west elevation. The upper floor appears to be used as living space. The building has a platform frame built upon a poured concrete foundation. The siding is cedar shingles and the windows are hung wood sashes. The building is capped with a gable roof that has open eaves with minimal adornment.

Historic Context:

SW Barbur Boulevard was constructed in 1935 (*The Sunday Oregonian* 1934:40), and the service station was later constructed adjacent to this new highway. The "modern highway" relieved heavy traffic along other transit routes, and became the first high-speed through-way south of the city. Subsequently, surrounding areas developed in response to the increasing popularity of automotive travel (*The Sunday Oregonian* 1934:40).

The circa 1940 service station at 9803 SW Barbur Boulevard is located at the intersection of SW Barbur Boulevard and SW Taylors Ferry Road (Beasley & Stoehr 1940). The building orientation and circulation pattern helps facilitate easy in-and-out access for motorists. The first known business was Len & Bucks Texaco service station, which also was a sales and service space for Firestone tires (*The Oregonian* 1956, 1957).

The service station is an example of the box-type service station that became popular in the 1930s and 1940s, and it represents a shift towards the standardization of auto-focused commercial architecture (Randl 2008:1, 3). Buildings associated with the automobile's rise in accessibility and popularity are often found along early highways in prime locations (Randl 2008).

Box-type service stations are simple in form and implement motifs from Art Moderne, Modern, and International styles (McAlester 2015:617; Randl 2008:4). Other elements include flat roofs, slender metal posts, and striped motifs. During the Great Depression, these styles and their simple designs grew in popularity for commercial building types; they were cheaper to build and maintain, and projected modern, clean, and efficient messaging. Likewise, the boxform service stations "were easily replicated, relatively low maintenance, and functioned as elegant, yet affordable show cases" for automotive products (Randl 2008:3-4). The circa 1940 the service station at 9803 SW Barbur is an archetypal example of the box-type service station and the standardization of this type of commercial building during the early- to mid-twentieth century.

Sources:

Beasley & Stoehr, Engineers

1940 *Survey of 413 Railway Exchange*. Available, http://www4.multco.us/Surveyimages/Survey/28000-29999/29435.PDF, accessed March 30, 2020.

McAlester, Virginia Savage

2015 A Field Guide to American Houses. Alfred A. Knopf, New York.

Property Name:	Street Address:	City, County:
Master Wrench	9803 SW Barbur Boulevard	Portland, Multnomah

Sources, Continued from Page 7:

Randl, Chad

2008 *The Preservation and Reuse of Historic Gas Stations*. Preservation Brief 46. National Park Service, U.S. Department of the Interior.

The Oregonian (Portland)

1956 Len & Buck's Texaco. 1 January:35.

1957 So Safe to Drive...So Easy to Buy! 24 April:27.

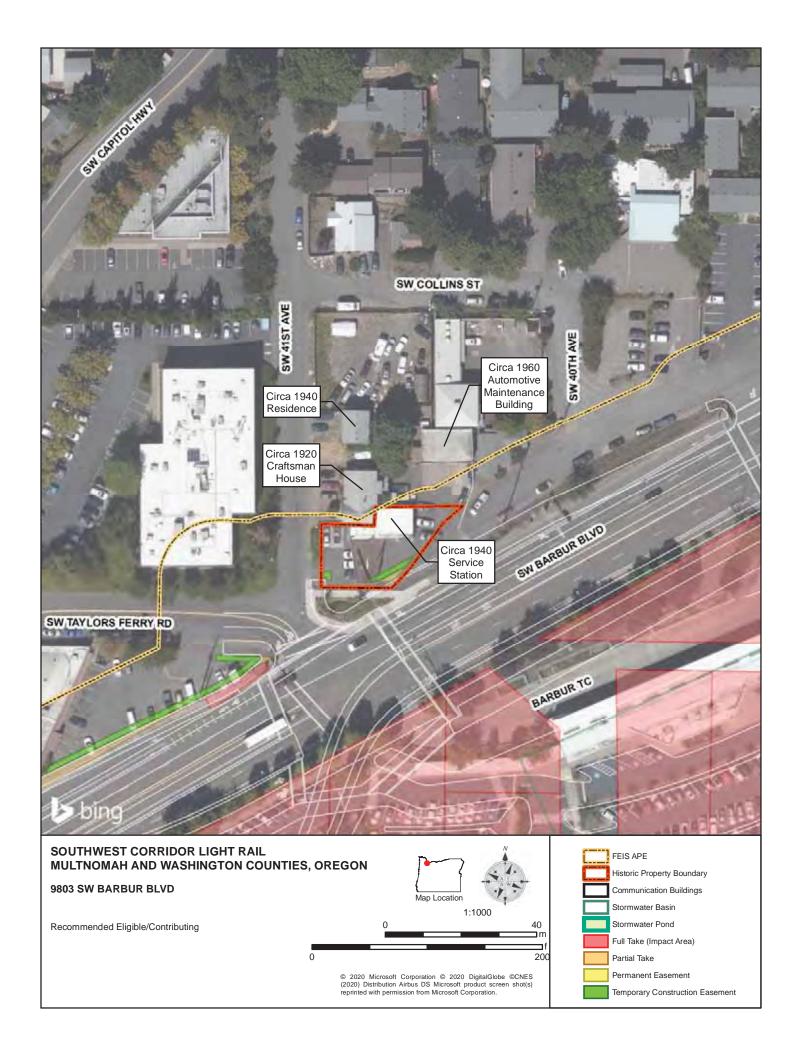
The Sunday Oregonian (Portland, Oregon)

1934 Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.

U.S. Geographic Survey

- 1952 Aerial Reconnaissance Photograph ID # 1ZJ0000010140. Available, https://earthexplorer.usgs.gov/, accessed April 6 2020.
- 1960 Aerial Reconnaissance Photograph ID # 1VACZ00010147. Available, https://earthexplorer.usgs.gov/, accessed April 6, 2020.





Property Name: Edwin Markham Elementary School	Street Address: 10531 SW Capitol Highway		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.449203 Longitude: -122.725471		Histori YE	oroperty listed in the National Register of C Places? S – Individually NO S – In a district	



The 1951 Markham Elementary School. The view is towards the northwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 4/8/20				
National Register Findings: ⊠ Eligible: ⊠Individually □ As part of a District NR Criteria: ⊠A □B ⊠C □D □ Not Eligible: □Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria Finding of Effect: □ No Effect □ No Adverse Effect □ Adverse Effect					
State Historic Preservation Office Comments − <i>Official Use Only</i> : Eligibility: □Concur □ Do Not Concur:					
Effect: Concur Do Not Concur: RECE	IVED STAMP				
Signed Date					
CONTACT INFORMATION STAMP					
Comments:					

Property Name: Edwin Markham Elementary School	Street Address: 10531 SW Capitol Hi	ighway	City, County: Portland, Mult	nomah
Original Use: Education - School		Number of Associated Resources: 1		
Architectural Classification / Resource Type: Neo-Colonial Building		Owner: Priv		
Window type and Materials: Wood and aluminum sash windows. Roof Type and Materials: Cascading gables, likely with asphalt shingles.		Exterior Surface Materials: Primary: Standard Brick Secondary: -select materials- Decorative -select materials-		
Integrity:		Construction Da	ite: 1951	(⊠Circa)
□Excellent ⊠Good □Fair □Poo	or	Architect/Builder (if known): Richard Sundeleaf/ Ken Ward Construction Company		

Description of Property (including previous alterations & approximate dates):

Markham Elementary School, located at 10531 SW Capital Highway, is one-story tall and is built on a poured concrete foundation. The H- shaped in plan is a variation of a finger plan, with the wings providing self-contained areas and internal courtyard spaces. There are two additions; the first was completed in 1965, when two classrooms were added to the southwest wing, and in 1979 an auxiliary gymnasium and several classrooms were added to the northwest wing (Oregon Historic Site Form 2009).

The roof is comprised of cascading low- and medium-pitched gables. The roof is likely clad in asphalt composition shingles, and is adorned with cupolas. The primary siding is brick veneer. Primary entrances on the east façade have porticos that are supported with either square brick or wood columns. The windows appear to be a mix of fixed wood and metal sash windows in addition to pivoting windows.

West of the school are three baseball fields; aerial images from the historic period indicate that there were once four baseball fields in this same area (U.S. Geological Survey 1960). Automotive circulation is restricted to parking areas north and south of the building. There is a semi-circular driveway adjacent to the northeast wing that facilitates student pick-ups and drop-offs.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Markham Elementary School was determined eligible for listing in the National Register of Historic Places (NRHP) in 2009 as part of the Portland Public Schools' (PPS) Historic Building Assessment survey and inventory project (Entrix 2009). The school was documented as significant under Criteria A for its associations with Portland Public Schools, unprecedented population growth during the post-World War II era, and trends in education philosophy and design (Criterion A). The building is also significant for its association with architect Richard Sundeleaf, and its Neo-Colonial design that embodies distinctive characteristics of its type and period of construction (Criterion C). The eligibility of the building for listing in the NRHP under Criteria A and C is reaffirmed for the Southwest Corridor Light Rail Project. Under Criterion B, the school is not associated with significant individuals in national, regional, or local history. Under Criterion D, the building is unlikely to be a principal source of information about our past.

Additions constructed in 1965 and 1979 detract from but don't entirely diminish the building's integrity of design; therefore, the building retains all seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association). The period of significance is the date the school was built, 1951, and the historic property boundary is the parcel boundary. Character-defining features of the school building include its continued use as a Portland public school, its Neo-Colonial design, and period finishes. Athletic fields west of the school have experienced changes over time, but their continued use contributes to the property's significance under Criterion A.

Property Name:	Street Address:	City, County:
Edwin Markham Elementary School	10531 SW Capitol Highway	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

In the vicinity of Markham Elementary School the light rail line will be constructed to the west between Interstate 5 and SW Barbur Boulevard. A light rail station and park and ride facility would be constructed south-southwest of the school at the intersection of SW Pasadena Street and SW 53rd Avenue. To improve local access to light rail facilities, sidewalks and new curbing will be constructed along SW Barbur Boulevard immediately west of the school; this area is currently defined by the road cut, and has no sidewalk. Due to the slope of the landform between the school property and public right of way, a retaining wall will be needed to complete sidewalk construction. The Project has been redesigned to avoid the need for an acquisition or easements at this location.

Finding of Effect and justification:

Markham Elementary School will not be adversely affected by the Southwest Corridor Light Rail Project. The Project has been redesigned to avoid the property; no acquisitions or easements are proposed at this location, and there will be no physical impacts to the school building or its associated athletic fields. The light rail line will be constructed west and downhill from of the school property, between SW Barbur Boulevard and Interstate 5. The light rail line will likely be obscured from view of the school property by local topography.

The introduction of light rail infrastructure to the general area may have indirect effects on the setting of the Markham Elementary School through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the school's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the school will continue to retain its character-defining features and meet minimum eligibility requirements for listing in the NRHP under Criteria A and C.

Property Name: Edwin Markham Elementary School Street Address: 10531 SW Capitol Highway City, County: Portland, Multnomah



View: The east elevation of Markham Elementary School. The view is towards the northwest.



View: The south elevation of the northeast wing of the Markham Elementary School. The view is towards the north-northwest.

Property Name: Street Address: City, County: Portland, Multnomah



View: The east and north elevation of the southeast wing of Markham Elementary School. The view is towards the southwest.



View: The south and east elevation of the southeast wing of Markham Elementary School auditorium. The view is towards the northwest.

Property Name: Edwin Markham Elementary School Street Address: 10531 SW Capitol Highway City, County: Portland, Multnomah



View: The elevation of the Markham Elementary School. The view is towards the east.



View: Representative view of the SW Barbur Boulevard road cut in the vicinity of Markham Elementary School. The industrial building at center is situated immediately south of the school at 10626-10630 SW Barbur Boulevard. The view is towards the east-southeast.

Property Name:	Street Address:	City, County:
Edwin Markham Elementary School	10531 SW Capitol Highway	Portland, Multnomah

Historic Context

Markham Elementary School was designed by Richard Sundeleaf and was recognized at the time as a "record breaker" in both "number of classrooms and ground area covered" (*The Oregonian* 1951a). The building was constructed in 1951 by the Ken Ward Construction Company, which succeeded in delivering a 72,000-square-foot building that conformed to Sundeleaf's specifications (*The Oregonian* 1950, 1951a).

The school, named after Oregon poet Edwin Markham, was built in response to a significant rise in elementary enrollment in the late 1940s and 1950s and increasing demand for new schools in Multnomah County (*The Oregonian* 1951b, 1952). This demand has been attributed to several factors, including a sudden increase in the Portland population in 1942 due to wartime manufacturing, and deferred building and maintenance during the Great Depression (Entrix 2009:3-15; *The Oregonian* 1951b, 1952). At the time of its completion, the school building was noted to have relieved "the crowded condition" at nearby schools (*The Sunday Oregonian* 1951).

Architect Richard Sundeleaf had a six-decade architectural career in Portland. He studied architecture at the University of Oregon, and was classically trained in the Beaux Arts style. After graduating in 1923, he quickly became known for his "imaginative work in industrial architecture," where he "combined his decorative training with rugged functionalism" (*The Oregonian* 1987). Markham Elementary School is a good representation Sundeleaf's ability to apply classical elements within a modern design framework. The school's design mixes elements of the Colonial Revival and Stripped Classical styles, resulting in a Neo-Colonial building that is distinctive for the area.

Sources

Entrix, Inc.

2009 Portland Public Schools, Historic Building Assessment. Prepared for Portland Public Schools, Office of School Modernization. Available, https://www.pps.net/cms/lib/OR01913224/Centricity/ Domain/58/2009%20Historic%20Building%20Assessment%20report.pdf, accessed April 7, 2020.

Oregon Historic Site Form

2009 Oregon Historic Site Record for 10531 SW Capital Hwy. Available, https://www.pps.net/cms/lib/OR01913224/Centricity/Domain/58/Historic%20Building%20Assessment/Markham ILS.pdf, accessed April 7, 2020.

Portland Public Schools (PPS)

1945 Repairing, Rehabilitating and Modernizing the School Plant. Special Collections and University Archives Collection (371.6 P837).

The Oregonian (Portland)

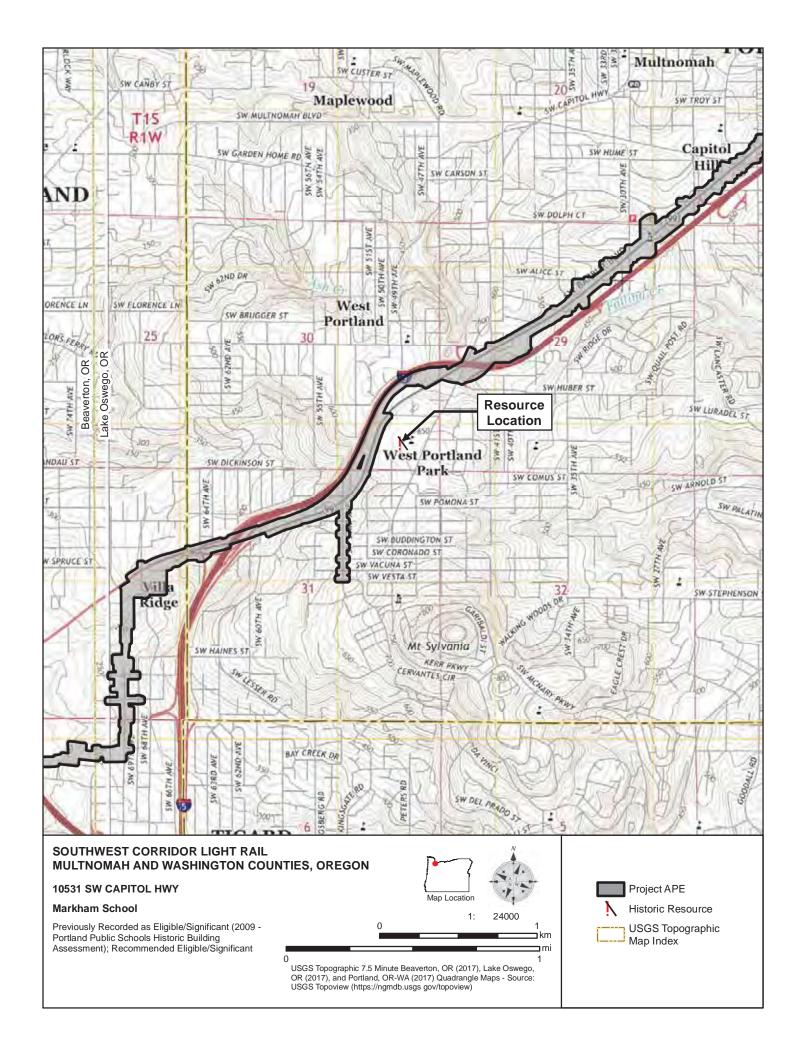
- 1950 Board Awards School Contract. 14 April:1.
- 1951a Gain of 1200 Expected As School Days Near. 19 August:20.
- 1951b Voter Reaction in 1951 Gives Confident Feeling to School Administration. 30 December:11.
- 1952 Edwin Markham School Gets Painting of Poet for Whom It Received Name. 29 May:7.
- 1987 Architect Richard Sundeleaf Dies. 11 March: 46.

The Sunday Oregonian (Portland)

1951 Bus Schedule Ready for Start of School. 2 September:15.

U.S. Geological Survey

1960 Aerial Reconnaissance Photograph ID# 1VACZ00010126. Available, http://earthexplorer.usgs.gov/, accessed May 24, 2020.





	marriada i roperti		
Property Name:	Street Address: 5350 SW Pasadena Street	City, Co Portlan	ounty: id, Multnomah
Project Name: Southwest Corridor Light	t Rail Project	Agency project	#:
Agency: Federal Transit Administration	/Metro/TriMet	SHPO Case#: 1	16-1621
Location coordinates (to sixth decimal place Latitude: 45.445451 Longitude: -1		Is the property I Historic Places' YES – Indiv	ridually 🛛 NO
The nor	th façade of the house. The view	v is facing south.	
Surveyor: Allison Geary, B.A., and And	lrea Blaser, M.S.		Date Recorded: 11/03/2019
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a continuous ☐ Not Eligible: ☐ Irretrievable integrity loss	a District NR Criteria: □A □B □Not 50 Years □Fails to me		Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect
	ments – Official Use Only: o Not Concur: o Not Concur:		
Signed			
CONTACT INFORMATION	N STAMP		
Comments:			

Property Name:	Street Address: 5350 SW Pasadena	a Street	City, County: Portland, Mult	tnomah
Original Use: Domestic - Single Family Re	esidence	Number of Asso	ociated Resource	es: N/A
Architectural Classification / Resource Type	э:	Owner: ⊠Priv	vate	☐ Local Government
Tudor Revival	Building	□Sta	te	□Federal
Window type and Materials: Multi-light hung and fixed wood windows with aluminum storm windows Roof Type and Materials: Cross gable roof with composite asphalt shingle		Exterior Surface Primary: Secondary: Decorative	e Materials: Clinker Brick Horizontal Bo -select materi	
Integrity:		Construction Da	ate: 1938	(□Circa)
□Excellent □Good □Fair □Poor		Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The house at 5350 SW Pasadena Street is situated south of Interstate 5, north of SW Barbur Boulevard, and west of SW 53rd Avenue near Portland's western city limit. Constructed in 1938, the house has Tudor Revival elements on a Minimal Traditional scale.

The house rests on a poured concrete foundation, and once featured a basement-level garage door on the west elevation that has since been infilled with a standard door and T1-11 siding. The roughly rectangular footprint of the house is capped with a cross gable roof that has two front-facing gables; these front-facing gables accentuate the main entry, as they are clad with clinker brick, project from the north façade, and overlap one another. West of this main entry is a prominent clinker brick chimney that compliments the projecting gables; a smaller chimney is to the east.

Remaining portions of the house are clad with wood lap siding. All windows appear to be original wood fixed and hung sashes with multiple horizontal lights; this window type was commonly used in houses constructed during the World War II era. Some of the windows have exterior aluminum storm windows. An attached deck and sliding glass door at the west elevation do not appear to be original to the date of construction.

Approximately two large sheds and two storage units were observed in a paved lot south of the house, and are used in association with a construction company that operates from the adjacent parcel at 11125 SW Barbur Boulevard. The construction company is owned by the same owner of the house.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

It is recommended that the house at 5350 SW Pasadena Street is eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The house embodies distinctive characteristics of its period of construction as it retains architectural elements of Tudor Revival and Minimal Traditional housing styles that were near their peak in popularity when the house was constructed in 1938.

Criterion C is the only criteria under which the house meets minimum eligibility requirements for listing in the NRHP. Under Criteria A and B, the property has no known associations with significant events, patterns of events, or people of the past. Under Criterion D, the house in and of itself is unlikely to provide a source of new or important historical information.

The historic property boundary is defined by its parcel, and the period of significance is 1938, the year the house was built. Associated storage buildings and a paved lot located behind the house are within the property boundary, but do not contribute to the historical significance of the house under Criterion C. The house retains historical integrity of location, design, materials, and workmanship, as it has not been moved and has had relatively few physical modifications to its exterior. There are no noticeable alterations to original features such as the clinker brick, wood sash windows, or the house's footprint. The property's integrity of feeling and association were diminished by dramatic changes to the surrounding landscape resulting from the completion of Interstate 5 by the early 1960s (Blaser et al. 2017; U.S. Geological Survey 1952, 1970).

Property Name:	Street Address:	City, County:
	5350 SW Pasadena Street	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

A park and ride facility and new MAX station are proposed at the intersection of SW Barbur Boulevard and SW 53rd Avenue. The footprint of the park and ride facility overlaps the property location, necessitating a full acquisition and demolition of the NRHP-eligible house at 5350 SW Pasadena Street. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

Finding of Effect and justification:

Full acquisition and demolition of the NRHP-eligible house at 5350 SW Pasadena Street will result in an adverse effect on a historic property under Section 106 of the National Historic Preservation Act. A feasibility study will be done to explore avoidance alternatives; this study will be documented in the project's Final Environmental Impact Statement.

Property Name: Street Address: City, County: 5350 SW Pasadena Street Portland, Multnomah



View: North façade of 5350 SW Pasadena Street. Viewed from the north.



View: Ascending stairway to north façade entrance of 5350 SW Pasadena Street. Viewed from the northeast.

Property Name: Street Address: City, County: 5350 SW Pasadena Street Portland, Multnomah



View: West elevation of 5350 SW Pasadena Street. Viewed from the northwest.



View: Detailed view of the chimney on the north façade of 5350 SW Pasadena Street. Viewed from the north-northeast.

Property Name: Street Address: City, County: 5350 SW Pasadena Street Portland, Multnomah



View: Aerial view of property location (at arrow) in 1952, prior to construction of Interstate 5 (USGS 1952).



View: Aerial view of the property location in 1970 (at arrow), after completion of Interstate 5 to the north (USGS 1970).

Property Name:	Street Address:	City, County:
	5350 SW Pasadena Street	Portland, Multnomah

Historical Context

The house at 5350 SW Pasadena Street was constructed circa 1938, shortly after SW Barbur Boulevard was completed (Blaser et al. 2017; Sherrill 2016; *The Oregonian* 1934). Despite its proximity to this major roadway, aerial photographs from the historic period suggest that the house had an associated orchard (USGS 1952). After Interstate 5 was completed just north of the house in 1961, the surrounding area transitioned; the proximity of Interstate 5 to the north and SW Barbur Boulevard to the south led to less residential development and more commercial/light industrial building in this area over time.

The original owner of the house is unknown. The current owner also owns the adjacent property at 11125 SW Barbur Boulevard, a commercial office building constructed in 1969 that is currently occupied by the owner's construction company. The area south of the house, which was once filled with trees, now appears to be used as storage space for the adjacent construction company.

Sources

Blaser, Andrea, Eva L. Hulse, Judith A. Chapman, Jo Reese, Karla Hotze, Ryan Swanson, and Holly Borth 2017 *Cultural Resource Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon.* Archaeological Investigations Northwest, Inc. Report No. 3869. Prepared for Parametrix, Portland, Oregon.

Sherrill, Justin

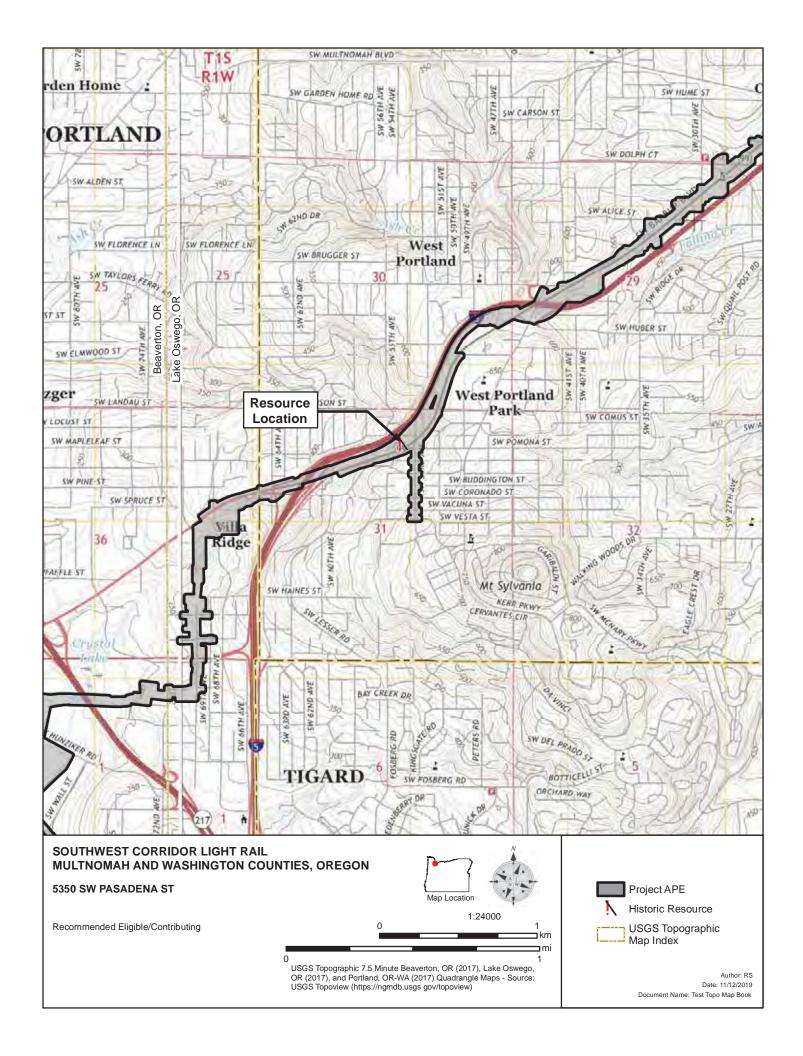
2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed October 22, 2019.

The Oregonian (Portland, Oregon)

1934 Barbur Boulevard to be Dedicated. 21 October:40.

U.S. Geographic Survey (USGS)

- 1952 Aerial Reconnaissance Photograph ID # AR1ZJ0000010139. Available, https://earthexplorer.usgs.gov/, accessed November 1, 2019.
- 1970 Aerial Reconnaissance Photograph ID # AR1VCOA00010241. Available, https://earthexplorer.usgs.gov/, accessed November 1, 2011.





Property Name:	Street Address: 11125 SW Barbur Boulevard		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.445451 Longitude: -122.733093		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



The west elevation and south facade as viewed towards the northeast from SW Barbur Boulevard.

The west elevation and	South laçade as viewed towards	the northeast north o	vv Darbur Doulevaru.	
Surveyor: Allison Geary, B.S., and	Surveyor: Allison Geary, B.S., and Andrea Blaser, M.S. Date Recorded: 11/03/2019			
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District ☐ NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Eligibility: Concur	Comments – <i>Official Use Only</i>			
Effect: □Concur	☐ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 11125 SW Barbur Bou	llevard	City, County: Portland, Mult	nomah
Original Use: Commercial Office Space		Number of Asso	ciated Resource	es: N/A
Architectural Classification / Resource T	ype:	Owner: ⊠Priv	rate	☐ Local Government
Late 20th Century: other	Building	□Stat	te	□Federal
Window type and Materials: Fixed aluminum sashes Roof Type and Materials: Flat with built-up		Exterior Surface Primary: Secondary: Decorative	Materials: Horizontal Board Vertical Board Stone: Other/	
Integrity:		Construction Da	ate: 1969	(⊠Circa)
⊠Excellent □Good □Fair □F	oor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The commercial office building at 11125 SW Barbur Boulevard is currently occupied by Joseph Hughes Construction. The building has a rectangular footprint a concrete foundation; it is two stories and has a full (or partial) basement accessible from grade at the west end. The building has a flat roof and is clad in wood lap siding, accentuating its horizontality. The windows appear to be aluminum and fixed. The east and west elevations have tall windows that vary in width, while the south elevation has only narrow windows that provide the interior with privacy from busy SW Barbur Boulevard to the south. The south portion of the parcel is landscaped with coniferous trees and shrubs.

The building's primary entrance is roughly in the center of the south façade; it is partially enclosed and clad with vertical wood siding. The vertical fenestration and vertical wood paneling at the enclosed main entry provide a noticeable contrast to the overall horizontality of the building. Stone veneer is at the base of the west elevation; it is unknown if this veneer is original to the date of construction.

The north (rear) elevation faces the main parking area, which is out of view from SW Barbur Boulevard. It features a poured concrete wall that is only partially clad in horizontal wood siding. The north elevation has two stairways to the interior, but has no windows.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The commercial building at 11125 SW Barbur Boulevard is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Built in 1969, the building appears to be architect designed, and is a good example of a regionally influenced iteration of Modern commercial architecture. The siting of the building is quite thoughtful in relation to SW Barbur Boulevard; the façade has narrow windows that provide a sense of privacy, while the wood siding, which is stained in a wood-toned color, blends with associated landscaping. While modest, the building is a good example of its commercial type and period of construction, and distinguishes itself among the other commercial buildings along this stretch of SW Barbur Boulevard. It retains all aspects of its historical integrity (location, design, setting, materials, workmanship, feeling, and association).

Under Criteria A, B, and D, the office building does not meet minimum qualifications for listing in the NRHP. The building has no known associations with board patterns of history (Criterion A) or a significant person of the past (Criterion B). Furthermore, the building is in and of itself unlikely to be a principle source of important historical information (Criterion D).

The historic property boundary is the parcel boundary, which has an irregular shape. This boundary excludes two separate parcels to the north that have the same owner and are used for parking in association with the office building at 11125 SW Barbur Boulevard. The building's character-defining features include its horizontal massing and design details that appear to be architect designed and site specific, such as the interplay of the fenestration with public areas on SW Barbur Boulevard.

Property Name:	Street Address:	City, County:
	11125 SW Barbur Boulevard	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

A park and ride facility and new MAX station are proposed at the intersection of SW Barbur Boulevard and SW 53rd Avenue that will overlap the historic property along with all other properties in the developed island of land between SW Barbur Boulevard and Interstate 5. This would require the full acquisition and demolition of the property. The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the building through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

Finding of Effect and justification:

If the historic property is fully acquired for the project and the historic building is demolished to facilitate construction of a park and ride facility, this will constitute an adverse effect on a historic property under Section 106 of the National Historic Preservation Act. A feasibility study will be done to explore avoidance alternatives; this study will be documented in the project's Final Environmental Impact Statement.

Property Name:	Street Address:	City, County:
	11125 SW Barbur Boulevard	Portland, Multnomah



View: West elevation and south façade of 11125 SW Barbur Boulevard. The view is facing northeast.



View: South façade of 11125 SW Barbur Boulevard. The view is facing northwest.

Property Name: Street Address: City, County: Portland, Multnomah



View: South façade of 11125 SW Barbur Boulevard. The view is facing north.



View: North elevation of 11125 SW Barbur Boulevard. The view is facing south.

Property Name: Street Address: City, County: Portland, Multnomah



View: South façade and east elevation of 11125 SW Barbur Boulevard. The view is facing northwest.



View: West elevation of 11125 SW Barbur Boulevard. The view is facing east-northeast.

Rev 08/03

Property Name:	Street Address:	City, County:
	11125 SW Barbur Boulevard	Portland, Multnomah

Historical Context

The office building at 11125 SW Barbur Boulevard was built seven years after the construction of Interstate 5, an event that introduced major change to the surrounding area. While the construction of SW Barbur Boulevard during the 1930s had earlier prompted commercial and residential development along its alignment, the addition of Interstate 5 to this corridor further intensified commercial development nearby after its completion (U.S. Geological Survey 1952, 1970).

The commercial building was built for the Ellison Company for \$37,650 (*The Oregonian* 1968). It is assumed that the building was designed by an architect; however, a search of local newspaper archives found no reference to the designer (*The Oregonian* 1968). The building's wood cladding was a fitting aesthetic choice for the original occupants, as the Ellison Company designed sawmills (*The Oregonian* 1968; Mershon 1975). The current business that operates from the building, Joseph Hughes Construction, was established in 1981. Joseph Hughes owns the office building at 11125 SW Barbur Boulevard and an adjacent house that was constructed in 1938 at 5350 SW Pasadena Street.

Sources

Mershon, Andrea

1975 As soon as it's built – Firm want mobile sawmill to be mothballed. *The Oregonian,* Portland Oregon. 13 July:98.

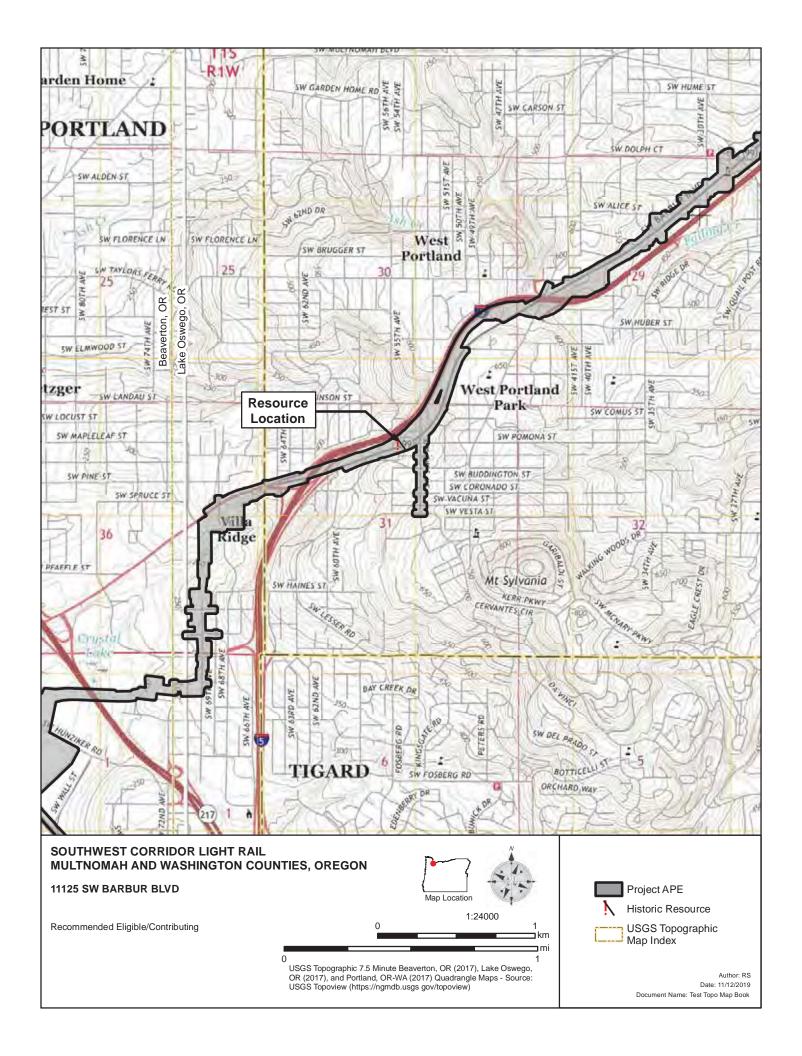
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U.S. Geographic Survey (USGS)

1952 Aerial Reconnaissance Photograph ID # AR1ZJ0000010139. Available, https://earthexplorer.usgs.gov/, accessed 1 November 2019.

1970 Aerial Reconnaissance Photograph ID # AR1VCOA00010241. Available, https://earthexplorer.usgs.gov/, accessed 1 November 2019.





Property Name: Oregon Electric Railway Overcrossing (Bridge #02010)	Street Address: SW Barbur Boulevard		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45 27 54 Longitude: -122 41 56		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district		



The Oregon Electric Railway Overcrossing as viewed towards the south-southwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 11/12/2019					
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ NR Criteria: ☐ NR Criteria: ☐ NR Criteria ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: No Effect No Adverse Effect Adverse Effect					
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Do Not Concur						
Effect: □Concur □Do Not Concur: RECE	EIVED STAMP					
Signed Date						
CONTACT INFORMATION STAMP						
Comments:						

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010)	Street Address: SW Barbur Boulevard		City, County: Portland, Multnomah		
Original Use: Transportation – Road Related		Number of Associated Resources: N/A			
Architectural Classification / Resource Type:		Owner:	□Private		☐ Local Government
Other/Undefined	Structure		⊠State		□Federal
Window type and Materials: N/A Roof Type and Materials: Various N/A		Exterior Surface Materials: Primary: Poured Concrete Secondary: -select materials- Decorative -select materials-			
Integrity:		Construct	tion Date: 1	935	(□Circa)
⊠Excellent □Good □Fair □Poor		Architect/Builder (if known): C.H. Montag			l. Montag

Description of Property (including previous alterations & approximate dates):

The Oregon Electric Railway Overcrossing (Bridge #02010) is a structure that conveys SW Barbur Boulevard over the former alignment of Oregon Electric Railway, which has since been converted to the SW Multnomah Boulevard roadway. At least one insulator, a remnant from the transmission line that paralleled the Oregon Electric Railway alignment, is attached to the northern bridge bent.

The bridge is constructed of reinforced concrete, and is a three-span continuous deck girder with a maximum span of 70 feet (Burrow et al. 2013). The bridge is on a 47-degree skew, and the three spans are supported by two bents with distinctive architectural detail; the ends of each bent have abstract fluting and are adorned with capitals, referencing a classical column composition. Corbels that line the outer edge of the superstructure provide further decoration, but also help to support a cantilevered sidewalk above and extend into the sidewalk railing assembly. The railing is constructed of cast concrete, and features a three-pointed-arch pattern capped with cast concrete coping. The railing is most similar to the standard "Gothic Rail" type found in the Oregon Department of Transportation's (ODOT) 2013 Bridge Guide (Burrow et al. 2013). The bridge deck provides four lanes of vehicle traffic and two pedestrian sidewalks for SW Barbur Boulevard (Highway 1W).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Oregon Electric Railway Overcrossing (Bridge #02010) is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion A. Constructed in 1935 as part of an overall effort to complete SW Barbur Boulevard, the bridge allowed for four lanes of highway traffic to pass uninterrupted over the Oregon Electric Railway, which was later converted for use as SW Multnomah Boulevard. The period of significance for the bridge is 1935, the year it was built, and the historic property boundary is the bridge's footprint. The bridge's character is defined by its continued use as an overcrossing, its period architectural details, and its historical association with New Deal-era federal programs that stimulated the economy. The bridge is classified by ODOT as a Category II bridge, or one that is historic and likely eligible for listing in the NRHP. However, Category II bridges are defined as being common in type, or as having integrity issues that prevent their consideration as a premier (Category I) bridge in Oregon (Burrow et al. 2013).

The Oregon Electric Railway Overcrossing is eligible for listing in the NRHP under Criterion A for its association with the National Industrial Recovery Act of 1933, and for its association with early- to mid-twentieth century highway development in Oregon. The bridge was constructed under a cooperative agreement between the Oregon State Highway Commission and the Bureau of Public Roads, a precursor agency of the Federal Highway Administration that distributed federal funding for New Deal-era projects to stimulate local economies throughout the country during the Great Depression. In addition to generating sought-after local employment opportunities, construction of the bridge provided an important crossing over the Oregon Electric Railway for a new and highly anticipated four-lane highway, SW Barbur Boulevard.

(Continued on Page 11)

Property Name:	Street Address:	City, County:
Oregon Electric Railway Overcrossing	SW Multnomah Boulevard, Hwy 1W	Portland, Multnomah
(Bridge #02010)		

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health & Science University (OHSU) on Marquam Hill.

SW Barbur Boulevard will be widened at several locations to accommodate the light rail extension, including at the location of the Oregon Electric Railway Overcrossing (Bridge #02010). This widening necessitates the removal and replacement of the Oregon Electric Railway Overcrossing with a new bridge structure that will accommodate vehicles, pedestrians, and the proposed MAX Green Line. The introduction of light rail infrastructure along SW Barbur Boulevard may result in foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

Finding of Effect and justification:

Removal and replacement of the NRHP-eligible Oregon Electric Railway Overcrossing (Bridge #02010) will result in an adverse effect on this historic property under Section 106 of the National Historic Preservation Act. Avoidance alternatives were considered for the project's Draft Environmental Impact Statement, and no feasible build alternative was identified that would avoid removal of the NRHP-eligible structure.

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010) Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: Substructure of the Oregon Electric Railway Overcrossing, as viewed towards the east from SW Multnomah Boulevard.



View: The Oregon Electric Railway Overcrossing, as viewed towards the southeast from SW Multnomah Boulevard.

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010) Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: The Oregon Electric Railway Overcrossing, as viewed towards the west from SW 19th Avenue.



View: Deck of the Oregon Electric Railway Overcrossing, as viewed towards the southeast.

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010) Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: Railing with plaque at the northwest corner of the bridge, as viewed towards the northwest.



View: Gothic cast concrete railing, as viewed towards the west.

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010) Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: Detail of supporting corbel, as viewed towards the northeast.



View: Detail of plaque, as viewed towards the northwest.

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010) Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: Circa 1935 image of the Oregon Electric Railway Overcrossing deck and railing. Photograph courtesy of the Oregon Department of Transportation (02010 001).



View: Circa 1935 image of the Oregon Electric Railway Overcrossing. Photo courtesy of the Oregon Department of Transportation (02010_003).

106 Documentation: Individual Properties

Property Name: Oregon Electric Railway Overcrossing (Bridge #02010) Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: Circa 1935 image of the Oregon Electric Railway Overcrossing. The red arrow points to where electrical transmission lines were attached to the north bridge bent; an insulator remains at this location in the present day. Photograph courtesy of the Oregon Department of Transportation (02010 004).



View: Circa 1935 image of the Oregon Electric Railway Overcrossing. Photograph courtesy of the Oregon Department of Transportation (02010_005).

Property Name:
Oregon Electric Railway Overcrossing
(Bridge #02010)

Street Address: SW Multnomah Boulevard, Hwy 1W City, County: Portland, Multnomah



View: Circa 1935 image of the plaque at the northwest corner of the bridge. Photograph courtesy of the Oregon Department of Transportation (02010_002).



View: Aerial photograph of SW Barbur Boulevard and the overcrossing (at arrow) of the Oregon Electric Railway in 1952. View is towards the southwest. Image courtesy of the City of Portland Archives (A2005-001.55).

Property Name:
Oregon Electric Railway Overcrossing
(Bridge #02010)

Street Address:
SW Multnomah Boulevard, Hwy 1W

City, County:
Portland, Multnomah

Statement of Significance, Continued from Page 2

The Oregon Electric Railway Overcrossing clearly conveys its cast-in-place concrete girder construction, and it features architectural detail and decoration that are characteristic of the era in which it was constructed. However, available records do not indicate that the overcrossing is a significant engineering achievement, or that it is an important example of its type of construction when compared to other crossing structures of the era (Burrow et al. 2013). In absence of documentation that identifies the bridge as an exemplary or important example of its type, period, and method of construction, AINW recommends that the bridge is not eligible for listing in the NRHP under Criterion C. The bridge has no known associations with significant people of the past under Criterion B, and the bridge is unlikely to be a principal source of new or important information under Criterion D.

The Oregon Electric Railway Overcrossing retains integrity in location, design, materials, workmanship, feeling, and association. The bridge remains in its original location, and continues to serve as an overcrossing of another transportation corridor. While the deck has been resurfaced since its construction in 1935, there are no obvious repairs or alterations to the substructure or superstructure. The bridge's setting has been diminished, most notably by the conversion of the Oregon Electric Railway to the modern SW Multnomah Boulevard.

Historical Context

The overcrossing was built in 1935, during the Great Depression. Funds for the project came from the National Industrial Recovery Act, "with the purpose and intention of providing work for the unemployed at the earliest possible date" (State of Oregon Highway Commission 1934). Stipulations attached to the federal funding required lumber to be purchased "within five (5) days after the execution of the contract," and emphasized that "one of the major considerations in the timing is to be the placing of men in employment at the earliest possible date" (State of Oregon Highway Commission 1934).

In 1934, C.J. Morgan was selected to construct the overcrossing with a bid \$26,932.50 (*The Morning Oregonian* 1934a). Construction of the bridge was completed concurrent to the grading of SW Barbur Boulevard (State of Oregon Highway Commission 1934). SW Barbur Boulevard was completed in 1936, ushering in a new era of commercial and residential development in Southwest Portland and nearby suburban communities.

Bridges and viaducts built between 1920 and 1940 were increasingly standardized. The Oregon Electric Overcrossing is an example of a "haunched" cast-in-place structure. Before World War II, cast-in-place bridges commonly consisted of a straight beam design below the deck (Kramer 2004:54). Haunched designs incorporate flared or arched beam spans that provide a strong connection to vertical members and increased vertical clearance (Kramer 2004:55). Haunched beams may have been advantageous at the overcrossing site, providing additional clearance for the Oregon Electric Railway below.

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(Continued on Page 12)

Property Name:	Street Address:	City, County:
Oregon Electric Railway Overcrossing	SW Multnomah Boulevard, Hwy 1W	Portland, Multnomah
(Bridge #02010)		

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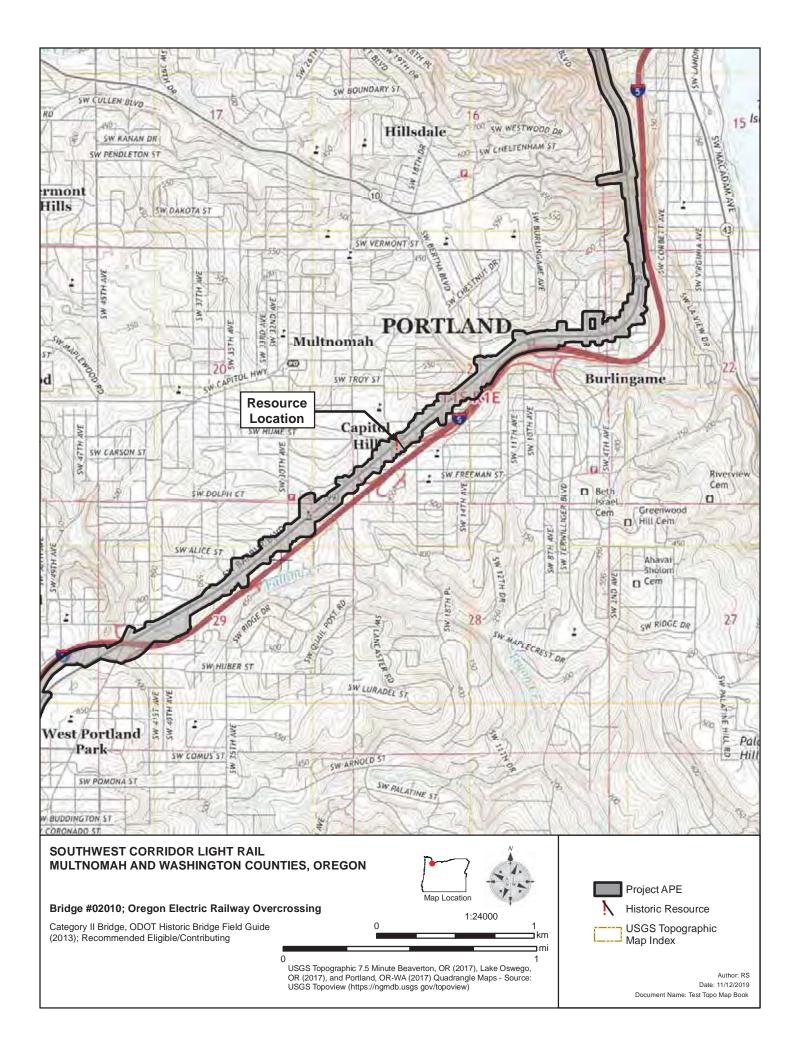
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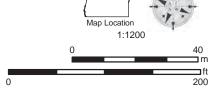




SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

Bridge #02010; Oregon Electric Railway Overcrossing

Category II Bridge, ODOT Historic Bridge Field Guide (2013); Recommended Eligible/Contributing



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	individual Properti	es		
Property Name: Fulton Park	Street Address: 68 SW Miles Street		County: and, Multnomah	
Project Name: Southwest Corridor Li	ght Rail Project	Agency project	ct #:	
Agency: Federal Transit Administration	on/Metro/TriMet	SHPO Case#	: 16-1621	
Location coordinates (to sixth decimal p Latitude: 45.470747° Longitude:	olace): -122.680450°	Is the property Historic Place YES – Inc	dividually 🗵 NO	
Surveyor: Andrea Blaser, M.S.	t Fulton Park, as viewed towards th	io oculii iroini c	Date Recorded: 4/29/2019	
National Register Findings:	of a District NR Criteria: ⊠A □B s □Not 50 Years □Fails to me		Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect	
,	mments – <i>Official Use Only:</i> ⊒Do Not Concur: ⊒Do Not Concur:		EIVED STAMP	
Signed	Dat	e		
CONTACT INFORMATION	ON STAMP			
Comments:				

Property Name: Fulton Park	Street Address: 68 SW Miles Street		City, County: Portland, Mu	
Original Use: School and gardens		Number of Asso	ciated Resourc	es: 1 (Fulton Park School)
Architectural Classification / Resource T	ype:	Owner: Priva	ate	
Fulton Park:		□Stat	е	□Federal
Not Applicable	Site			
Fulton Park School:		Exterior Surface	Materials:	
Mediterranean Revival	Building	Primary:	Stucco	
Window type and Materials:		Secondary:	-select mater	
Anodized aluminum sashes with var	ious configurations	Decorative	-select mater	ials-
Roof Type and Materials:				
Gable on hip with asphalt shingles				
Integrity:		Construction Da	te: 1914	(□Circa)
□Excellent ⊠Good □Fair □P	oor	Architect/Builder Park School)	(if known): Flo	oyd A. Naramore (Fulton

Description of Property (including previous alterations & approximate dates):

Fulton Park spans 8.21 acres and several parcels situated between Interstate 5 to the south, SW Barbur Boulevard to the northwest, and SW Miles Street to the north. The park features three distinct zones: the Fulton Park School and associated recreation areas are in the east, an undeveloped tree-covered area is in the central area, and the Fulton Community Gardens occupy the western part of the park. These three areas are well screened from adjacent roadways, but traffic noise is heard throughout the park.

Fulton Park School is a 1914 Mediterranean Revival elementary school. Historical records indicate that exterior walls are constructed of poured concrete, while interior walls are a mixture of wood frame and reinforced concrete construction (*The Morning Oregonian* 1914a). The school has a poured concrete foundation, and is clad with stucco. All original multi-light wood windows have been replaced with single-light fixed anodized aluminum sashes, some of which have awning windows at their base to allow for air circulation.

(Continued on Page 9)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

Fulton Park is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The park encompasses the Fulton Park School, which was constructed in 1914 and is a Rank II resource in the City of Portland Historic Resource Inventory, and a community garden that was added in 1975 when a city-wide community garden program was initiated by Portland Parks and Recreation. The current park boundary is recommended for consideration as the historic property boundary.

Under Criterion A, the park is associated with broad patterns of events concerning the development of Fulton Park, an early suburb of Portland, and with the development of community garden programs in Portland parks. When viewed within a larger context of park development in Portland, Fulton Park also has potential to contribute to a Portland Parks & Recreation historic district or thematic grouping under Criterion A. Under Criterion C, the Fulton Park School is a good example of a Mediterranean Revival school building, and its design by F. A. Naramore was widely celebrated when the school was completed in 1914. Under Criterion B, the park has no associations with significant people of the past during their productive period. Under Criterion D, the built environment of Fulton Park does not exhibit characteristics that have potential to provide a principal source of important information. Archaeological studies for the Southwest Corridor Light Rail Project will further assess the park's potential to yield information important in prehistory and history under Criterion D.

The period of significance of the park is recommended as beginning with the Fulton Park School's construction in 1914, and ending with the development of the park's community garden as part of a new city-wide program in 1975. Although the footprint of the park has been expanded over time and the school's original gardens are no longer present, the park retains integrity of location, workmanship, feeling, and association, and to a lesser degree has integrity of materials and setting. Fulton Park School is currently used by a private French immersion school, but is still used at times to host community events. The school building and the community garden define the character of Fulton Park, in addition to the park's undeveloped central space.

Property Name:	Street Address:	City, County:
Fulton Park	68 SW Miles Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

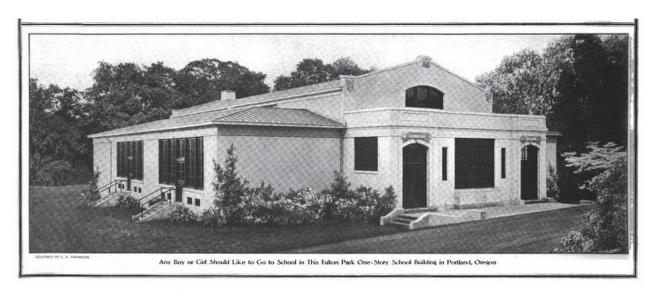
The light rail line will pass by Fulton Park at the center of SW Barbur Boulevard, which will be widened to accommodate light rail infrastructure. A permanent acquisition of 70 square feet of the park, in addition to three temporary construction easements totaling approximately 1,305 square feet where the park abuts SW Barbur Boulevard, will be needed to facilitate construction of new sidewalks and curbs along the widened SW Barbur Boulevard alignment. The entrance to the park's community garden at the intersection of SW 3rd Avenue and SW Barbur Boulevard will be improved; this work will occur outside of the park boundary. Extending 15 feet east and west from this driveway the existing vegetation will be removed, resulting in a loss of buffer from the roadway. Four garden plots may be impacted by the Project due to proposed improvements at the intersection of SW Barbur Boulevard and SW 4th Avenue; this intersection is located adjacent to the park's northwest corner.

Finding of Effect and Justification:

The loss of existing vegetation, the potential removal of four garden plots, and improvement of the park's entrance at SW 3rd Avenue's intersection with SW Barbur Boulevard will have no adverse effect on the historic property. The proposed modifications to the park will be limited to the park's frontage of SW Barbur Boulevard and where the park abuts SW 4th Avenue and SW 3rd Avenue, representing a change to just 0.32% of the overall area of the park. The Fulton Park School will be avoided, and the loss of up to four garden plots of the Fulton Community Garden will not diminish the historical significance or integrity of this character-defining feature of Fulton Park. The community garden currently offers about 150 plots of varying size; only those plots closest to the park's western edge will be directly impacted. Community gardening will continue in the western portion of the park, the park's central undeveloped area will be avoided, and the Fulton Park School and associated play areas will be far removed from Project activities.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the park through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the park's immediate setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the park will continue to meet minimum eligibility requirements for listing in the NRHP under Criteria A and C.

Property Name: Street Address: City, County: Portland, Multnomah



View: Fulton Park School as featured in Ladies' Home Journal in 1916 (Alderman 1916).



View: The north façade and east elevation as viewed towards the southwest from SW Miles Street.

Property Name: Street Address: City, County: Portland, Multnomah



View: The north façade as viewed towards the south-southeast.



View: Ceremonial stone at the base of the north façade. The view is facing south.

Property Name: Street Address: City, County: Portland, Multnomah



View: The south (rear) elevation of the school building. The view is facing north-northwest.



View: West elevation of the Fulton Park School as viewed towards the southeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: A modern playground situated west of the Fulton Park School. The view is facing south.



View: A circa 1930 ball field south of the Fulton Park School and modern playground (at right). The view is facing west.

Property Name: Street Address: City, County:
Fulton Park 68 SW Miles Street Portland, Multnomah



View: Gravel drive connecting the parking lot at Fulton Park School to the community gardens through an undeveloped central portion of the park. SW Miles Street is blocked from view by trees at right. The view is facing west.



View: Fulton Community Gardens as viewed towards the southeast from SW Barbur Boulevard.

Property Name:	Street Address:	City, County:
Fulton Park	68 SW Miles Street	Portland, Multnomah

Description of Property, continued from page 2:

The school's footprint is generally rectangular, but has a projecting main entry on the north façade and a small one-story projection at the rear (south) elevation of the building. The central mass of the building houses an auditorium/gym space that is capped with a gable roof with parapets and windows in each gable end. Low-slung wings to the east and west have two classrooms each, and are capped with hip roofs that connect to the central gable roof. Each classroom has a dedicated exterior entrance accessed by a poured concrete stair with metal handrails. Windows surround each of these exterior entry points, and are counterbalanced by two inset panels in the concrete walls below that frame either side of each entry.

The north façade entry is housed in a single-story projection that features a set of double doors at its east and west ends. A bank of windows in between these doors provides natural light for a central office space. Below these windows is a ceremonial stone from the building's dedication in 1914 (*The Morning Oregonian* 1914b). Decorative lintels are above each entry door; one reads "Fulton," the other reads "Park," and each has a bell that hangs down into a keystone position. The lintels intersect a simple entablature that is below the parapet of the main entry and continues below the hip roofs of the classroom wings to the rear (south elevation) of the building. The parapets of the building's central gable roof are adorned with cartouches, and at the north façade an eagle is inset at the peak of the parapet.

Immediately west and south of the school are outdoor recreation areas. A circa 1930 ball field is south of the school that is framed with a historic-period backstop made from metal fencing. A paved court area with basketball hoops and a tetherball pole wraps around the west elevation of the school, and was likely installed circa 1955. A circa 1990 playground is situated between the paved courts and a parking area to the west.

The central portion of the park is undeveloped, and is defined by its dense tree cover. A gravel road traverses north of this area to connect the Fulton Park School with the Fulton Community Gardens to the west. The gardens provide individual plots with some common infrastructure, like benches and equipment sheds, to facilitate use and enjoyment of the space. A circa 1990 Metro Home Composting Demonstration Center is northeast of the community gardens, and consists of an information board, storage shed, and different composters to display the various methods that can be used by home gardeners.

Historical Context:

Fulton Park is situated within a suburban community of the same name that was platted in 1888 by the Southwest Portland Real Estate Company (Southwest Portland Real Estate Company 1888). This residential area was known for its scenic views, and was accessed by Portland's first electric rail line, the Metropolitan Railway (*The Morning Oregonian* 1912; Thompson 2010:19). In 1910 a local group was formed to advocate for improvements to the community, named the Fulton Park Improvement Club (*The Morning Oregonian* 1912). After a fire destroyed the local school in 1911 and classes were held in portable schoolhouses for two years, this club pressed the Portland School Board for the construction of a new school (*The Morning Oregonian* 1913a, 1914b). In response, the Fulton Park School was completed in 1914.

The Fulton Park School was designed by Floyd A. Naramore, a noted architect who was the Superintendent of Properties for the Portland School Board (*The Morning Oregonian* 1914a). Naramore was a proponent of one-story schoolhouses, especially in suburban areas of the city where land was less expensive; these schoolhouses were more affordable, provided flexibility of plan, and were safer during emergencies (*The Morning Oregonian* 1913b). His designs skewed towards Mediterranean styles, as is evidenced at the Fulton Park School and the John D. Kennedy Elementary School in northeast Portland, which was completed in 1915 and is listed in the NRHP (Darby 1987). At the Fulton Park School dedication ceremony in 1914, the building was hailed as "one of the most modern in the city," with a design that allowed for future expansion without compromising the overall integrity and feeling of the building (*The Morning Oregonian* 1914b). The school was reported as having a "moving picture booth" where "illustrated lectures may be given the pupils," along with more standard spaces for assembly, instruction, and offices (*The Morning Oregonian* 1914a).

Property Name:	Street Address:	City, County:
Fulton Park	68 SW Miles Street	Portland, Multnomah

Historical Context, continued from page 9:

The school was reportedly constructed on a 25,000-square-foot tract owned by School District No. 1 of Multnomah County; this allowed for the development of a garden that was tended by both students and the community (*The Morning Oregonian* 1916). The exact location of this garden is not known, but a 1916 newspaper article featured a photograph of students gardening in front of a sign that appears to read "Fulton Park School Gardens" (*The Morning Oregonian* 1916). The article describes how the school property was enclosed by a "substantial fence," and that it's "central design has been planted in cannas, red geraniums, sweet alyssum and blue lobelia" (*The Morning Oregonian* 1916). The article further describes the garden.

On both sides of the central design are 50 individual plots 14 feet by 20 feet, the children's gardens which have been planned and planted originally by each individual owner. Among these products are found the telephone pea, Pride of Multnomah potato, dwarf champion tomato, bull nose pepper, prize head lettuce, little giant and white lcicle radish, improved long green cucumber, golden bantam corn and green curled endive. In one plot are 25 choice varieties of dahlias and by its side is an industrial garden where grains, grasses, lentils, peanuts, sweet potatoes and ground cherries are carefully studied by the children and interested visitors.

In 1930 the school district approved a project to improve the school grounds and to develop a playfield for students (*The Morning Oregonian* 1930). This likely led to the completion of the school's ball field, which was later captured in a 1952 aerial photograph at its location south of the school building (U.S. Geological Survey 1952). In this photograph there are no visible buildings or structures at the west end of the current park, but a lack of tree cover indicates that tree removal had likely occurred in this open area at an earlier time (U.S. Geological Survey 1952). Between this undeveloped area to the west and the school to the east there was an area of dense tree cover and five single-family residences lining SW 3rd Avenue that were situated between SW Barbur Boulevard to the north and the abandoned right of way of the Oregon Electric Railway to the south (U.S. Coast and Geodetic Survey 1947; U.S. Geological Survey 1952). One of these residences, an 1890 house, remains extant in the present day; the park boundary wraps around its location at 7420 SW 3rd Avenue, excluding the residential parcel.

Closure of the school was first discussed during the 1950s, when plans to construct the Baldock Freeway (Interstate 5) to the south would necessitate the purchase of a corner of the school property (*The Oregonian* 1957). With the small school soon to be squeezed between two major road arterials (Interstate 5 and SW Barbur Boulevard) to the north and south, the school district considered selling the entire property to the state (*The Oregonian* 1957). This eventually led to a land swap between the City of Portland's park bureau and the school district; an old homesite owned by the park bureau at NE 52nd Avenue and Hassalo Street was exchanged for the Fulton Park School (*The Oregonian* 1958). The Fulton Park School was thereafter transitioned into use as a community center for the "existing Fulton Park," which likely referred to the undeveloped area immediately west of the school (*The Oregonian* 1958). The school functioned as a community center up until 2012, after which time it transitioned back to use as an elementary school for the private L'Etoile French Immersion School. The auditorium is occasionally used to host public events.

The far western portion of the park has been used as a community garden since 1975, when the City of Portland initiated its community gardening program at the request of Portland's neighborhood associations (Johnson 1985; Portland Parks and Recreation 2008:11). Along with the Sewallcrest Community Garden in Southeast Portland and Johns Community Garden in North Portland, Fulton Community Garden was one of the first three gardens established by the program, which has since grown to include 57 gardens throughout the city (Portland Parks and Recreation 2008:11, 2020). Tax assessor records indicate that the parcels on which the community garden is situated were acquired by the City of Portland in 1974. The community garden also includes a Metro home composting demonstration center that was likely added circa 1990 (U.S. Geological Survey 1986).

Property Name:	Street Address:	City, County:
Fulton Park	68 SW Miles Street	Portland, Multnomah

Historical Context, continued from page 10:

The establishment of Portland's community gardening program in 1975 aligns with a nationwide rise in the popularity of community gardening during the 1970s (Birky 2009:21; Cialdella 2020; Wang 2006:6). During this period in which increased urbanization, environmental concerns, and fear of scarcity due to an energy crisis left many people feeling insecure, community gardening was embraced by local governments as a way to facilitate self-sufficiency and social connection, while also expanding publicly available green space (Birky 2009:21; Cialdella 2020; Wang 2006:6). This follows several prior historical periods in which communal gardening was embraced by government agencies and neighborhood groups alike as a way to combat economic uncertainty and preserve traditional lifeways in increasingly urban environments. Other periods in which the popularity of organized community gardening peaked include the Progressive Era, World War I, the Great Depression, and World War II (Cialdella 2020).

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Property Name:	Street Address:	City, County:
Fulton Park	68 SW Miles Street	Portland, Multnomah

Sources, Continued from Page 11:

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1888 Map of Fulton Park, Property of the Southwest Portland Real Estate Co. Multnomah County Surveyor Book 114 p. 4, Portland, Oregon.

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- 1913b New Plan For One-Story School Building Prepared By School Architect Naramore. 12 October:9.
- 1914a School Plans Ready: First Unit Fulton Park Building To Cost \$30,000. 8 March:9.
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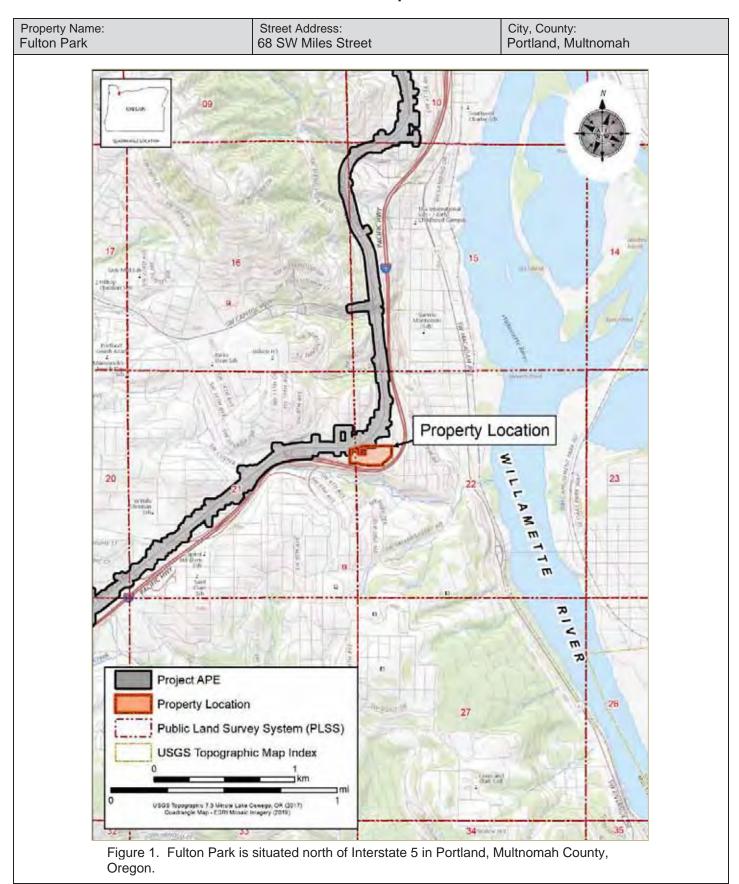
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Property Name:
Fulton Park

Street Address:
68 SW Miles Street

City, County:
Portland, Multnomah

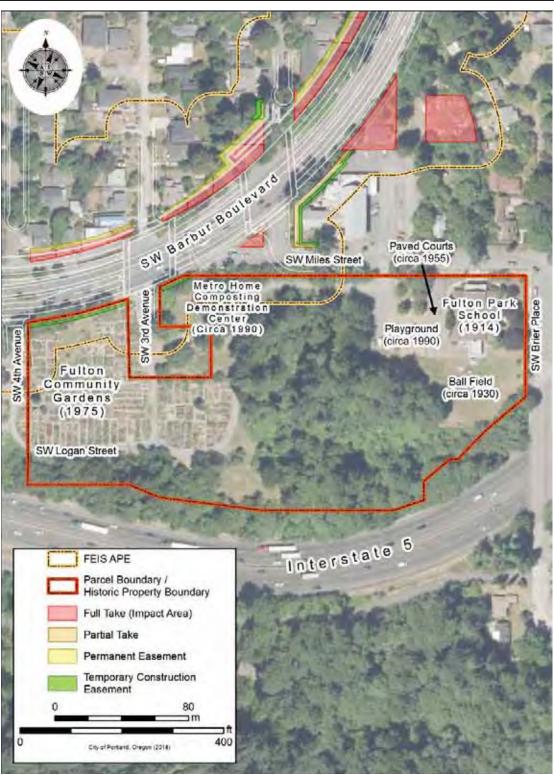


Figure 2. The park encompasses the Fulton Park School, Fulton Community Gardens, a ball field, playground, paved courts, and a Metro home composting demonstration center. Temporary construction easements are proposed where the park property abuts SW Barbur Boulevard, and a 70-square-foot acquisition of right of way is proposed at the park's western boundary.

Property Name:	Street Address:	City, Co	
Burlingame Fred Meyer Sign Project Name: Southwest Corridor L	7529-7601 SW Barbur Boulev	Agency project	d, Multnomah ₄ .
Agency: Federal Transit Administration		SHPO Case#: 1	
Agency: 1 eacrai Trancit Aariiniotra	and the transfer of the transf		sted in the National Register of
Location coordinates (to sixth decimal	place):	Historic Places?	
Latitude: 45.470397 Longitude:	-122.689862	YES – Indivi	· · · · · · · · · · · · · · · · · · ·
		☐ YES — In a c	district
Surveyor: Samantha Gordon, M.S., National Register Findings:			riew is facing west. Date Recorded: 06/04/19 Finding of Effect:
☑ Eligible:☑ Individually☐ Not Eligible:☐ Irretrievable integrity lost	t of a District NR Criteria: ⊠A □E		⊠ No Adverse Effect
	and to me	ot iti onona	Adverse Effect
State Historic Preservation Office Concur	omments – <i>Official U</i> se <i>Only</i> : □Do Not Concur:		
Effect: Concur	□ Do Not Concur:		IVED STAMP
Signed	Da	te	
CONTACT INFORMATI Comments:	ON STAMP		

Property Name: Burlingame Fred Meyer Sign	Street Address: 7529-7601 SW Barbur	Boulevard	City, County: Portland, Mul	ltnomah
Original Use: Commerce/Trade — Com	nmercial	Number of Ass	ociated Resourc	es: 1
Architectural Classification / Resource T	уре:	Owner: ⊠Pr	ivate	☐ Local Government
Not Applicable	Object	□St	ate	□Federal
Window type and Materials:		Exterior Surface	e Materials:	
N/A		Primary:	Steel	
Roof Type and Materials: N/A		Secondary: Decorative		/undefined
Integrity:		Construction D	ate: 1950	(⊠Circa)
□Excellent ⊠Good □Fair □F	oor	Architect/Build	er (if known): Sed	curity Signs, Inc.

Description of Property (including previous alterations & approximate dates):

The Burlingame Fred Meyer sign is situated on the northwest of SW Barbur Boulevard, adjacent to a parking area of the Burlingame Fred Meyer store. The red-and-white sign displays the words "Burlingame Fred Meyer" outlined in neon, and is supported by three white-painted steel poles. The sign is estimated to be between 15 and 20 feet in height. A lower section of the sign that read "My-Te-Fine Foods Drugs" was removed sometime after 1961, likely around the time when the My-Te-Fine in-house brand was phased out of stores circa 1980s.

The associated Burlingame Fred Meyer Store was documented separately for the Southwest Corridor Light Rail Project, as the 1951 commercial building has undergone significant modifications and does not meet minimum eligibility requirements for listing in the National Register of Historic Places (NRHP). However, the sign remains as an iconic roadside object associated with the history of commercial development along SW Barbur Boulevard during the mid-twentieth century.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Burlingame Fred Meyer Sign at 7529-7601 SW Barbur Boulevard meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criteria A and C. The sign is associated with the history of Fred Meyer, a chain of "one-stop shopping" supermarkets and department stores located in the Pacific Northwest, and with commercial development along SW Barbur Boulevard during the mid-twentieth century (Criterion A). The sign embodies distinctive characteristics of a mid-twentieth century roadside neon sign, and retains adequate historical integrity to be representative of its type and period of construction (Criterion C). The sign is not associated with a person who is significant in local, state, or national history (Criterion B), and it is not a principal source of information that is important to our understanding of history (Criterion D).

The period of significance of the Burlingame Fred Meyer Sign is circa 1950, the date of construction (City of Portland Archives 1951, 1952; Portland Maps 2020). The sign's footprint is the historic property boundary. Character-defining features of the sign include its neon lighting, original script, and original building materials.

The Burlingame Fred Meyer Sign retains historical integrity of location, design, materials, workmanship, feeling, and association. The sign's design has been altered, as a secondary section of the sign advertising "My-Te-Fine Foods Drugs" was removed sometime after 1961; however, the primary sign and three supporting steel poles remain in place (City of Portland Archives 1951, 1961). The sign has diminished integrity of setting, as the associated Fred Meyer store has been extensively altered and no longer reflects its historical appearance. However, integrity of setting is not required for the sign to express a connection with SW Barbur Boulevard's mid-twentieth century development since the sign has integrity of location, materials, workmanship, and feeling that convey its association with commercial development on SW Barbur Boulevard during the midtwentieth century. Modification of the store building also impacts the sign's integrity of association; however, since the store is still in operation, this aspect of integrity has not been entirely diminished.

Property Name:	Street Address:	City, County:
Burlingame Fred Meyer Sign	7529-7601 SW Barbur Boulevard	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes a temporary construction easement that would overlap the historic property boundary of the Burlingame Fred Meyer Sign. The easement would allow the Project to access the area at the base of the sign, which is needed reconstruct the adjacent sidewalk and curbs along SW Barbur Boulevard. No impacts are anticipated to the historic object. The light rail line will be constructed at the center of SW Barbur Boulevard; a station platform and pedestrian crossing will be southwest of the sign, and a bus stop will be built to the northeast.

Finding of Effect and Justification:

The Burlingame Fred Meyer Sign will not be adversely affected by the Project. Physical impacts to the sign will be avoided when the area at the sign's base is used temporarily to reconstruct adjacent sidewalks on SW Barbur Boulevard.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the Burlingame Fred Meyer sign through an increase in noise, changes in circulation, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the Burlingame Fred Meyer sign's setting has already been diminished, most notably through the remodeling of the associated Fred Meyer store. Despite its lack of integrity of setting, the sign retains other aspects of integrity that convey its association with SW Barbur Boulevard's mid-twentieth century development. Once the Project is constructed and the light rail line is operational, the Burlingame Fred Meyer Sign will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criteria A and C.

Property Name: Street Address: City, County: 7529-7601 SW Barbur Boulevard Portland, Multnomah



View: The Burlingame Fred Meyer Sign. The view is facing north.

Property Name: Street Address: City, County:

Burlingame Fred Meyer Sign 7529-7601 SW Barbur Boulevard Portland, Multnomah



View: The Burlingame Fred Meyer Sign. The view is facing northeast.

Property Name: Street Address: City, County: 7529-7601 SW Barbur Boulevard Portland, Multnomah



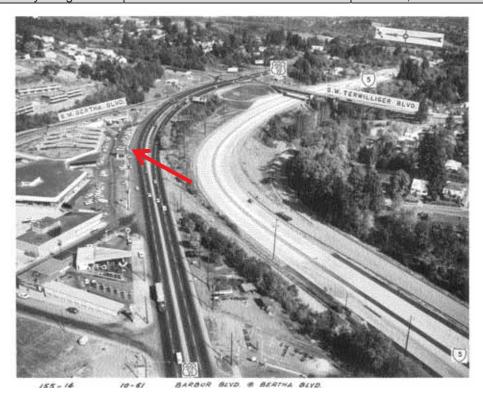
View: Aerial photograph taken in 1952 of SW Barbur Boulevard at the intersection with SW Terwilliger Boulevard, facing west (City of Portland Archives 1952). The Burlingame Fred Meyer Sign is indicated with a red arrow.



View: Detail of above 1952 aerial photograph (City of Portland Archives 1952). The Burlingame Fred Meyer Sign is indicated with a red arrow.

Property Name: Street Address: City, County:

Burlingame Fred Meyer sign 7529-7601 SW Barbur Boulevard Portland, Multnomah



View: Aerial photograph taken in 1961 of SW Barbur Boulevard at the intersection with SW Terwilliger Boulevard, facing northeast (Oregon Department of Transportation 1961). The Burlingame Fred Meyer Sign is indicated with a red arrow.



View: Detail of above 1961 aerial photograph (Oregon Department of Transportation 1961). The Burlingame Fred Meyer sign is indicated with a red arrow.

Property Name: Street Address: City, County:
Burlingame Fred Meyer sign 7529-7601 SW Barbur Boulevard Portland, Multnomah



View: A 1951 photograph of SW Barbur Boulevard, facing northeast. The Burlingame Fred Meyer Sign is at left (City of Portland Archives 1951).



View: Overview of SW Barbur Boulevard in 1961, facing southwest (City of Portland Archives 1961). The Burlingame Fred Meyer Sign is at right.

Property Name:	Street Address:	City, County:
Burlingame Fred Meyer Sign	7529-7601 SW Barbur Boulevard	Portland, Multnomah

Historic Context:

The Burlingame Fred Meyer at 7529-7601 SW Barbur Boulevard is located on a parcel that is within the Carson Heights and Capitol Hill additions to the City of Portland, which were platted in 1890 and 1907, respectively (Multnomah County Surveyor, Portland 1890:Plat Book[PB] 151:55, 1907:PB 360:73). The store was constructed in 1950; its neon sign, fabricated by Security Signs, Inc., was likely assembled on site that same year (flickr.com 2009; *The Oregonian* 1950a, 1950b). The store and associated roadside neon sign were constructed in order to take advantage of increased automobile traffic and commercial development along SW Barbur Boulevard in the midtwentieth century, attracting customers to the expanding supermarket chain. The Burlingame Fred Meyer store was constructed more than a decade after SW Barbur Boulevard was constructed along a former railroad corridor in the early 1930s (Sanborn Map & Publishing Company 1901, 1908-1950; Sherrill 2016).

The man behind Fred Meyer, born Frederick Grubmeyer in 1886, came to Portland in 1908 as a traveling coffee salesman. The first Fred Meyer store, staffed by "expert" employees in charge of each section, was opened in 1922 (fredmeyer.com 2020). As early as 1931, Fred Meyer supermarkets featured the inexpensive in-house brand My-Te-Fine; the stores also offered ample automobile parking, the convenience of "one-stop shopping," a wide variety of goods, and specialized departments (Oregon Historical Society [OHS] 2020). In the post-World War II economic boom, Fred Meyer expanded rapidly, with new, large department stores popping up along corridors of suburban development (OHS 2020). The Burlingame Fred Meyer, which was constructed as the anchor point of the Burlingame shopping center, is one such example of this development trend (*The Oregonian* 1950a). It was Fred Meyer's sixteenth store, and was the eighth store built with a modern shopping center form (*The Oregonian* 1950b).

The Burlingame Fred Meyer store was extensively remodeled in 2013, diminishing the building's historical integrity (KATU 2013). However, the Burlingame Fred Meyer Sign remains as a visually prominent landmark on SW Barbur Boulevard that evokes Fred Meyer's history and mid-twentieth century patterns of development along SW Barbur Boulevard. It is also a good example of mid-twentieth century neon sign design, and is one of few signs of this type and period that remain standing along SW Barbur Boulevard.

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Property Name:	Street Address:	City, County:
Burlingame Fred Meyer Sign	7529-7601 SW Barbur Boulevard	Portland, Multnomah

Sources, Continued from Page 9:

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1901 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York. 1908-1950 *Insurance Maps of Portland, Oregon.* Sanborn Map & Publishing Company, New York.

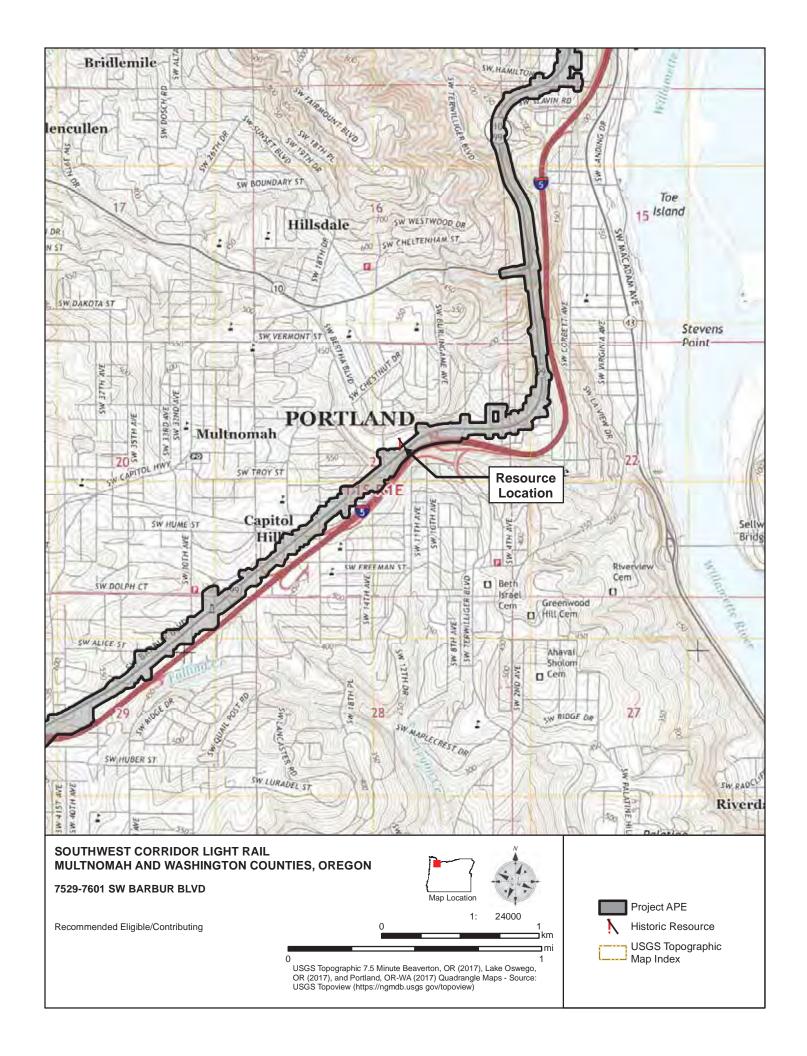
Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

The Oregonian (Portland, Oregon)

1950a Fred Meyer announces Burlingame shopping center. 2 April:2.

1950b Fred Meyer's new venture to open 16th. 8 August:1.





Property Name:	Street Address: 7147 SW 4th Avenue		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.490412 Longitude: -122.682141		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district	



East (primary) façade of house at 7147 SW 4th Avenue, facing west.

Surveyor: Samantha Gordon, M.S., and Andrea Blaser, M.S.	Date Recorded: 06/04/19			
National Register Findings: ☐ Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: □Concur □ Do Not Concur: RECE	EIVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 7147 SW 4 th Avenue		City, County: Portland, Mul	tnomah	
Original Use: Domestic — Single Dwelling		Number of Associated Resources: N/A			
Architectural Classification / Resource Type:		Owner: ⊠Priv	/ate	☐ Local Government	
Modern Period: other	Building	□Sta	te	□Federal	
Window type and Materials: Hung and fixed wood sash		Exterior Surface Materials: Primary: Horizontal Board			
Roof Type and Materials: Side gable roof with cross hip; comp	nd Materials: roof with cross hip; composite shingle		Secondary: -select materials- Decorative Wood: Other/undefined		
Integrity:		Construction Da	ate: 1948	(□Circa)	
⊠Excellent □Good □Fair □F	oor	Architect/Builde	er (if known): Gr	ace Brothers (builder)	

Description of Property (including previous alterations & approximate dates):

The one-story house at 7147 SW 4th Avenue is a transitional period cottage that has distinctive blend of Minimal Traditional and World War II-era Cottage styles. The period cottage has an L-shaped footprint with a poured concrete foundation and a basement-level garage. The house is capped by a side gable roof with a crossing hip that projects from the east facade. The east façade has an inset porch that is supported by two simple wood posts with lattice decoration at the north corner.

The house is clad in wood Dolly Varden siding. Windows are partially obscured by vinyl storm windows, but appear to be a fixed multi-light wood window and two-over-two hung multi-light wood sashes with elongated horizontal panes. The six-paneled front door is modern, and the paneled wood garage door is most likely original to the date of construction.

Landscaping on the parcel consists of a grass lawn split by a poured concrete driveway. North of the driveway is a brick retaining wall constructed circa 1965, and to the south of the driveway is a low wall of stacked rocks that was constructed at an unknown date. The property is bordered by a hedge to the north and vertical board fencing to the west and south.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7147 SW 4th Avenue meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. The 1948 house is a transitional period cottage that embodies distinctive characteristics of its type and period of construction, blending the elements of the Minimal Traditional style that was popular before World War II and the World War II-Era Cottage style of the late 1940s and early 1950s. The house has no known association with a demonstrably significant event or pattern of events in local, state, or national history (Criterion A), nor is the house associated with figures who are significant in local, state, or national history (Criterion B). Furthermore, the building is unlikely to provide a principal source of new or important historical information (Criterion D).

There are several houses within the immediate vicinity that were also constructed in 1948. However, there appears to be limited potential for a historic district to be present that would encompass these buildings. The larger neighborhood in which they are situated has no known historical associations of significance, construction dates of houses span several decades, and most houses in the area have diminished historic integrity.

The period of significance of the house is 1948, the date of construction, and the parcel boundary is the historic property boundary. Character-defining features of the house include its form, which blends the small footprint and modest side-gable design of a Minimal Traditional house with a crossing hip that evokes the crossing hips used in World War II-Era Cottages to introduce variation and complexity into an otherwise simple design. The character of the house is also defined by original wood windows, which are typical of World War II-Era Cottages with their elongated horizontal panes and two-over-two light configurations.

(Continued on Page 5)

Property Name:	Street Address:	City, County:
	7147 SW 4 th Avenue	Portland, Multnomah

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The project proposes no acquisitions or easements at 7147 SW 4th Avenue. Within the viewshed of the house new curbs will be constructed at the intersection of SW 4th Avenue and SW Nevada Court, and a cul-de-sac will be constructed to the south where SW 4th Avenue currently provides access to the SW Barbur Boulevard Frontage Road. Out of view of the house but within its vicinity, the new light rail line will be constructed along SW Barbur Boulevard and the roadway will be widened.

Finding of Effect and justification:

The historic property at 7147 SW 4th Avenue will not be adversely affected by the project. No acquisitions or easements are proposed at this location, and the property is north of and removed from areas that will be directly impacted by the widening of SW Barbur Boulevard.

The introduction of light rail infrastructure along SW Barbur Boulevard may have direct and indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the project is constructed and the light rail line is operational, the house will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 7147 SW 4th Avenue Portland, Multnomah



View: East (primary) façade of house at 7147 SW 4th Avenue, facing west. Note the circa 1965 retaining wall at right and the low stone retaining wall at left.



View: East (primary) façade and south elevation of house at 7147 SW 4th Avenue, facing northwest.

Property Name:	Street Address: 7147 SW 4 th Avenue	City, County: Portland, Multnomah
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Continued from Page 5

The house retains historical integrity of location, design, materials, workmanship, feeling, and association. No major modifications were observed to the exterior of the house, which retains its original cladding, windows, and massing. However, the house has diminished integrity of setting due to the construction of a large brick retaining wall circa 1965 that borders the driveway. This retaining wall does not conform with the house's design and detracts from the property's historical character.

Historic Context

The house at 7147 SW 4th Avenue is located in the Fulton Park addition to the City of Portland, which was platted in 1888 (Southwest Portland Real Estate Company 1888). However, the house and others around it were not constructed until 1948, likely as a result of housing demand in the post-World War II era and the infilling of areas that had previously lagged in development prior to the construction of SW Barbur Boulevard in the early 1930s (Sanborn Map & Publishing Company 1908-1909, 1908-1950; Sherrill 2016).

A 1948 plumbing inspection record notes George Grace as the homeowner; plumbing inspection record notes for three adjacent houses built in 1948 also list George Grace as the owner (Portland Maps 2020a, 2020b, 2020c, 2020d). It is likely that the houses were constructed by Grace's contracting company, Grace Brothers, and that the first owner to reside in the house was George Anderson, a salesman for Highland Art Manufacturing, and his wife Anastasia (Portland Maps 2020a; R.L. Polk & Company 1960; The National Archives in St. Louis, Missouri, 1942: WWII Draft Registration Cards for Oregon, Records of the Selective Service System 147, Box 42). No substantive information was found pertaining to Grace Brothers Contractors and their work in Portland near the time of the house's construction

Sources

Portland Maps

- 2020a Historic plumbing inspection reports for 7147 SW 4th Avenue. Electronic document, https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=929350&format=file &api_key=7D700138A0EA40349E799EA216BF82F9, accessed March 7, 2020.
- 2020b Historic plumbing inspection reports for 7152 SW 5th Avenue. Electronic document, https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=929625&format=file &api_key=7D700138A0EA40349E799EA216BF82F9, accessed March 7, 2020.
- 2020c Historic plumbing inspection reports for 7159 SW 4th Avenue, Electronic document, https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=929338&format=file &api key=7D700138A0EA40349E799EA216BF82F9, accessed March 7, 2020.
- 2020d Historic plumbing inspection reports for 7158 SW 4th Avenue. Electronic document, https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=929337&format=file &api key=7D700138A0EA40349E799EA216BF82F9, accessed March 7, 2020.

R.L. Polk & Company

1960 Portland City Directory. R. L. Polk & Co., Portland, Oregon.

Sanborn Map & Publishing Company

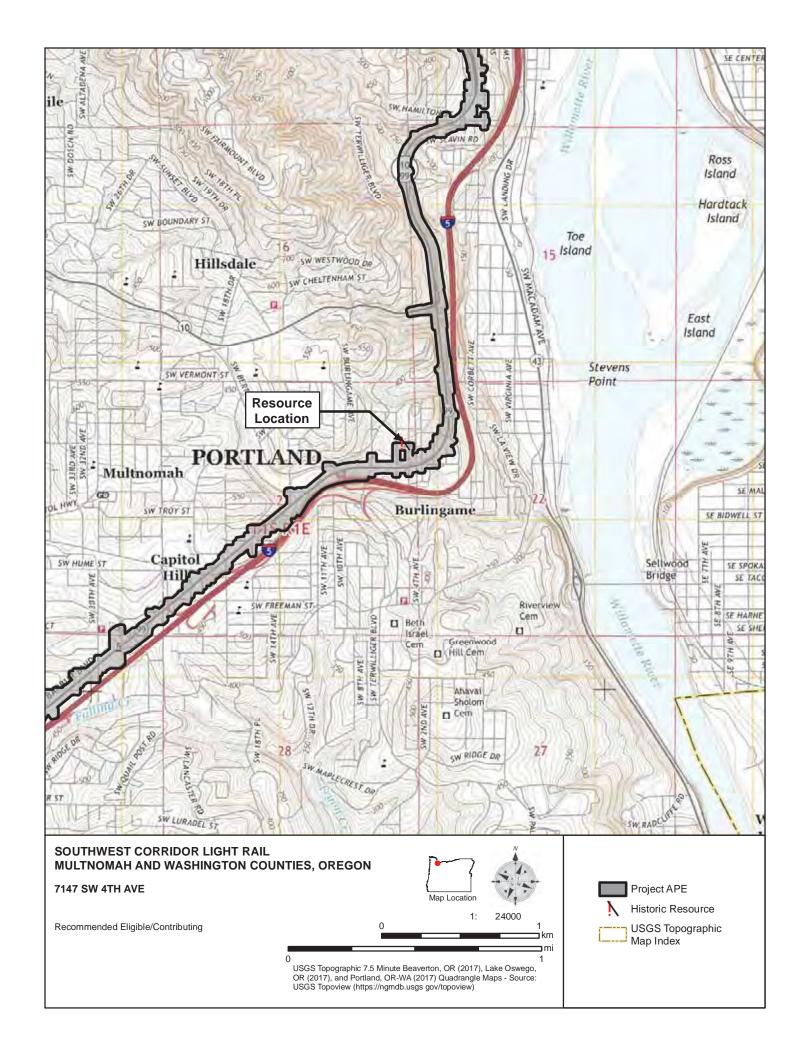
1908-1909 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York. 1908-1950 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

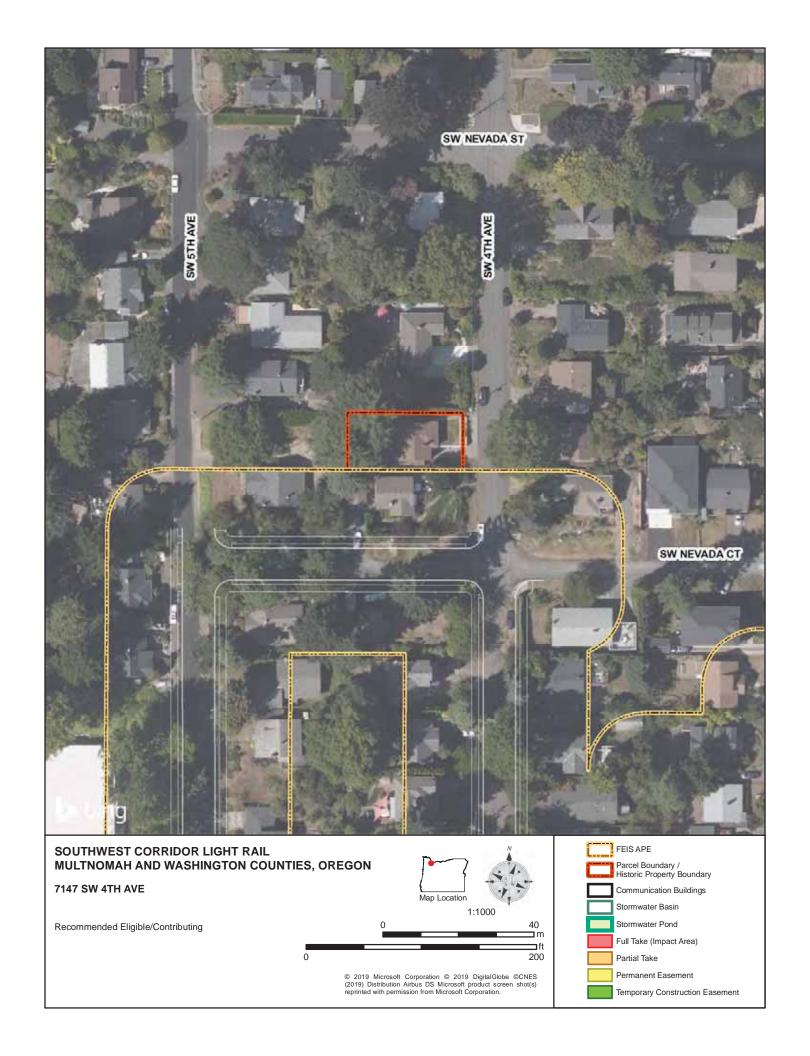
Sherrill, Justin

2016 *History through a lens: Glimpses of a changing Southwest Corridor.* Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

Continued on Page 6

Property Name:	Street Address: 7147 SW 4 th Avenue	City, County: Portland, Multnomah
Sources, continued from Page 6		
Southwest Portland Real Estate Company 1888 Map of Fulton Park, Property of the Southwest Portland Real Estate Co. Multnomah County Surveyor Book 114 p. 4, Portland, Oregon. Available, http://www4.multco.us/Surveyimages/Plats/PL0000-0499/PL0114-004.PDF, accessed February 20, 2020.		





Property Name:			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Lig	roject Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.472187 Longitude: -122.678782		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district		



The view of the house at 7211 SW Brier Place. The view is towards the southwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 2/25/2020			
National Register Findings: ☑ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☑ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☒ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Do Not Concur:				
Effect: Concur Do Not Concur: RECE	IVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 7211 SW Brier Place		City, County: Portland, Mul	tnomah	
Original Use: Domestic- Single Family Residence		Number of Associated Resources: N/A			
Architectural Classification / Resource T	ype:	Owner: ⊠Priv	rate	☐ Local Government	
Tudor Revival	Building	□Sta	te	□Federal	
Window type and Materials: Hung and fixed wood sashes Roof Type and Materials: Cross gable with composite shingles		Exterior Surface Primary: Secondary: Decorative	e Materials: Cement Fiber -select materi -select materi	ials-	
Integrity:		Construction Da	ate: 1942	(□Circa)	
□Excellent ⊠Good □Fair □F	oor	Architect/Builde Wierck (builders	` '	drew Vagalie and J.C.	

Description of Property (including previous alterations & approximate dates):

The house at 7211 SW Brier Place is a one-and-one-half story building. It has an approximately L-shaped footprint and an asymmetrical façade. A side gable roof is over the main body of the house, and a front-facing gable caps a projection at the east facade. The roof is clad in patterned composite shingles, and has minimal eave overhang. A gable dormer is on the east façade and a shed-roofed wall dormer is on the rear (west) elevation, providing ample light to the interior of the house's upper half story.

The garage is below grade, and sits below the gabled front-facing projection of the east facade. A sloped driveway approaches the garage with landscaping to the north. The fireplace and chimney are on the south end of the building, and a second chimney is at the center of the house. The windows are the original fixed and hung multi-light wood sashes with elongated horizontal panes; this window type is common to World War II-era houses. The exterior wall cladding is likely modern cement fiber board that has replaced the original siding.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7211 SW Brier Place is recommended to be eligible for listing in the National Register of Historic Places (NHRP) under Criterion C. The house embodies distinctive characteristics of its type and period of construction; it has the form of a Tudor Revival or Tudor Composite house, but has the simplified finish of a Minimal Traditional house and the windows of a World War II era house. This mixture of elements captures a transitionary period of the mid-twentieth century, as revival styles of the 1930s were simplified to lower costs and speed up construction during World War II and the housing boom thereafter. The property at 7211 SW Brier Place has no known associations with significant events or people of the past (Criteria A and B). The building is not a principal source of information that is important to our understanding of the past (Criterion D).

The construction of Interstate 5 by the early 1960s diminished the building's integrity of setting. Additionally, new siding has affected but not entirely diminished the building's integrity in materials. However, the house retains integrity of location, design, workmanship, feeling, and association. The historic property boundary is the parcel, and the period of significance is 1942, the year the house was constructed. Character-defining features include the house's Tudor Revival/Tudor Composite form and the original wood windows with elongated horizontal panes.

Property Name:	Street Address:	City, County:
	7211 SW Brier Place	Portland, Multnomah

Description of Project Scope, and Nature and extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the boundary of the historic property at 7211 SW Brier Place. The new light rail line will be constructed at the center of SW Barbur Boulevard, which is about 200 feet west of the house and an adjacent house at 7225 SW 1st Avenue. The roadway will be widened to accommodate the line; however, the road right of way will expand to the northwest, on the opposite side of the roadway from the house at 7211 SW Brier Place. The house at 7225 SW 1st Avenue, which was constructed in 1916 and modified in the modern era, and an undeveloped parcel, both of which are west of the house at 7211 SW Brier Place, will be fully acquired and a stormwater facility will be constructed in their place. The intersection of SW Brier Place and SW Barbur Boulevard will be improved, and will include a protected pedestrian crossing of the light rail line.

Finding of Effect and Justification:

The historic property at 7211 SW Brier Place will not be adversely affected by the Southwest Corridor Light Rail Project. There are no acquisitions or easements proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard and a stormwater facility to the west may have direct and indirect effects on the setting of 7211 SW Brier Place through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. The proposed stormwater facility will be behind (west) of the house; existing vegetation will likely block the facility and other Project components from view. Once the Project is constructed and the light rail line is operational, the historic house at 7211 SW Brier Place will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:
Street Address:
City, County:
Portland, Multnomah



View: The east façade of 7211 SW Brier Place. The view is towards the southwest.



View: The east façade of 7211 SW Brier Place. The view is towards the west.

Property Name: Street Address: City, County:



View: Aerial view of property location (at red arrow) 1952, prior to construction of Interstate 5 (U.S. Geological Survey [USGS] 1952).



View: Aerial view of property location (at red arrow) 1970, after the construction of Interstate 5 (USGS 1970).

Property Name:	Street Address:	City, County:
	7211 SW Brier Place	Portland, Multnomah

Historic Context:

The house at 7211 SW Brier Place was built in 1942 for Don Anderson by Andrew Naegeli and J.C. Weirick (Bureau of Buildings 1925; National Archives 1942; *The Oregonian* 1941). The house is situated within the Corbett Terrace plat, the lots for which were advertised during the 1920s as having an "unobstructed view of the city, two rivers and mountains" in a "naturally wooded [area] with maples, dogwood and evergreens" (*The Morning Oregonian* 1922). Furthermore, the area was sold as having "city conveniences, including pavement, sidewalks, curbs, sewers, Bull Run water, gas and electricity" (*The Morning Oregonian* 1922). Corbett Terrace was reached by the Oregon Electric Railway, which provided passenger rail service in this area during the early twentieth century (*The Morning Oregonian* 1922).

The house was constructed shortly after the SW Barbur Boulevard was completed west of the building along a former Southern Pacific Railroad alignment (Loring 1913; *The Sunday Oregonian* 1934). The introduction of this road would alter the setting of the former streetcar suburb (Loring 1913; *The Morning Oregonian* 1922). The area would further change with the construction of Interstate 5 along the former Oregon Electric Railway alignment by the early 1960s (*The Oregonian* 1961). Interstate 5 divided Corbett Terrace and isolated a third of the plat between SW Barbur Boulevard and Interstate 5. The house at 7211 SW Brier Place is situated within this isolated area and is disconnected from its historic setting.

Sources:

Bureau of Buildings (Portland, Oregon)

1925 Report of Plumbing Inspection, Permit No. 60051. Available, https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=939621&format=file&api_key=7D700138A0EA40349E799EA216BF82F9, accessed February 24, 2020.

Loring, David

1913 Re-plat Map of Corbett Terrace. Multnomah County Surveyor Book 614 p.81-82, Portland, Oregon. Available, http://www4.multco.us/Surveyimages/Plats/PL0500-0999/PL0619-081-082.PDF, accessed February 20, 2020.

National Archives and Records Administration

1942 World War II Draft Registration Card for Andrew Neageli. Records of the Selective Service System; Record Group Number:147; Box or Roll Number: 91. St. Louis, Missouri. Available, https://search.ancestry.com/cgi-bin/sse.dll?indiv=1&dbid=1002&h=10428663&tid=&pid=&usePUB=true&_phsrc=HiY58&_phstart=successSource, accessed February 25, 2020.

The Morning Oregonian (Portland, Oregon)

1922 New Addition to be Opened – Corbett Terrace, Containing 40 Tracts, to be Put on Market. 21 May:10.

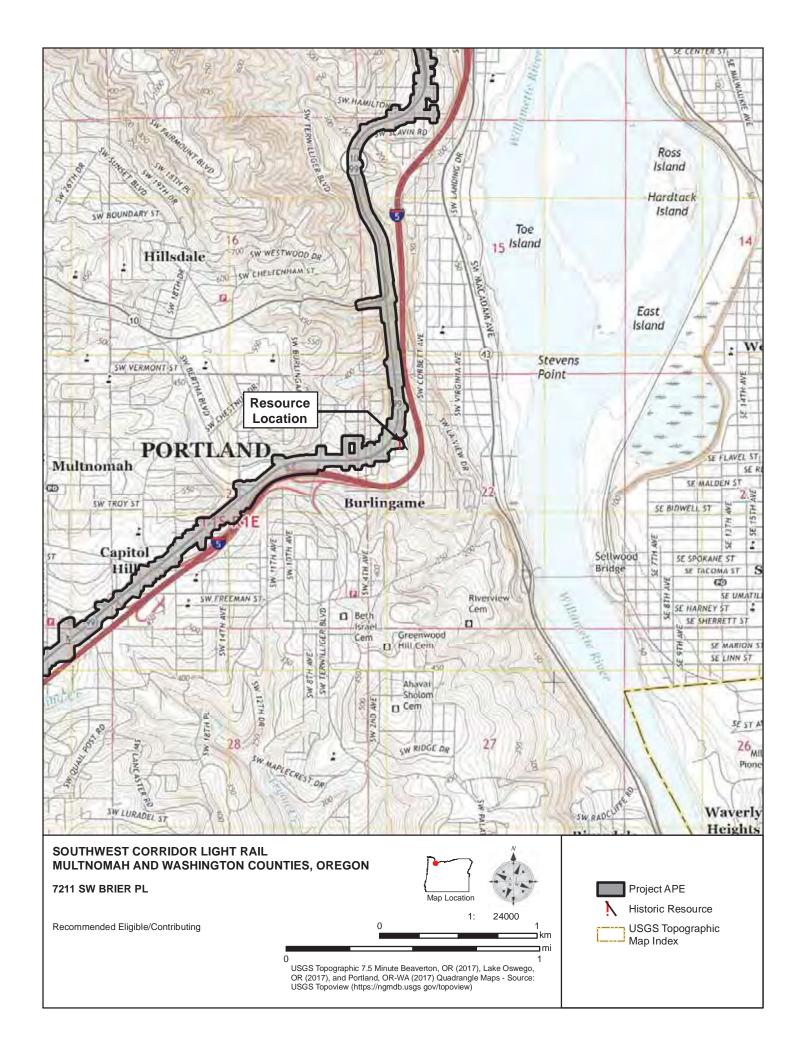
The Oregonian

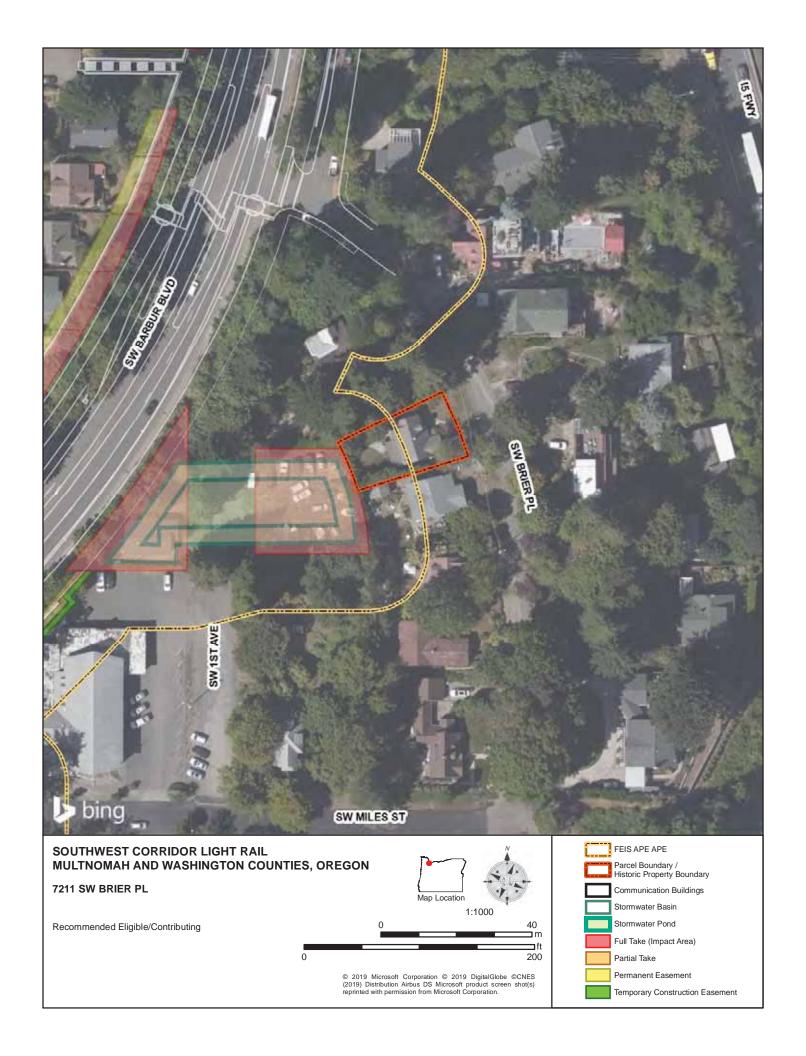
- 1941 Building Permits. 20, May:11.
- 1961 New \$12 Million Baldock Extension Dream Comes True For Late Sleepers. 14 December:28.

The Sunday Oregonian (Portland, Oregon)

- 1934 Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.
- 1947 For Sale West Side Districts. 8 June:46.

Property Name:	Street Address: 7211 SW Brier Place	City, County: Portland, Multnomah		
Sources, continued from Page 6:				
U.S. Geographical Survey (USGS)				
	1952 Aerial Reconnaissance Photograph ID # 1ZJ0000010115. Available, http://earthexplorer.esgs.gov/,			
	ograph ID # 1VCOA00010182. Available	e, http://earthexplorer.esgs.gov/,		
•				





Property Name:			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Lig	lame: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.472037 Longitude: -122.678731		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district		



The house at 7221 SW Brier Place, as viewed towards the west-southwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.			Date Recorded: 2/26/2020
National Register Findings: ⊠ Eligible: ⊠ Individually □ As part of a District NR Criteria: □ A □ B ⊠ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria			Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect
State Historic Preservation Office Eligibility: Concur	Comments – <i>Official Use O</i> . ☐ Do Not Concur:	nly:	
Effect: Concur	☐ Do Not Concur:		EIVED STAMP
Signed		Date	
CONTACT INFORMAT	TION STAMP		
Comments:			

Property Name:	Street Address: 7221 SW Brier Place		City, County: Portland, Mu	ltnomah
Original Use: Domestic – Single Family Residence		Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Pr	ivate	☐ Local Government
Colonial Revival	Building	☐ State ☐ Federal		□Federal
Window type and Materials: Likely a mixture of fixed and hung wood Roof Type and Materials: Clipped gable with composite shingle ro		Exterior Surfaction Primary: Secondary: Decorative	ce Materials: Shingle -select mater -select mater	
Integrity:		Construction D	ate: 1926	(□Circa)
□Excellent □Good □Fair □F	oor	Architect/Build	er (if known): Wil	lliam Arnett (builder)

Description of Property (including previous alterations & approximate dates):

The house at 7221 SW Brier Place is one-and-a-half-stories tall with a rectangular footprint. The main body of the house has a clipped side gable, while the east façade entry porch has a clipped front-facing gable supported by Tuscan columns. The eaves have an overhang finished with soffits and boxed eave returns. A chimney is on the north side of the house.

The building is clad in combed shingle siding that was likely placed on the exterior circa 1950. Windows, most of which are obscured from view by vegetation surrounding the house and aluminum storm windows, appear to be wood fixed and hung sashes. The upper half story was updated in 2015 to create a master bedroom, resulting in the construction of a dormer on the rear (west) elevation that is not visible from SW Brier Place (Bureau of Development Services [BDS] 2015). Other interior modifications have occurred in the recent past, such as converting the basement into finished living space (BDS 2015, 2016, 2018).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7221 SW Brier Place is recommended to be eligible for listing in the National Register of Historic places (NRHP). Under Criterion C, the house embodies distinctive features of Colonial Revival style built on a modest scale during the early twentieth century. Under Criterion A, the building does not have an association with a demonstrably significant event or broad patterns of history at the local, regional, or national level. The building is not associated with a significant person of the past (Criterion B), nor is it a principal source of information that is important to understanding our past (Criterion D).

The house's integrity of setting has been diminished by the construction of SW Barbur Boulevard (during the early 1930s) and Interstate 5 (during the early 1960s) along former rail corridors in the immediate vicinity. The house's interior has been updated and the original exterior siding was replaced during the mid-twentieth century, affecting but not diminishing the house's integrity of materials and design. Thus, the house retains integrity of location, materials, design, workmanship, feeling, and association that support its eligibility for listing in the NRHP under Criterion C. The historic property boundary is the parcel, and the period of significance is 1926, the building's date of construction. Character-defining features of the house include its Colonial Revival form and finish.

Property Name:	Street Address:	City, County:
	7221 SW Brier Place	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the boundary of the historic property at 7221 SW Brier Place. The light rail line will be constructed at the center of SW Barbur Boulevard, which is about 245 feet west of the house and an adjacent house at 7225 SW 1st Avenue. The roadway will be widened to accommodate the line; the road right of way will expand to the northwest, to the opposite side of the roadway from the house at 7221 SW Brier Place. A stormwater facility will be constructed west of the house at 7221 SW Brier Place, necessitating the full acquisition of the house at 7225 SW 1st Avenue (constructed in 1916 and altered during the modern period) and an adjacent undeveloped parcel.

Finding of Effect and Justification:

The historic property at 7221 SW Brier Place will not be adversely affected by the Southwest Corridor Light Rail Project. There are no acquisitions or easements proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard and the construction of a stormwater facility west of the house may have direct and indirect effects on the setting of 7221 SW Brier Place through an increase in noise, changes in circulation, and foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. The proposed stormwater facility will be behind (west) of the house; existing vegetation will likely block the facility and other Project components from view. Once the Project is constructed and the light rail line is operational, the historic house at 7221 SW Brier Place will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:
Street Address:
City, County:
Portland, Multnomah



View: The east façade of the house at 7221 SW Brier Place. The view is towards the west-southwest.



View: The south elevation and east facade of the house at 7221 SW Brier Place. The view is towards the northwest.

Property Name: Street Address: City, County: 7221 SW Brier Place Portland, Multnomah



View: Aerial view of property location (at red arrow) 1952, prior to construction of Interstate 5 (U.S. Geological Survey [USGS] 1952).



View: Aerial view of property location (at red arrow) 1970, after the construction of Interstate 5 (USGS 1970).

Property Name:	Street Address:	City, County:
	7221 SW Brier Place	Portland, Multnomah

Historic Context

The house at 7221 SW Brier Place is located in the Corbett Terrace plat, and was built at a time when housing demand was forcing contractors to "build at top speed" (*The Sunday Oregonian* 1925a). During the 1920s the lots at Corbett Terrace were advertised as having an "unobstructed view of the city, two rivers and mountains" in a "naturally wooded [area] with maples, dogwood and evergreens" (*The Morning Oregonian* 1922). Furthermore, the area was sold as having "city conveniences, including pavement, sidewalks, curbs, sewers, Bull Run water, gas and electricity" (*The Morning Oregonian* 1922). It was reached by the Oregon Electric Railway, which provided passenger rail service in this area during the early twentieth century (*The Morning Oregonian* 1922).

The house was built by contractor William Arnett for V.S. Criswell at the cost of \$4,500 (*The Sunday Oregonian* 1925a). At the time, \$4,500 would have been on the lower end of new home prices, which aligns with the house's modest size and style (*The Sunday Oregonian* 1925b). A review of historic newspapers and census data found limited information pertaining to Arnett and Criswell.

Less than a decade after the construction of the house, SW Barbur Boulevard was completed west of the building along a former Southern Pacific Railroad alignment (Loring 1913; *The Sunday Oregonian* 1934). The introduction of this road would alter the setting of the former streetcar suburb (Loring 1913; *The Morning Oregonian* 1922). The area would further change with the construction of Interstate 5 along the former Oregon Electric Railway alignment by the early 1960s (*The Oregonian* 1961). Interstate 5 divided Corbett Terrace and isolated a third of the plat between SW Barbur Boulevard and Interstate 5. The house at 7221 SW Brier Place is situated within this isolated area and is disconnected from its historic setting.

Sources

Bureau of Development Services (BDS) (Portland, Oregon)

- 2015 Permit for 7221 SW Brier Place. Permit 2015-237141-000-00-RS. Available, https://www.portlandmaps.com/detail/permit/2015-237141-000-00-RS/3700834_did/? property id=R139953, accessed February 26, 2020.
- 2016 Permit for 7221 SW Brier Place. Permit 2016-145279-000-00-PT. Available, https://www.portlandmaps.com/detail/permit/2016-145279-000-00-PT/3794266 did/? property_id=R139953, accessed February 26, 2020.
- 2018 Permit for 7221 SW Brier Place. Permit 2018-268052-000-00-RS. Available, https://www.portlandmaps.com/detail/permit/2018-268052-000-00-RS/4311678_did/?property_id=R139953, accessed February 26, 2020.

Loring, David

1913 Re-plat Map of Corbett Terrace. Multnomah County Surveyor Book 614 p.81-82, Portland, Oregon. Available, http://www4.multco.us/Surveyimages/Plats/PL0500-0999/PL0619-081-082.PDF, accessed February 20, 2020.

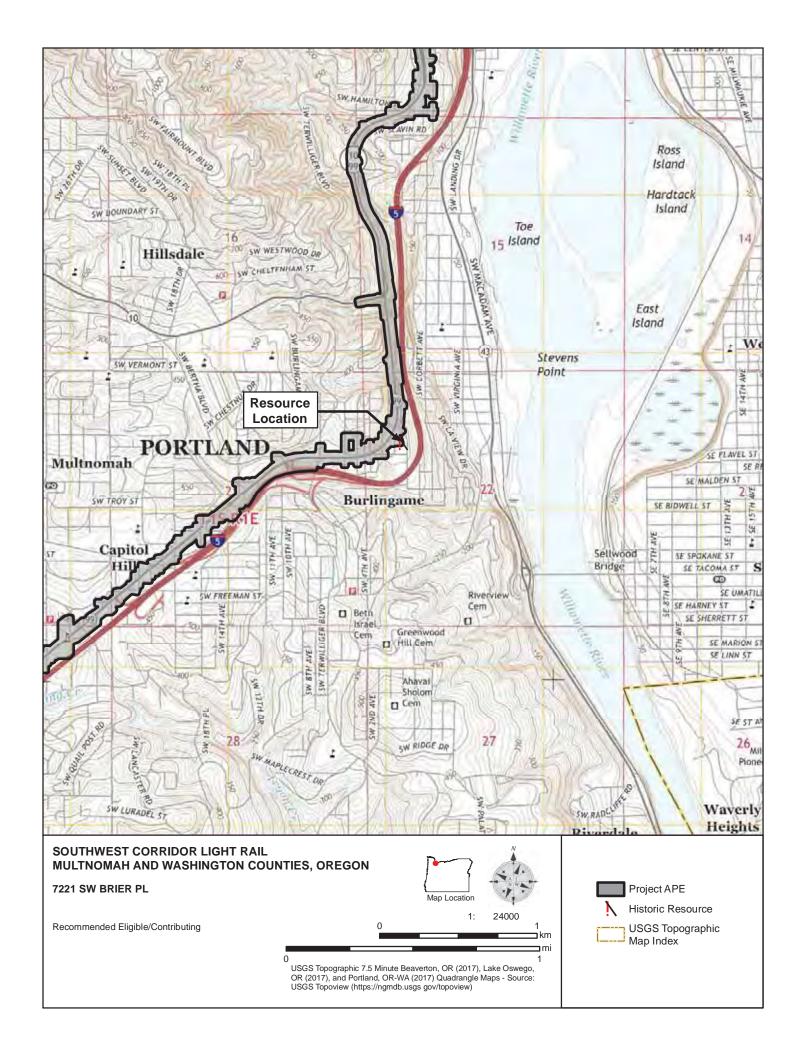
The Morning Oregonian (Portland, Oregon)

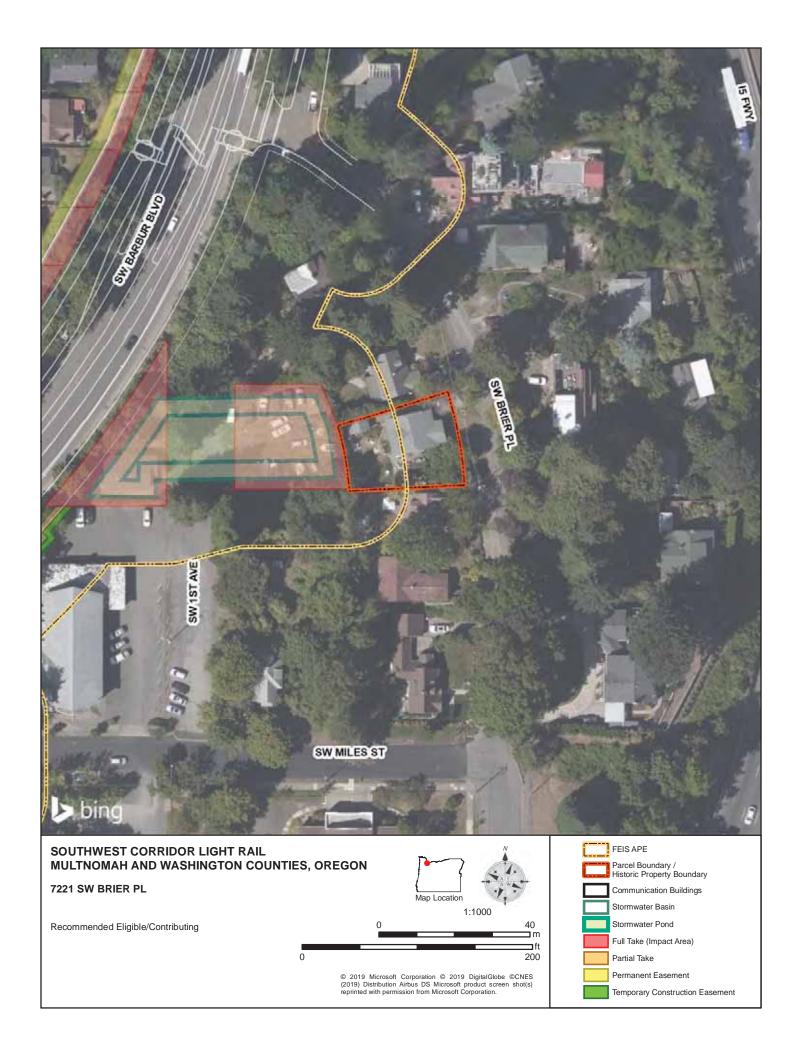
1922 New Addition to be Opened – Corbett Terrace, Containing 40 Tracts, to be Put on Market. 21 May:10.

The Oregonian (Portland, Oregon)

1961 New \$12 Million Baldock Extension Dream Comes True For Late Sleepers. 14 December:28.

Property Name: Street Address: City, County: Portland, Multnomah 7221 SW Brier Place The Sunday Oregonian (Portland, Oregon) 1925a 16-Year-Old House is Sold at Profit. 30 August:26. 1925b Building of Homes Continues Stride. 26 July:23. Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway 1934 Engineering. 21 October: 40. U.S. Geographical Survey (USGS) 1952 Aerial Reconnaissance Photograph ID # 1ZJ0000010115. Available, http://earthexplorer.esgs.gov/, accessed February 21, 2020. 1970 Aerial Reconnaissance Photograph ID # 1VCOA00010182. Available, http://earthexplorer.esgs.gov/, accessed February 21, 2020.





Property Name:			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.471875 Longitude: -122.678688		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district		



The house at 7301 SW Brier Place as viewed towards the northwest.				
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 3/2/2020			
National Register Findings: ☑ Eligible: ☑ Individually ☑ As part of a District NR Criteria: ☑ A ☐ B ☑ C ☑ D ☑ Not Eligible: ☑ Irretrievable integrity loss ☑ Not 50 Years ☑ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: □Concur □Do Not Concur: REC	RECEIVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name:	Street Address: 7301 SW Brier Place		City, County: Portland, Mult	tnomah
Original Use: Domestic – Single Family	Residence	Number of Asso	ociated Resource	es: 1
Architectural Classification / Resource T Tudor Revival	ype: Building	Owner: ⊠Priv		☐Local Government ☐Federal
Window type and Materials: Multi-light casement, hung, and fixed wood windows Roof Type and Materials: Hip on gable roof, likely clad with composite asphalt shingles which imitate tile roofing.		Exterior Surface Primary: Secondary: Decorative	Shingle	als-
Integrity:		Construction Da	ate: 1940	(□Circa)
□Excellent □Good □Fair □F	oor	Architect/Builde	r (if known): N/A	

Description of Property (including previous alterations & approximate dates):

The house at 7301 SW Brier Place is constructed in a modest iteration of the Tudor Revival style. The building has a roughly rectangular footprint with a projecting entry vestibule on the east façade, and is one-and-a-half stories tall. The roof is varied; a side gable-on-hip caps the body of the house, while a front-facing gable and the shed roof entry vestibule project from the plane of the east façade. The upper floor has a gabled dormer on the west (rear) elevation. The roof cladding is likely a composite shingle meant to imitate tile, and there is minimal eave overhang.

The exterior cladding is painted wood shingles arranged with a large exposure. The enclosed entry vestibule is clad in stucco, providing a contrast from the rest of the house. The windows appear to be a mixture of multilight windows with fixed, hung, and casement wood sashes. Some of the windows are obscured by storm windows. The front-facing wing of the house has a tall, narrow form, and is adorned with a multi-light bay window with a hood and a leaded window above. In addition to the stucco cladding of the entry vestibule and the large brick chimney on the south elevation, the house's varied roofline and hooded bay window were likely intended to provide a storybook feel to a house with an otherwise simple form and finish. The house does not have any major changes visible from the public right of way based on a photograph printed in a 1949 newspaper advertisement (*The Oregonian* 1949).

An associated outbuilding used as an artists' studio is west of the house (Bureau of Development Services 2018). The building is rectangular in plan, has wood sash windows, and has a side gable roof that is clad in composition asphalt shingles. The siding appears to be horizontal board. Aerial imagery suggests that the outbuilding was constructed circa 2018.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 7301 SW Brier Place is recommended to be eligible for listing in the National Register of Historic Places (NHRP) under Criterion C, as it embodies distinctive characteristics of a Tudor Revival house constructed during the mid-twentieth century. Under Criterion A the building has no known associations with significant events or broad patterns in local, regional, or national history. The building is not associated with significant person from the past (Criterion B), and it is not a principal source of information that is important to understanding our history (Criterion D).

The house retains integrity of location, design, workmanship, materials, feeling, and association. However, the building has diminished integrity of setting resulting from the construction of Interstate 5 to the east during the early 1960s and long-term impacts resulting from the construction of SW Barbur Boulevard along a former railroad alignment during the early 1930s. The historic property boundary is the parcel, and the period of significance is the house's date of construction, 1940. An associated outbuilding constructed circa 2018 does not contribute to the significance of the house for listing in the NRHP under Criterion C.

Property Name:	Street Address:	City, County:
	7301 SW Brier Place	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no acquisitions or easements within the boundary of the historic property at 7301 SW Brier Place. The light rail line will be constructed at the center of SW Barbur Boulevard, which is about 300 feet west of the house. The roadway will be widened to accommodate the line; the road right of way will expand to the northwest, on the opposite side of the roadway from the house at 7301 SW Brier Place. A modified 1916 house at 7225 SW 1st Avenue and an undeveloped parcel that are west of the house at 7301 SW Brier Place will be fully acquired, and a stormwater facility will be constructed in their place.

Finding of Effect and Justification:

The historic property at 7301 SW Brier Place will not be adversely affected by the Southwest Corridor Light Rail Project. There are no acquisitions or easements proposed at this location, thus physical impacts to the property will be avoided.

The introduction of light rail infrastructure along SW Barbur Boulevard and the construction of a nearby stormwater facility may have direct and indirect effects on the setting of 7301 SW Brier Place through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. The proposed stormwater facility will be behind (west) of the house; existing vegetation will likely block the facility and other Project components from view. Once the Project is constructed and the light rail line is operational, the historic house at 7301 SW Brier Place will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 7301 SW Brier Place Portland, Multnomah



View: The south and east elevation of the house at 7301 SW Brier Place. The view is towards the northwest.



View: The east façade of the house at 76301 SW Brier Place. The view is towards the west.

Property Name: Street Address: City, County: 7301 SW Brier Place Portland, Multnomah



View: Aerial view of property location (at red arrow) in 1952, prior to construction of Interstate 5 (U.S. Geological Survey [USGS] 1952).



View: Aerial view of property location (at red arrow) in 1970, after the construction of Interstate 5 (USGS 1970)

Property Name:	Street Address:	City, County:
	7301 SW Brier Place	Portland, Multnomah

Historic Context:

The house at 7301 SW Brier Place was built in 1940. The house is simple in form and style, while incorporating high-style elements to convey a storybook feel. The first known residents were Lionel and Vera John; Lionel was a bookkeeper at the time (R.L. Polk & Company 1940:1153).

The property is within both the Fulton Park plat and Corbett Terrace plat (Nelson 1939). This general area developed as a streetcar suburb of Portland, as the Oregon Electric Railway skirted the area east of the house during the early twentieth century (*The Morning Oregonian* 1912, 1922). By the time the house was built in 1940, passenger service was no longer available on the Oregon Electric, and SW Barbur Boulevard had been constructed along the former alignment of a Southern Pacific Railroad freight line immediately west of the house (*The Sunday Oregonian* 1934). During the period after SW Barbur Boulevard's construction, SW Brier Place residences were advertised having a "rural setting, 6 min from downtown," highlighting the convenience of the location (*The Sunday Oregonian* 1947).

The area would continue to evolve once Interstate 5 was constructed in the early 1960s east of the house, along the former alignment of the Oregon Electric Railway (*The Oregonian* 1961). The introduction of two major roadways on either side of SW Brier Place has limited access points between the neighborhood and the Willamette River to the east, and introduced commercial development along SW Barbur Boulevard to the west.

Sources:

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2018 Permit 2018-177133-000-00-ET. Available, https://www.portlandmaps.com/detail/permit/2018-177133-000-00-ET/4218863 did/, accessed March 2, 2020.

Nelson, U. Ernest

Survey of Part of Lot 6, Block 1, Corbett Terrace and Part of Lots 5, Block 46, Fulton Park. Available, http://www4.multco.us/Surveyimages/Survey/24000-25999/24980.PDF, accessed March 2, 2020.

R.L. Polk & CO., Publishers.

1940 Polk's Portland, Oregon City Directory 1940 Vol LXXV. R.L. Polk & Co., Publishers, Portland, Oregon.

The Morning Oregonian (Portland, Oregon)

- 1912 Fulton Park Grows: Extensive Development Plans Under Way in South Portland. 30 June:9.
- 1922 New Addition to be Opened Corbett Terrace, Containing 40 Tracts, to be Put on Market. 21 May:10.

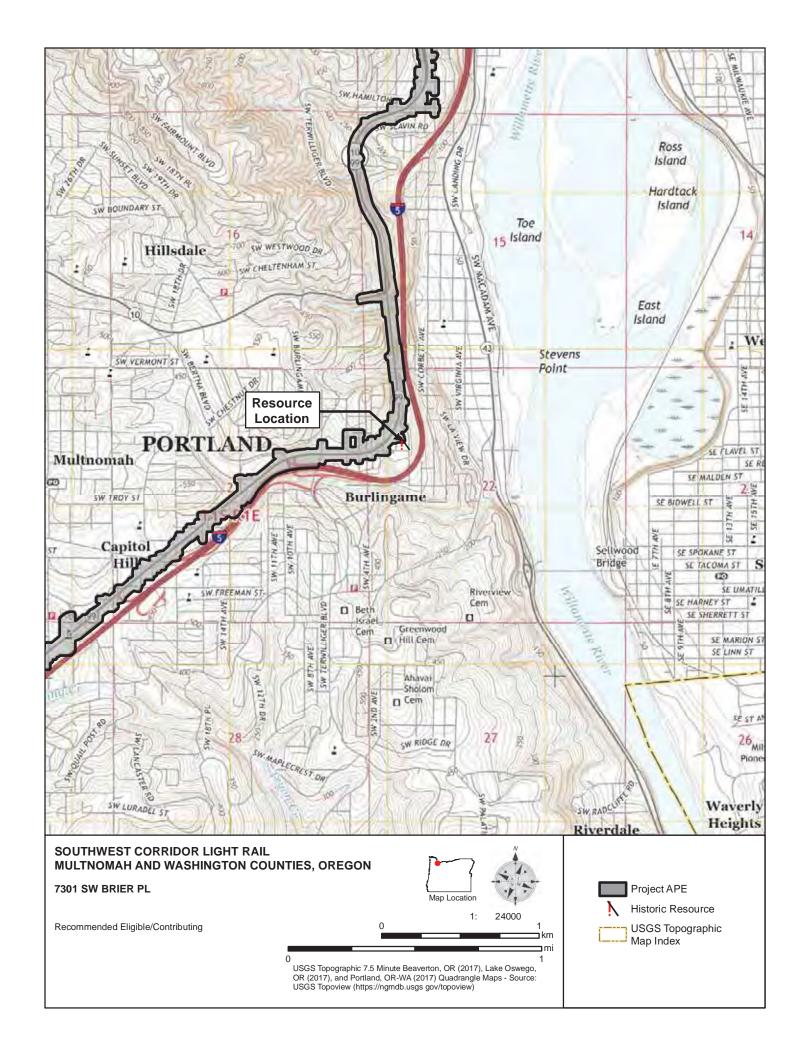
The Oregonian (Portland, Oregon)

- 1949 Cooley-Rinehart Co. C.H. Derrie, Owner-Mgr. 23 January:33.
- 1961 New \$12 Million Baldock Extension Dream Comes True For Late Sleepers. 14 December:28

The Sunday Oregonian (Portland, Oregon)

- 1934 Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.
- 1947 For Sale West Side Districts. 8 June:1947.

Property Name:	Street Address: 7301 SW Brier Place	City, County: Portland, Multnomah
Sources, Continued from Page 6:		
accessed February 21, 2020.	ograph ID # 1ZJ0000010115. Available, ograph ID # 1VCOA00010182. Available	





Property Name: Street Address: 3211 SW Primrose Street Portland, Multnomah Project Name: Southwest Corridor Light Rail Project Agency: Federal Transit Administration/Metro/TriMet SHPO Case#: 16-1621 Location coordinates (to sixth decimal place): Latitude: 45.459676 Longitude: -122.709891 City, County: Portland, Multnomah Agency project #: SHPO Case#: 16-1621 Is the property listed in the National Register of Historic Places? □ YES − Individually □ YES − In a district					
Agency: Federal Transit Administration/Metro/TriMet SHPO Case#: 16-1621 Is the property listed in the National Register of Historic Places? Latitude: 45.459676 Longitude: -122.709891 SHPO Case#: 16-1621 Is the property listed in the National Register of Historic Places? YES – Individually	Property Name:				
Location coordinates (to sixth decimal place): Latitude: 45.459676 Longitude: -122.709891 Is the property listed in the National Register of Historic Places? □ YES – Individually ⊠ NO	Project Name: Southwest Corridor Light Rail Project		Agenc	Agency project #:	
Location coordinates (to sixth decimal place): Latitude: 45.459676 Longitude: -122.709891 Historic Places? UND YES – Individually	Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
	Location coordinates (to sixth decimal place):		Histori YE	c Places? S – Individually 🗵 NO	



The house at 3211 SW Primrose Street. The Vic	ew is towards the north-northwest.	
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 3/3/	2020
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☐ A ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails	✓ No Adverse Effect	
State Historic Preservation Office Comments – Official Use Only: Eligibility: Concur Do Not Concur:		
Effect: Concur Do Not Concur:		
Signed	Date	
CONTACT INFORMATION STAMP		
Comments:		

Property Name:	Street Address: 3211 SW Primrose Street		City, County: Portland, Multnomah	
			,	
Original Use: Domestic – Single Family	Residence	Number of Ass	sociated Resource	es: 1
Architectural Classification / Resource	Гуре:	Owner: ⊠Pr	ivate	☐ Local Government
Minimal Traditional	Building	□St	ate	□Federal
Window type and Materials:		Fretanian Confa	a Matariala.	
Multi-light fixed and hung wood sasl	nes	Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials:		Primary:	Vertical Board	
Cross-gable clad in asphalt compos	ition shingles	_	-select materi	
	_	Decorative	-30100t materi	1013-
Integrity:		Construction D	ate: 1943	(□Circa)
⊠Excellent □Good □Fair □F	Poor	Architect/Build	er (if known): N/A	
Description of Property (including previous	ous alterations & approxim	nate dates):		
The one-and-one-half story house a				
a small projection at the south facac with minimal eave overhang, a com				
side of the house.		ii Traditional III	Juses. A brick t	crilliney is on the east
The house and the attached garage				
the open end of the front-facing gab				
horizontal panes; the style and arra	ngement of the window	s are evocative	e of the vvorid v	var II era.
Determination of Eligibility, Justification,	and Sources (Use contin	uation sheets if	necessary):	
The house at 3211 SW Primrose St				
Historic Places (NRHP) under Crite construction, including minimal eave				
house has no visible modifications,				
workmanship, materials, feeling and association). The period of significance is 1943, the year the house was				
built, and the historic property boundary is the parcel.				
The house is not significant under the remaining eligibility criteria for listing in the NRHP. It has no known associations with historic events or broad patterns of history (Criterion A), nor is it associated with a significant				
person of the past (Criterion B). Fu				
important to understanding our past (Criterion D).				

Property Name:	Street Address:	City, County:
	3211 SW Primrose Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no improvements, acquisitions, or easements within the boundary of the historic property at 3211 SW Primrose Street. The light rail line will be constructed on SW Barbur Boulevard, which is approximately 360 feet east of the property. A station platform, curbing, and sidewalks will be constructed at the intersection of SW Barbur Boulevard and SW Primrose Street. New curbing and sidewalks will extend west from the intersection on SW Primrose Street, but will stop short of reaching the property at 3211 SW Primrose Street. Within the viewshed of the historic property at 3211 SW Primrose Street, a parcel to the southeast at 9101–9125 SW Barbur Boulevard will be fully acquired and the 1991 buildings on the parcel will be removed.

Finding of Effect and Justification:

The historic property at 3211 SW Primrose Street will not be adversely affected by the Southwest Corridor Light Rail Project. No acquisitions or easements are proposed at this location, thus physical impacts to the property will be avoided.

Buildings constructed in 1991 that are within the property's southeastern viewshed will be removed for the Project, altering the property's integrity of setting. The introduction of light rail infrastructure along SW Barbur Boulevard may also have indirect effects on the setting of 3211 SW Primrose Street through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the historic house at 3211 SW Primrose Street will continue to retain its character-defining features and will meet eligibility requirements for listing in the NRHP under Criterion C.

Property Name:
Street Address:
City, County:
Portland, Multnomah



View: The south façade of the house at 3211 SW Primrose Street. The view is towards the north-northwest.



View: The west elevation and south façade of the house at 3211 SW Primrose Street. The view is towards the northeast.

Property Name:	Street Address:	City, County:
	3211 SW Primrose Street	Portland, Multnomah

Historic Context

The stretch of SW Barbur Boulevard that is east of SW Primrose Street was completed in 1935 (*The Sunday Oregonian* 1934). The "modern highway" relieved traffic along SW Terwilliger Boulevard and other roadways that provided access to downtown Portland from the southwest, and also prompted an increase in commercial and residential development along its path (*The Sunday Oregonian* 1934).

The house at 3211 SW Primrose is west of SW Barbur Boulevard in the Highcroft subdivision, which was first platted in 1941 (Beasley 1941). The plat is designed around a central cul-de-sac, which eliminated undesirable thru-traffic from SW Barbur Boulevard and created a suburban neighborhood setting. Highcroft grew quickly, advertising "choice view lots" attainable with Federal Housing Authority loans that had "city water, lights, gas, phone," and were near a major transportation corridor (*The Oregonian* 1941a, 1941b, 1941c). The first known resident of the house at 3211 SW Primrose Street was Margaret Frink, who was a lab technician at Butler & Wooley (R.L. Polk & Company 1943-1944).

Sources

Beasley, P.W.

1941 Map of Highcroft. Multnomah County Surveyor Book 1178 p.49. Available, http://www4.multco.us/Surveyimages/Plats/PL1000-1199/PL1178-049.PDF, accessed March 3, 2020.

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2020 Property information for 3211 SW Primrose Street. Available, https://www.portlandmaps.com/detail/property/-13660088.872271227_5694150.99123001_xy/, accessed March 2, 2020.

R.L. Polk & CO., Publishers.

1943-1944 Polk's Portland, Oregon City Directory 1943-44 Vol LXXVII. R.L. Polk & Co., Publishers, Portland, Oregon.

The Oregonian (Portland, Oregon)

1941a Advertisement. 20 October:9.

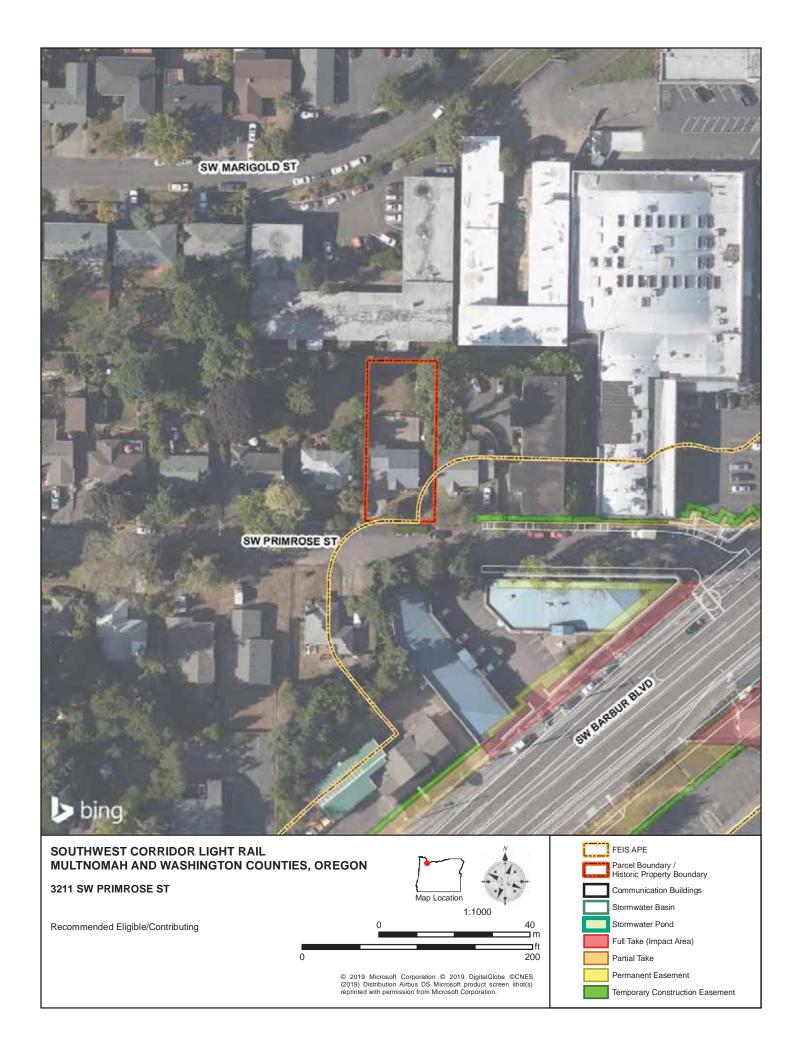
1941b Advertisement. 21 October:15.

1941c Advertisement. 22 October:17.

The Sunday Oregonian (Portland, Oregon)

Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.





	individual i ropert	100	
Property Name:			ounty: nd, Multnomah
Project Name: Southwest Corridor L	ight Rail Project	Agency project	#:
Agency: Federal Transit Administra	tion/Metro/TriMet	SHPO Case#:	16-1621
Location coordinates (to sixth decimal Latitude: 45.459306 Longitude:	place): : -122.710153	Is the property Historic Places YES – Indiv	vidually 🗵 NO
The house at 3.	220 SW Primrose Street. The view	is towards south-	southwest.
Surveyor: Allison Geary, B.A., and	Andrea Blaser, M.S.		Date Recorded: 3/24/2020
National Register Findings: ⊠ Eligible: ⊠ Individually □ As par □ Not Eligible: □ Irretrievable integrity lo	rt of a District NR Criteria: □A □E oss □Not 50 Years □Fails to m		Finding of Effect: ☐ No Effect ☒ No Adverse Effect ☐ Adverse Effect
	omments – <i>Official Use Only</i> : ☐ Do Not Concur: ☐ Do Not Concur:	RECE	EIVED STAMP
Signed	Da	ate	
CONTACT INFORMATI	ON STAMP		

Droporty Namo:	Street Address:		City, County:		
Property Name:	3220 SW Primrose St	reet	Portland, Multno	omah	
Original Use: Domestic – Single Family	Residence	Number of Associated Resources: 1		1	
Architectural Classification / Resource	Type:	Owner: 🗵 Pri	vate \Box	Local Government	
WWII Era Cottage	Building	□Sta	te \square	Federal	
Window type and Materials:		Exterior Surfac	- Materials:		
Casement and hung multi-light woo	od sashes	Primary: Cedar Rake Shingle			
Roof Type and Materials:			Secondary: -select materials- Decorative -select materials-		
Cross-hip roof with asphalt compos	ition shingles				
Integrity:		Construction D	ate: 1942	(Circa)	
⊠Excellent □Good □Fair □	Poor	Architect/Builde	er (if known): N/A		
Description of Property (including previ	ous alterations & approxim	nate dates):			
The 1942 World War II-Era Cottage at 3220 SW Primrose Street is a modest one-story house with a basement and an attached garage to the east. The footprint is irregular and the house is built on a poured concrete foundation. The house has a cascading cross-hip roof that is clad in asphalt composition shingles, and the exterior walls of the house are covered in cedar shake shingles. The house retains its original wood sash windows with elongated horizontal window panes that are highly representative of the period of construction. There is a prominent external brick chimney on the west elevation. Alterations are minimal, and include the addition of a garden window to the east elevation and the construction of a shallow overhang above the garage door.				ured concrete ningles, and the nal wood sash d of construction. , and include the	
Determination of Eligibility, Justification	, and Sources (Use contin	uation sheets if r	ecessary):		
The house at 3220 SW Primrose Street is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. The house is highly representative of World War II-Era Cottage design, embodying distinctive characteristics of its type and period of construction. Under Criteria A and B, the house has no known associations with significant events, broad patterns of history, or people of the past. Under Criterion D, the building is not a principal source of information that is important to understanding our history.					
The house retains all seven aspects of integrity (location, setting, design, materials, workmanship, feeling and association). Character-defining features include its irregular footprint, cross-hip roof, and multi-light wood windows with elongated horizontal panes. The period of significance is 1942, the date of construction, and the historic property boundary is the parcel.			nulti-light wood		

Property Name:	Street Address:	City, County:
	3220 SW Primrose Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no improvements, acquisitions, or easements within the boundary of the historic property at 3220 SW Primrose Street. The light rail line will be constructed on SW Barbur Boulevard, which is approximately 260 feet east of the property. A station platform, curbing, and sidewalks will be constructed at the intersection of SW Barbur Boulevard and SW Primrose Street. New curbing and sidewalks will extend west from the intersection on SW Primrose Street, but will stop short of reaching the property at 3220 SW Primrose Street. Adjacent to and east of the historic property at 3211 SW Primrose Street, a parcel at 9101–9125 SW Barbur Boulevard will be fully acquired, and the 1991 buildings on the parcel will be removed.

Finding of Effect and Justification:

The historic property at 3220 SW Primrose Street will not be adversely affected by the Southwest Corridor Light Rail Project. No acquisitions or easements are proposed at this location, thus physical impacts to the property will be avoided.

Buildings on the parcel immediately east of the house will be acquired and removed, altering the property's integrity of setting. The introduction of light rail infrastructure along SW Barbur Boulevard may also have indirect effects on the setting of 3220 SW Primrose Street through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the historic house at 3220 SW Primrose Street will continue to retain its character-defining features and will meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name:

Street Address:

3220 SW Primrose Street

City, County:
Portland, Multnomah



View: The north façade and west elevation of the house at 3220 SW Primrose Street. The view is towards the southeast.



View: The east elevation and north façade, as viewed towards the southwest.

Property Name:	Street Address:	City, County:		
	3220 SW Primrose Street	Portland, Multnomah		

Historic Context:

The stretch of SW Barbur Boulevard that is east of SW Primrose Street was completed in 1935 (*The Sunday Oregonian* 1934). The "modern highway" relieved traffic along SW Terwilliger Boulevard and prompted commercial and residential development southwest of Portland's city center (*The Sunday Oregonian* 1934).

The house at 3220 SW Primrose Street is west of SW Barbur Boulevard in the Highcroft subdivision, which was platted in 1941 (Beasley 1941). The plat is designed around a central cul-de-sac, which eliminated undesirable thru-traffic from SW Barbur Boulevard and created a suburban neighborhood setting. Highcroft grew quickly, advertising "choice view lots" attainable with Federal Housing Authority loans that featured "city water, lights, gas, phone," all near a major transportation corridor (*The Oregonian* 1941a, 1941b, 1941c). The house at 3220 SW Primrose Street was advertised in 1943 as a "streamline-type bungalow" and "ultra-modern" (*The Oregonian* 1943; *The Sunday Oregonian* 1943).

Sources:

Beasley, P.W.

1941 Map of Highcroft. Multnomah County Surveyor Book 1178 p.49. Available online, http://www4.multco.us/Surveyimages/Plats/PL1000-1199/PL1178-049.PDF, accessed March 3, 2020.

Portland Maps

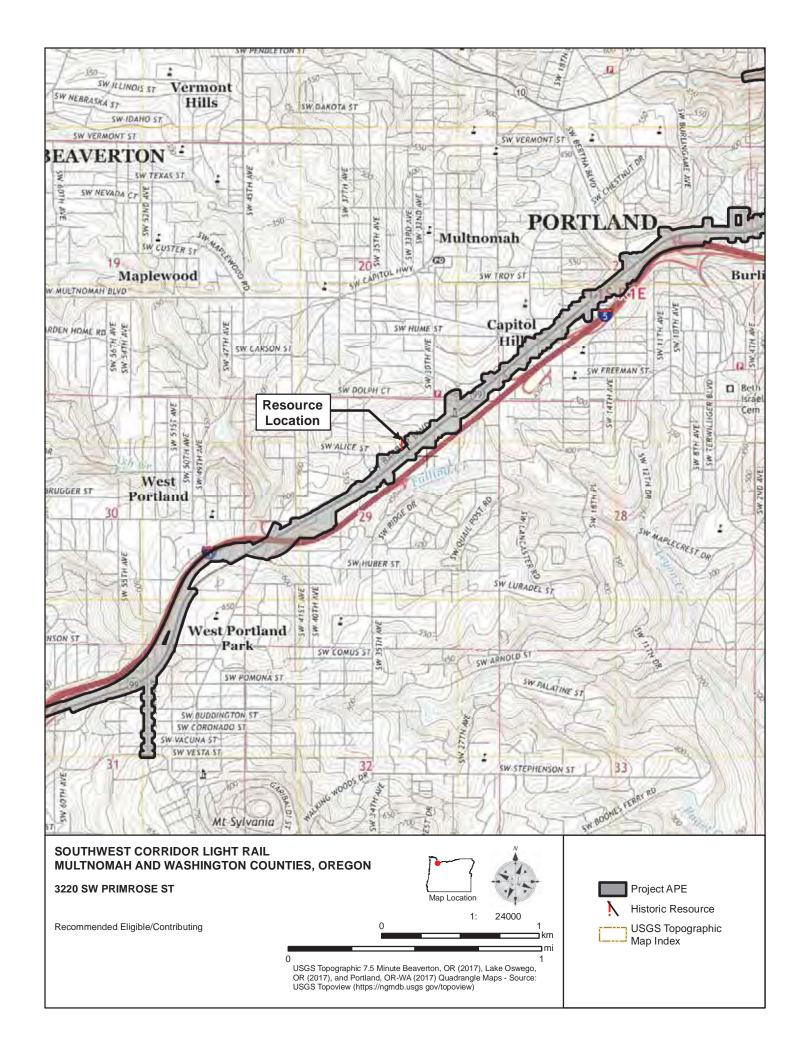
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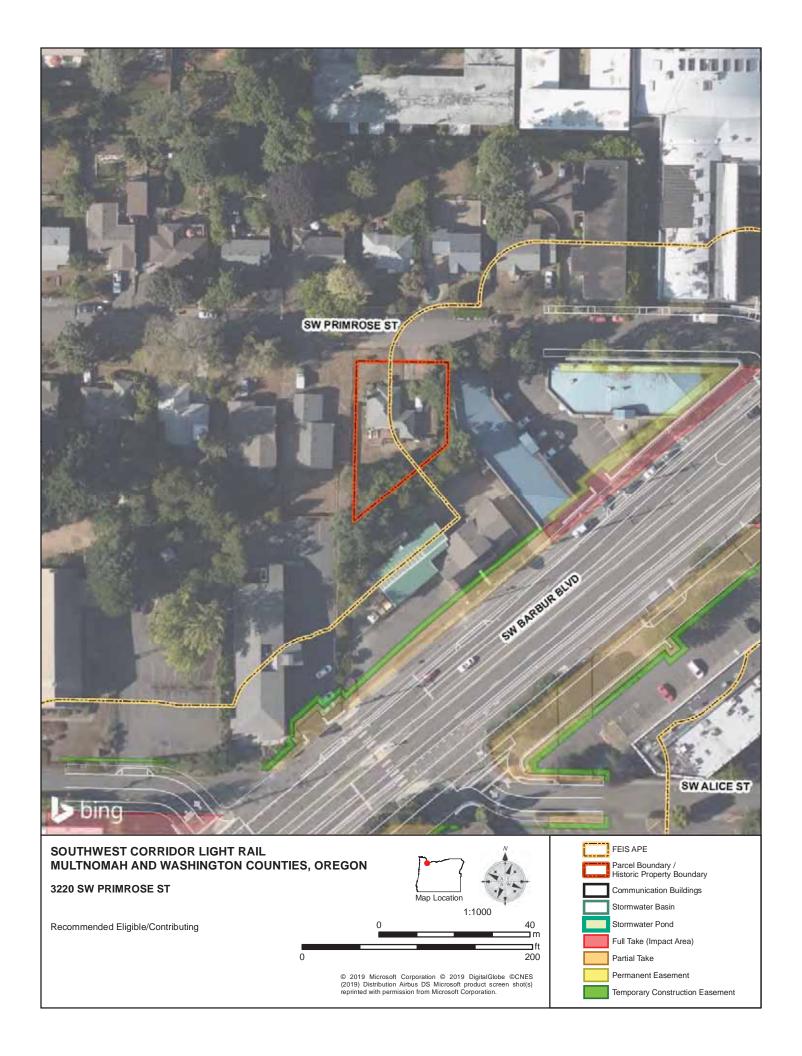
The Oregonian (Portland, Oregon)

- 1941a Advertisement. 20 October:9.
- 1941b Advertisement. 21 October:15.
- 1941c Advertisement. 22 October:17.
- 1941d Advertisement. 16 September:25.
- 1943 West Side Streamliner New With View. 25 March:14.

The Sunday Oregonian (Portland, Oregon)

- 1934 Barbur Boulevard, Portland's Newest Four-Lane Artery, Splendid Example of Modern Highway Engineering. 21 October: 40.
- 1943 West Side Suburban Barbur Blvd. Nicely Furnished Open. 31 January: 26.
- 1964 E.A. Stevens Rites Slated: Goose Hunter Dies in Field. 18 December: 44.





	-		
Property Name:	Street Address:	City, Co	
Fought & Company	14255 SW 72nd Avenue		Washington
Project Name: Southwest Corridor Li Agency: Federal Transit Administrati		Agency project SHPO Case#:	
Agency. Federal Transit Administrati	ion/ivietro/ i niviet		listed in the National Register of
Location coordinates (to sixth decimal p	place):	Historic Places	?
Latitude: 45.416791 Longitude:	-122.751121	☐ YES – Indiv	
		☐ YES – In a	district
	PI		
	700	nht. T	M. will a comment of the
	Child Branch Co.	ght L Company	
The second secon	THE RESERVE OF THE PARTY OF THE		The Real Property lies, the Person of the Pe
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		OMA INS	
East (primary) façade and south e	elevation of fabrication plant at 1425	55 SW 72nd Ave	nue, facing north-northwest.
Surveyor: Samantha Gordon, M.S.,	and Andrea Blaser, M.S.		Date Recorded: 06/04/19
National Register Findings:			Finding of Effect:
	of a District NR Criteria: ⊠A □B	$\Box c \Box D$	□ No Effect
□ Not Eligible: □ Irretrievable integrity los			⊠No Adverse Effect
The Englisher. Envelope and env	is Energy Falls to the	CONTROLLER	Adverse Effect
State Historic Preservation Office Co	omments – Official Use Only:		
	☐ Do Not Concur:		
	_		EIVED STAMP
Effect: Concur	Do Not Concur:		
Effect: Concur	Do Not Concur:	IXLOL	IVED STAMP
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Property Name:	Street Address:		City, County:	le line and a se	
Fought & Company	14255 SW 72nd Aven	ue	Tigard, Wash	nington	
Original Use: Industry/Processing/Extra	action — Manufacturing	Number of Asso	Number of Associated Resources: 2		
Facility		110111001 0171000			
Architectural Classification / Resource Type:		Owner: ⊠Priv	vate	☐ Local Government	
Utilitarian	Building	□Sta	te	□Federal	
Window type and Materials:		Exterior Surface Materials:			
Fixed anodized aluminum sashes		Primary: Corrugated Metal		Metal	
Roof Type and Materials:		Secondary: Steel			
Parallel gables with standing-seam	metal	Decorative	Brick: Other/	undefined	
Integrity:		Construction Da	ate: 1962	(□Circa)	
□Excellent □Good □Fair ⊠F	Poor	Architect/Builde	r (if known):		

Description of Property (including previous alterations & approximate dates):

The Fought & Company steel fabrication plant was constructed in 1962. It has a main fabrication area that is utilitarian in form and finish, and an International Style office wing at the east façade. The building has a roughly rectangular footprint and a poured concrete foundation. The main body of the building consists of three elongated bays that are oriented east-west; the southernmost bay was constructed as an addition circa 1974. These bays, which house manufacturing areas, are capped by parallel gable roofs with skylights, and are clad with corrugated metal siding. A painted sign is on the east façade.

The office wing appears to be original to the date of construction, but based on a photograph included in a local newspaper in 1962 it has since been remodeled, possibly circa 1974 when the southernmost manufacturing bay was constructed (*The Oregonian* 1962). The office is a rectangular mass constructed of exposed steel and capped with a flat roof. The anodized aluminum windows have much larger openings than depicted in 1962, and former window openings have been infilled with painted brick.

Two large steel cranes project from the north elevation, and one is at the south elevation. An auxiliary building is northwest of the fabrication plant. The area surrounding the building is paved for use as parking and freight storage. A railroad spur that connects to the adjacent Portland & Western Railroad is to the northwest; this spur appears to have been completed by 1970 (U.S. Geological Survey [USGS] 1970). Originally, there was a spur at the southwest corner of the property (Tigard Maps 2020).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The steel fabrication plant at 14255 SW 72nd Avenue meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion A for its association with patterns of events regarding manufacturing history in Tigard during the mid-twentieth century. It is not associated with any known figures significant in local, state, or national history (Criterion B). The fabrication plant has a sizable southern addition, and steel manufacturing technology used in the plant has changed over time; thus, the building no longer embodies distinctive characteristics of a type, period, or method of construction (Criterion C). The building is not a principal source of new or important historical information (Criterion D).

The period of significance for the property is 1962 to 1970, the year the plant was initially constructed, and ends 50 years ago, in 1970, by which time the plant had reached its current footprint and rail service had been established at the northwest corner of the property. The historic property boundary includes the fabrication plant, associated storage areas, and the railroad spur that connects to the Portland & Western Railroad. Character-defining features of the property include its continued use by Fought & Company, its utilitarian fabrication area and painted sign, original building materials, and railroad spur connecting it to the adjacent Portland & Western Railroad (formerly Southern Pacific Railroad) line.

The utilitarian fabrication plant with International Style details at 14255 SW 72nd Avenue retains historical integrity of location, feeling, and association, and to a lesser degree has integrity of design, materials, and workmanship due to the removal of daylight paneling that was originally on exterior walls and a circa 1974 office remodel. Integrity of setting has been diminished, as it has transitioned from a rural agricultural and residential environment in the early 1960s to the current urban industrial environment that Fought & Company had a part in shaping.

Property Name:	Street Address:	City, County:
Fought & Company	14255 SW 72nd Avenue	Tigard, Washington

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

Within the historic property boundary of the fabrication plant at 14255 SW 72nd Avenue, the Project proposes a temporary construction easement of approximately 34,408 square feet. The easement is proposed at the northwest corner of the property, which is currently used for outdoor storage, and will facilitate the construction of an elevated light rail structure within the existing railroad corridor to the west of the property. The elevated structure will allow for the continued use of Fought & Company's railroad spur and the Portland & Western Railroad, avoiding disturbance of the plant's operations and impacts to its physical features.

Finding of Effect and justification:

The historic property at 14255 SW 72nd Avenue will not be adversely affected by the Project. The elevated light rail structure that is proposed immediately west of the property will be within and adjacent to an existing railroad corridor; the structure has been designed to ensure that production will continue at Fought & Company both during and after the Project is constructed. The temporary easement proposed at the northwest corner of the property will facilitate Project construction; the temporary use of this area is not anticipated to result in physical changes to the property or its character-defining features.

The introduction of light rail infrastructure within the immediate vicinity of the property may have indirect effects on the setting of the fabrication plant through an increase in noise, changes in circulation, and by foreseeable long-term modifications along the light rail alignment to accommodate transit-oriented development. However, the plant's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the fabrication plant will continue to retain its character-defining features and will meet minimum eligibility requirements for listing in the NRHP under Criterion A.

Property Name:	Street Address:	City, County:
Fought & Company	14255 SW 72nd Avenue	Tigard, Washington



View: South elevation and east (primary) façade of the fabrication plant at 14255 SW 72nd Avenue, facing northwest.



View: East (primary) façade where the office wing is attached, and north elevation of fabrication plant at 14255 SW 72nd Avenue, facing southwest.

Property Name:	Street Address:	City, County:
Fought & Company	14255 SW 72nd Avenue	Tigard, Washington



View: South elevation at the west end of the fabrication plant at 14255 SW 72nd Avenue, facing north from the Portland & Western Railroad corridor where an elevated light rail structure is proposed for construction.

Property Name:	Street Address:	City, County:
Fought & Company	14255 SW 72nd Avenue	Tigard, Washington

Historic Context

Fought & Company was established in 1949 by Joseph M. Fought, a Russian immigrant and Portland industrialist (Fought & Company, Inc. 2020a). The company provides steel components for a variety of buildings and structures, including high-rise buildings, bridges, and marine loading ramps. Project examples from throughout the company's history include the fabrication of girders for the third Lake Washington Bridge in Seattle, a barge loading ramp at the Port of Astoria, and a canopy that shelters the main entrance at the Portland International Airport (Cargill 1985; *The Oregonian* 1967). The company moved from its original location on Swan Island to its current location in Tigard in 1962 (*The Oregonian* 1962). In 1974, German immigrant Fred Eisen and a small group of investors bought the majority of the company's assets, although Fought stayed on as a partial owner (Cargill 1985).

Construction of Fought & Company's Tigard fabrication plant occurred shortly after Tigard's incorporation in 1961. The city had become a desirable location for industrial manufacturers as it featured ample open space for development, was served by a freight railroad, and had easy access to new highways such as Interstate 5 and the Beaverton-Tigard Highway (OR 217) that were constructed through the area in the 1950s and 1960s. The convergence of infrastructure projects and industrial development contributed to Tigard's rapid growth during the mid- to late twentieth century. In 1950, the town's population was just 2,200 (Sanborn Map & Publishing Company 1950). By 2010, U.S. Census Records documented the town's population at 41,000 (Blaser and O'Brien 2010). Aerial photographs suggest that the Fought & Company plant was constructed in what was then a rural agricultural and residential area, which has since transitioned to an industrial area between Interstate 5 to the east and the Portland & Western Railroad (formerly Southern Pacific Railroad) to the west (Tigard Maps 2020).

Construction of the Fought & Company plant cost \$310,000 (*The Oregonian* 1962). At the time of construction, it was one of the largest buildings in the Portland metropolitan area. The new plant was nearly twice the size of the company's former headquarters at Swan Island, and originally consisted of an office, engineering department, and a 130,000-sqaure-foot shop area (*The Oregonian* 1962). The shop's as-built design encompassed two large bays and six overhead cranes; the building's other notable features at the time of construction included daylight paneling in the walls and roof, new welding units and electric torches, and exterior aluminum siding (*The Oregonian* 1962). The building's southernmost bay was constructed by 1970, as was the railroad spur that provides a rail connection at the northwest corner of the property (USGS 1970, 1975). It is possible that this expansion was completed to accommodate Giant Mobility, Inc., an engineering design and manufacturing company that leased space from Fought & Company's Tigard building soon after it was completed (*The Oregonian* 1965). Giant Mobility fabricated what was, at the time, the largest fork-type front end loader truck ever designed (*The Oregonian* 1965). A remodel of Fought & Company's east façade office may align with the purchase of a majority of company assets by Eisen and investors in 1974.

Fought & Company has managed to stay in business through many economic downtowns, including the economic recession of the 1980s. According to Eisen, this was done by continuing to install modern equipment that improved efficiency, by fabricating many varieties of structural steel, and by bidding thoughtfully on projects based on long-term goals (Cargill 1985). Through the recession of the 1980s, the company continued to employ between 165 and 265 union workers, depending on the workload (Cargill 1985). The company currently employees over 300 workers (Fought & Company, Inc. 2020b).

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Property Name:	Street Address:	City, County:
Fought & Company	14255 SW 72nd Avenue	Tigard, Washington

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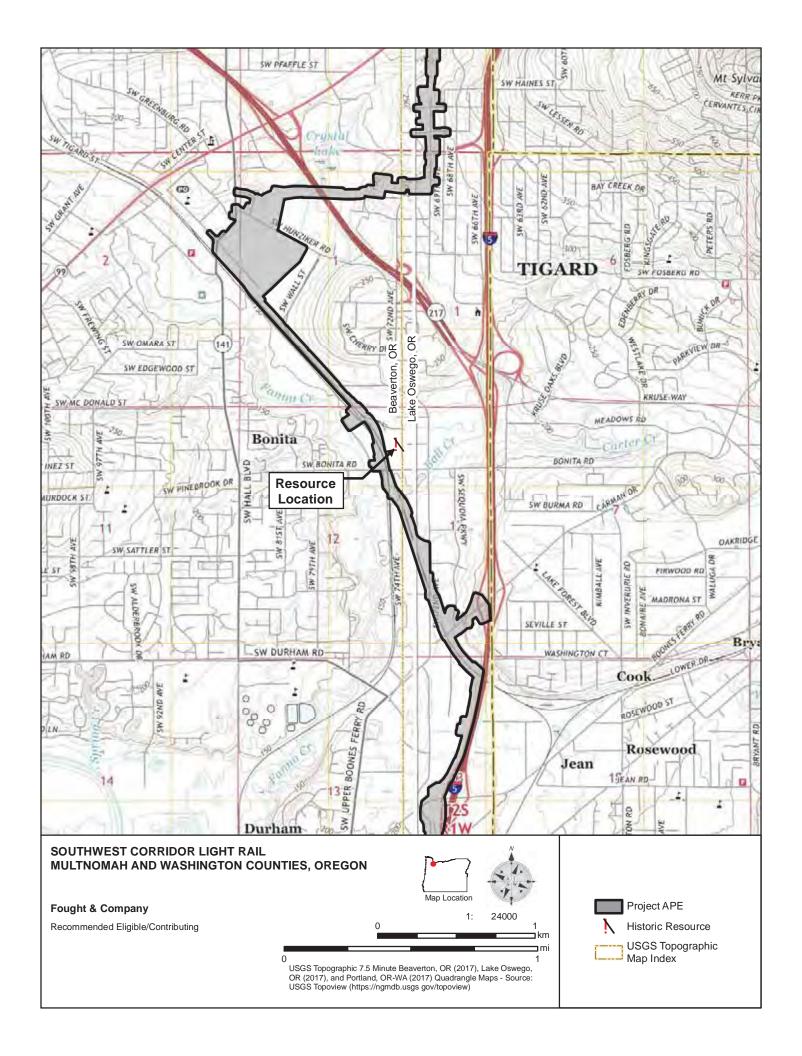
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Property Name: Southern Pacific Railroad, Tigard Branch	Street Address:	City, Co	unty: Washington
Project Name: Southwest Corridor Light Rail Pr	roject	Agency project	
Agency: Federal Transit Administration/Metro/	TriMet	SHPO Case#: 1	
Location coordinates (to sixth decimal place): Latitude: 45.416697 Longitude: -122.75328	55	Is the property li Historic Places? YES – Indiv YES – In a control	idually 🛛 NO
Southern Pacific Railroad, Tigan Surveyor: Samantha Gordon, M.S., Ryan Saw			e, facing north. Date Recorded: 06/04/19
National Register Findings:			Finding of Effect:
☑ Eligible: ☑ Individually ☐ As part of a District ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not	NR Criteria: ⊠A □B 50 Years □ Fails to me		□ No Effect □ No Adverse Effect □ Adverse Effect
State Historic Preservation Office Comments – Eligibility: □Concur □Do Not Co			
Effect: ☐ Concur ☐ Do Not Co	ncur:		IVED STAMP
Signed	Dat	e	
CONTACT INFORMATION STA			
Comments:			

Property Name: Southern Pacific Railroad, Tigard Branch	Street Address	3:		City, County: Tigard, Washi	ington
Original Use: Transportation — Railroad		Number of Associated Resources: 1			es: 1
Architectural Classification / Resource Type:		Owner:	⊠Priv	ate	☐ Local Government
Not Applicable Struc	cture		□Stat	e	□Federal
Window type and Materials: N/A		Exterior S Primar		Materials:	
Roof Type and Materials:			,	Wood: Other/	undefined
N/A		Decora	,	-select materia	
Integrity:		Construct	ion Da	ite: 1910	(⊠Circa)
□Excellent ⊠Good □Fair □Poor		Architect/I	Builde	r (if known): Ben	jamin Holladay

Description of Property (including previous alterations & approximate dates):

The Tigard Branch of the Southern Pacific Railroad is an active rail line on a roughly north-south alignment. It is currently used to transport freight by Portland & Western Railroad and is situated adjacent to TriMet's Westside Express Service (WES) commuter line, which was completed in 2009 (TriMet 2020). To facilitate WES commuter service and to streamline freight operations of the Portland & Western Railroad, the Tigard Yard was completed in 2007 about 3,000 feet southeast of the Highway 99 overcrossing of the railroad corridor.

The documented segment of railroad is approximately 2.5 miles long, extending from Highway 99 on the northwest to Cook Junction at Interstate 5 to the southeast. The entirety of the line extends for approximately 9 miles between Beaverton to the northwest and Cook Junction to the southeast.

The railroad is a multi-track, standard-gauge railway line. Tracks are constructed of steel with pressure-treated wood ties and concrete pads where the line crosses surface streets. The line, which is generally split into two tracks, is otherwise raised on a gravel bed. Spurs on the east side of the railroad connect to industrial plants, including the Fought and Company steel fabrication plant, and are generally located on privately-owned land. Abandoned rail segments are found throughout the rail corridor, on the east side of the right of way.

Three abandoned utility poles were observed within the railroad corridor that will be documented separately as an archaeological site (Swanson 2020). These poles were likely installed in 1917 to provide telephone service for dispatching trains (*The Bulletin* 1917). North of the railroad's intersection with SW Upper Boones Ferry Road, a mile marker assumed to have been fabricated and installed during the historic period was also observed within the documented segment of railroad the corridor. The mile marker consists of a rectangular metal sheet painted white with a black "749" that is mounted on a wood post. Although the marker's date of fabrication and installation is unknown, it is assumed to be a historic-period object that continues to function in association with the documented section of railroad. It likely marks that the line is 749 miles from San Francisco, California (Johns Hopkins University 2014).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The documented segment of the Tigard Branch of the Southern Pacific Railroad was determined eligible for listing in the National Register of Historic Places (NRHP) in 2017 (Adams and Blaser 2017; Gabriel 2017). The rail segment meets the minimum qualifications for listing in NRHP under Criterion A, as it is associated with significant patterns of events regarding local rail transportation history and the development of Tigard during the early to mid-twentieth century. The railroad is not directly associated with important figures significant in local, state, or national history (Criterion B). The Tigard Branch is not an engineering achievement, nor does it embody distinctive characteristics of a type, period, or method of construction (Criterion C). The railroad's alignment, ballast, ties, and track are not a principal source of new or important historical information (Criterion D). Abandoned utility poles within the documented railroad segment were likely installed circa 1917 as part of a telephone communications system (*The Bulletin* 1917). These utility poles will be documented separately as an archaeological site.

(Continued on Page 6)

Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

Between SW Hall Boulevard to the northwest and Interstate 5 to the southeast, the project proposes to build the new light rail line within and adjacent to the historic property boundary of the Tigard Branch of the Southern Pacific Railroad. Three elevated structures are proposed along this approximately 2.5-mile-long section of the light rail line; two of the elevated structures will cross over the Southern Pacific Railroad, Tigard Branch. It is assumed that utility poles (to be documented as an archaeological resource) and the mile marker north of SW Upper Boones Ferry Road will be moved from their current location to accommodate project infrastructure; however, the mile marker will be installed at a new location within the property boundary. No direct impacts to the rails, ties, and ballast of the Tigard Branch of the Southern Pacific Railroad are anticipated. An operations and maintenance facility will be constructed as part of the project north of the property boundary near its intersection with SW Hall Boulevard, requiring the removal of several industrial buildings from the area bound by SW Hall Boulevard to the west, SW Hunziker Road to the north, SW Wall Street to the east, and the railroad property boundary to the south. Light rail stops are proposed at SW Bonita Road and SW Upper Boones Ferry Road that are adjacent to the historic property boundary.

Finding of Effect and Justification:

The Southern Pacific Railroad, Tigard Branch, will not be adversely affected by the introduction of light rail infrastructure along approximately 2.5 miles of the railroad's 9-mile-long corridor. The project will directly affect the historic railroad's integrity of setting, design, and materials through the construction of elevated light rail structures that overlap the property boundary; by stations that are immediately adjacent to the property; and by moving a historic-period mile marker that contributes to the property's significance. The project may also have an indirect effect on the setting of the railroad by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

However, the railroad's setting and design are not character-defining features that contribute to its eligibility for listing in the NRHP. The railroad's character is defined by its alignment and continued use, both of which will not be impacted by the project during or after construction. Furthermore, the historic mile marker that is north of SW Upper Boones Ferry Road will be relocated within the rail corridor, retaining its historic-period use and association with the railroad. Once the project is constructed and the light rail line is operational, the Tigard Branch of the Southern Pacific Railroad will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion A.

Property Name: Southern Pacific Railroad, Tigard Branch Street Address:

City, County: Tigard, Washington



View: Southern Pacific Railroad, Tigard Branch line crossing SW 72nd Avenue, facing south.



View: Overview of the railroad (at left), facing south. Photo taken just north of Fuller Railyard, which is at the intersection of the rail line and SW Tech Center Drive.

Property Name: Street Address: City, County: Tigard, Washington



View: Overview of the mile marker documented in association with the railroad resource. The view is facing southeast.

Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington

Determination of Eligibility, Continued from Page 2:

There are two periods of significance for the Tigard Branch. The first, 1910 to 1929, begins with the line's estimated date of construction and ends with termination of Red Electric passenger service (Pacific Railroad Preservation Association 2020). This first period of significance is associated with the railroad's role in Tigard's early growth and interconnection with Portland and surrounding suburban areas. The second period of significance, 1961 to 1970, begins with Tigard's incorporation and ends 50 years ago in 1970. This second period of significance aligns with a renewed interest in industrial activity in Tigard that was underpinned by the availability of land served by rail and nearby highways (Harvey 1962; Pintarich 1968). The industrial boom that occurred in Tigard during the 1960s has shaped the area south of the Tigard Triangle, roughly bounded by Interstate 5, OR99W, and OR217, and west of Interstate 5 into an industrial hub. This area continues to be served in the present day by the Portland & Western Railroad, the current operator of the historic Southern Pacific Railroad, Tigard Branch.

The railroad right of way is the historic property boundary. Character-defining features of the property include its alignment and continued use for rail transport. The 749 mile marker north of SW Upper Boones Ferry Road has an unknown date of construction, but it appears to date to the historic period and is assumed to contribute to the significance of the historic property. Abandoned utility poles and spur remnants that are no longer in use do not contribute to the significance of the railroad resource.

The Tigard Branch retains historical integrity of location, feeling, and association, but no longer has integrity of design, workmanship, materials, and setting. In 2006 and 2007, the documented segment of the railroad corridor was extensively altered to accommodate freight use by Portland & Western Railroad and passenger use by TriMet's WES (Manzano 2007). Southwest of the railroad crossing at SW Hall Boulevard, four tracks were added between the original location of the Tigard Branch and the former location of the Oregon Electric Railway to form a switch yard. Steel rails are in-kind replacements, and wood railroad ties have been replaced with pressure-treated wood in the surveyed segment. The line was constructed in a rural area that has since been developed for industrial and commercial use, in part because of the rail service provided by the Tigard Branch.

Historic Context:

The Tigard Branch of the Southern Pacific Railroad is currently operated by the Portland & Western Railroad. It was constructed between Beaverton and Cook circa 1910 and was purchased by Southern Pacific in 1912 for incorporation into their "red electric" interurban railway network (Austin and Dill 1987). Where it crosses the Area of Potential Effects (APE), the Tigard Branch railroad operated adjacent to and northeast of the Oregon Electric Railway, which was constructed through Tigard circa 1906 (Wood and Wood 1974). The adjacent Oregon Electric Railway right of way was abandoned for several decades before being redeveloped for use as part of the alignment for the modern TriMet WES commuter train, which was completed in 2009 (TriMet 2020).

During the mid-twentieth century, the project APE and its immediate vicinity began to transition from rural residential use to industrial use. To accommodate the needs of this growing industrial area, a railroad spur was constructed in 1965 that extended from the Southern Pacific Railroad Tigard Branch and continued north-northeast through the project APE at SW Wall Street (Hotze et al. 2015). The rails and ties of this railroad spur were recently removed. Various other spurs have been added over time to provide direct rail service for industrial customers and are commonly situated on private land adjacent to the railroad corridor.

In 1995, the Tigard Branch and adjoining Southern Pacific and BNSF branch lines were leased to the Portland & Western Railroad, a subsidiary of short line operator Genessee and Wyoming, Inc. (Genessee and Wyoming, Inc. 2020). In 2006 and 2007, the documented section of railroad corridor was extensively altered to accommodate freight use by Portland & Western Railroad and passenger use by the WES (Manzano 2007). Four tracks were added between the original location of the Tigard Branch track and the abandoned Oregon Electric Railway to form a large switch yard referred to as Tigard Yard. This change has diminished the historical integrity of a portion of the Tigard Branch's corridor.

Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington

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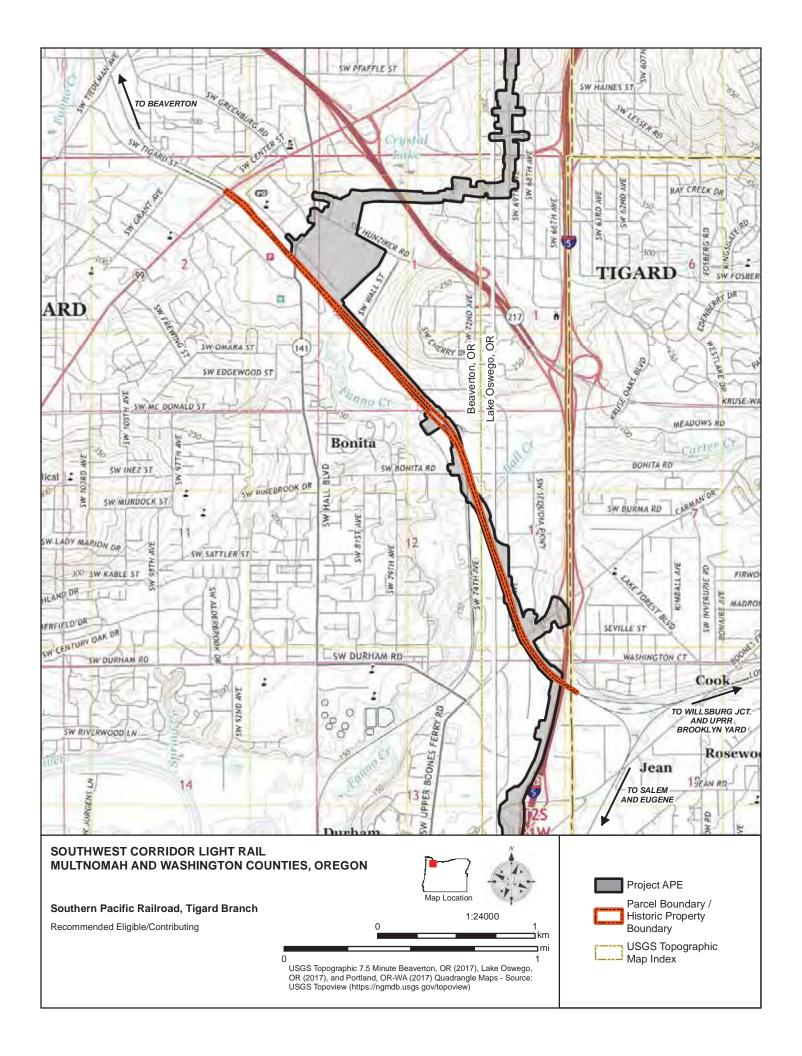
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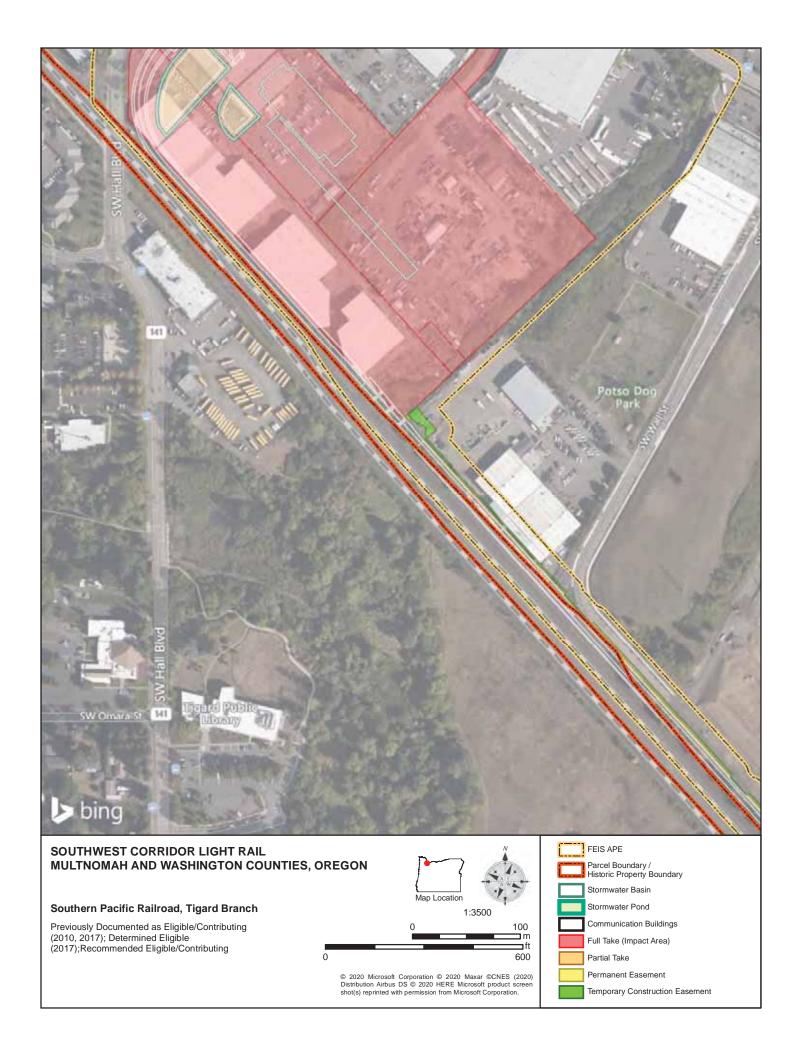
Swanson, Ryan

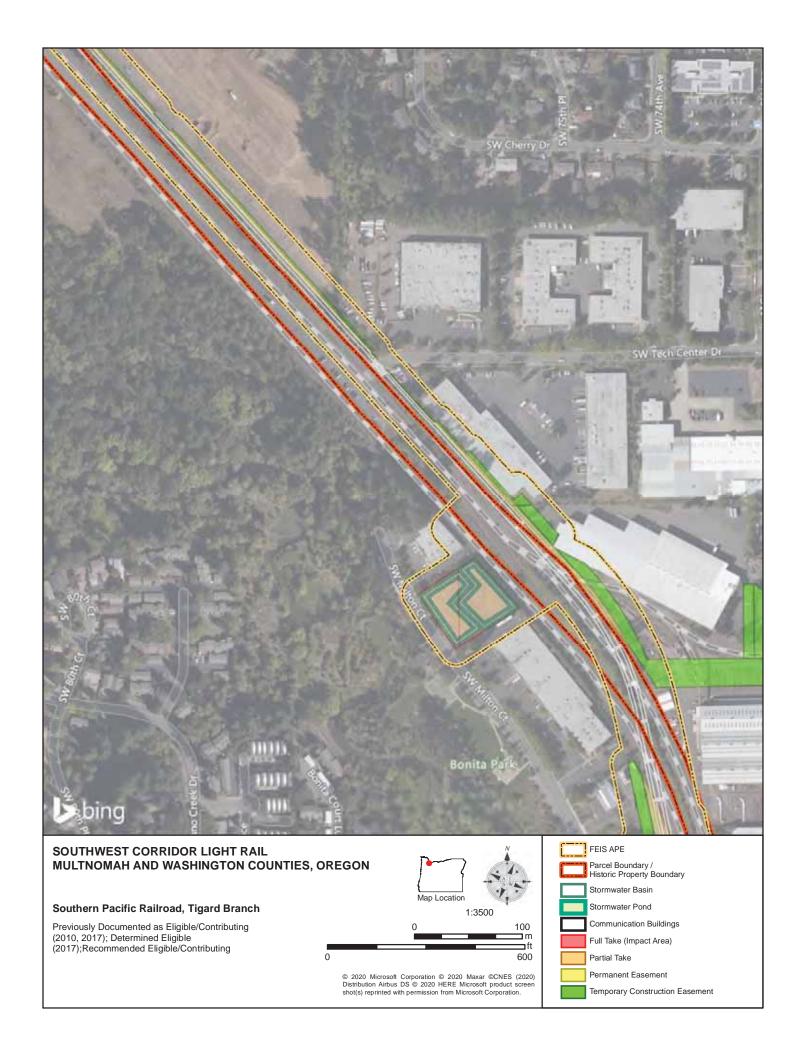
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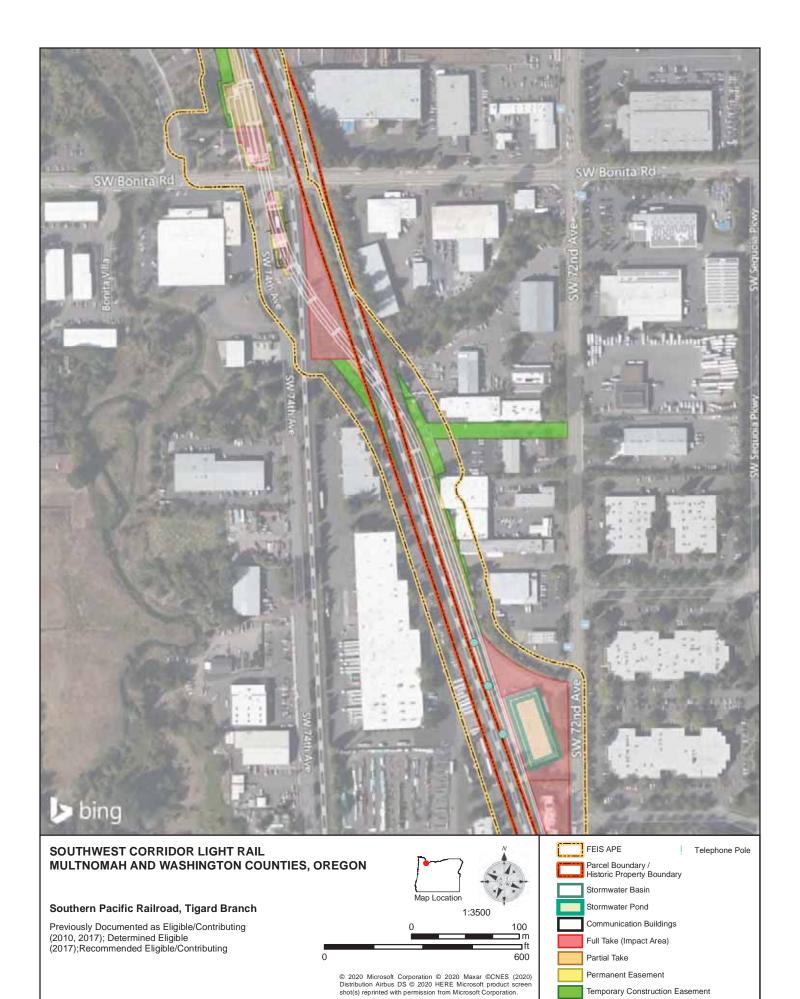
(Continued on Page 8)

Property Nar Southern Pa	Property Name: Street Address: City, County: Tigard, Washington				
Sources, C	Sources, Continued from Page 7:				
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1917		es Most Practical Method. Volume 5,	Issue No. 14. 15 July:7.		
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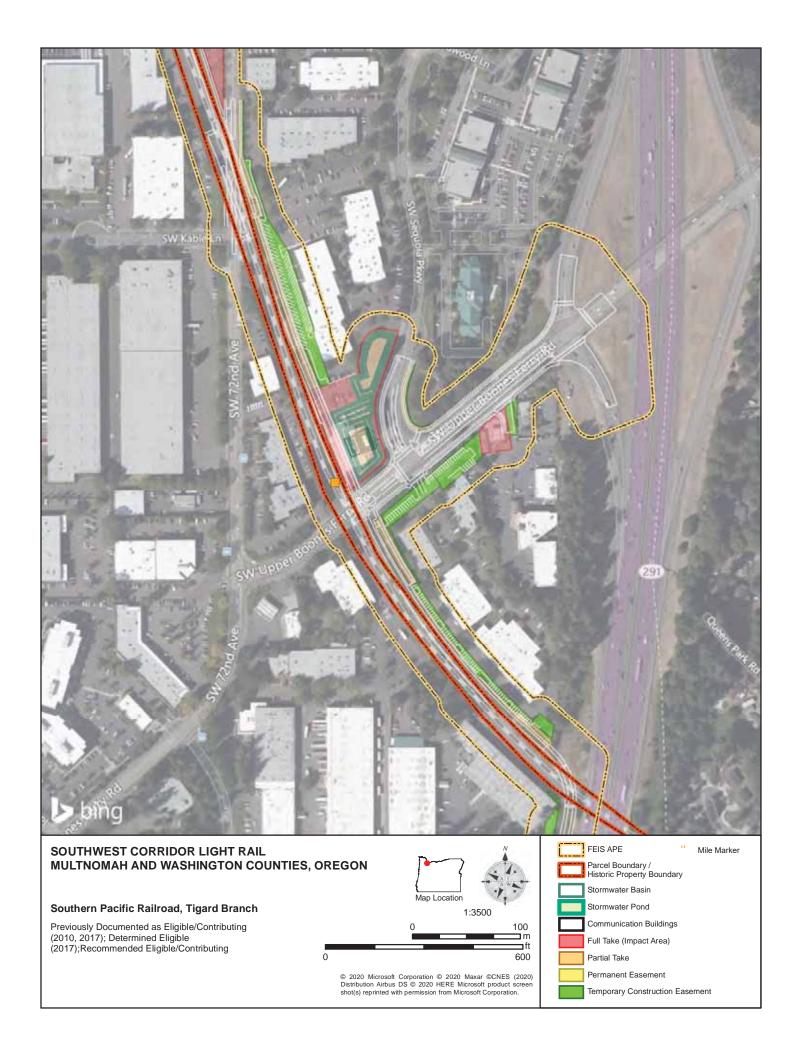








Temporary Construction Easement



individual Properties				
Property Name: Street Address: 11530 SW 72nd Avenue		City, County: Tigard, Washington		
Project Name: Southwest Corridor Light Rail Project		Agency project		
Agency: Federal Transit Administrat	ion/Metro/TriMet	SHPO Case#:		
Location coordinates (to sixth decimal plantitude: 45.436720 Longitude:	blace): -122.682473	Is the property Historic Places YES – Indiv	ridually 🗵 NO	
West (primary) façade an Surveyor: Samantha Gordon, M.S.,	and Andrea Blaser, M.S.	SW 72nd Avenu	te, facing southeast. Date Recorded: 06/04/19	
	and Andrea Diaser, W.S.			
National Register Findings: ⊠ Eligible: ⊠Individually □ As part □ Not Eligible: □Irretrievable integrity los	t of a District NR Criteria: □A □B ss □Not 50 Years □Fails to me		Finding of Effect: ☐ No Effect ☒ No Adverse Effect ☐ Adverse Effect	
3,	omments – <i>Official Use Only</i> : □Do Not Concur: □Do Not Concur:		EIVED STAMP	
Signed	Dat	e		

Comments:

Property Name:	Street Address: 11530 SW 72nd Avenu	ue	City, County: Tigard, Wash	ington
Original Use: Domestic — Single Dwell	ing	Number of Asso	ciated Resource	es: 2
Architectural Classification / Resource Type:		Owner: Private		☐ Local Government
Colonial Revival	Building	□Stat	te	□Federal
Window type and Materials: Hung and fixed wood sash		Exterior Surface Materials: Primary: Horizontal Board		
Roof Type and Materials:		,	-select materi	
Side gable roof; composite shingle		Decorative	-select materi	
Integrity:		Construction Da	ite: 1950	(⊠Circa)
□Excellent □Good □Fair □P	Poor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The two-story Colonial Revival dwelling at 11530 SW 72nd Avenue has an irregularly-shaped footprint with a poured concrete foundation and basement, and an attached single-car garage is on the north elevation. The house is capped by a side gable roof; the west (primary) façade has a covered front entry with slender Tuscan columns.

The house is clad in horizontal wood siding. Windows are partially obscured by aluminum storm windows, but appear to be a mix of fixed and hung multi-light wood sashes with ornamental shutters. The front door is a modern paneled replacement, but fixed wood-sash sidelights appear to be original. The paneled garage door is a modern replacement.

Two auxiliary buildings are east of (behind) the main house. These buildings, which have roughly square footprints, are obscured from the view of public right of way by vegetation. Landscaping on the deep, rectangular parcel consists of a grass lawn to the south and west of the house, and densely populated trees to the east and along the edges of the property.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The house at 11530 SW 72nd Avenue meets the minimum qualifications for listing in the National Register of Historic Places (NRHP) under Criterion C. It embodies distinctive characteristics of its type and period of construction, is a good example of a Colonial Revival single-family dwelling, and retains good historical integrity. The house is associated with the general history of twentieth century suburban development in the Tigard area that is not demonstrably significant in the local history (Criterion A). The house is not associated with important figures in local, state, or national history (Criterion B), nor is the building likely to provide a principal source of new or important historical information (Criterion D).

The period of significance of the house is 1950, the estimated date of construction based on the house's physical characteristics and U.S. Geological Survey (USGS) aerial photographs (USGS 1952, 1955, 1960). The parcel boundary is the historic property boundary. Character-defining features of the property include its lateral symmetry, side gable roof, period ornamentation, and original building materials.

The Colonial Revival house at 11530 SW 72nd Avenue retains historical integrity of location, design, materials, workmanship, feeling, and association. It retains its rectangular massing, a covered entry under a gable dormer, and ornamental features of a Colonial Revival-style house, and has had minimal exterior alterations. Cladding, foundation, and most window materials appear to be historic or in-kind replacements. However, the house has diminished integrity of setting. Surrounding homes date throughout the twentieth century without a clear pattern of development. In addition, it is within a suburban setting that has changed over time, most notably from ongoing alterations to SW Pacific Highway 99W (OR 99W) to the north and the construction of Interstate 5 to the east in the 1960s (Washington County Surveyor's Office, Hillsboro 1911:Plat Book [PB] H:311; Sherrill 2016). The introduction of major roadways in the immediate area has increased noise and through traffic since the time the house was constructed.

Property Name:	Street Address:	City, County:
	11530 SW 72nd Avenue	Tigard, Washington

Description of project scope, and nature and extent of impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Project proposes no work within the historic property boundary of the house at 11530 SW 72nd Avenue. All Project improvements are proposed east and behind of the house. Within the vicinity of the house at 11530 SW 72nd Avenue, the neighboring parcel at 11515 SW 72nd Avenue will be fully acquired to construct a stormwater pond and retaining wall, and SW 70th Avenue will be widened to accommodate the new light rail line.

Finding of Effect and justification:

The historic property at 11530 SW 72nd Avenue will not be adversely affected by the Project. The introduction of light rail infrastructure along SW 70th Avenue may have indirect effects on the setting of the house through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, the house's setting is not a character-defining feature that contributes to its eligibility for listing in the NRHP. Once the Project is constructed and the light rail line is operational, the house will continue to retain its character-defining features and meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County: 11530 SW 72nd Avenue Tigard, Washington



View: West (primary) façade of house at 11530 SW 72nd Avenue, facing east-southeast.



View: West (primary) façade of house at 11530 SW 72nd Avenue and landscape, facing east-southeast.

Property Name:	Street Address:	City, County:
	11530 SW 72nd Avenue	Tigard, Washington

Historic Context

The house at 11530 SW 72nd Avenue is located in the Fruitland Acres addition to the City of Tigard, which was platted in 1911 and annexed by Tigard in 1983 (Washington County Surveyor's Office, Hillsboro 1911:PB H:311). The house was constructed circa 1950, and is surrounded by buildings constructed in a wide date range. Efforts to locate information about the house and past owners found few associated names and provided no substantive information (Metsker Maps 1928, 1937, 1964; Sanborn Map & Publishing Company 1950).

The house is located on SW 72nd Avenue, which was initially built as an unnamed county road; it was later named Red Rock Road after the nearby Red Rock Creek that is north of the house (Metsker Maps 1964). The house is south of Highway 99W, which was first completed in 1926 and has since been improved and realigned (Washington County Surveyor's Office, Hillsboro 1911:PB H:311; Oregon Department of Transportation 2017). When Highway 217 and Interstate 5 were constructed to the west and east during the 1950s and 1960s, respectively, the area in which the house is located became known as the Tigard Triangle, since it is surrounded on three sides by major roadways (USGS 1970). Later efforts to widen adjacent roads and expanded automobile infrastructure during the latter half of the twentieth century have altered the house's historical setting and introduced greater traffic volume to the surrounding area (Sherrill 2016; USGS 1952, 1955, 1960, 1970, 1980).

Sources

Metsker Maps

- 1928 Metsker's Atlas of Washington County, Oregon. Charles F. Metsker, Portland, Oregon, and Tacoma, Washington.
- 1937 Metsker's Atlas of Washington County, Oregon. Charles F. Metsker, Portland, Oregon, and Tacoma, Washington.
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Oregon Department of Transportation

2017 History of State Highways in Oregon. Oregon Department of Transportation, Salem. Electronic document, https://www.oregon.gov/ODOT/ETA/Documents Geometronics/ROW-Eng State-Highway-History.pdf, accessed March 26, 2020.

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1950 Insurance Maps of Tigard, Oregon. Sanborn Map & Publishing Company, New York.

Sherrill, Justin

2016 History through a lens: Glimpses of a changing Southwest Corridor. Oregon Metro. Electronic document, https://www.oregonmetro.gov/news/history-through-lens-photos-changing-southwest-corridor, accessed January 7, 2020.

Property Name:	Street Address:	City, County:
	11530 SW 72nd Avenue	Tigard, Washington

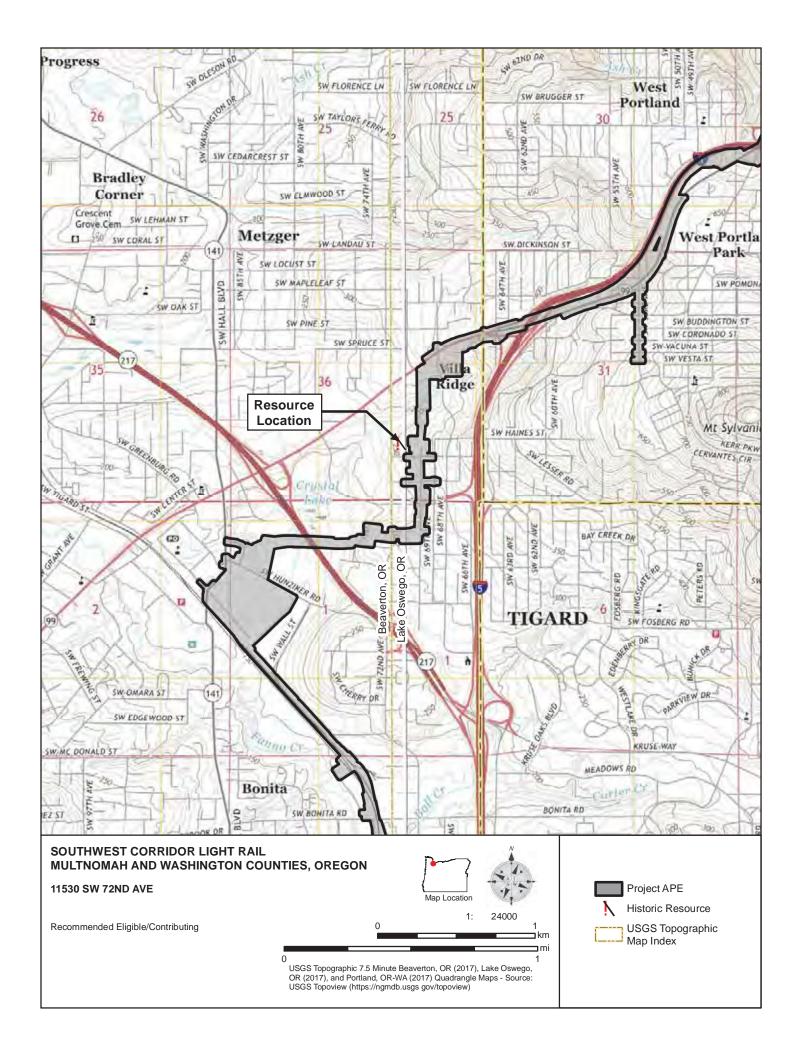
Sources, Continued from Page 5

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- 1952 Aerial Reconnaissance Photograph ID #AR1ZJ0000010139. Available, https://earthexplorer.usgs.gov/metadata/4660/AR1ZJ0000010139/, accessed March 26, 2020.
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- 1980 Aerial Reconnaissance Photograph ID# AR5800029004340. Available, https://earthexplorer.usgs.gov/metadata/4660/ AR5800029004340/, accessed March 24, 2020.

Washington County Tax Assessor

2020 Taxlot ID 1S136DA02100. Washington County GIS. Electronic document, http://gisims.co.washington.or.us/GIS/index.cfm?id=20&sid=3&IDValue=1S136DA02100, accessed March 24, 2020.





OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM Individual Properties					
Property Name: The Oregon Education Association	Street Address: 6900 SW Atlanta Street		City, County: Tigard, Washington		
Project Name: Southwest Corridor Lig	ht Rail Project	Agend	cy project #:		
Agency: Federal Transit Administration	on/Metro/TriMet	SHPC) Case#: 16-1621		
Location coordinates (to sixth decimal pla Latitude: 45.437871 Longitude: -1		Histor	property listed in the National Register of ic Places? ES – Individually NO ES – In a district		

The Oregon Education Association at 6900 SW Atlanta Street, facing south.				
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 4/13/2020			
National Register Findings: □ Eligible: □ Individually □ As part of a District NR Criteria: □ A □ B □ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: □Concur □Do Not Concur: RECE	EIVED STAMP			
Signed Date				
CONTACT INFORMATION STAMP				
Comments:				

Property Name: The Oregon Education Association	Street Address: 6900 SW Atlanta Str	eet	City, County: Tigard, Washi	ington
Original Use: Oregon Education Association	on Headquarters	Number of Associated Resources: N/A		
Architectural Classification / Resource Typ Northwest Regional	oe: Building	Owner: ⊠Priv	a.c	☐Local Government ☐Federal
Window type and Materials: Fixed wood sashes Roof Type and Materials: Hip roof, likely with rolled asphalt		Exterior Surface Primary: Secondary: Decorative	Materials: Poured Concr Horizontal Bosselect materia	ard
Integrity:		Construction Da	te: 1968	(□Circa)
⊠Excellent □Good □Fair □Poc	or	Architect/Builde Miden Construc		ome, Selig & Oringdulph;

Description of Property (including previous alterations & approximate dates):

The Oregon Education Association headquarters at 6900 SW Atlanta Street is made up of two office buildings connected by elevated walkways. The buildings have rectangular footprints and are built on poured concrete foundations. Each building is two stories tall with a low-pitched hip roof with a flat area at the highest point. The roofs are likely clad in rolled asphalt. The buildings have glulam fascia boards and curved soffits articulated by wood boards; this wood is counterbalanced by exaggerated concrete columns that support the buildings. Between the concrete columns are bands of windows that are separated between the first and second floors by horizontal board cladding. The windows appear to be fixed wood sashes that have likely been updated with double-pane inserts.

Exterior circulation includes elevated walkways, sitting areas, water features, and a sculpture area. The buildings and pathways are surrounded by parking lots. The buildings' landscaping consists of trees, ivy, and ferns, with a broad, open lawn to the northwest and a line of trees planted near the perimeter of the parcel. To the west, the perimeter trees are directly adjacent to a dense stand of trees that extend to SW 72nd Avenue and are within the immediate vicinity of Red Rock Creek.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Oregon Education Association (OEA) complex at 6900 SW Atlanta Street is recommended to be eligible for listing in the National Register of Historic Places (NHRP) under Criterion C. The building is associated with prominent architecture firm Broome, Selig & Oringdulph (predecessor of Bora Architects), embodies distinctive characteristics of its period of construction, and is a fusion of the Northwest Regional and Brutalist architectural styles. Under Criterion A, the building is not associated with a significant event or broad pattern of history. The building is not associated with an important figure in history (Criterion B), and it is not a principal source of information about our past (Criterion D).

Character defining features of the complex include its balance of wood and concrete, rectilinear pathways around the two buildings, and a curvilinear parking area. Planned landscaping adjacent to the buildings and in the parking area also contribute to the character of the site. The OEA complex retains all seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association). The historic boundary is the perimeter of the two parcels on which the buildings are situated. The period of significance is 1968, the year the two office buildings, parking area, and planned landscape were completed.

Property Name:	Street Address:	City, County:
The Oregon Education Association	6900 SW Atlanta Street	Tigard, Washington

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The light rail alignment will diverge from SW Pacific Highway (Highway 99W) west of SW 68th Parkway, where it will turn south. A new bridge will be constructed over Red Rock Creek, which is northwest and north of the property at SW 6900 SW Atlanta Street. The bridge will transition to ground level on the western border of the historic property, where a wall will also be constructed. The new construction will require a partial take of 23,232 square feet, a permanent easement of 11,288 square feet, and a temporary construction easement of 17,660 square feet. These acquisitions will be confined to the western edge of the property, in an area with dense tree cover that is north of the northern terminus of SW 70th Avenue.

Finding of Effect and Justification:

The OEA headquarters was constructed in 1968, on a cleared parcel near wooded areas to the west and northeast (U.S. Geological Survey [USGS] 1952, 1970). Over time, these wooded areas have continued to grow and encroach on the area cleared to develop and build the complex. A row of trees was planted on the western and northwestern property boundary after the period of significance, likely to protect and distinguish the planned landscape from wooded area beyond (Google Earth 2020; USGS 1970). Today, the line of planted trees is clearly distinguishable between the wooded area to the west and an expansive grass lawn on the historic property to the east (see attached maps).

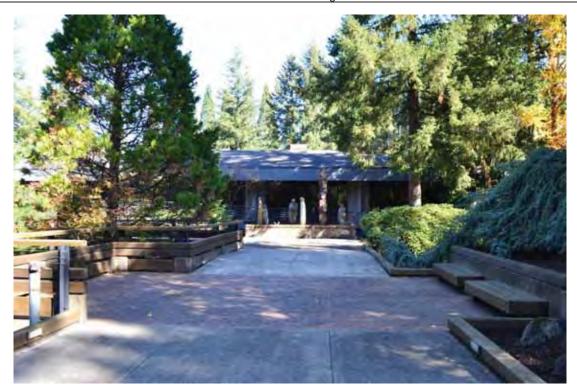
The removal of some trees from the western property boundary and the construction of an elevated light rail structure in their place will change, but not entirely diminish, the property's integrity of setting. The trees planned for removal are not associated with the character-defining historic landscaping that was originally planned for the site; they are a later addition that likely serves to define and protect the grass lawn of the historic property to the east, which will be preserved.

The introduction of light rail infrastructure along the western property boundary also has potential to have indirect effects on the property's setting through an increase in noise, changes in circulation, and by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development. However, these changes are not anticipated to result in an adverse effect on the property's character-defining features. The elevated light rail structure will be approximately 250 feet west of the OEA buildings, and its construction and operation will not impact the property's historic-period planned landscape that is near the buildings. Once the Project is constructed and the light rail line is operational, the OEA complex will retain its character-defining features and will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion C.

Property Name: Street Address: City, County:
The Oregon Education Association 6900 SW Atlanta Street Tigard, Washington



View: The southwest and southeast elevations of the southern building. The view is towards the north.



View: The elevated walkway and sculpture area leading to the southwest façade of the northern building. The view is towards the northeast.

Property Name: Street Address: City, County:
The Oregon Education Association 6900 SW Atlanta Street Tigard, Washington



View: The northeast elevation of the northern building, facing southwest.



View: The northwest elevation of the northern building, facing east-northeast.

Property Name: Street Address: City, County:
The Oregon Education Association 6900 SW Atlanta Street Tigard, Washington



View: A 1969 photograph of the OEA buildings, viewed towards the north (Capital Journal 1969).



View: A 1952 aerial photograph of the future OEA property, at arrow (USGS 1952).

Property Name: The Oregon Education Association Street Address: 6900 SW Atlanta Street

City, County: Tigard, Washington



View: A 1970 aerial photograph of the OEA complex, at arrow (USGS 1970).



View: Lawn bordered by a row of trees planted along the western property edge during the modern era, facing northwest.

Property Name:	Street Address:	City, County:
The Oregon Education Association	6900 SW Atlanta Street	Tigard, Washington

Historic Context:

In 1965, OEA purchased a 32-acre tract of land northeast of Tigard for \$157,000 to build a new headquarters (*The Oregonian* 1965). The completion of the OEA complex in 1968 occurred 100 years after the organization's founding in 1868 (*The Oregonian* 1967). OEA is a union that supports educators and education support specialists, and is affiliated with the National Education Association.

The OEA complex is situated in the Tigard Triangle, an area that is defined on three sides by major roadways; Highway 99W is to the northwest, Interstate 5 is to the east, and Highway 217 is to the southwest. The complex consists of two office buildings and a designed landscape of trees, ivy, ferns, grass lawn, and pathways. The two buildings, which are also leased as office space in addition to their use by OEA, were designed by the architecture firm Broome, Selig & Oringdulph, known today as Bora Architects.

The complex spans just 5 acres of the 32 that were purchased by OEA in 1965; this is due to an unrealized vision for a mixed-use development for which 26 acres had been set aside (*The Oregonian* 1969). The planned 26-acre development, referred to as Plaza Southwest, would have been a substantial undertaking in a prime location for commuters. The development would have included up to 35 buildings in a "campus-style" setting, providing office space, apartment units, and an auditorium (*The Oregonian* 1967). Plaza Southwest, if completed, would have made the headquarters project "at least in part, a self-financing project," with the likely prospect of eventually accruing income from it (*The Oregonian* 1967).

At the time of construction, project architects Broome, Selig & Oringdulph were also involved in other high-profile, campus-like projects; examples include the Sunset Mall in Cedar Mill and Mountain Park Recreation Center in Lake Oswego (*The Oregonian* 1968a, 1968b). The firm was highly influential during the mid-to-late 1960s; their work ranged from a seven-story Brutalist garage structure next to the Civic Auditorium in downtown Portland to Northwest Regional houses near Lincoln City (*The Oregonian* 1968a, 1968b; *The Sunday Oregonian* 1963, 1969).

The OEA headquarters captures the firm's range in design, and is a good example of their work during this period as it juxtaposes two popular styles of the period: Brutalism and Northwest Regional. When the complex was announced in 1967 the design concept had already been formed; the building would contain "bold concrete columns and rough sawn fascias and beams" (*The Oregonian* 1967). These Brutalist features, which celebrate raw building materials, were combined with softer Northwest Regional characteristics that emphasize natural wood and incorporate large overhanging eaves for year-round comfort in the Pacific Northwest climate.

Sources:

Capital Journal (Salem, Oregon)

1969 New Education Association Headquarters Set to Open. 16 January: 2.

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1965 Land buy OKd By Educators. 15 January:14

1967 OEA Plans to Construct Office-Apartment Units. 20 April:40.

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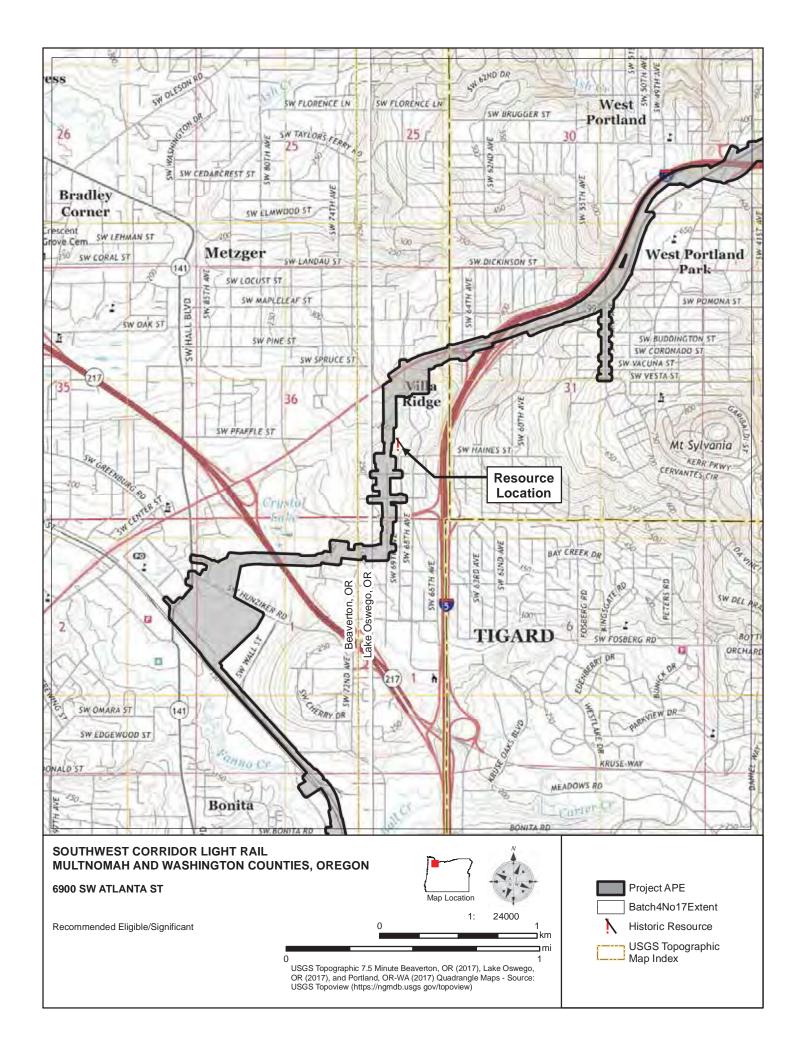
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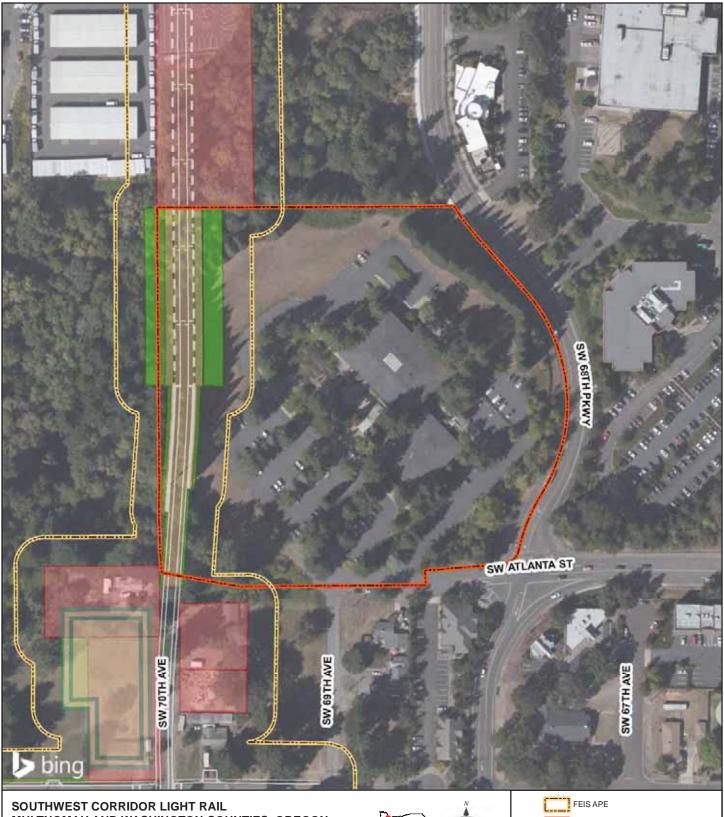
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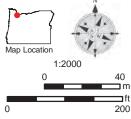
Property Name: The Oregon Education Association	Street Address: 6900 SW Atlanta Street	City, County: Tigard, Washington		
Sources, Continued from Page 8:				
US Geological Survey (USGS) 1952 Aerial Reconnaissance Photograph ID # AR1ZJ0000010139. Available, https://earthexplorer.usgs.gov/, accessed April 10, 2020. 1970 Aerial Reconnaissance Photograph ID # 1VCOA00010242. Available, https://earthexplorer.usgs.gov/, accessed April 10, 2020.				
Google Earth 2020 Aerial photo at latitude of 45.437871 and longitude of -122.747240, vicinity of Tigard, Oregon. Imagery date July 20, 2018.				





SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON 6900 SW ATLANTA ST

Recommended Eligible/Significant



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FEIS APE
Parcel Boundary /
Historic Property Boundary
Communication Buildings
Stormwater Basin
Stormwater Pond
Full Take (Impact Area)
Partial Take
Permanent Easement
Temporary Construction Easement

Property Name: South Portland Historic District	Street Address: Multiple Properties		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Lig	Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administrati	on/Metro/TriMet	SHPO C	Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.500312 Longitude: -122.678263		Historic YES	operty listed in the National Register of Places? - Individually NO - In a district	



Houses on SW Gibbs Street in the South Portland Historic District. The view is facing northeast.

Surveyor: Andrea Blaser, M.S., and Samantha Gordon, M.S.		Date Recorded: 10/21/2019
National Register Findings: ☑ Eligible: ☑ Individually ☐ As part of a District NR Criteria: ☑ A ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails		Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☑ Adverse Effect
State Historic Preservation Office Comments – Official Use Only Eligibility: Concur Do Not Concur:	:	
Effect: Concur		IVED STAMP
Signed	Date	
CONTACT INFORMATION STAMP		
Comments:		

Property Name: South Portland Historic District	Street Address: Multiple Properties		City, County: Portland, Mult	tnomah
Original Use: Domestic — Single Dwelli Social — Civic; Religion — Religious Fa		Number of Asso	ociated Resource	es: 246
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	
Other/Undefined — Various	Building	□Stat	te	□Federal
Window type and Materials: Various Roof Type and Materials: Various		Exterior Surface Primary: Secondary: Decorative	e Materials: Wood: Other/ Vinyl Siding Wood: Other/	
Integrity:		Construction Da	ate: 1876-1926	(□Circa)
□Excellent ⊠Good □Fair □P	'oor	Architect/Builde Lewis	r (if known): A.E	. Doyle; Whidden and

Description of Property (including previous alterations and approximate dates):

South Portland Historic District spans approximately 49 acres and 31 blocks in the City of Portland, consisting of 246 resources in the Lair Hill and Corbett neighborhoods. Overall, the resources are primarily single-family houses, followed by multi-family dwellings, civic buildings, and religious facilities. Represented architectural styles include Queen Anne, Italianate, East Lake, Gothic vernacular, Colonial Revival, Georgian Revival, Gothic Revival, and Craftsman.

There are 30 individual resources of the historic district that are within or crossed by the Area of Potential Effects (APE) for light rail construction that will take place as part of the Southwest Corridor Light Rail Project (Table 1). If the Project includes the option for the Ross Island Bridgehead Reconfiguration, an additional 63 individual resources of the district would have the potential to be affected by Project construction (Table 2).

Tables 1 and 2 (attached) identify the 93 resources of the South Portland Historic District that would have the potential to be affected by the Project as completed with the Ross Island Bridgehead Reconfiguration. Maps that accompany this document show the individual resource locations in relationship to the district boundary, the Project APE, and proposed locations of acquisitions and easements for light rail construction and reconfiguration of the Ross Island Bridgehead. The resources are identified on the maps by their assigned resource number within the historic district.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The South Portland Historic District is listed in the National Register of Historic Places (NRHP) under Criteria A and C (Harrison et. al 1997). Under Criterion A, the district has significant associations with early suburban development in the City of Portland and with the history of several ethnic and immigrant communities in the Portland metro area. Under Criterion C, the district is a collection of built resources that embody distinctive characteristics of different types and periods of construction.

The district as a whole is not significantly associated with any figures significant in local, state, or national history; while some individual resources within the district are associated with historically significant figures, the resources themselves are not strongly associated with the person's productive life (Criterion B). Furthermore, the built resources of the district are unlikely to provide important information that would address data gaps or provide information important to an understanding of the historical record (Criterion D).

(Continued on Page 8)

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components would include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that would provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill. The Ross Island Bridgehead Reconfiguration option is a related transportation investment, the footprint for which is included in the Project APE.

Preferred Alternative for Light Rail Construction

Within and adjacent to the South Portland Historic District, infrastructure improvements implemented as part of the Project would be concentrated along SW Barbur Boulevard where the new light rail line would be constructed. These improvements would necessitate full and partial right-of-way acquisitions from parcels within the historic district boundary, in addition to permanent and temporary easements. A light rail station is proposed on SW Barbur Boulevard between SW Woods Street and SW Gibbs Street; it would be accessed from the east by a 30-foot-tall staircase and accompanying pedestrian ramp that would be built within the district boundary between SW Grover Street and SW Gibbs Street. New traffic lights, retaining walls, sidewalks, and curbs would be constructed along a widened SW Barbur Boulevard and intersecting streets; and stormwater improvements would occur within and adjacent to the district boundary.

West of the district, an inclined elevator would be built between the light rail station at SW Gibbs Street and OHSU on Marquam Hill. The inclined elevator and associated plaza at the eastern terminal would be visible from several locations within the district boundary. Near the district's southern edge, the existing intersection of SW Barbur Boulevard and SW Naito Parkway would be realigned; improvements proposed for SW Naito Parkway, including the addition of an 18-foot-tall staircase and pedestrian ramp at the road's intersection with SW Curry Street, would slightly extend into the district's footprint.

Preferred Alternative with Ross Island Bridgehead Reconfiguration Option

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

If this option is constructed as part of the Project, it would introduce new intersections along Highway 99W/SW Naito Parkway and would provide a more direct route for east-west traffic between the road and the west end of the Ross Island Bridge. The bridgehead reconfiguration would also improve local traffic circulation in the area immediately surrounding the Ross Island Bridge, and would construct new bicycle lanes and sidewalks, primarily on Highway 99W/SW Naito Parkway and SW Kelly Avenue.

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Finding of Effect and Justification:

The Federal Transit Administration (FTA) has determined that construction of the Project's Preferred Alternative would have an adverse effect on the South Portland Historic District. Alternatives to avoid and minimize the Project's effect on the South Portland Historic District were explored in the draft Environmental Impact Statement and informed the selection of the Preferred Alternative, which concentrates Project impacts at the district's western boundary (SW Barbur Boulevard). Avoidance of the South Portland Historic District was considered and is not feasible for the Project's build alternatives.

If the Preferred Alternative is completed with the Ross Island Bridgehead Reconfiguration option, the Project would continue to have an adverse effect on the historic district. However, impacts to individual resources of the historic district for the bridgehead reconfiguration would be minor in scope. Limited acquisitions and easements would be needed to facilitate road restriping, to construct bike lanes and sidewalks, and to install signalized crossings at intersections along Highway 99W/SW Naito Parkway. No full acquisition of a district resource would be needed for the Ross Island Bridgehead Reconfiguration option, unlike the full acquisition of six contributing resources and two non-contributing resources that would be needed to build the Project's Preferred Alternative. Partial acquisitions and temporary construction easements would be needed at 14 contributing resources and three non-contributing resources to reconfigure the bridgehead.

A detailed accounting of individual resources of the historic district that are within the Project APE and would have potential to be impacted by construction of the Preferred Alternative are in Table 1; those listed in Table 2 have potential to be affected by the option for Ross Island Bridgehead Reconfiguration. Tables 1 and 2 include information about each resource and indicate whether acquisitions and easements would be needed at that location to complete the Project. The tables, in addition to maps of the historic district and Project APE, are attached at the end of this form.

This finding of adverse effect takes into consideration direct effects such as noise, vibration, and changes in circulation proposed by the Project. These impacts do not rise to a level that would adversely affect the historic district property, if all contributing resources were avoided; however, these impacts are anticipated to compound the effect of full and partial acquisitions of contributing resources, and would alter the district's setting. This finding also takes into consideration indirect effects that may result from enhancing multimodal transportation and improving the Ross Island Bridgehead in South Portland. These changes may lead to long-term pressure to replace individual district resources with transit-oriented development, and to increase neighborhood density with modern infill.

The historic district is in a dynamic urban environment that has undergone progressive changes due to growth and development. It is bordered or crossed by heavily used transportation corridors. The new light rail line would be constructed on SW Barbur Boulevard, which borders the district and is itself the former alignment of a historic-period rail line. The reconfiguration of the Ross Island Bridgehead would better connect sections of South Portland that were isolated from one another by transportation projects of the twentieth century, and much of the bridgehead reconfiguration would take place north and east of the historic district boundary. If the Project is constructed with the Ross Island Bridgehead Reconfiguration, the district would retain integrity of location, materials, and workmanship. Remaining resources of the district would continue to convey the historical associations, character-defining features, and period of significance of the historic district. However, the district's setting, feeling, and association would be further diminished by the expansion of transportation infrastructure within and adjacent to the district boundary. This anticipated loss of integrity contributes to the Project's adverse effect on the South Portland Historic District.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: Representative examples of Victorian-era houses in the historic district. The view is facing south on SW Whitaker Street, at a location outside of the Project APE.



View: The expansion of transit options in the South Portland area, such as the Portland Aerial Tram (visible at right), have diminished the historical setting of the South Portland Historic District. The view is facing north-northwest on SW Pennoyer Street, within the Project APE.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: The U.S. Congresswoman Darlene Hooley Pedestrian Bridge at SW Gibbs Street and SW Kelly Avenue was completed in 2012. The pedestrian bridge is situated between Ross Island Bridge to the north and the Portland Aerial Tram to the south, and overlaps the eastern boundary of the historic district. The view is facing east-northeast from the district.



View: SW Naito Parkway, as viewed towards the south-southwest from SW Porter Street. Formerly known as Front Street, the roadway was widened during the mid-twentieth century, splitting the South Portland neighborhood and limiting east-towest travel routes. The historic district is at right; the Ross Island Bridgehead is south and out of view.

Property Name: Street Address: City, County:
South Portland Historic District Multiple Addresses Portland, Multnomah



View: Expansion of the Ross Island Bridgehead during the mid-twentieth century led to the removal of buildings, and limits north-to-south travel options in the district's eastern extent. The view is facing east-southeast from SW 1st Street.

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The period of significance of the historic district begins in 1876, the date of construction for the oldest property in the district, and ends in 1926 with the construction of the Ross Island Bridge (Harrison et. al 1997). The district is generally situated between Interstate 5 to the east, Marquam Hill and SW Barbur Boulevard to the west, Interstate 405 to the north, and the intersection of SW Naito Parkway and SW Barbur Boulevard to the south. The boundary of the district is roughly L-shaped, as it wraps around the Ross Island Bridgehead to the south and west. Parcel boundaries are considered to be the historic property boundaries for individual resources within the district.

The South Portland Historic District has integrity of location, materials, workmanship, and feeling, but the district's integrity of design, setting, and association have been diminished over time. This area of Portland has changed significantly since completion of the Ross Island Bridge in 1926, and as major transportation projects have continued to create new physical and visual barriers between different areas of the district (Abbot 1994; City of Portland 2009; Harrison et. al 1997).

- Construction of SW Barbur Boulevard in the 1930s on the district's western edge altered traffic flow, noise levels, and commercial and residential development in and around the neighborhood (Sherrill 2016).
- Construction of Harbor Drive along Portland's waterfront, which began during the 1940s, necessitated the widening of SW Front Avenue (present-day SW Naito Parkway) through the district, and the increased traffic volume led to the enlargement and reconfiguration of the Ross Island Bridgehead (Harrison et al. 1997; *The Oregonian* 1942a, 1942b, 1950).
- During the 1960s, the completion of Interstate 5 to the east and Interstate 405 to the north; and demolitions for the South Auditorium Urban Renewal project to the north, sped the urbanization of South Portland and introduced increased automobile traffic through the area (Bauer 1960; *The* Sunday Oregonian 1961, 1969).
- More recent improvements, including the Portland Aerial Tram (completed in 2006) and the U.S.
 Congresswoman Darlene Hooley Pedestrian Bridge at Gibbs Street (completed in 2012), have
 enhanced the public's access to OHSU on Marquam Hill, but have also diminished the historical feel
 and appearance of the historic district.

The character of the South Portland Historic District is most significantly defined by its association with the working class and immigrant families who settled in South Portland and formed a minority gateway community (Harrison et al. 1997). The features of the district that embody this association are its high density of single- and multi-family dwellings from the late-nineteenth and early-twentieth centuries, the early twentieth century community buildings that provided important services and underpinned neighborhood cohesion, and building materials that are evocative of the period of significance, including wood cladding, unreinforced masonry, and wood windows. Primary Contributing resources of the district were built between 1876 and 1900, and reflect patterns and traditions of development typical to the neighborhood during its first wave of settlement. Secondary Contributing resources were built between 1901 and 1926, during a second wave of settlement (Harrison et al. 1997).

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Determination of Eligibility, Continued from Page 8

There are 93 individual resources of the district that are encompassed within or crossed by the Project APE, 82 of which contribute to the historic district. Two of the contributing resources overlapped by the APE, the Neighborhood House at 3030 SW 2nd Avenue and the Taylor, Peter & Haehlen, John & Gotlieb House #1 at 2806 SW 1st Avenue, are individually listed in the NRHP and are City of Portland Historic Landmarks. In addition, Lair Hill Park has been documented individually for the Project and has been determined by FTA to be eligible for listing in the NRHP.

Although the Woflman, A., Building at 11 SW Gibbs Street does not contribute to the historic district, it has been documented separately for the Project and is recommended to be eligible for listing in the NRHP as an individual resource. Furthermore, two resources that have not been previously recognized as contributing to the district will be treated as contributing resources for the Project: the Severson, R.W. and Tracy C.W., House at 3419 SW 1st Avenue and the Findley, May, House #2 at 3204 SW Kelly Avenue. Both houses have good historical integrity, were constructed during the period of significance, and contribute to the South Portland Historic District's association with significant events and artistic movements of the past.

Historic Context

The South Portland Historic District is within Caruthers Addition, which was platted in 1872 after the City of Portland repossessed a majority of Elizabeth Caruthers' estate (Burrage 1872; Harrison et. al 1997). Seventeen city blocks within this area were sold off, including a portion purchased by Portland's early Jewish residents (Harrison et. al 1997).

During the late-nineteenth century, South Portland had a mix of high-density tenements, modest houses, and small businesses. The neighborhood's proximity to industrial areas on Portland's Willamette River waterfront and its relatively low cost of living attracted large numbers of new immigrants, forming a working class community of lower-income families (Abbott 1994). Those immigrants who arrived early and establish themselves in the South Portland community reached out to future waves of immigrants based on family and/or ethnic ties. The closely-packed neighborhood was quickly populated by vibrant, concentrated ethnic communities, predominantly Italians, Russians and Polish people, and Ashkenazi and Sephardi Jews (Abbot 2019; Leflar 2007; Morse 2019).

The area within the South Portland Historic District was primarily home to Italian and Jewish communities during the period of significance, due to their arrival between the 1880s and 1910s (Harrison et. al 1997; Toll 2003). Immigrants were socially and financially supported throughout their integration into the community with assistance provided by social organizations such as the Neighborhood House, a Jewish vocational school started by the local chapter of the National Council of Jewish Women, as well as religious organizations such as churches and synagogues (Eisenberg 2019; Toll 2003).

Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Historic Context, Continued from Page 9

The social fabric and built environment of the South Portland neighborhood has been altered over time by major transportation projects and the expanding urbanization of areas within close proximity to Portland's downtown core. One of the first major transportation projects undertaken in the district, the construction of Ross Island Bridge in 1926, altered traffic patterns in and around the neighborhood upon its initial construction (Harrison et. al 1997). However, when SW Barbur Boulevard was constructed in the 1930s along a former railroad alignment at the western edge of the district, the western approach to Ross Island Bridge was altered to accommodate increased traffic flow (Sherrill 2016). Construction of Harbor Drive along Portland's waterfront began soon after in the 1940s, and led to the widening of First Avenue (present-day SW Naito Parkway) and a reconfiguration of the Ross Island Bridgehead (Harrison et al. 1997; *The Oregonian* 1942a, 1942b, 1950).

The widened Front Street and enlarged Ross Island Bridgehead formed physical divides in South Portland that did not previously exist (Harrison et. al 1997). This change, compounded by previous road projects that drastically altered the pedestrian and vehicular traffic patterns of South Portland, led to an economic downturn within the neighborhood and prompted ethnic enclaves to dissipate or move elsewhere in the metro area (Abbot 1994; Eisenberg 2019; Harrison et. al 1997). The smaller Lair Hill and Corbett neighborhoods formed in this part of South Portland during this mid-century period of transition and change (Harrison et. al 1997).

In the 1960s, the South Auditorium Urban Renewal project and construction of Interstate 5 to the east and Interstate 405 to the north would further impact this neighborhood (Abbot 1994; City of Portland 2009; Harrison et. al 1997). The urban renewal project identified the area directly north of the historic district as a "blighted" and economically declining, and led to the 1961 demolition of the predominantly ethnic neighborhood to construct retail and office space bounded by the new interstate highways (City of Portland 2009). The Interstate construction projects were completed to the north and east of the historic district, further isolating the South Portland area from the waterfront and downtown Portland.

In the early 1960s, vacancy began to rise in the remaining residential areas of the Lair Hill and Corbett neighborhoods. However, by the late 1960s, students attending the nearby Portland State University, Portland Community College, Lewis and Clark College, and University of Oregon Medical School (now OHSU) took advantage of the affordable housing in the neglected neighborhood, eventually leading to an influx of young professionals and working class families in need of low-cost housing (Harrison et. al 1997). This eventually led to a significant demographic shift in the neighborhood toward a gentrified middle class community (Harrison et. al 1997).

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Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

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Property Name:	Street Address:	City, County:
South Portland Historic District	Multiple Addresses	Portland, Multnomah

Sources, Continued from Page 11

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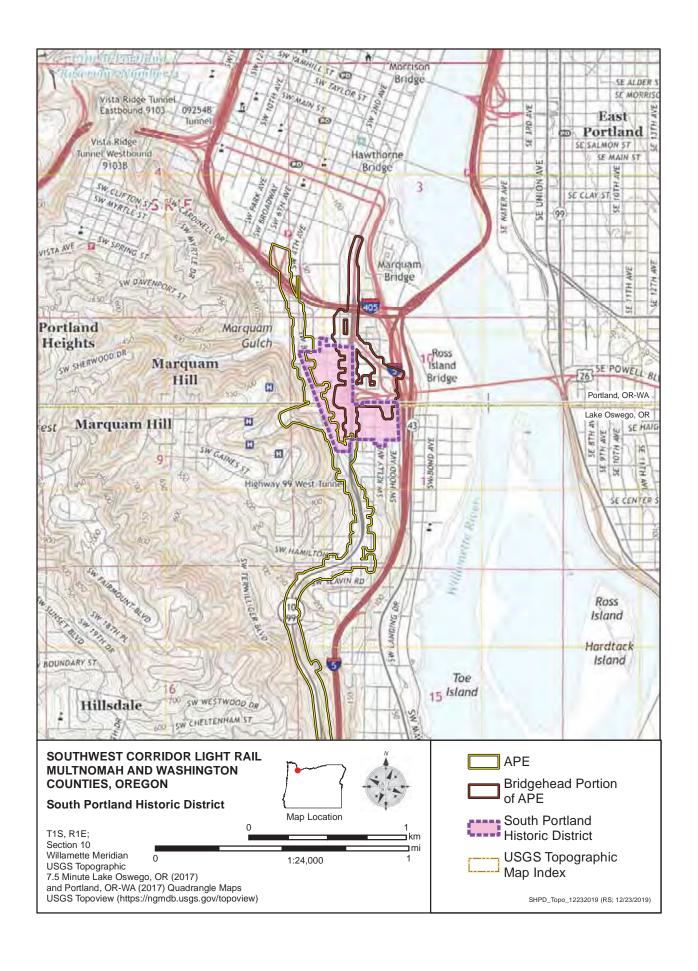
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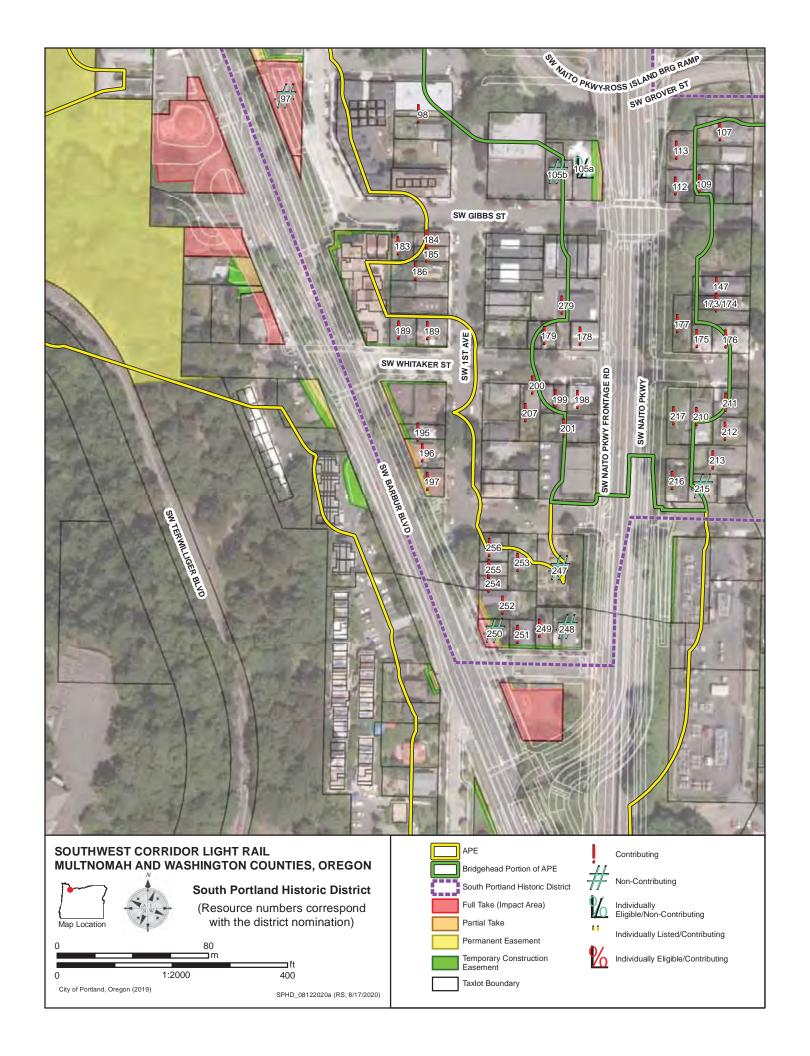




TABLE 1
RESOURCES OF THE SOUTH PORTLAND HISTORIC DISTRICT (SPHD) WITHIN THE PROJECT APE,
PREFERRED ALTERNATIVE FOR LIGHT RAIL CONSTRUCTION

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status		acquisition/ ment Temporary	Photograph of Resource
111	63	Murphy, Charles C. and Anna, House 322 SW Meade Street	Primary Contributing			
112	68	Tartarimi, Gaetano and Victoria, House #2 330 SW Meade Street	Secondary Contributing		х	
113	67	Tartarimi, Gaetano and Victoria, House #1 338 SW Meade Street	Secondary Contributing	Full		

Note: resources in bold font contribute to the historic district.

TABLE 1, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status		acquisition/ ment Temporary	Photograph of Resource
114	59/60	Lair Hill Park (Multnomah County Nurses' Quarters and Carnegie Library) 3037 SW 2 nd Avenue; 2909 SW 2 nd Avenue	Secondary Contributing Individually Eligible for listing in NRHP	Partial	х	
115	97	Oregon Central Railroad Company House 3203 SW 2 nd Avenue	Historic Non-Contributing	Full		
116	93	Durschmidt, Rudolph, House 3133 SW 2 nd Avenue	Secondary Contributing	Partial	х	

TABLE 1, continued

AINW Survey	SPHD No.	Property Name and Address	SPHD Status	Ease	Acquisition/ ment	Photograph of Resource
No.	110.			Permanent	Temporary	
117	92	King, Ann, House 3125 SW 2 nd Avenue	Secondary Contributing	Partial	Х	
118	91	Fiebiger, Victoria, House 3124 SW Barbur Boulevard	Secondary Contributing	Full		
119	95	Pulvermacher, R., House 230 SW Woods Street	Secondary Contributing	Full		

TABLE 1, continued

AINW Survey	SPHD No.	Property Name and Address	SPHD Status	Ease	Acquisition/ ment	Photograph of Resource
No.				Permanent	Temporary	
120	94	King, William, House 224 SW Woods Street	Historic Non-Contributing	Partial	Х	
121	189	Boyd, Narcissa and Thomas, House #2 (Building 1 of 2) 3333 SW 1 st Avenue	Primary Contributing		х	
122	189	Boyd, Narcissa and Thomas, House #2 (Building 2 of 2) 117 SW Whitaker Street	Primary Contributing		х	

TABLE 1, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
123	186	Switzler, Dennie, House 3311 SW 1 st Avenue	Primary Contributing	Termanent	Тетрогату	
124	185	Spageli, Fred, House #2 3307 SW 1 st Avenue	Secondary Contributing			

TABLE 1, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
125	184	Spageli, Fred, House #1 3303 SW 1st Avenue	Secondary Contributing			
126	183	Dilg, Julius and Anna, House 118 SW Gibbs Street	Primary Contributing		x	

TABLE 1, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status		Acquisition/ ment Temporary	Photograph of Resource
127	197	Chehak, Seraphim John, House #4 105 SW Curry Street	Secondary Contributing	Full		
128	196	Lawton, Phillip and Julia, House 3425 SW 1 st Avenue	Primary Contributing	Full		
129	195	Severson, R.W. and Tracy, C.W., House 3419 SW 1st Avenue	Historic Non-Contributing Treated as Contributing Resource for Project due to Integrity,Style, and Date of Construction	Partial	x	

TABLE 1, continued

AINW Survey	SPHD	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement		Photograph of Resource
No.	No.	4.3		Permanent	Temporary	3.1
130	247	Front and Curry Community Gardens 20 SW Curry Street	Noncompatible Non-Contributing Not Eligible for listing in NRHP as an Individual Resource		Х	
131	253	Thompson, D.P., House #2 26 SW Curry Street	Primary Contributing			
132	256	Voos, Fredrika, House 3504 SW 1 st Avenue	Primary Contributing			

TABLE 1, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
133	255	O'Leanor, Bridget L., House 3510 SW 1st Avenue	Primary Contributing			
134	254	Gervutz, S., House 3516 SW 1 st Avenue	Secondary Contributing	Partial		
135	248	Gundoph, Ferdinand, House #1 11 SW Pennoyer Street	Compatible Non-Contributing Not Eligible for Listing in the NRHP as an Individual Resource		Х	

TABLE 1, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
136	249	Gundoph, Ferdinand, House #2 19 SW Pennoyer Street	Primary Contributing		х	
137	252	Thompson, D.P., House #1 3522-3524 SW 1st Avenue	Primary Contributing	Full		
138	250	Schappert, Theo W. and Leora E., House 3538 SW Barbur Boulevard	Compatible Non-Contributing Not Eligible for listing in the NRHP as an Individual Resource	Full		LE HU

TABLE 1, continued

AINW Survey	SPHD	Property Name and Address	SPHD Status		Acquisition/ ment	Photograph of Resource
No.	No.			Permanent	Temporary	
139	251	Sussman, Osias, House 23 SW Pennoyer Street	Secondary Contributing		X	
505	71	Neighborhood House 3030 SW 2 nd Avenue	Secondary Contributing Individually Listed in NRHP			

TABLE 2
RESOURCES OF THE SOUTH PORTLAND HISTORIC DISTRICT (SPHD) IN THE PROJECT APE,
OPTION FOR ROSS ISLAND BRIDGEHEAD RECONFIGURATION

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B537	43	Riley, Mayor Earl, House 2737 SW 1st Avenue	Primary Contributing			
B538	42	Lakefish, B & Mary, House; Lamberson, CE House 2721-2725 SW 1st Avenue	Secondary Contributing			
B539	3	Marquam, Philip Augustus, House #2 2732 SW 1st Avenue	Primary Contributing			

Note: resources in bold font contribute to the historic district.

TABLE 2, continued

AINW Survey	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement		Photograph of Resource
No.	140.			Permanent	Temporary	
B540	2	Marquam, Philip Augustus, House #1 2740 SW 1st Avenue	Primary Contributing			
B543	5	Dewell, Mary E & Charles, House 19-21 SW Hooker Street	Primary Contributing	Partial		

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B544	270	Warren, Mary, House 25 SW Hooker Street	Primary Contributing	Partial	Тетрогату	
B545	6	Steel, Mary L., House 2824-2826 SW 1st Avenue	Secondary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B546	8	Rosenfeld, Maris Sophia, House 26 SW Meade Street	Secondary Contributing			
B547	7	Taylor, Peter & Haehlen, John & Gotlieb House #1 2806 SW 1st Avenue	Primary Contributing Individually Listed in NRHP			
B548	14	Pope, Seth L, House 3004 SW 1st Avenue	Primary Contributing	Partial		

TABLE 2, continued

AINW Survey	SPHD	Property Name and Address	SPHD Status	Proposed A		Photograph of Resource
No.	No.			Permanent	Temporary	3 1
B549	9	Urban Plumbing & Heating Company 2904 SW 1st Avenue	Noncompatible Non-Contributing Not Eligible for Listing in the NRHP as an Individual Resource	Partial		
B550	10	Baldwin House 16 SW Porter Street	Secondary Contributing	Partial		
B552	13	Perlot, John N & Harriet E, House 26 SW Porter Street	Primary Contributing	Partial		

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B553	11	Jolly House 25 SW Woods Street	Secondary Contributing			
B554	74	Wallace, Sidney, Property 3025 SW 1st Avenue	Secondary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B555	76	Coldwell, Edward Lathrop, House #2 3033 SW 1st Avenue	Secondary Contributing			
B556	75	Coldwell, Edward Lathrop, House #1 3037 SW 1st Avenue	Secondary Contributing			
B557	80	Barcroft, Anna, House #3 3115 SW 1st Avenue	Primary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B558	81	Corner, E.L., House 3125 SW 1st Avenue	Primary Contributing			
B559	98	Vance Land Company Warehouse 3207 SW 1st Avenue	Secondary Contributing			
B560	105b	Smith, M.W., House 19 SW Gibbs Street	Historic Non-Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status		acquisition/ ment Temporary	Photograph of Resource
B561	105a	Wolfman, A., Building 11 SW Gibbs Street	Noncompatible Non-Contributing Individually Eligible for Listing in NRHP	Partial	х	
B562	112	Carlson House 015 SW Gibbs Street	Primary Contributing			
B563	113	Robertson House 018 SW Grover Street	Primary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B564	107	Watkins, George and Rood, E. H., House 3213-3215 SW Water Avenue	Secondary Contributing	remanent	Temporary	
B565	109	Drake, John M. & Angeline, House 025 SW Gibbs Street	Secondary Contributing			
B566	147	Gavurtz, J., House 3317-3319 SW Water Avenue	Secondary Contributing			
B567	173/174	Klump, William, House #1 and #2 3325-3327 SW Water Avenue	Primary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Acquisition/ ment Temporary	Photograph of Resource
B568	176	Rummeline, Frank and Louise R., House #2 031-037 SW Whitaker Street	Secondary Contributing		
B569	175	Rummeline, Frank and Louise R., House #1 023 SW Whitaker Street	Secondary Contributing		
B570	177	Driskell House 017 SW Whitaker Street	Secondary Contributing		

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Acquisition/ ment Temporary	Photograph of Resource
B571	178	Tillman House 5 SW Whitaker Street	Primary Contributing		
B572	179	Rudy, Marcus, House #1 17 SW Whitaker Street	Primary Contributing		
B573	279	Maxwell House 3323 SW Naito Parkway	Secondary Contributing		

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed Acquisition/ Easement Permanent Temporary		Photograph of Resource
B574	207	Strauss, Charles A. & R. F., House 24 SW Whitaker Street	Primary Contributing			
B575	201	Foulkes, Robert, House 3417 SW Naito Parkway	Secondary Contributing			
B576	200	Foulkes, Laura, House #2 16 SW Whitaker Street	Primary Contributing			

TABLE 2, continued

				Duamas, 1 A		
AINW	SPHD	D (N 1411	CDIID CL 1	Proposed A	Acquisition/ ment	Pl (1 (P
Survey No.	No.	Property Name and Address	SPHD Status	Permanent	Temporary	Photograph of Resource
B577	199	Foulkes, Laura, House #1 14 SW Whitaker Street	Primary Contributing	Termanent	Temporary	
B578	198	Long, H. R. and S. E., House 3405 SW Naito Parkway	Primary Contributing			
B579	217	Rice, Alice R., House 016 SW Whitaker Street	Secondary Contributing			

TABLE 2, continued

AINW Survey	SPHD	Property Name and Address	SPHD Status	Proposed A	cquisition/ ment	Photograph of Resource
No.	No.	Troperty Nume una Nuaress	STILD Status	Permanent	Temporary	Thotograph of Resource
B580	210	Anderson, Richard & Beda, House 024 SW Whitaker Street	Secondary Contributing			
B581	211	Francone, Marie, House 036 SW Whitaker Street	Secondary Contributing			
B582	212	Hope, John B., House 3415 SW Water Avenue	Secondary Contributing			
B583	213	Smith, Earl P. and Marvel E., House 3425 SW Water Avenue	Secondary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed A Easer Permanent	acquisition/ ment Temporary	Photograph of Resource
B584	215	McGlashan, James C., House 025 SW Curry Street	Compatible Non-Contributing Not Eligible for Listing in the NRHP as an Individual Resource	Termunent	Temporary	
B585	216	Bronaugh, Earl C. and Carter, Lorenzo E., House 017 SW Curry Street	Secondary Contributing			
B586	78	Buckman Apartments 3101 SW 1 st Avenue	Primary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status		acquisition/ ment Temporary	Photograph of Resource
B587	134	Heubner, Julius, House 3204 SW Corbett Avenue	Primary Contributing	Partial		
B588	114	Heimes, George and A. A., House 3205 SW Corbett Avenue	Primary Contributing	Partial		
B589	124	Cardwell, H. R., House 0104 SW Grover Street	Compatible Non-Contributing Not Eligible for Listing in the NRHP as an Individual Resource	Partial		

TABLE 2, continued

AINW Survey	SPHD	Property Name and Address	SPHD Status		cquisition/ ment	Photograph of Resource
No.	No.	11operty Name and Address	STIID Status	Permanent	Temporary	Thotograph of Resource
B590	123	Cardwell, B. P., House 0110 SW Grover Street	Secondary Contributing	Partial		
B591	122	Smith, A. P., House 0116 SW Grover Street	Secondary Contributing	Partial		
B608	145	Forsythe, Maria L., House 0222 SW Gibbs Street	Secondary Contributing			
B609	146	Deuschel, Emma L., House 3303 SW Kelly Avenue	Secondary Contributing			

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status		acquisition/ ment Temporary	Photograph of Resource
B610	148	Hughes, Julia M., House #3 3315 SW Kelly Avenue	Secondary Contributing			
B611	144	Omaha Industries, Inc. Building 3312-3314 SW Kelly Avenue	Noncompatible Non-contributing Not Eligible for Listing in the NRHP as an Individual Resource			
B612	128	The Reed Institute Building #1 0231 SW Gibbs Street	Secondary Contributing	Partial		

TABLE 2, continued

AINW Survey No.	SPHD No.	Property Name and Address	SPHD Status	Proposed A Ease Permanent	Acquisition/ ment Temporary	Photograph of Resource
B613	127	The Reed Institute Building #2 0223 SW Gibbs Street	Secondary Contributing			
B614	132	Failing, Jesse, House #2 3222 SW Corbett Avenue	Secondary Contributing			
B615	136	Sprover, Dora, House 3224 SW KELLY Avenue	Contributing	Partial		

TABLE 2, continued

AINW Survey	SPHD No.	Property Name and Address	SPHD Status	Ease	acquisition/ ment	Photograph of Resource
No.	137	Donovan, R.M., House 3214 SW Kelly Avenue	Contributing	Permanent Partial	Temporary	
B617	140	Findley, May, House #3 3206-3208 SW Kelly Avenue	Contributing	Partial		
B618	139	Findley, May, House #2 3204 SW Kelly Avenue	Historic Non-contributing Treated as Contributing Resource for Project due to Integrity, Style, and Date of Construction	Partial		

	individual Properties					
Property Name: IBM Building	Street Address: 2000 SW 1 st Avenue		County: and, Multnomah			
Project Name: Southwest Corridor Li	ght Rail Project	Agency project	ot #:			
Agency: Federal Transit Administrat	ion/Metro/TriMet	SHPO Case#: 16-1621				
Location coordinates (to sixth decimal plantitude: 45.508440 Longitude:	Is the property Historic Place YES – Inc	ividually 🗵 NO				
Surveyor: Allison Geary, B.A, and A	illding at 2000 SW 1 st Avenue. The ndrea Blaser, M.S.	view is towards	Date Recorded: 6/30/2020			
National Register Findings: ⊠ Eligible: ⊠ Individually ⊠ As part □ Not Eligible: □ Irretrievable integrity los	of a District NR Criteria: ⊠A □B		Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect			
State Historic Preservation Office Co	omments – <i>Official Use Only</i> : □Do Not Concur:					
Effect: Concur	☐Do Not Concur:		EIVED STAMP			
Cignod						
Signed	Dat	e				
CONTACT INFORMATION	ON STAMP					

Comments:

Property Name: IBM Building	Street Address: 2000 SW 1st Avenue	!		City, County: Portland, M		
Original Use: Commercial Building		Number of Associated Resources: N/A				
Architectural Classification / Resource Type:		Owner:	⊠Private	е	☐ Local Government	
New Formalism	Building	□State		□Federal		
Window type and Materials: Fixed anodized aluminum Roof Type and Materials: Flat with built-up roofing		Exterior Surface Materials: Primary: Concrete Panels Secondary: -select materials- Decorative -select materials-				
Integrity: ☐Excellent ☐Good ☐Fair ☐Poor		Construction Architect/I	Builder (if known): Pau		Circa) c (Kirk, Wallace,

Description of Property (including previous alterations & approximate dates):

The commercial building at 2000 SW 1st Avenue was constructed in 1965 from a design by Paul Hayden Kirk. The building embodies design principals that were popular in mid-twentieth century commercial design, such as an extensive use of concrete and the incorporation of off-street parking into the design. The New Formalist building is characterized by a rhythmic and undulating precast concrete surface that forms abstract canopies above anodized aluminum windows. The anodized windows are likely replacements; however, they are in their original window openings. The building is four stories tall and has a mechanical floor on its flat roof.

The building has onsite parking to the north and south; a semicircular drive is to the west and a loading dock is to the east. The curvilinear drive appears to represent a modern change to the original linear alignment of the drop-off area adjacent to the main entry. The parking lot north of the building is atop a subterranean parking garage that is accessed from the property's northwest corner; the visible portion of the parking garage is constructed of poured concrete and is accessed by a metal overhead door on SW Naito Parkway. Landscaping on the parcel appears to be modern, as are the sidewalks that currently line SW Naito Parkway and SW 1st Avenue.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The IBM Building at 2000 SW 1st Avenue was determined to be eligible for listing in the National Register of Historic Places (NRHP) in 2009 and 2012 (Johnson 2012; Poysner 2009). The building is significant under Criterion A for its association with the South Auditorium Urban Renewal project, which redeveloped 110 acres of South Portland after demolishing homes, businesses, places of worship, and community centers (Killen 2015). There is potential for a South Auditorium Urban Renewal Historic District, to which the IBM Building would likely contribute. Under Criterion C the building is a good example of the work of Paul Hayden Kirk and embodies distinctive characteristics of its type and period of construction (Criterion C). The IBM Building has no known association with a significant person of the past (Criterion B), and it is unlikely to yield information that is important to an understanding about our past (Criterion D). The building is a Rank III resource in the City of Portland's Historic Resource Inventory, meaning that it has potential to be listed in the NRHP.

The building retains integrity of location, materials, workmanship, feeling, and association. Integrity of design has been impacted but not diminished by the likely replacement of original windows and the reconfiguration of the driveway and landscaping adjacent to the main entry circa 1990s. The building has diminished integrity of setting resulting from changes to the urban environment, including completion of the MAX Orange Line along SW Lincoln Street to the south in 2015. The period of significance is 1965, the year the building was completed, and the historic property boundary is the parcel boundary. The associated parking garage dates to the period of significance and contributes to the eligibility of the building for listing in the NRHP. The building's character-defining features include its placement in the South Auditorium Urban Renewal area and its precast concrete exterior.

Property Name:	Street Address:	City, County:
IBM Building	2000 SW 1st Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration would construct a southbound bike lane on SW Naito Parkway. The bike lane would be constructed in existing road right of way, where a sidewalk is currently located at the eastern edge of the IBM Building property. A partial acquisition of approximately 1,829 square feet and a temporary construction easement of approximately 2,708 square feet would be needed from the property to construct a new sidewalk along the eastern edge of the property boundary, which is along the opposite side of the property from the main entry.

Finding of Effect and justification:

The IBM Building at 2000 SW 1st Avenue would not be adversely affected by the Ross Island Bridgehead Reconfiguration. The acquisition of right of way and a temporary construction easement to facilitate bike lane and sidewalk construction on SW Naito Parkway would impact modern landscaping at the rear of the building while avoiding the parking garage that contributes to the building's eligibility for listing in the NRHP. The IBM Building would continue to meet minimum qualifications for listing in the NRHP under Criteria A and C, and its character-defining features would not be diminished.

No potential for indirect effects has been identified at this location for the Ross Island Bridgehead Reconfiguration. The property is situated within a busy urban area that accommodates several modes of traffic. The limited scope of change proposed at the property and within its vicinity are unlikely to influence long-term development trends or environmental change that might affect the property if the bridgehead reconfiguration were completed.

Property Name: Street Address: City, County:

IBM Building 2000 SW 1st Avenue Portland, Multnomah



View: The IBM Building (at arrow) under construction in 1964. The view is facing north, encompassing most of the South Auditorium Urban Renewal area that was cleared for redevelopment in the early 1960s. City of Portland (OR) Archives, A2005-001-274.



View: The west façade and south elevation of the IBM Building, viewed towards the northeast.

Property Name: Street Address: City, County:

IBM Building 2000 SW 1st Avenue Portland, Multnomah



View: A 1967 historic photograph of the IBM Building at 2000 SW 1st Avenue. The view is towards the southeast. City of Portland (OR) Archives, A2009-006.



View: A 1975 aerial view of the South Auditorium Urban Renewal area. The IBM building is at the arrow; the view is towards the south-southwest. City of Portland (OR) Archives, A2011-028.

Property Name: Street Address: City, County:

1BM Building 2000 SW 1st Avenue Portland, Multnomah



View: The east and north elevations of the IBM Building, viewed towards the southwest from SW Naito Parkway. Note the associated parking garage at right.



View: The south and east elevations of the IBM Building, viewed towards the northwest from SW Naito Parkway.

Property Name:	Street Address:	City, County:
IBM Building	2000 SW 1 st Avenue	Portland, Multnomah

Historic Context

The New Formalist IBM Building was completed in 1965, in Section 2 of Block H in the South Auditorium Urban Renewal area (*The Oregonian* 1962; 1964b). Among other factors, the project was devised to expand Portland's commercial downtown district, increasing tax revenue for the city (Wollner et al. 2005). Urban renewal was made possible by the expanded Housing Act of 1949, which allowed housing authorities to redevelop blighted areas and allocate federal grants towards urban renewal projects (Abbott 2018; City Club of Portland 1971:34; Killen 2015). To receive federal funds for the South Auditorium Urban Renewal project, Portland's City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and overoccupancies of structures" (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015).

The project received \$12 million in federal funds, which were combined with local funding sources to acquire property using eminent domain (Wollner et al. 2005:7). The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7). Buildings removed from the block now occupied by the IBM Building included an Adventist Christian church, three houses, several two-story flats, and an apartment complex (Sanborn Map & Publishing Company 1950). The 64,000-square-foot site was purchased from the Portland Development Commission in 1962 by Amco-Portland for \$268,999 (*The Oregonian* 1962). Amco-Portland developed the site as part of the first wave of construction in the South Auditorium Urban Renewal area; the company leased the resulting building to IBM for use by the company's Portland branch (*The Oregonian* 1962). Amco-Portland retains ownership of the building in the present-day.

The IBM Building was erected by the Hoffman Construction Company from a design by architect Paul Hayden Kirk (*The Oregonian* 1962, 1964a). Kirk, then partner at the Seattle firm of Kirk, Wallace, McKinley and Associates, also served on the design review board for the South Auditorium Urban Renewal area alongside acclaimed designers Pietro Belluschi, George Rockrose, and Lawrence Halprin (Anonymous n.d.; Michelson 2005-2020; *The Oregonian* 1967; *The Sunday Oregonian* 1966). The board was responsible for evaluating building proposals for the South Auditorium Urban Renewal area on both individual merit and compatibility with the overall development (*The Oregonian* 1967). Kirk was a respected architect in local and national circles; he was widely published, was influential in his design, and was attributed with "helping to define" the Pacific Northwest Regional style (Enlow 1995; Washington Department of Archaeology and Historic Preservation n.d.). The same year that the IBM Building was completed in Portland, Kirk, Wallace, McKinley and Associates also designed an IBM Building in Spokane, Washington (Houser 2003).

The IBM Building embraced the overarching commercial concept of the South Auditorium Urban Renewal area; it incorporates generous areas for off-street parking, has clean lines, conveys a modern appearance, and blends with the look and feel of other nearby buildings of the urban renewal area. The building's style, best described as New Formalism, was popular from the 1950s through the 1970s and was often employed for civic buildings (McAlester 2015:662). Influenced by Classical forms, the New Formalist style provided a recognizable foundation from which an architect could experiment, particularly with new shapes and forms made possible by advancements in casting concrete. The IBM Building is a good example of this concept, as its basic rectangular massing is transformed by precast concrete panels that comprise the building's envelope and provide structure. The panels were cast in Tacoma, Washington, and transported by rail to Portland. Each panel measured 57x12 feet and weighed 36 tons (*The Oregonian* 1964c). In 1964, they were the largest panels of their kind to be "raised into place" in the Pacific Northwest (*The Oregonian* 1964c).

Property Name:	Street Address:	City, County:
IBM Building	2000 SW 1st Avenue	Portland, Multnomah

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(Continued on Page 9)

Property Name:	Street Address:	City, County:
IBM Building	2000 SW 1 st Avenue	Portland, Multnomah

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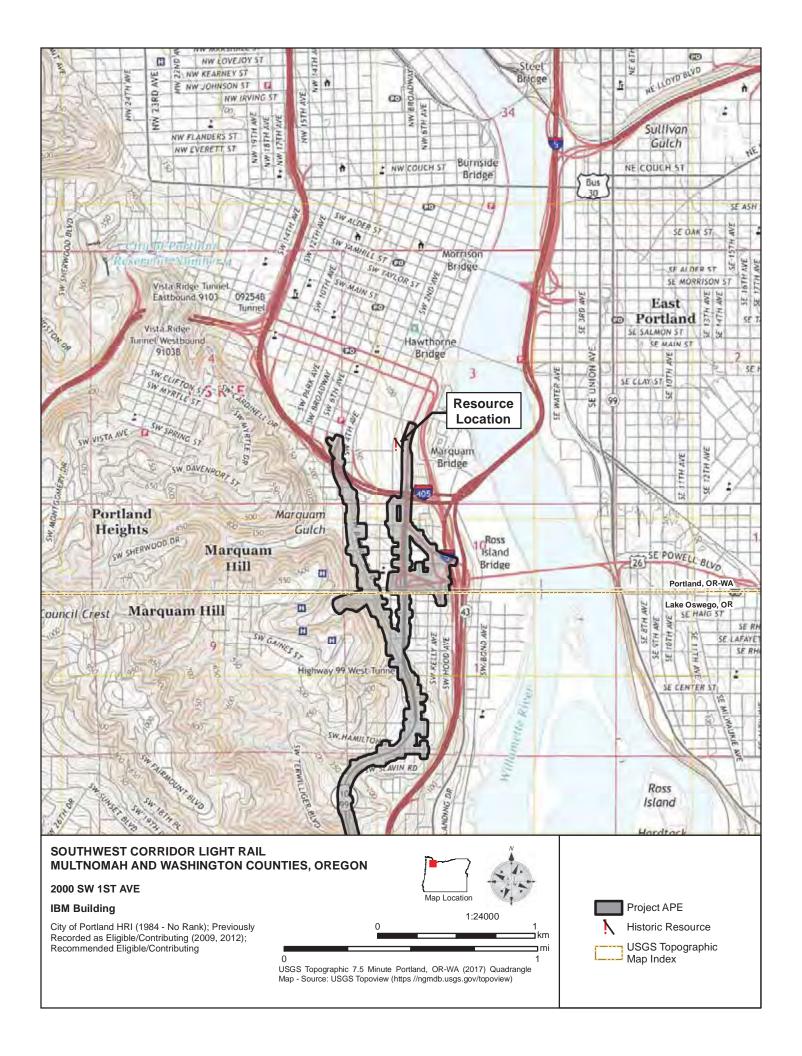
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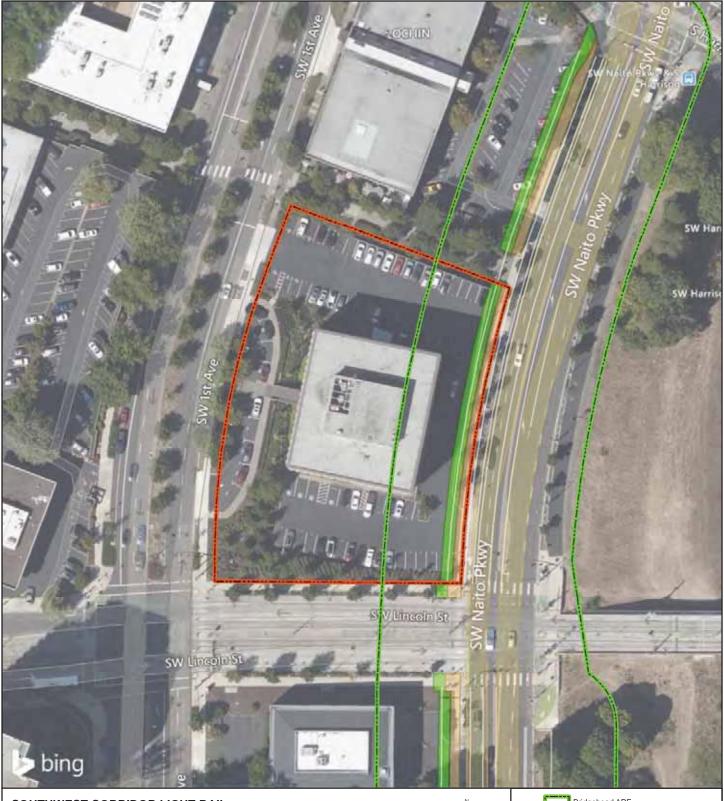
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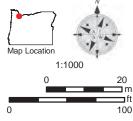


SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

2000 SW 1ST AVE

IBM Building

City of Portland HRI (1984 - No Rank); Previously Recorded as Eligible/Contributing (2009, 2012); Recommended Eligible/Contributing



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Property Name: Pitney-Bowes Building	Street Address: 2112 SW 1st Avenue		City, County: Portland, Multnomah		
Project Name: Southwest Corridor Light Rail Project		Agency project #:			
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621			
Location coordinates (to sixth decimal place): Latitude: 45.507686 Longitude: -122.678082		Is the property listed in the National Register of Historic Places? ☐ YES – Individually ☐ YES – In a district			



West facade of the Pitney-Bowes Building at 2112 SW 1st Avenue.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 7/9/2020					
National Register Findings: ⊠ Eligible: ⊠ Individually ⊠ As part of a District NR Criteria: ⊠ A □ B ⊠ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria Finding of Effect: □ No Effect □ No Adverse Effect □ Adverse Effect					
State Historic Preservation Office Comments − Official Use Only: Eligibility: □Concur □Do Not Concur:					
Effect: Concur Do Not Concur: RECE	IVED STAMP				
Signed Date					
CONTACT INFORMATION STAMP					
Comments:					

Property Name: Pitney-Bowes Building	Street Address: 2112 SW 1st Avenue			City, County: Portland, Mult	tnomah	
Original Use: Commercial – Office Building		Number of Associated Resources: N/A				
Architectural Classification / Resource Type:		Owner:	⊠Private		☐ Local Government	
Modern Commercial (type)	Building	□State		□Federal		
Window type and Materials:		Exterior Surface Materials:				
Fixed aluminum windows		Primary: Concrete Panels				
Roof Type and Materials:		Secondary: Stucco: Other/undefined				
Hip with central parapet and asphalt roofing		Decorati	tive	-select materia	als-	
Integrity:		Constructio	on Da	te: 1967		(Circa)
□Excellent ⊠Good □Fair □F	Poor	Architect/Builder (if known): Phil Shanedling Co. (developer)				

Description of Property (including previous alterations & approximate dates):

The Modern Commercial building located at 2112 SW 1st Avenue is two stories tall and has a basement-level garage accessed by a central door on the east (rear) elevation. The building is capped by a hip roof with a central parapet that blocks mechanical equipment from view. The exterior walls are constructed of concrete panels clad with stucco, and are interspersed with narrow, inset window bays on the north and south elevations. Windows of the building are set within aluminum frames and are offset with panels at floor and ceiling levels.

A concrete projection frames the west façade and forms an awning over the main entry. An inset vestibule at the main entry point is accentuated with a bank of windows shaded by a nearby tree. A bank of windows at the north end of the west façade is separated from the main entry by a section of concrete panels; this asymmetrical configuration, in addition to the concrete projection that frames the façade, contrasts with the symmetrical proportions and nearly flat plane of the remaining elevations. The MAX Orange Line was constructed immediately north of the building in 2015; it appears that new sidewalks were constructed to the north, east, and west of the building as part of the project.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Modern Commercial building at 2112 SW 1st Avenue is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. Under Criterion A, the building was designed for use as the Portland headquarters of Pitney-Bowes, Inc., and was built as part of the South Auditorium Urban Renewal project. The project led to a sweeping change of the built environment in South Portland, extending the downtown commercial district into what had previously been an immigrant gateway community (Harrison et al. 1997). Under Criterion C, the building embodies distinctive features of its type and period of construction; although the building appears to be architect designed, an architect was not identified for the building. The building has no known associations with significant historical figures (Criterion B), nor is likely to yield information important to an understanding about our past (Criterion D). The building would likely contribute to a South Auditorium Urban Renewal Historic District if one were documented and evaluated for NRHP eligibility.

Character-defining features of the building include its placement within the South Auditorium Urban Renewal area, narrow aluminum windows, concrete cladding, and its asymmetrical façade with projecting concrete surround. Construction of the MAX Orange Line to the north along SW Lincoln Street has diminished the building's integrity of setting; however, the building retains integrity of location, design, materials, workmanship, feeling, and association. The historic property boundary is the current parcel, and the period of significance is 1967, the year the building was constructed.

Property Name:	Street Address:	City, County:
Pitney-Bowes Building	2112 SW 1st Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration would introduce a southbound bike lane on SW Naito Parkway. The bike lane would be constructed in existing road right of way, where a sidewalk is currently located at the eastern edge of the property at 2112 SW 1st Avenue. A partial acquisition of approximately 879 square feet and a temporary construction easement of approximately 1,000 square feet would be needed from the property to construct a new sidewalk along the eastern edge of the property boundary. Existing landscaping and curbs would likely be removed to facilitate project construction.

Finding of Effect and Justification:

The Ross Island Bridgehead Reconfiguration would have no adverse effect on the historic property at 2112 SW 1st Avenue. The acquisition of right of way and an easement from the eastern edge of the property to facilitate construction of a bike lane on SW Naito Parkway would likely necessitate the limited removal of landscaping at the rear of the building, but would not alter or diminish the property's character-defining features. If the Ross Island Bridgehead Reconfiguration were to be completed, the property would continue to meet minimum qualifications for eligibility to be listed in the NRHP.

No potential for indirect effects has been identified at this location for the Ross Island Bridgehead Reconfiguration. The property is situated within an urban area that accommodates several modes of transportation. The limited scope of change proposed at the property and its vicinity are unlikely to influence long-term development trends or environmental change that might affect the property if the bridgehead reconfiguration were completed.

Property Name: Street Address: City, County:
Pitney-Bowes Building 2112 SW 1st Avenue Portland, Multnomah



View: The north and west elevations of the building at 2112 SW 1st Avenue. The view is towards the southeast.



View: The east and north elevations of the building at 2112 SW 1st Avenue. The view is towards the southwest from the MAX Orange Line at SW Lincoln Street.

Property Name: Street Address: City, County: Pitney-Bowes Building 2112 SW 1st Avenue Portland, Multnomah



View:The west and south elevations of the building at 2112 SW 1st Avenue. The view is towards the northeast.



View: A 1967 image of the building at 2112 SW 1st Avenue (at arrow) in the South Auditorium Urban Renewal project area. The view is towards the northwest. City of Portland (OR) Archives, A2010-003.

Property Name: Street Address: City, County:
Pitney-Bowes Building 2112 SW 1st Avenue Portland, Multnomah



View: The east elevation of the building at 2112 SW 1st Avenue. The view is towards the west.



View: SW Naito Parkway and the east edge of the historic property at 2112 SW 1st Avenue (right). The Ross Island Bridgehead Reconfiguration would add a southbound bike lane at far right. The view is towards the southwest.

Property Name:	Street Address:	City, County:
Pitney-Bowes Building	2112 SW 1st Avenue	Portland, Multnomah

Historic Context

The building at 2112 SW 1st Avenue was constructed in 1967 to serve as the Portland headquarters of Pitney-Bowes, Inc. (*The Oregonian* 1967a, 1967b). Pitney-Bowes was a leader in the metered mail industry and has since evolved to provide logistics and ecommerce services (Pitney-Bowes Inc. 2020). The company produced the first postage meter accepted by the U.S. Postal System. In 1957, the company developed the first automatic mail sorting machine (Pitney-Bowes, Inc. 2020). Pitney-Bowes became a Fortune 500 company in 1960, or shortly before the Portland headquarters was completed in 1967 (Pitney-Bowes, Inc. 2020; *The Oregonian* 1967b). The length of Pitney-Bowes' tenancy at the building is unknown; however, advertisements for sales positions that included the site address were placed in *The Oregonian* through January of 1979 (*The Sunday Oregonian* 1979).

The building at 2112 SW 1st Avenue cost approximately \$400,000 to construct and is located on land that was purchased and developed by Phil Shanedling Co. in the South Auditorium Urban Renewal area (*The Oregonian* 1966a, 1966b). Phil Shanedling was an early investor of the South Auditorium Urban Renewal project, and he purchased and financed development of several blocks of the redevelopment area (*The Oregonian* 1962a, 1962b, 1962c).

As with all buildings constructed within the urban renewal area, the Pitney-Bowes Building was subject to design review and scrutiny (*The Oregonian* 1962a). A design review board made up of top-tier regional architects and landscape designers judged proposals both on individual merit and compatibility with other new construction in the renewal area (*The Oregonian* 1967c). The Pitney-Bowes Building, similar to others in the urban renewal area, is evocative of 1960s commercial architecture, incorporates concrete in creative ways, has a rectangular footprint, and is centered on its parcel to accommodate parking on as many sides of the building as possible.

Urban renewal in Portland, and nationally, was a post-war initiative which sought to lift depressed areas and bring redevelopment and business back into city centers. The South Auditorium Renewal was the first urban renewal project undertaken by the Portland Development Commission, and it was commissioner Ira Keller's "proudest accomplishment" (Wollner et al. 2005). Among other factors, the project was devised to expand the commercial downtown district, increasing tax revenue for the city (Wollner et al. 2005). Urban renewal was made possible by the expanded Housing Act of 1949, which allowed housing authorities to redevelop blighted areas and allocate federal grants towards urban renewal projects (City Club of Portland 1971:34; Killen 2015).

To receive federal funds for the South Auditorium Urban Renewal project, the City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015).

The project received \$12 million in federal funds, which were combined with local funding sources to acquire property using eminent domain (Wollner et al. 2005:7). By 1963, 303 parcels had been acquired and 1,573 residents were relocated to facilitate redevelopment in the urban renewal area (City Club of Portland 1971:36; Wollner et al. 2005). Businesses and places of worship were demolished, streets were widened, and utilities were installed. The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7).

Property Name:	Street Address:	City, County:
Pitney-Bowes Building	2112 SW 1st Avenue	Portland, Multnomah

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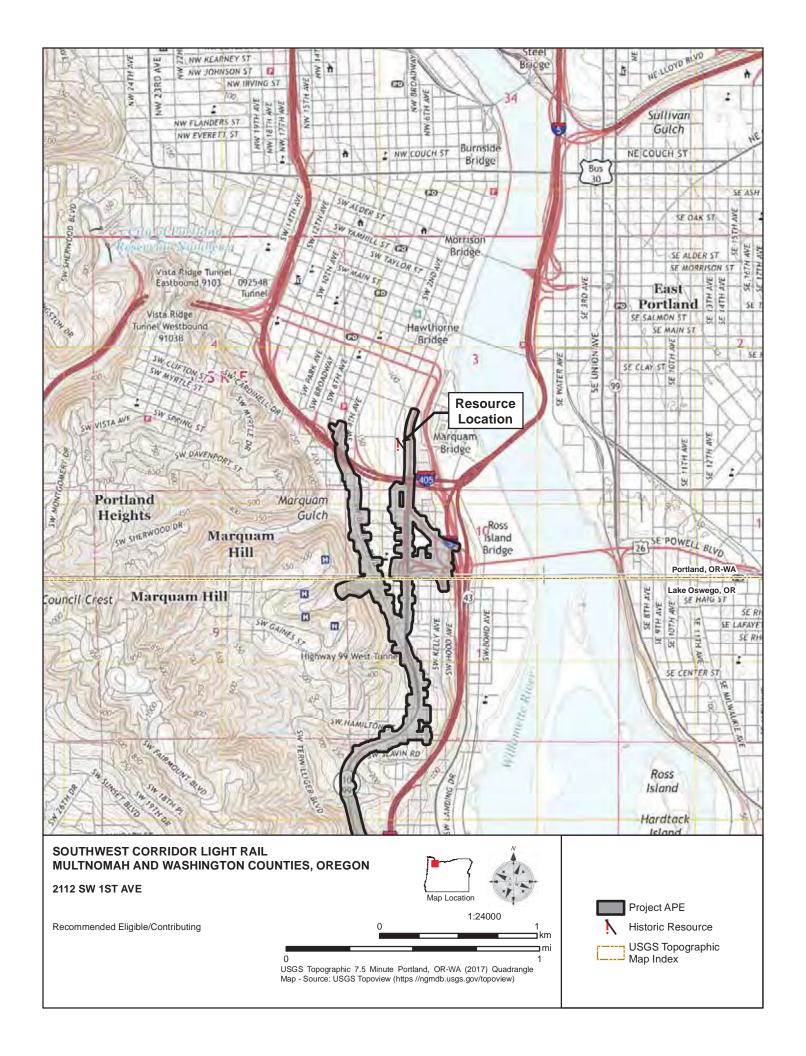
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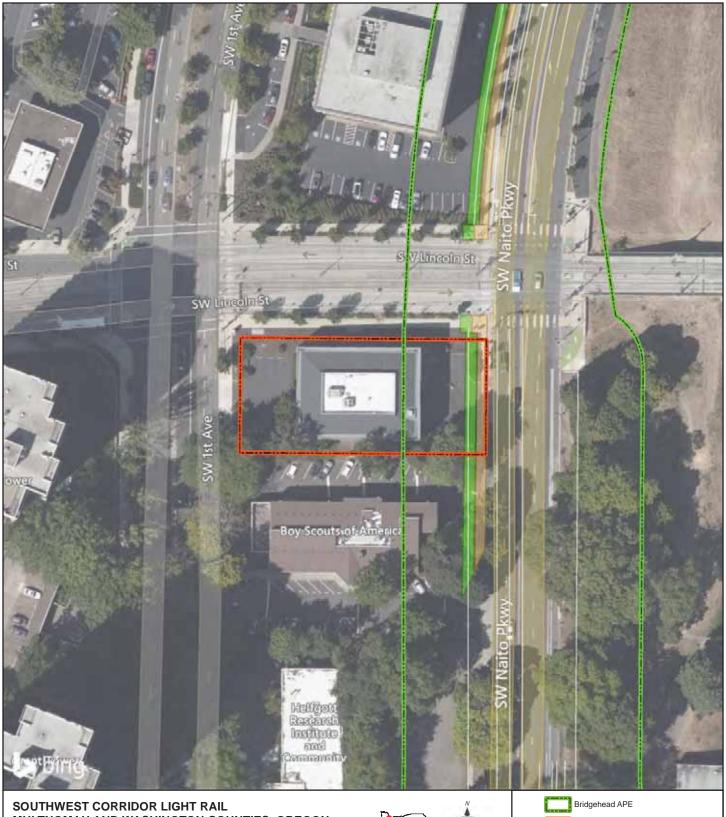
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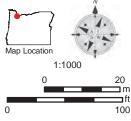




SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

2112 SW 1ST AVE

Recommended Eligible/Contributing



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Bridgehead APE
Parcel Boundary /
Historic Property Boundary
Stormwater Basin
Stormwater Pond
Communication Buildings
Full Take (Impact Area)
Partial Take

Permanent Easement

Temporary Construction Easement

Property Name: Street Address: 036-038 SW Porter Street			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.501351 Longitude: -122.676760		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	



The residence at 036-038 SW Porter Street. The view is towards the southwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 7/21/2020						
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: ☑ No Effect ☐ No Adverse Effect ☐ Adverse Effect					
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: □Concur □Do Not Concur:						
Effect: □Concur □Do Not Concur: RECE	IVED STAMP					
Signed Date						
CONTACT INFORMATION STAMP						
Comments:	Comments:					

Property Name:	Street Address: 036-038 SW Porter Str	reet	City, County: Portland, Mult	tnomah	
Original Use: Residence		Number of Asso	Number of Associated Resources: N/A		
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	ate	☐ Local Government	
Craftsman	Building	□Stat	te	□Federal	
Window type and Materials: Hung wood and vinyl replacements	Exterior Surface Materials:				
Roof Type and Materials:		Primary: Horizontal Board Secondary: Wood: Other/undefined Decorative -select materials-		undefined	
Cross-gable roof clad in asphalt-composition shingles		Decorative	-select materi	ais- 	
Integrity:		Construction Da	ite: 1908	(□Circa)	
□Excellent □Good □Fair □F	oor	Architect/Builde	r (if known): N/A		

Description of Property (including previous alterations & approximate dates):

The Craftsman house located at 036-038 SW Porter Street was constructed in circa 1908. The large building is two-and-a-half stories tall with a daylit basement. The ends of the cross-gable roof are accentuated with bargeboard and knee brackets. Below the gable ends are closed eaves decorated with flat, exposed rafter tails that delineate the second level from the third and provide protection for the windows below. The exterior cladding is primarily horizonal wood board with wood shingles in the gable ends. The basement level is constructed of poured concrete and has a wood water table separating it from the first level.

The windows are a mixture of original hung wood sash windows and modern vinyl inserts. Most of the windows appear to be from the historic period, and some have notable stained-glass assemblies. The east elevation has bay windows on the first and second levels. The north façade has an inset front porch and two front entrances. The rear (south) elevation has a covered stairway. The oriel at the top floor of the north facade does not appear to be original to the date of construction. Other additions include a shed wall-dormer on the east elevation, which was added circa 2005 (Google Earth 2020).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The multi-family residence at 036-038 SW Porter Street is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C, as it embodies distinctive characteristics of its type and period of construction (Criterion C). The building is the only example of the Craftsman style in the immediate area, as surrounding historic-period residences are from the Victorian era or are more closely aligned with the Colonial Revival style. In addition to retaining distinctive features of the Craftsman style, the building appears to have been purposely built to accommodate multiple units, and it is a good example of multi-family residential architecture in South Portland. Its character is defined by multi-family use and Craftsman design details.

The building is one of several historic-period residences that are situated on a block bound by Highway 99/SW Naito Parkway to the west, SW Water Avenue to the east, SW Porter Avenue to the north, and the Ross Island Bridgehead to the south. The South Portland Historic District excludes this area, which has been cut-off from remaining areas of the district by the construction and improvement of Highway 99/SW Naito Parkway and the Ross Island Bridge during the early to mid-twentieth century. Although the building at 036-038 SW Porter Street is generally associated with residential development trends in South Portland during the early twentieth century (Criterion A), it does not have demonstrable individual significance for its association with this broad pattern of events. The building has no known associations with historically significant individuals of the past (Criterion B), and it is unlikely to provide information important to our understanding about our past (Criterion D).

(Continued on Page 6)

Property Name:	Street Address:	City, County:
	036-038 SW Porter Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

About 115 feet south of the property at 036-038 SW Porter Street, the Ross Island Bridgehead Reconfiguration would construct a new three-lane offramp for westbound traffic to access SW Water Avenue and Highway 99W/SW Naito Parkway. The offramp would follow the approximate alignment of SW Woods Street, replacing an existing ramp that conveys a single lane of traffic to northbound SW Water Avenue and Highway 99W/SW Naito Parkway southbound. SW Water Avenue would extend south and across the current bridgehead location to provide a connection to the eastbound onramp. Within existing right of way east of the house, new sidewalks would be constructed on either side of SW Water Avenue. No acquisitions or easements are proposed from the property at 036-038 SW Porter Street, or adjacent to it, to complete the Ross Island Bridgehead Reconfiguration.

Finding of Effect and Justification:

The residence at 036-038 SW Porter Street would not be affected by the Ross Island Bridgehead Reconfiguration. The construction of new sidewalks within existing right of way on SW Water Avenue southeast of the building, in addition to changes in circulation and access routes to and from Ross Island Bridge, would have no effect on the character-defining features of the building that qualify it as eligible for listing in the NRHP.

The setting in the general area of the building may be slightly impacted by proposed changes in circulation; however, the setting of the building does not contribute to its eligibility under Criterion C. The building's setting has been diminished by prior transportation projects, including construction of the Ross Island Bridge in 1926 and the looping system of offramps and onramps at the bridge's western approach circa 1948. Potential indirect effects of the Ross Island Bridgehead Reconfiguration, including the possible instigation of future demolitions by facilitating an increase in traffic volume through the area, are not anticipated or foreseeable for this property based on available design data.

Property Name: Street Address: City, County: Portland, Multnomah



View: The north façade of the multi-family residence at 036-038 SW Porter Street. The view is towards the south.



View: The east and north elevations of the multi-family residence at 036-038 SW Porter Street. The view is towards the southwest.

Property Name: Street Address: City, County: 036-038 SW Porter Street Portland, Multnomah



View: The south and east elevations of the multi-family residence at 036-038 SW Porter Street. The view is towards the west-northwest.



View: The south and east elevations of the multi-family residence at 036-038 SW Porter Street. The view is towards the northwest.

Property Name:	Street Address:	City, County:	
	036-038 SW Porter Street	Portland, Multnomah	

Determination of Eligibility, Continued from Page 2

District potential at this location is limited because twentieth century transportation projects have impacted the local setting and isolated historic-period residences on the block where the building is situated. These same projects have diminished the building's integrity of setting and association. The building retains integrity of location, design, materials, workmanship, and feeling despite the replacement of some wood windows with vinyl sashes and other modifications, such as the addition of a shed roof dormer circa 2005. The period of significance is 1908, the year of construction reported by the tax assessor. The historic property boundary is the parcel, which encompasses no more than the building's footprint.

Historic Context

The 1908 residence at 036-038 SW Porter Street is located in South Portland, an early Portland settlement that served as a "gateway for ethnic groups" arriving in Portland (Harrison et al. 1997). South Portland was an attractive destination for immigrants, predominately Italian and Jewish people, during the late nineteenth and early twentieth centuries (Abbot 1994). Proximity to industry jobs along the southwest waterfront and ease of development made it a convenient place to live and build. Later, well-established ethnic communities and social organizations made it a welcoming and familiar place in the city for incoming immigrants (Harrison et al. 1997:2-3).

Multi-family residences were common in South Portland. The large Craftsman building at 036-038 SW Porter Street is a good example of a purpose-built multi-family residence; seven apartments were noted on the 1950 Sanborn Fire Insurance map, while current tax assessor records note five to eight units with three full baths (Sanborn Map & Publishing Company 1908-1950). Sanborn Fire Insurance maps of the area from 1889, 1908, and 1950 indicate a pattern of altering existing homes to accommodate more people or replacing older, smaller buildings with larger ones, likely to meet local demand for affordable living space (Sanborn Map & Publishing Company 1889, 1908, 1908-1950). With the original two main entrances, this residence is intended to house at least two families.

The area surrounding the building at 036-038 SW Porter Street experienced change with the construction of the Ross Island Bridge, which connected the east side of Portland to South Portland in 1926 (*The Morning Oregonian* 1926). Reconfiguration of the bridgehead during the late 1940s and other nearby transportation improvements led to an encroachment of major thoroughfares into the immediate vicinity of the building (*The Sunday Oregonian* 1949). The building is now located within a busy urban area where traffic from downtown Portland, Southeast Portland, Interstate 5, and Southwest Portland converge at the interchange of Highway 99W/SW Naito Parkway and the western Ross Island Bridgehead.

Sources

Abbot, Carl

1994 Settlement Patterns in the Portland Region: A Historical Overview. Portland State University, Oregon. Prepared for Metro Future Vision Commission. Electronic document, http://pdxscholar.library.pdx.edu/oscdl_planning/10, accessed June 28, 2017.

Google Earth

2020 Aerial photo at latitude of 45501351 and longitude of -122.676760, vicinity of Portland, Oregon. Imagery date June 22,2006.

(Continued on Page 7)

Property Name:	Street Address:	City, County:	
	036-038 SW Porter Street	Portland, Multnomah	

Sources, Continued from Page 6

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1997 National Register of Historic Places Registration Form for the South Portland Historic District. On file, State Historic Preservation Office, Salem, Oregon.

Sanborn Map and Publishing Company

1889 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York

1908 Insurance Maps of Portland, Oregon. Sanborn Map & Publishing Company, New York.

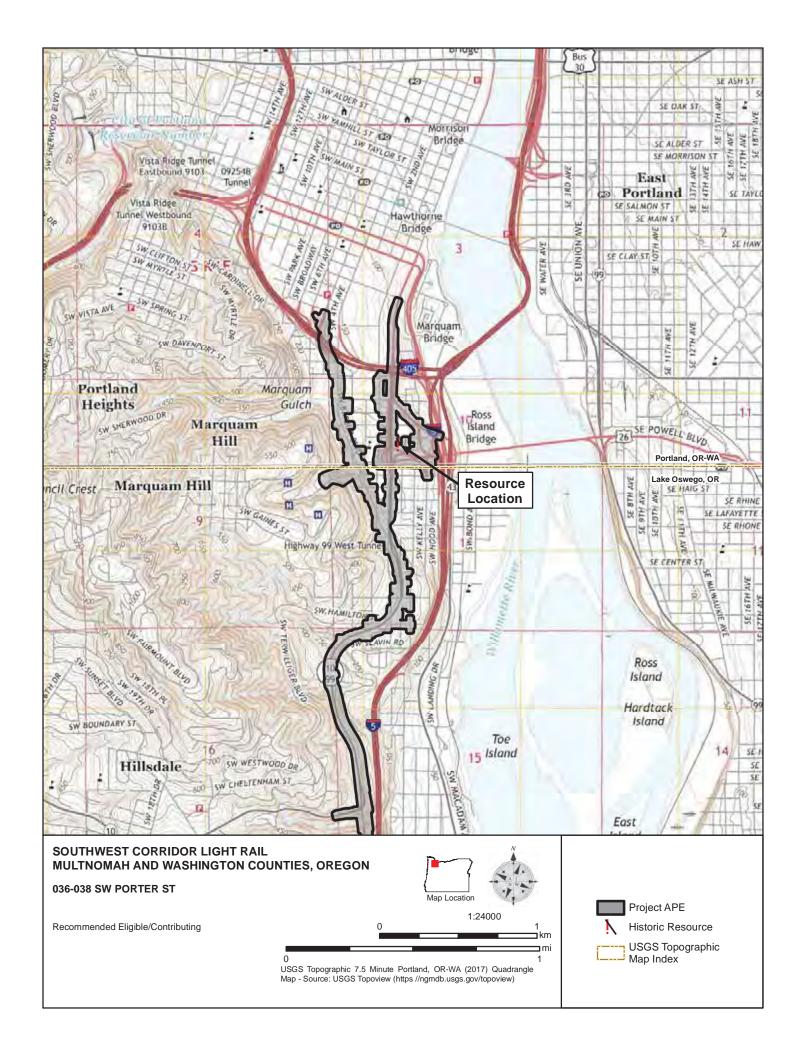
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1926 New Bridge Dedicated. 22 December:1, 4.

The Sunday Oregonian (Portland, Oregon)

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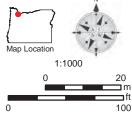




MULTNOMAH AND WASHINGTON COUNTIES, OREGON

036-038 SW PORTER ST

Recommended Eligible/Contributing



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Permanent Easement

Temporary Construction Easement

Property Name: Josiah Failing School	Street Address: 049 SW Porter Street		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.511021 Longitude: -122.678920		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district	



The Josiah Failing School. The view is towards the northwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 8/3/2020						
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria Finding of Effect: ☐ No Adverse Effect ☐ No Adverse Effect ☐ Adverse Effect						
State Historic Preservation Office C	Comments – <i>Official Use</i> □ Do Not Concur:	Only:				
Effect: Concur	☐ Do Not Concur:		EIVED STAMP			
Signed		Date				
CONTACT INFORMATION STAMP						
Comments:						

Property Name: The Josiah Failing School	Street Address: 049 SW Porter Street		City, County: Portland, Multn	omah	
Original Use: Education – School		Number of Asso	Number of Associated Resources: N/A		
Architectural Classification / Resource T Late 19th/Early 20th Period Revival: oth	71	Owner: ⊠Priv		☐Local Government ☐Federal	
Window type and Materials: Mixture of original wood hung sashes and in-kind modern replacements of unknown material type Roof Type and Materials: Flat with parapet and built-up roofing		Exterior Surface Primary: Secondary: Decorative	Materials: Standard Bric Concrete: Oth Cast Stone		
Integrity:		Construction Da	ate: 1913	(□Circa)	
□Excellent ⊠Good □Fair □P	oor		• •	nitehouse & Fouilhoux ompany (Builder)	

Description of Property (including previous alterations & approximate dates):

The historic Josiah Failing School, located at 049 SW Porter Street, is now used by the National University of Natural Medicine (NUNM). The building has a symmetrical H-shaped footprint that sits upon a poured concrete foundation. The building is three stories tall and has a flat roof with a parapet. The cladding is a mixture of brick, cast stone, and concrete. The building has cast stone window and door surrounds, cast stone drip molding around some windows, and cast stone coping. Windows are a mixture of original multi-pane hung wood sashes and what are likely modern, in-kind window replacements for which a material type could not be discerned at the time of survey. At least one window opening has been infilled on the south façade.

Former grass fields east and west of the building have been replaced by paved parking lots that do not contribute to the eligibility of the building for listing in the National Register of Historic Places (NRHP). The parking lots were likely added during Portland Community College's period of use and ownership (1962-1995). A poured concrete retaining wall topped with a metal railing wraps around the eastern edge of the property; it was likely constructed circa 1926, when the Ross Island Bridge was completed and SW Kelly Avenue was realigned to direct traffic to downtown Portland (Sanborn Map & Publishing Company 1908, 1908-1950). The wall was constructed within the property's period of significance (1913-1959) and contributes to its eligibility for listing in the NRHP.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Josiah Failing School, a Rank III resource in the City of Portland's Historic Resource Inventory, is recommended to be eligible for listing in the NRHP. Rank III resources are considered as historically significant and likely eligible for listing in the NRHP.

Under Criterion A, the building has local significance as an important place of learning and community building for Jewish and Italian immigrants of South Portland during the early to mid-twentieth century (Abbott 1994; Toll 1985). Under Criterion C, the building continues to embody distinctive characteristics of its type and period of construction, and it is a good representation of the work of master architects Morris Homans Whitehouse and Jacques André Fouilhoux (Criterion C). The building is not associated with persons of historical significance (Criterion B), and it is unlikely to be a principal source of important information about our past (Criterion D). The period of significance is 1913 to 1959, encompassing the building's construction and years of operation as the Josiah Failing School. The historic property boundary is the parcel boundary.

(Continued on Page 10)

Property Name:	Street Address:	City, County:
The Josiah Failing School	049 SW Porter Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration would restripe Highway 99W/SW Naito Parkway and introduce southbound and northbound bike lanes west of the Josiah Failing School. A new sidewalk would be constructed adjacent to the eastern property boundary at SW Kelly Avenue; traffic lanes and an existing median would be reconfigured at SW Kelly Avenue to accommodate bike lanes. No acquisitions or easements are proposed within the boundary of the Josiah Failing School to complete this work.

Finding of Effect and Justification:

The Josiah Failing School would not be affected by the Ross Island Bridgehead Reconfiguration. The construction of new sidewalks and bike lanes within existing right of way immediately east of the building and its associated retaining wall at SW Kelly Avenue, in addition to changes in circulation and access routes to and from Ross Island Bridge, would have no effect on the character-defining features of the building that qualify it as eligible for listing in the NRHP.

The setting in the general area of the building may be slightly impacted by proposed changes in circulation; however, the setting of the building does not contribute to its eligibility under Criteria A and C. The building's setting has been diminished by prior transportation projects, including construction of the Ross Island Bridge in 1926 and the looping system of offramps and onramps at the bridge's western approach circa 1948. Potential indirect effects of the Ross Island Bridgehead Reconfiguration, including the possibility of future demolitions by facilitating an increase in traffic volume through the area, are not anticipated or foreseeable for this property based on available design data.

Property Name: Street Address: City, County: Portland, Multnomah



View: The south elevation of the Josiah Failing School is the main entrance. The view is towards the north.



View: The south and east elevations of the Josiah Failing School. The view is towards the northwest.

Property Name: Street Address: City, County:
Josiah Failing School 049 SW Porter Street Portland, Multnomah



View: The east elevation of the Josiah Failing School. The view is towards the north-northwest.



View: The west and south elevations of the Josiah Failing School. The view is towards the north-northeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: The west elevation of the Josiah Failing School. The view is towards the east.



View: The north and west elevations of the Josiah Failing School. The view is towards the southeast.

Property Name: Street Address: City, County:
Josiah Failing School 049 SW Porter Street Portland, Multnomah

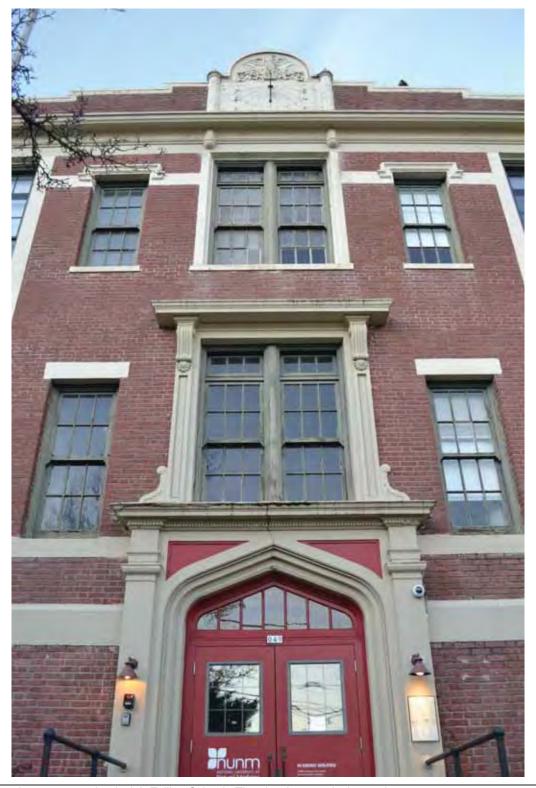


View: The retaining wall at the Josiah Failing School, as viewed towards the southeast from SW Hooker Street.



View: The retaining wall at the Josiah Failing School, as viewed towards the northwest from SW Kelly Avenue.

Property Name: Street Address: City, County: Portland, Multnomah



View: The south entrance to the Josiah Failing School. The view is towards the north.

Property Name: Street Address: City, County:
Josiah Failing School 049 SW Porter Street Portland, Multnomah



View: A 1938 photograph of the Josiah Failing School (right, at arrow) and the Ross Island Bridge (at center). The view is towards the west. City of Portland (OR) Archives, A2010-001.89.



View: A 1952 photograph of the Josiah Failing School (at arrow) and west approach to the Ross Island Bridge (at center left). The view is towards the southwest. City of Portland(OR) Archives, A20005-001.

Property Name:	Street Address:	City, County:
Josiah Failing School	049 SW Porter Street	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The character of the stripped-down Jacobethan Revival building is defined by multi-paned wood sash windows, cast stone window surrounds, Tudor arch door surrounds on main entrances, and a cast stone clock atop the south (main) entrance. The building was built in 1913, well before completion of the Ross Island Bridge in 1926, and it retains its educational function as part of the NUNM campus. As a result, the building retains integrity of location, design, materials, feeling, workmanship, and association. However, the building's integrity of setting has been diminished by several twentieth century infrastructure improvement projects that have resulted in modern infill and the removal of historic-period buildings. A retaining wall at the property's eastern edge was likely constructed circa 1926 when the Ross Island Bridgehead changed local circulation patterns; the wall is recommended to be a contributing feature of the property.

Historical Context

The Josiah Failing School, originally a Portland public elementary school that operated from 1913 to 1959, is locally significant for its role as a place of community learning and gathering during the early to mid-twentieth century (Abbott 1994; Toll 1985). The school, which served a large population of Jewish and Italian children and their immigrant parents, was a place where bonds were made and strengthened, information was exchanged, and families transitioned to daily life in Portland and the United States (Toll 1985). Beyond the normal course offerings for elementary-aged students there were opportunities for ungraded skills development and night classes for adults to complete the eighth grade, preparing them for the citizenship exam (Toll 1985:165). The school reflected South Portland's function as a gateway community, particularly for Jewish and Italian people who arrived in Portland near the turn of the twentieth century (Abbot 1994; Harrison et al. 1997). In 1920, nearly 40% of the children who attended the Josiah Failing School were Jewish and 17% were Italian (Toll 1985:175).

The school was built in 1913 to replace a prior iteration of the school one block to the west, and it was named after former Portland mayor Josiah Failing (Sanborn Map & Publishing Company 1908; The Morning Oregonian 1882, 1912a). The original school building suffered from overcrowding; thus, the new 20-room building came as a necessary relief (The Morning Oregonian 1910, 1912b). The new building was revered as "among the finest school structures" and "nearly fireproof," and was later noted as being "the first reinforced brick veneer, fire-resistant school" in the Portland school district (The Morning Oregonian 1913b; The Oregonian 1959a).

The building's simplified Jacobethan Revival design was completed by Whitehouse & Fouilhoux and built by J.S. Winter & Company for approximately \$120,000 (The Morning Oregonian 1913). Architect Morris H. Whitehouse opened his practice in 1907 and partnered with architect and engineer Jacque André Fouilhoux from 1909 to 1919 (Ritz 2002). Whitehouse was heavily influenced by Italian architecture from his time studying in Rome, and he was a prolific designer in Oregon (Ritz 2002). Fouilhoux, born in France, was once said to be "one of those rare imported talents – Peitro Belluschi was the other – who would use their Portland experience as a springboard for world-class projects" (Bosker et. al 1985:51). After working in Portland and serving in World War I, Fouilhoux moved to New York City where he flourished, contributing to the notable designs of the Rockefeller Center in New York City and the Chicago Tribune Building in Chicago (Bosker et. al 1985:51).

(Continued on Page 11)

Property Name:	Street Address:	City, County:
The Josiah Failing School	049 SW Porter Street	Portland, Multnomah

Historic Context, Continued from Page 10

During his time in Portland, Fouilhoux's "technologically advanced skeletons" were typically "fleshed out in 'period' skins" by Whitehouse (Bosker 1985:51). The Whitehouse & Fouilhoux partnership produced well-known Portland buildings such as Jefferson High School (1909), Lincoln Hall (constructed as Lincoln High School in 1911), and the Multnomah Athletic Club (1911) (Ritz 2002:421). Another notable example of the firm's work, the University Club (1913) at 1225 SW 6th Avenue in Portland, was completed the same year as the Josiah Failing School. Listed in the NRHP, the University Club is a high-style example of a Whitehouse & Fouilhoux Jacobethan Revival design. The Josiah Failing School is a good representation of the firm's ability to simplify this style for application to a public school (McMath 1979). The result is a building that sits prominently at the center of two city blocks; while it provided the space and safety features desired at that time, it continues to convey an attention to design that distinguishes it in the immediate area.

During its years of operation as a public elementary school, the Josiah Failing School had an active focus on programs that benefited child welfare. For example, the school participated in a program in 1921 that provided milk to students at cost to help undernourished children, who then gained an average of 10 to 15 pounds (The Morning Oregonian 1921). Americanization events and classes hosted at the school have a more complicated legacy. Americanization programs aimed to unify immigrant communities, reduce "radicalism," and promote "good citizenship" (The Morning Oregonian 1920). Although these programs often had an emphasis on literacy and adult learning that led to positive outcomes for many South Portland residents, they also attempted to homogenize immigrant communities by encouraging the adaptation of Euro-American cultures and traditions (NeCamp 2011; Toll 1985). Other public uses of the school included hosting the working group that codified 70,000 City ordinances in 21 codes over the span of three years, from December 1939 to November 1942 (The Oregonian 1942).

The elementary school closed its doors in 1959 due to lack of enrollment (The Oregonian 1959b). At the time, it was reported that the school was a "casualty of shifting population, urban renewal, and isolation by arterial highways" (The Oregonian 1959a). Major transportation projects, including construction of the Ross Island Bridge in 1926 and the system of onramps and offramps that were constructed circa 1948 at the bridge's western approach, had changed local circulation patterns and made the school difficult to access on foot from the south and west (The Morning Oregonian 1926; The Sunday Oregonian 1949).

Starting in 1962, the school was used for the operations of Portland Community College, which was created by Portland Public Schools in 1961 (Hill 2011). In 1969, Portland Community College purchased the building from Portland Public Schools, adding it to a growing collection of campuses in Portland and naming it the Ross Island Center (The Oregonian 1986). In 1995, Portland Community College sold the building to the NUNM (Hill 2011). The NUNM campus now includes several buildings within the immediate vicinity of the Josiah Failing School and are situated between Ross Island Bridge to the south, Highway 99/SW Naito Parkway to the west, and SW Kelly Avenue to the east and north.

Property Name:	Street Address:	City, County:
The Josiah Failing School	049 SW Porter Street	Portland, Multnomah

Sources

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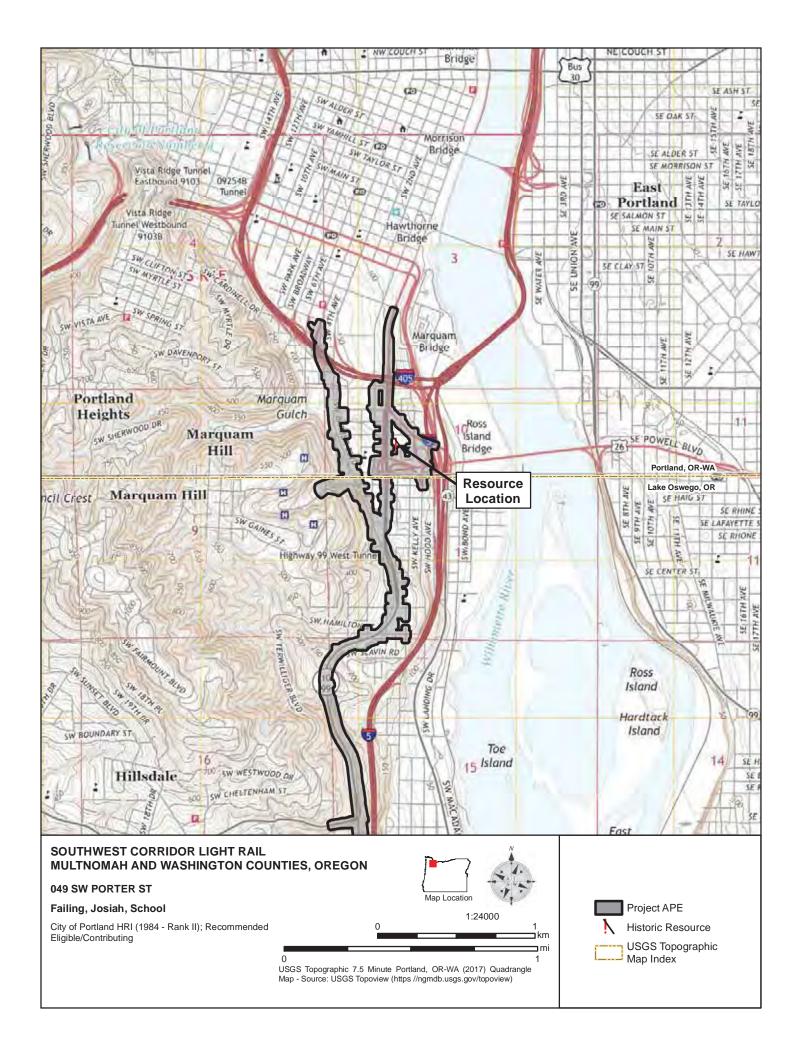
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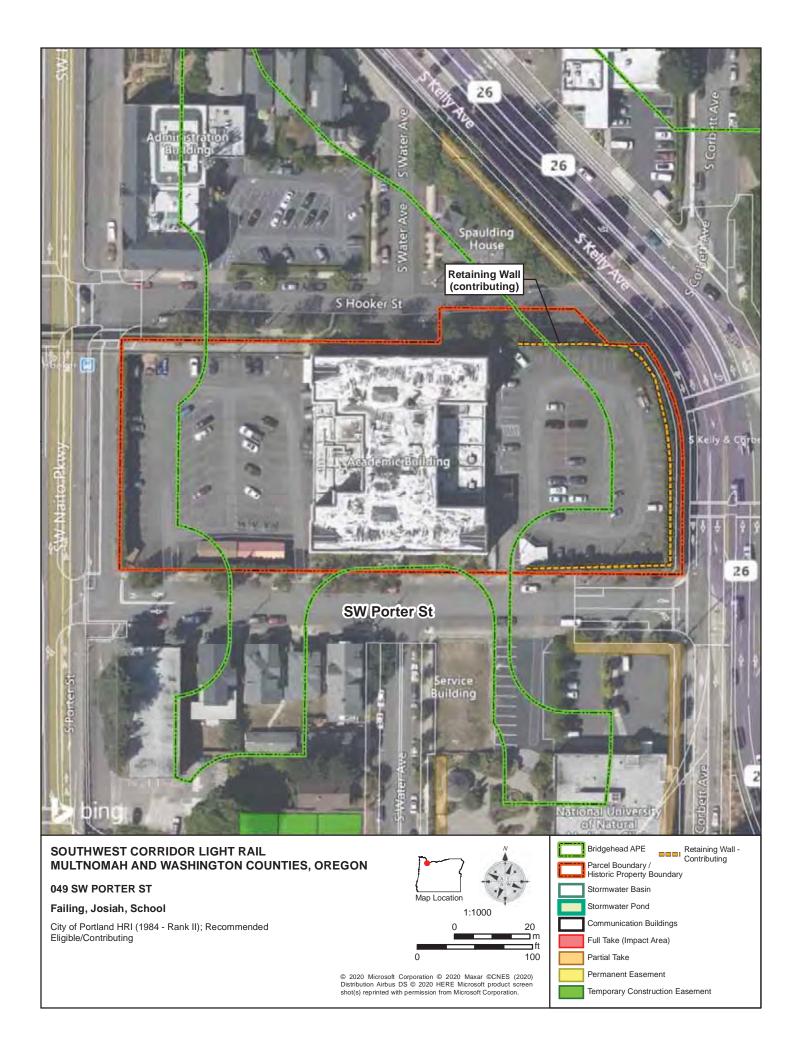
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marriada Froperties				
Property Name: Addressograph-Multigraph Building	Street Address: 2510 SW 1 st Avenue	City, Co Portlan	ounty: d, Multnomah	
Project Name: Southwest Corridor Light Rail Project Agence		Agency project	#:	
Agency: Federal Transit Administration	/Metro/TriMet	SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.504804 Longitude: -122.678110		Is the property listed in the National Register of Historic Places? YES – Individually YES – In a district		
	ASP/H			
The historic Addressograph-Multigraph Building at 2510 SW 1 st Avenue. The view is towards the southeast.				
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 7/01/2020				
National Register Findings: ☐ Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Hadden Finding of Effect: ☐ No Effect ☐ No Adverse Effect ☐ Adverse Effect			⊠ No Effect □ No Adverse Effect	
	ments – <i>Official Use Only</i> : o Not Concur: o Not Concur:		IVED STAMP	
Signed	Date	e		
CONTACT INFORMATION	NSTAMP			
Comments:				

Property Name: Addressograph-Multigraph Building	Street Address: 2510 SW 1st Avenue	e	City, County: Portland, Mult	tnomah
Original Use: Commercial – Office Building		Number of Associated Resources: N/A		
Architectural Classification / Resource Type: Modern Commercial (type) Building		Owner: ⊠Private □Local Gove □State □Federal		☐ Local Government ☐ Federal
Window type and Materials: Fixed aluminum sashes Roof Type and Materials: Flat roof with built-up roofing	Exterior Surface Materials: Primary: Standard Brick Secondary: Ceramic Tile Decorative -select materials-			
Integrity: □ Good □ Fair □ Poor		Construction Da Architect/Builde Ross B. Hammo	r (if known): Ro	(□Circa) bert B. Martin (architect);

Description of Property (including previous alterations & approximate dates):

The building located at 2510 SW 1st Avenue was constructed in 1964 for commercial use, and it now functions as Bridges Middle School. The two-story building has a rectangular footprint with an inset notch at the northeast corner, and rests on a poured concrete foundation. The flat roof is accentuated with cornice of dark-glazed patterned tile. Exterior walls are clad with tan-yellow brick veneer laid in a running bond.

The aluminum window bays are tall and narrow, and feature panels between first and second story windows. On the east elevation facing SW Naito Parkway there are two groupings of windows, while the north and west elevations have a central grouping of windows. The south elevation was not visible at the time of the survey. The primary entrance to the building is adjacent to the western parking lot.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The building located at 2510 SW 1st Avenue, formerly known as the Addressograph-Multigraph Building, is recommended to be eligible for listing in the National Register of Historic Places (NHRP) under Criteria A and C. Despite its change in use the building continues to convey its association with the South Auditorium Urban Renewal project, which removed an aging mixture of residential, commercial, and social buildings from the immigrant community of South Portland to expand Portland's downtown commercial district (Criterion A). Designed to meet specific standards of the urban renewal area, the building is emblematic of mid-century commercial design and embodies distinctive characteristics of its type and period of construction (Criterion C). The Addressograph-Multigraph Building has no known associations with historical figures of local, regional, or national importance (Criterion B). Furthermore, the building is unlikely to be a principal source of information that is important to an understanding of the past (Criterion D).

The building retains integrity of location, setting, design, materials, and workmanship. Constructed for commercial use, the building is currently used as a school, and a playground has been added north of the building. This change has impacted the property's integrity of feeling and association; however, the remaining aspects of integrity provide a clear association with the building's original design and historic context. The period of significance is the year the building was completed, 1964, and its historic property boundary is the parcel. The Addressograph-Multigraph Building would likely contribute to a South Auditorium Urban Renewal Historic District if one were to be documented and evaluated for eligibility to be listed in the NRHP.

Property Name:	Street Address:	City, County:
Addressograph-Multigraph Building	2510 SW 1 st Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration proposes to improve the intersection of Highway 99W/SW Naito Parkway and SW Sheridan Street adjacent to the Addressograph – Multigraph Building at 2510 SW 1st Avenue. Northbound and southbound bike lanes would be added to Highway 99W/SW Naito Parkway, SW Sheridan Street would be reconstructed to meet Highway 99W/SW Naito Parkway at a right angle, and the intersection would be signalized. New curbing and sidewalks would be constructed adjacent to the building on SW Sheridan Street and Highway 99W/SW Naito Parkway, on public right of way, and the roads would be restriped. No acquisitions or easements would be needed from the historic property boundary at 2510 SW 1st Avenue to complete the Ross Island Bridgehead Reconfiguration.

Finding of Effect and Justification:

The Addressograph-Multigraph Building at 2510 SW 1st Avenue would not be affected by the Ross Island Bridgehead Reconfiguration. Modifications to the intersection of Highway 99/SW Naito Parkway and SW Sheridan Street would occur adjacent to the building, and new sidewalks would be constructed in its vicinity. However, these changes would have no effect on the character-defining features of the building, nor would they diminish aspects of the building's integrity.

No potential for indirect effects has been identified at this location for the Ross Island Bridgehead Reconfiguration. The property is situated within an urban area that accommodates several modes of transportation. The limited scope of change proposed adjacent to the property and within its vicinity are unlikely to influence long-term development trends or environmental change that might affect the property if the bridgehead reconfiguration were completed.

Property Name: Street Address: City, County:
Addressograph-Multigraph Building 2510 SW 1st Avenue Portland, Multnomah



View: The west elevation as viewed towards the northeast.



View: Ceramic tile detailing on the building's cornice. The view is towards the southwest.

Property Name: Street Address: City, County:
Addressograph-Multigraph Building 2510 SW 1st Avenue Portland, Multnomah



View: The north elevation of the Addressograph-Multigraph Building (right). The median at the intersection of SW Sheridan and SW Naito Parkway (at arrow) would be removed and a signal installed for the Ross Island Bridgehead Reconfiguration. The view is towards the east-southeast.



View: The median at the intersection of SW Sheridan and SW Naito Parkway would be removed for the Ross Island Bridgehead Reconfiguration. The view is towards the northeast.

Property Name:	Street Address:	City, County:
Addressograph-Multigraph Building	2510 SW 1 st Avenue	Portland, Multnomah

Historic Context

The Modern Commercial building at 2510 SW 1st Avenue was the second building to be completed in the South Auditorium Urban Renewal project area; its opening in 1964 was celebrated with a ribbon-cutting by Mayor Terry D. Schrunk (*The Oregonian* 1964a). The building originally housed the Addressograph-Multigraph Corporation, which specialized in the "sale of offset duplicators and allied equipment for modern business systems" (*The Oregonian* 1966a). The length of the company's tenure at this location is unknown but was likely truncated, as the company would soon struggle to compete against the Haloid Photographic Company (present-day Xerox Holdings Corporation) and others after Xerox machines heralded great change in the duplication field (Klienfield 1982). The building was designed by architect Robert B. Martin and built by Ross B. Hammond in Block G of the urban renewal area for a total cost of \$225,000 (*The Oregonian* 1964a; 1966b).

Architect Robert B. Martin, who had a Portland-based partnership with Maxwell B. Williams, is not well-known for his design work; however, he was influential in regional architecture and social circles during the period in which he designed the Addressograph-Multigraph Building. In 1962, Martin was elected president of the Oregon Chapter of the American Institute of Architects (*The Oregonian* 1962a). In 1965, he was elected director of the Northwest Region of the American Institute of Architects and director of the board of the Volunteers of America of Oregon (*The Oregonian* 1965a, 1965b). In 1966, Martin was elected to be president of Salishan Golf Club's board of directors (*The Oregonian* 1966c). There is just one building designed by Martin and Williams that is documented in the Oregon Historic Sites Database: the 1959 Humboldt Elementary School at 4915 N Gantenbein Avenue in Portland. Although Martin had prominent stature within his community, he is not a demonstrably significant person for which an association with the building would qualify it as eligible for listing in the NRHP under Criterion B.

The Addressograph-Multigraph Building was constructed during a period of great change for South Portland. The project that helped to initiate this change, South Auditorium Urban Renewal, has a complex legacy as its perceived achievements in design, city planning, and modernization came at great cost to many (City Club of Portland 1971:36; Wollner et al. 2005). The effects of South Portland's urban renewal were compounded by local infrastructure improvement; new freeways were being constructed, and existing roads were widened to relieve congestion and provide faster vehicular access to the downtown core (*The Oregonian* 1962b). For example, over a dozen stores, factories, warehouses, and dwellings that were one block west of the future location of the Addressograph-Multigraph Building were razed during the early 1960s to accommodate the widening of SW 1st Avenue, the construction of the Stadium Freeway (Interstate-405), and urban renewal (Sanborn Maps & Publishing Company 1950; *The Oregonain* 1964).

During the early 1960s, mass demolitions happened throughout the 83-acre urban renewal area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue. The demolitions were justified by the City due to the "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" (City Club of Portland 1971:35). Properties were acquired using eminent domain with funding provided by federal and local sources (City Club of Portland 1971:36; Wollner et al. 2005). It is reported that 1,573 residents, primarily Jewish and Italian immigrants and descendants, were relocated from their homes in South Portland, many of whom felt that they were not fairly compensated for their property (City Club of Portland 1971:36; Wollner et al. 2005). The project would eventually expand to include 110 acres of South Portland (Killen 2015).

Property Name:	Street Address:	City, County:
Addressograph-Multigraph Building	2510 SW 1 st Avenue	Portland, Multnomah

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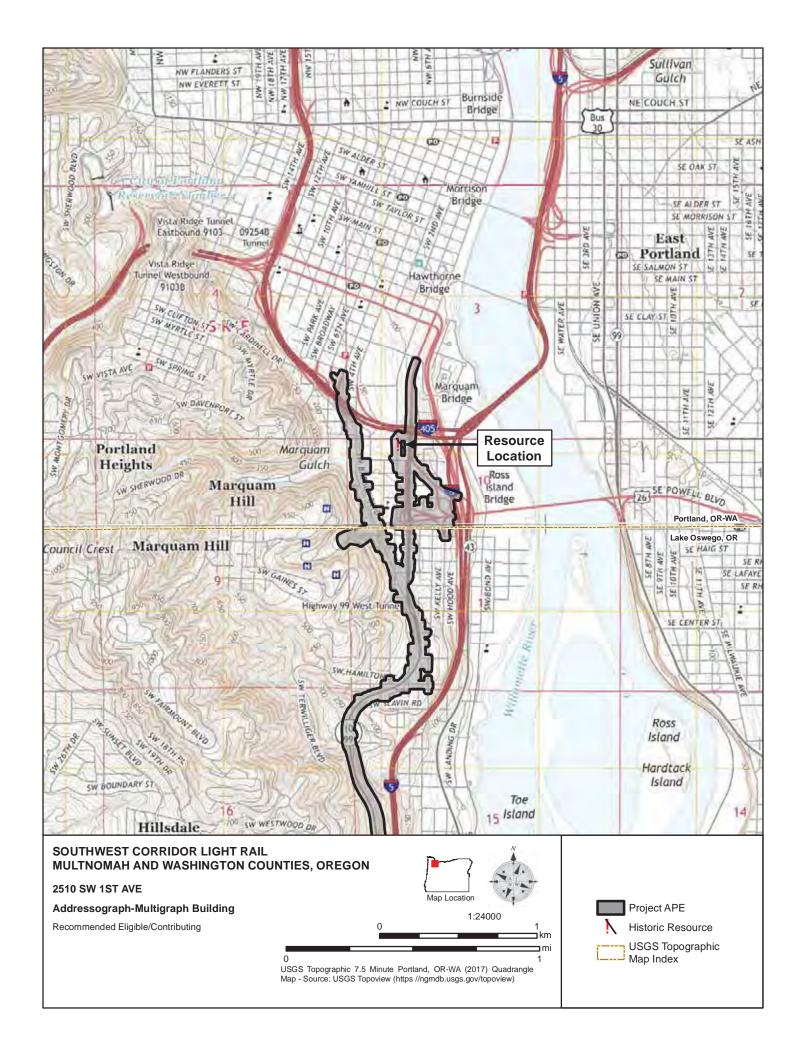
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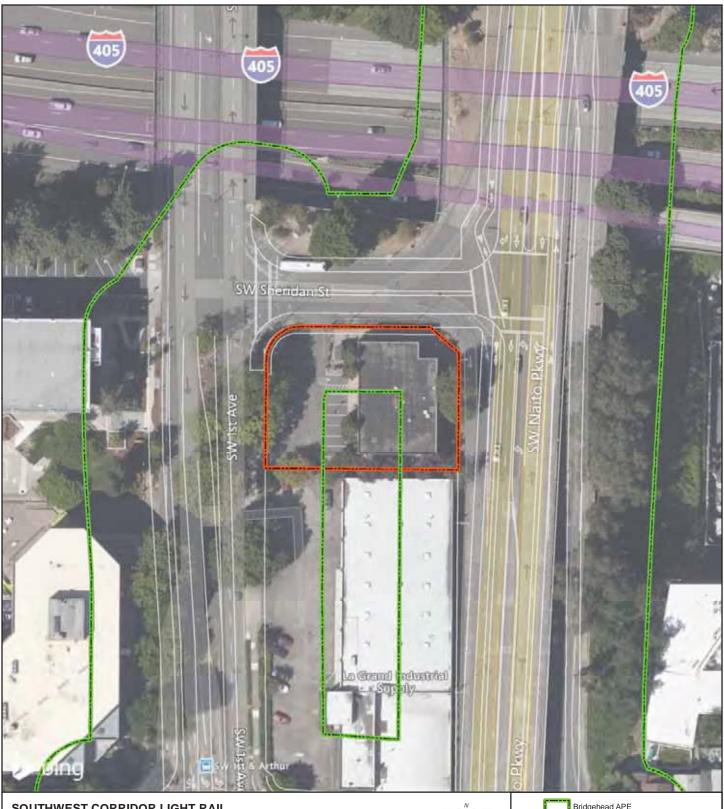
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- 1965a 3 Directors Join Board. 30 April:33.
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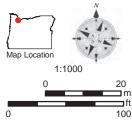


SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

2510 SW 1ST AVE

Addressograph-Multigraph Building

Recommended Eligible/Contributing



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Bridgehead APE
Parcel Boundary /
Historic Property Boundary
Stormwater Basin
Stormwater Pond
Communication Buildings
Full Take (Impact Area)
Partial Take
Permanent Easement

Temporary Construction Easement

Property Name: The Marquam Building			City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.504874 Longitude: -122.679250		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district	



The Marquam Building at 2501 SW 1st Avenue. The view is towards the southwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.			Date Recorded: 7/8/2020
National Register Findings: ☐ Eligible: ☐ Individually ☐ As ☐ Not Eligible: ☐ Irretrievable integrity	Finding of Effect: ⊠ No Effect □ No Adverse Effect □ Adverse Effect		
State Historic Preservation Office Eligibility:	Comments – Official Use Only: □ Do Not Concur:		
Effect: Concur	☐ Do Not Concur:		EIVED STAMP
Signed		Date	
	_		
CONTACT INFORMA	TION STAMP		
Comments:			

Property Name: The Marquam Building	Street Address: 2501 SW 1 st Avenue		City, County: Portland, Mul	tnomah	
Original Use: Commercial - Office Build	ding	Number of Associated Resources: N/A			
Architectural Classification / Resource T	уре:	Owner: ⊠Pri	vate	☐ Local Government	
International	Building	☐ State ☐ Feder		□Federal	
Window type and Materials:		Exterior Surface Materials:			
Fixed aluminum		Primary: Concrete: Other/undefined Secondary: -select materials-			
Roof Type and Materials:					
Flat roof with asphalt built-up roofing		Decorative -select materials-		ials-	
Integrity:		Construction D	ate: 1966	(□Circa)	
□Excellent ⊠Good □Fair □P	oor	Architect/Builde	er (if known): Joh	n F. Jensen	

Description of Property (including previous alterations & approximate dates):

The Marquam Building at 2501 SW 1st Avenue is four stories tall, has a rectangular footprint, and has a flat roof that is likely clad in asphalt built-up roofing. The east and west exterior walls are poured concrete and appear to be coated with stucco. The east and west walls likely provide much of the building's structural support, have few windows, and feature projecting concrete stairwells. The upper three stories of the south and north elevations have curtain walls with glass inserts and slender metal mullions. While cultural resource studies for the Southwest Corridor Light Rail Project were ongoing, mirrored glass replaced the two-toned glass of the curtain walls. The first level of the building is recessed at the north and south elevations and supported by exposed columns.

The building's site is characterized by surface parking to the north and west; a prominent staircase connects the western parking lot to building's interior and the exterior plaza to the south. A cascading fountain is the focus of the plaza, and is paired with a descending stairway to undergrown parking to the south. After the adjacent building to the south at 2525 SW 1st Avenue was constructed in 1982, the plaza was expanded to the south to serve as a central plaza for both buildings. The Marquam Building is surrounded by modern landscaping.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Marquam Building is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criteria A and C. Built in 1966 to serve as the new headquarters for the Portland Cooperative Labor Temple, the building was part of a larger initiative, the South Auditorium Urban Renewal project, which removed residences, businesses, and cultural centers from over 100 acres of South Portland to build new commercial offices, luxury apartments, and pedestrian malls (*The Oregonian* 1964b, 1966c). The building retains adequate integrity to express its individual association with this pattern of mid-twentieth century events that had a great impact on the commercial, social, and cultural development of South Portland (Criterion A). The South Auditorium Urban Renewal area has potential to represent a historic district to which the Marquam Building would likely contribute.

The building, designed by architect John F. Jensen, embodies distinctive characteristics of its type, period, and method of construction, and conveys common design principals of the South Auditorium Urban Renewal project (Criterion C) (*The Oregonian* 1964a, 1965b, 1967c). The building is not associated with historically significant individuals (Criterion B), nor is the building likely to be a principal source of information important to an understanding of history (Criterion D). Despite the recent replacement of glass inserts of the curtain walls, the building retains all seven aspects of integrity (location, setting, design, materials, workmanship, feeling, and association). Character-defining features include the building's curtain wall construction, plaza, and placement within the urban renewal area. The period of significance is 1966, the year the building was completed, and the historic property boundary is the parcel boundary.

Property Name:	Street Address:	City, County:
The Marquam Building	2501 SW 1 st Avenue	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration proposes to improve SW 1st Avenue with new sidewalks, curbing, and restriping adjacent to the Marquam Building and extending south of SW Arthur Street. Approximately 300 feet east of the Marquam Building, the intersection of SW Sheridan Street and Highway 99W/SW Naito Parkway would be signalized, and an existing median would be removed. No acquisitions or easements would be required at the Marqaum Building to complete the Ross Island Bridgehead Reconfiguration.

Finding of Effect and Justification:

The Marquam Building would not be affected by the Ross Island Bridgehead Reconfiguration. The restriping of lanes on SW 1st Avenue and installation of a traffic signal at the intersection of SW Sheridan Street and Highway 99W/SW Naito Parkway would have no effect on the character-defining features of the building, nor would it diminish aspects of its historical integrity. No acquisitions or easements would be needed from the property, and it would remain eligible for listing in the NRHP under Criteria A and C.

No potential for indirect effects has been identified at this location for the Ross Island Bridgehead Reconfiguration. The property is situated within an urban area that accommodates several modes of traffic. The limited scope of change proposed adjacent to the property and within its vicinity are unlikely to influence long-term development trends or environmental change that might affect the property if the bridgehead reconfiguration were completed.

Property Name: Street Address: City, County:
The Marquam Building 2501 SW 1st Avenue Portland, Multnomah



View: The east and north elevations of the Marquam Building in 2017. The view is towards the southwest.



View: The east and north elevations of the Marquam Building in 2020. Note the mirrored glass installed at the north elevation curtain wall. The view is towards the southwest.

Property Name: Street Address: City, County:
The Marquam Building 2501 SW 1st Avenue Portland, Multnomah



View: Entrance to the underground parking lot at the Marquam Building. The view is towards the northwest.



View: The west and south elevations of the Marquam Building. The view is towards the northeast.

Property Name: Street Address: City, County:
The Marquam Building 2501 SW 1st Avenue Portland, Multnomah



View: Passageway to underground parking and a fountain at the plaza of the Marquam building. The view is towards the north.

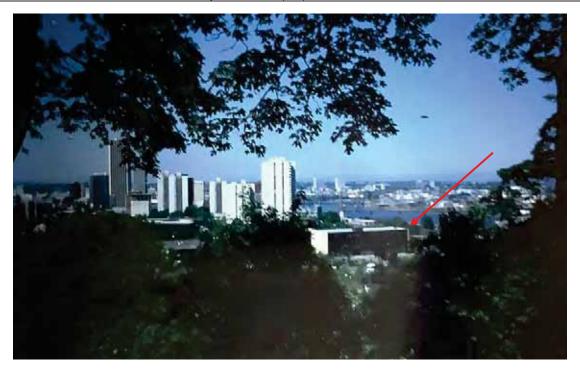


View: The cascading fountain and passageway to underground parking. The view is towards the northeast.

Property Name: Street Address: City, County:
The Marquam Building 2501 SW 1st Avenue Portland, Multnomah



View: A 1966 image of the south end of the South Auditorium Urban Renewal area. The Marquam Building (at right arrow) is near completion. The saved chestnut tree (at left arrow) is assumed to have been removed since the period of significance. The view is towards the east. City of Portland (OR) Archives, A2010-003.10528.



View: A 1979 image of the South Auditorium Urban Renewal project area. The Marquam Building is at arrow. The view is towards the northeast. City of Portland (OR) Archives, A2010-003.

Property Name:	Street Address:	City, County:
The Marquam Building	2501 SW 1 st Avenue	Portland, Multnomah

Historic Context

The Marquam Building is an International Style commercial building designed by Architect John F. Jensen and built by Hoffman Construction for the Portland Cooperative Labor Temple Association (*The Oregonian* 1964b, 1965b). The \$2.5 million, 86,000-square-foot building was intended to house about 50 local unions and commercial tenants in addition to having an auditorium, restaurant, and a low-cost pharmacy for active and retired union members (*The Oregonian* 1965b, 1966b, 1966d). Jensen was a prolific designer of warehouses, department stores, and large offices (*The Oregonian* 1952, 1953, 1955a, 1955b, 1962a). The Danish designer's other Portland projects include a motel, center for the blind, and private residences (*The Oregonian* 1954, 1956, Weithman n.d.).

A groundbreaking ceremony on September 14, 1965, celebrated the start of the building's construction and the city's partnership with developers, architects, and lease holders for the South Auditorium Urban Renewal project (*The Oregonian* 1964c, 1965a, 1965b, 1967b). The building was completed in 1966, six months ahead of schedule (*The Oregonian* 1966c). Soon after, the Portland Cooperative Labor Temple Association fell into financial distress, forcing restructuring and a stock drive to "save the center" (*The Oregonian* 1967a). At present, the building is owned by a limited liability corporation and is leased as commercial office space.

Urban renewal in Portland, and nationally, was a post-war initiative which sought to lift depressed areas and bring business back into city centers. South Auditorium was the first urban renewal project undertaken by the Portland Development Commission and was commissioner Ira Keller's "proudest accomplishment" (Wollner et al. 2005). It was among other urban renewal projects considered in anticipation of constructing a new exposition center; city leaders hoped to attract customers to downtown Portland businesses, expand the commercial downtown district, and raise tax revenue (Wollner et al. 2005). Urban renewal was made possible by the expanded Housing Act of 1949, which allowed housing authorities to redevelop blighted areas and allocate federal grants towards urban renewal projects (Abbott 2018; City Club of Portland 1971:34; Killen 2015).

To receive federal funds for the South Auditorium Urban Renewal project, the City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015). New buildings constructed in the urban renewal area adhered to design guidelines, ensuring a cohesive and modern appearance of the redeveloped area. The Marquam Building is consistent with the design guidelines, which called for underground utilities, the use of concrete as structural and ornament, and open space (*The Oregonian* 1967c).

The block on which the building is situated, Block F of the urban renewal area, was purchased from the PDC in 1962 (*The Oregonian* 1962b). To incentivize the participation of investors and developers, land in the urban renewal area was offered at significantly lower rates than nearby locations. For example, land in the commercial downtown area cost between \$10-\$25 per square foot, while land in the urban renewal area ranged from \$1.60-\$7.35 per square foot (*The Oregonian* 1964b). Land for the Marquam Building cost investors \$2.25 per square foot (*The Oregonian* 1962b).

(Continued on Page 9)

Property Name:	Street Address:	City, County:
The Marquam Building	2501 SW 1 st Avenue	Portland, Multnomah

Historic Context, Continued from Page 8

The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7). At the time of the project's completion, South Auditorium Urban Renewal was viewed as a success, and a first step in wresting greater control over mixed-use sprawl in urban areas adjacent to Portland's downtown core (Wollner et al. 2005:8). However, the mass displacement of low income residents from the ethnic enclave of South Portland has complicated the legacy of the project in the present day, and feeds into a larger narrative of discriminatory housing practices that were enacted in Portland during the twentieth century (Hughes 2019:10; Killen 2015; Wollner et al. 2005:7-8).

In an attempt to retain a piece of the old neighborhood that was quickly vanishing, Labor Temple President Pat Henne insisted that a chestnut tree north of the Marquam Building and south of the Stadium Freeway (Interstate 405) remain in place (*The Oregonian* 1965a). As the photograph on page 7 demonstrates, a single tree remained north of the building during construction in 1966. However, the tree was not located during the Southwest Corridor Light Rail Project and it is unlikely to still be present at the site.

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(Continued on Page 10)

Property Name:	Street Address:	City, County:
The Marquam Building	2501 SW 1 st Avenue	Portland, Multnomah

Sources, Continued from Page 9

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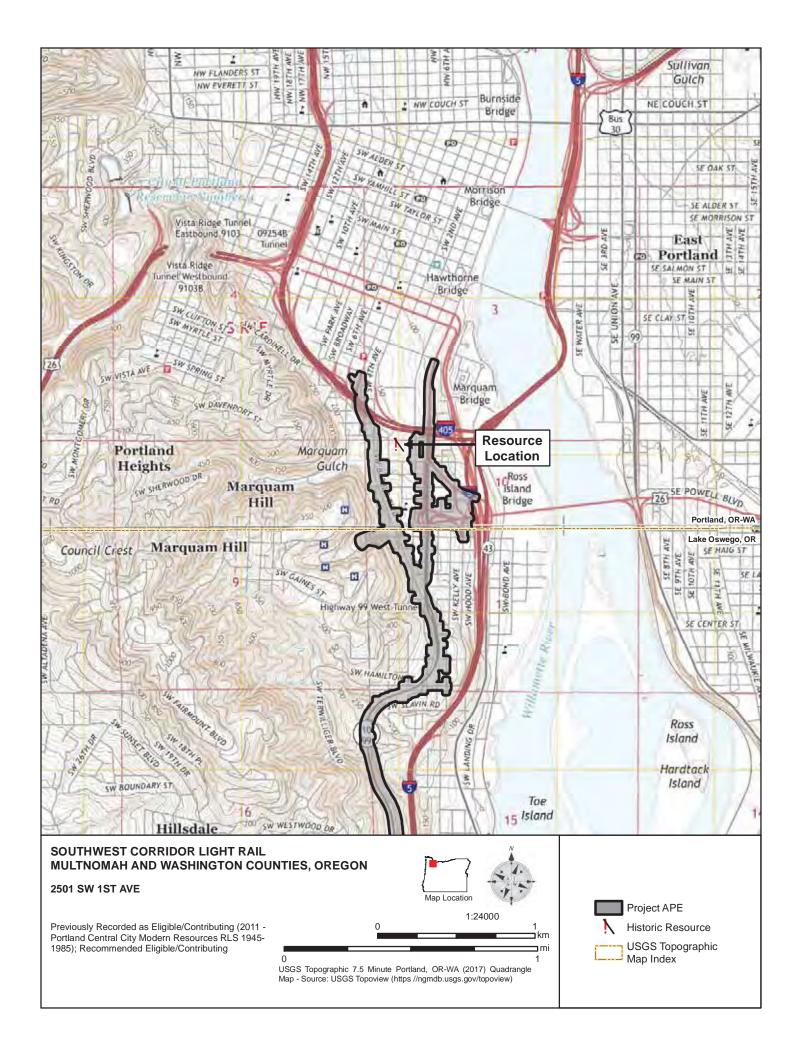
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- 1966a 2 Dedication Ceremonies Dated By Labor Unions. 7 October:23.
- 1966b 50 Unions To Move To New \$2.5 Million labor Center. 9 July:8.
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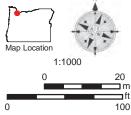




MULTNOMAH AND WASHINGTON COUNTIES, OREGON

2501 SW 1ST AVE

Previously Recorded as Eligible/Contributing (2011 - Portland Central City Modern Resources RLS 1945-1985); Recommended Eligible/Contributing



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Parcel Boundary / Historic Property Boundary Stormwater Basin Stormwater Pond Communication Buildings Full Take (Impact Area) Partial Take Permanent Easement

Temporary Construction Easement

Property Name: Helen Kelly Manley Community Center	Street Address: 2828 SW Natio Parkway/ 016 SW Meade Street		City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621		
Location coordinates (to sixth decimal place): Latitude: 45.502532 Longitude: -122.677449		Histori YE	property listed in the National Register of c Places? S – Individually NO S – In a district	



The Helen Kelly Manley Community Center now operates as part of the National University of Natural Medicine.

The view is towards the northeast.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 7/28/2020						
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Hot Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Hot Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria						
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: □Concur □Do Not Concur:						
Effect: Concur Do Not Concur: RECE	IVED STAMP					
Signed Date						
CONTACT INFORMATION STAMP						
Comments:						

Property Name: Helen Kelly Manley Community Center	Street Address: 2828 SW Naito 016 SW Meade	,		City, County: Portland, Mult	nomah	
Original Use: Social – General		Number of	Asso	ciated Resource	es: 1	
Architectural Classification / Resource Type: Late 19th/Early 20th Period Revival: other Building		Owner: ⊠Private □Local Gove □State □Federal		vernment		
Window type and Materials: Aluminum fixed and hung Roof Type and Materials: Varied rooflines with asphalt shingle and built-up roofing		Exterior Su Primary Seconda Decorat	: ary:	Materials: Standard Bric Concrete: Oth Concrete: Oth	er/undefin	
Integrity: □Excellent ⊠Good □Fair □Poor		Construction Architect/B		ite: 1929 r (if known): Wal	<u> </u>	(□Circa)

Description of Property (including previous alterations & approximate dates):

There are two buildings on the parcel at 016 SW Meade Street that are owned and operated as part of the National University of Natural Medicine (NUNM). The larger of the two buildings, located at 2828 SW Natio Parkway, was historically referred to as the Helen Kelly Manley Community Center and was constructed in 1929. A single-family residence is northeast of the Helen Kelly Manley Community Center at 016 SW Meade Street. The house was constructed circa 1930, and it does not appear to have been associated with the Helen Kelly Manley Community Center during the historic period (Sanborn Map & Publishing Company 1908-1950; *The Morning Oregonian* 1930).

(Continued on Page 8)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The former Helen Kelly Manley Community Center at 2828 SW Naito Parkway is recommended to be eligible for listing in the National Register of Historic Places (NRHP). The building is located on the same parcel as a 1930 house at 016 SW Meade Street; the buildings do not appear to have been historically associated with one another, although both are now owned and used by the NUNM.

The former Helen Kelly Manley Community Center is recommended to be eligible for listing in the NRHP under Criteria A and C. The community center provided educational, medical, and social services for the immigrant community of South Portland (Criterion A), and although it has been altered since it was constructed in 1929, the building continues to embody distinctive characteristics of its type and period of construction (Criterion C). The building was constructed for use by the Women's Home Missionary Society of the Methodist Episcopal Church, a religious organization. However, the building meets the requirements outlined for religious properties to be listed in the NRHP (Criteria Consideration A) as it is significant for its association with settlement and social philanthropy in South Portland (Criterion A) and for its architectural distinction (Criterion C).

The circa 1930 house that is situated on the same parcel at 016 SW Meade Street does not contribute to the eligibility of the Helen Kelly Manley Community Center for listing in the NRHP, nor does it meet NRHP eligibility criteria as an individual resource. The house has no individual and demonstrable association with significant patterns of events (Criterion A), and while it has good integrity the house does not embody distinctive characteristics of a type, period, or method of construction (Criterion C). Neither building has an association with a significant person of the past (Criterion B), nor are they a principal source of information that is important to an understanding of the past (Criterion D).

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Helen Kelly Manley Community Center	2828 SW Naito Parkway/	Portland, Multnomah
	016 SW Meade Street	

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration would restripe Highway 99W/SW Naito Parkway and introduce southbound and northbound bike lanes west of the Helen Kelley Manley Community Center. Southwest of the historic property, the intersection of Highway 99W/SW Naito Parkway and SW Hooker Street would be improved with new curbs and sidewalks. Northeast of the property on SW Kelly Avenue, traffic lanes and an existing median would be reconfigured to accommodate bike lanes. No acquisitions or easements would be needed within the boundary of the Helen Kelly Manley Community Center to complete this work.

Finding of Effect and Justification:

The Helen Kelly Manley Community Center would not be affected by the Ross Island Bridgehead Reconfiguration. No acquisitions or easements would be needed from the historic property boundary, and the construction of new bike lanes and sidewalks within the vicinity would have no effect on the character-defining features of the property that qualify it for listing in the NRHP.

No potential for indirect effects has been identified at this location for the Ross Island Bridgehead Reconfiguration. The property is situated within an urban area that accommodates several modes of transportation. The limited scope of changes that are proposed adjacent to the property and within its vicinity are unlikely to influence long-term development trends or environmental change that might affect the property if the bridgehead reconfiguration were completed.

Property Name: Helen Kelly Manley Community Center Street Address: 2828 SW Naito Parkway/ 016 SW Meade Street City, County: Portland, Multnomah



View: The south and east elevations of the historic Helen Kelly Manley Community Center. The circa 1965 addition is at right. The view is towards the northwest.



View: The north and west elevation of the historic Helen Kelly Manley Community Center. A modern garden space used by NUNM is fenced at left, and is excluded from the historic property boundary. The view is towards the south-southeast

Property Name: Helen Kelly Manley Community Center Street Address: 2828 SW Naito Parkway/ 016 SW Meade Street City, County: Portland, Multnomah



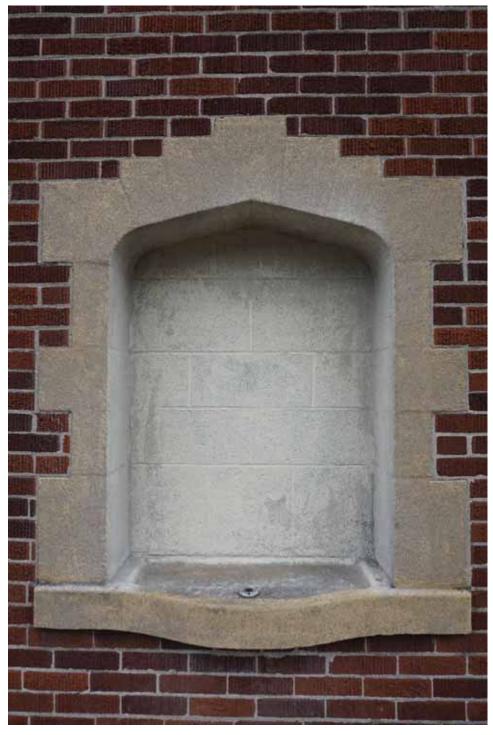
View: The south elevation and former chapel section of the Helen Kelly Manley Community Center. The view is towards the north-northeast.



View: The west elevation entry of the Helen Kelly Manley Community Center. The view is towards the northwest.

Property Name: Helen Kelly Manley Community Center Street Address: 2828 SW Naito Parkway/ 016 SW Meade Street City, County: Portland, Multnomah

Rev 08/03



View: A historic water fountain at the west elevation of the former Helen Kelly Manley Community Center. The view is towards the east.

Property Name: Helen Kelly Manley Community Center Street Address: 2828 SW Naito Parkway/ 016 SW Meade Street City, County: Portland, Multnomah



View: The house at 016 SW Meade Street is situated on the same parcel as the Helen Kelly Manley Community Center but does not contribute to its significance for listing in the NRHP. The house has been excluded from the historic property boundary. The view is towards the south-southwest.

Property Name:	Street Address:	City, County:
Helen Kelly Manley Community Center	2828 SW Naito Parkway/	Portland, Multnomah
	016 SW Meade Street	

Property Description, Continued from Page 2

The Helen Kelly Manley Community Center is three stories tall and has an irregular footprint due to an addition constructed at the east elevation circa 1965 (Sanborn Map & Publishing Company 1908-1950; U.S. Geological Survey [USGS] 1960, 1970). A parking lot to the east was added circa 1964; it is on a separate parcel outside of the historic property boundary (*The Sunday Oregonian* 1964; USGS 1960, 1970). A garden was started north of the building by NUNM during the modern period.

The original 1929 section of the building was completed in the Jacobethan Revival style, a choice that may have been inspired by the neighboring Josiah Failing School (1913) to the south. Historically used as an auditorium, dormitory, and chapel space, the section is primarily clad with brick and is capped by crossing gables with parapets (Sanborn Map & Publishing 1908-1950). Decorative features, such as a concrete masonry fountain at the exterior west wall, remain intact at the west and south elevations. Later uses of the building led to alterations, many of which are concentrated at the east (rear) elevation. Circa 1965, a concrete masonry addition was constructed at the east elevation; more recently, windows of the east elevation have been replaced with non-conforming sashes. On the south and west elevations, the building has modern aluminum windows that are sympathetic to historic designs and are set within the original openings. Aluminum doors have been installed at the west elevation entry.

The house located at 016 SW Meade Street is on the same parcel as the Helen Kelly Manley Community Center at 2828 SW Naito Parkway. Constructed in 1930 with elements of the Craftsman style, the house is one-and-a-half stories tall with a full basement that features a built-in garage. The front-facing gable roof is clad in asphalt composition shingles and features decorative bargeboard. The exterior walls are clad in horizonal wood board. The house has a north-facing porch with a gabled roof; the roof is supported by bracketed wood columns on brick piers. Windows on the north elevation appear to be original multi-light wood picture windows with aluminum storm windows.

Determination of Eligibility, Continued from Page 2

Despite changes made to the building over time, the Helen Kelly Manley Community Center retains integrity of location, workmanship, feeling, and association. The building's Jacobethan Revival design has been modified but is still clearly conveyed, and the building continues to be used for education purposes. Integrity of design and materials have been impacted by the removal of original windows and the construction of an addition to the east elevation circa 1965; however, enough remains of the original design intent and materials that these aspects of integrity are not yet diminished. Integrity of setting is no longer retained due to changes in the surrounding environment since the period of significance, which is defined as 1929-1947, encompassing the date of construction and the years of operation of the community center by the National Women's Home Missionary Society of the Methodist Episcopal Church. Character-defining features include the building's continued use for education and its distinctive Jacobethan Revival design.

The historic property boundary is limited to the Helen Kelly Manley Community Center, excluding the circa 1930 house at 016 SW Meade Street. Although the house retains integrity of location, design, workmanship, and feeling, it no longer has integrity of setting and association. The boundary also excludes a modern garden space west of the house at 016 SW Meade Street that used by NUNM.

Property Name:	Street Address:	City, County:
Helen Kelly Manley Community Center	2828 SW Naito Parkway/	Portland, Multnomah
	016 SW Meade Street	

Historic Context

The Helen Kelly Manley Community Center was a cornerstone of the South Portland community from 1929 through World War II (*The Morning Oregonian* 1929a, *The Oregonian* 1939b). The community center replaced a smaller settlement center at SW First Street and SW Caruthers Street that was established in 1912 (*The Morning Oregonian* 1929b). The new center was named after Helen Kelly Manley, who donated \$25,000 to see it constructed; however, it would continue to be known as the Portland Settlement Center, and was one of the best-known settlement centers in the city (*The Morning Oregonian* 1929a; *The Sunday Oregonian* 1947).

The 1929 building was designed in the Jacobethan Revival style by Walter E. Kelly and cost approximately \$80,000 to construct (*The Morning Oregonian* 1929b). Kelly was a little known but prolific architect who designed multi-family residential buildings, retirement homes, churches, theaters, hospitals, and schools (*The Sunday Oregonian* 1925, 1926a, 1926b, 1962, 1967). The Helen Kelly Manley Community Center, which included a chapel, dorms, clinics, and an auditorium, was a fitting project for the architect.

South Portland served as a gateway community for numerous immigrant groups arriving in Portland during the late nineteenth and early twentieth centuries (Abbot 1994; Harrison et al. 1997). Proximity to industrial jobs along the southwest waterfront, ease of development, and housing affordability made it a convenient place to gain a foothold in Portland. Later, well-established ethnic communities and social organizations made it a welcoming and familiar place in the city for incoming immigrants (Harrison et al. 1997:2-3).

The Helen Kelly Manley Community Center was one of the primary locations in South Portland where people of the community could find assistance with a wide range of issues, including housing, health, education, recreation, and daycare. Operated by a religious organization, the National Women's Home Missionary Society of the Methodist Episcopal Church, the community center also offered faith-based curriculum and church services, including weekday courses that focused on international friendships and were financially supported by the Portland Council of Churches (*The Oregonian* 1939a; *The Sunday Oregonian* 1929a).

During its period of operation from 1929 to 1947, the Helen Manley Community Center was a beneficiary of the Portland Community Chest and hosted numerous "spiritual, social, recreational, and health activities," including Americanization classes for recent immigrants (*The Oregonian* 1939b; *The Sunday Oregonian* 1929b). A broad spectrum of services was provided; a medical and dental clinic was on site, daycare was provided for low-wage workers, and a Japanese kindergarten that was organized by 1922 at the old Portland Settlement Center continued at the new community center (Bliss 1922; *The Oregonian* 1939a). The facility later served an important role during World War II, providing safe housing for women who faced racial discrimination and were on the brink of homelessness (Timmen 1945).

The building was sold in 1947 and used by the Bethesda Bible Institute until 1964, when the building was sold to Northwestern, Inc., a Portland film production company (*The Sunday Oregonian* 1964). During the 1980s the building was used by Oregon Public Broadcasting (*The Sunday Oregonian* 1981, 1985). The building now houses administrative offices of the NUNM.

Property Name:	Street Address:	City, County:
Helen Kelly Manley Community Center	2828 SW Naito Parkway/	Portland, Multnomah
	016 SW Meade Street	

Sources

Abbot, Carl

1994 Settlement Patterns in the Portland Region: A Historical Overview. Portland State University, Oregon. Prepared for Metro Future Vision Commission. Electronic document, http://pdxscholar.library.pdx.edu/oscdl_planning/10, accessed June 28, 2017.

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1929a New Churches for Portland Keep Pace in Developments. 1 January:28.

1929b New Settlement Open. 1 April:16.

1930 Building Permits More than \$1000. 2 August:16.

The Oregonian (Portland, Oregon)

1939a Center Makes Diner Plans. 4 March:11.

1939b Series of Events Slated to Observe Anniversary. 25 March:9.

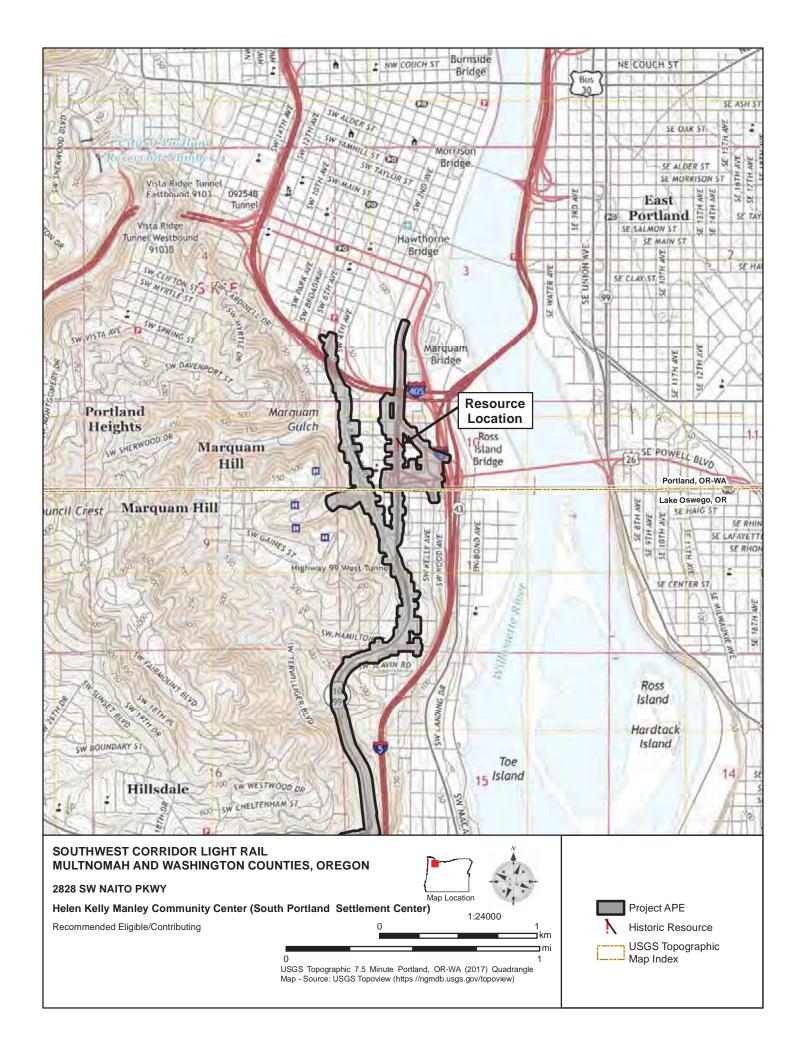
(Continued on Page 11)

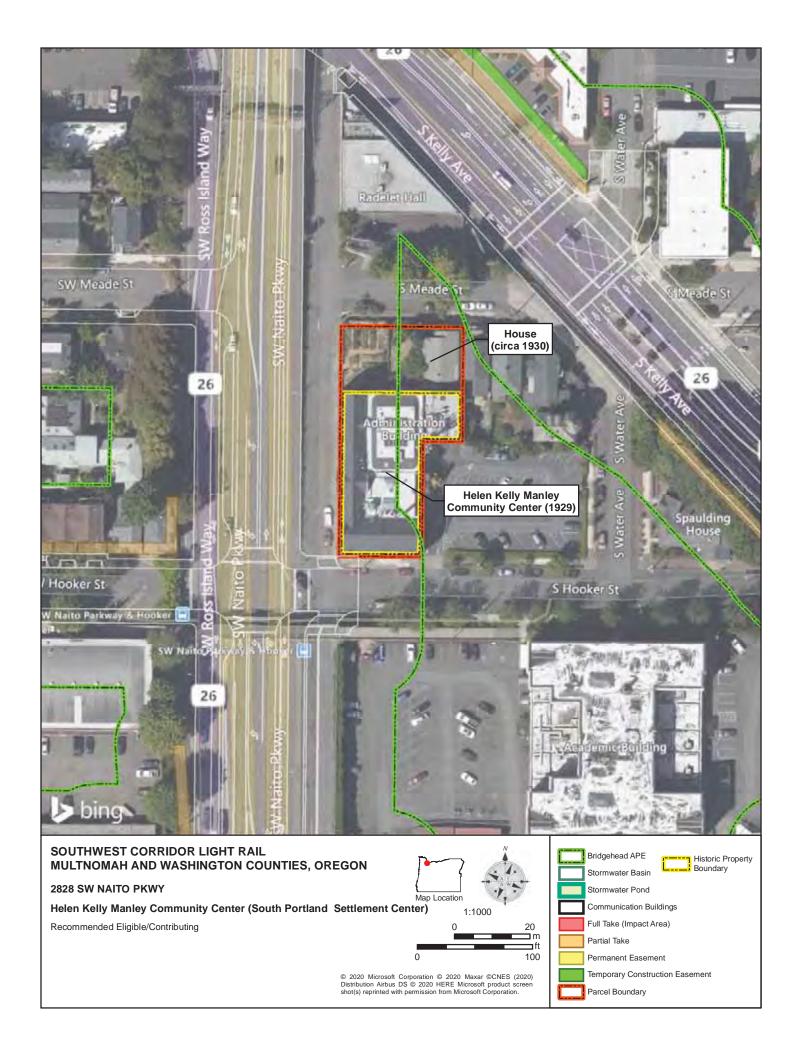
Property Name:	Street Address:	City, County:
Helen Kelly Manley Community Center	2828 SW Naito Parkway/	Portland, Multnomah
	016 SW Meade Street	

Sources, Continued from Page 10

The Sunday Oregonian (Portland, Oregon)

- 1925 Untitled. 4 October:32.
- 1926a Almeda Theater Opens. 9 May:28.
- 1926b Apartment House Planned. 13 June:25.
- 1929a Weekday Religious School Foster Friendships. 6 October:76.
- 1929b Untitled. 6 October:76.
- 1947 Bible Group Buys Center. 11 May:40.
- 1962 People & Products. 17 June:104.
- 1964 Movie Firm Acquires Site. 19 January:29.
- 1967 Walter E. Kelly. 25 December:43.
- 1981 Classified Ads: Help Wanted at Oregon Educational and Public Broadcasting. 12 July:E38.
- 1985 Classified Ads: Help Wanted at Oregon Public Broadcasting. 2 June:D42.





Property Name:	Street Address: 018 SW Porter Street		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.501343 Longitude: -122.677175		Histori YE	property listed in the National Register of c Places? S – Individually S – In a district



The residence at 018 SW Porter Street. The view is towards the southeast.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.	Date Recorded: 7/16/2020		
National Register Findings: ⊠ Eligible: ⊠Individually □ As part of a District NR Criteria: □ A □ B ⊠ C □ D □ Not Eligible: □Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria	Finding of Effect: ⊠ No Effect □ No Adverse Effect □ Adverse Effect		
State Historic Preservation Office Comments – Official Use Only: Eligibility: Do Not Concur:			
Effect: Concur Do Not Concur: RECE	EIVED STAMP		
Signed Date			
CONTACT INFORMATION STAMP			
Comments:			

Property Name:	Street Address: 018 SW Porter Street		City, County: Portland, Mul	tnomah	
Original Use: Domestic - Single Family	Residence	Number of Asso	Number of Associated Resources: N/A		
Architectural Classification / Resource T	ype:	Owner: ⊠Priv	rate	☐ Local Government	
Italianate	Building	□Sta	te	□Federal	
Window type and Materials:		Exterior Surface Materials:			
Hung wood sashes		Primary: Horizontal Board Secondary: Wood: Other/undefined			
Roof Type and Materials:					
Cross-gable roof with asphalt-compe	osition shingles.	Decorative	-select materi	als-	
Integrity:		Construction Da	ate: 1886	(□Circa)	
□Excellent □Good ⊠Fair □F	oor	Architect/Builde	r (if known): N/A		

Description of Property (including previous alterations & approximate dates):

This Victorian Era house with Italianate details was moved to its current location at 018 SW Porter Street circa 1912 (City of Portland 1912). Plumbing records document that the house was built on the north side of SW Porter Street and was moved one block south to make way for construction of the Josiah Failing School, now the National University of Natural Medicine. The building is two stories tall with a basement that would have been constructed when the house was moved circa 1912. An addition to the south (rear) elevation and a garage attached to the east elevation prior to 1950 gives the building an irregular footprint (Sanborn Map & Publishing Company 1908-1950). The cross-gabled roof is clad in asphalt-composition shingles and has closed eaves accented with frieze boards and paired corbels. The exterior walls are clad in horizontal wood board siding with corner boards. The façade has a full-width porch with square columns, decorative corbels, and a wooden handrail. The windows appear to be in-kind wood replacements in original openings.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The 1886 house located at 018 SW Porter Street is recommended to be eligible for listing in the National Register of Historic Places (NRHP) under Criterion C. Although the house was moved circa 1912, the move was from one side of SW Porter Street to the other, likely on the same block (City of Portland 1912). The house is located within an area of South Portland (a short distance north of the Ross Island Bridge and east of Highway 99/SW Naito Parkway) that was greatly impacted by historic-period transportation and development projects and has few remaining residential buildings from the late nineteenth century. However, it is situated on a block with several other turn-of-the-century historic-period resources. Despite modifications that have diminished aspects of its historical integrity, the house embodies distinctive characteristics of Victorian Era houses in Portland. Character-defining features emblematic of Italianate style, such as tall and narrow windows, frieze boards, and paired corbels, distinguish this house from others in the area.

In addition to being moved from one side of SW Porter Street to the other circa 1912, the house was expanded at its south (rear) elevation and a garage was added prior to 1950 (Sanborn Map & Publishing Company 1908-1950). The wood windows appear to be in-kind replacements for original hung sashes. The surrounding environment has been changed by historic-period transportation projects such as construction of Ross Island Bridge in 1926 and its extensive system of exit and on-ramps circa 1948. It is therefore recommended that the house has diminished integrity of location and setting, that its integrity of design and association have been impacted but not entirely diminished, and that the house retains integrity of materials, workmanship, and feeling. It is recommended that the house has adequate integrity to meet special requirements for moved properties (Criteria Consideration B) to be eligible for listing in the NRHP under Criterion C. The period of significance is 1886, the year the residence was reportedly built, and the historic property boundary is recommended to be the building's footprint. (Continued on Page 5)

Property Name:	Street Address:	City, County:
	018 SW Porter Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

About 90 feet south of the property at 018 SW Porter Street, the Ross Island Bridgehead Reconfiguration would construct a new three-lane offramp for westbound traffic to access SW Water Avenue and Highway 99W/SW Naito Parkway. The offramp would follow the approximate alignment of SW Woods Street, replacing an existing ramp that conveys a single lane of traffic to northbound SW Water Avenue and Highway 99W/SW Naito Parkway southbound. SW Water Avenue would extend south and across the current bridgehead location to provide a connection to the eastbound onramp. Northbound and southbound bike lanes would be accommodated west of the property on Highway 99W/SW Naito Parkway, and a new sidewalk would be constructed at the intersection of Highway 99W/SW Naito Parkway and SW Porter Street. No acquisitions or easements are proposed from the property at 018 SW Porter Street, or adjacent to it, to complete the Ross Island Bridgehead Reconfiguration.

Finding of Effect and Justification:

The house at 018 SW Porter Street would not be affected by reconfiguration of the Ross Island bridgehead. The house would be avoided, as no acquisitions or easements would be needed at this location. The house, which was constructed in 1886, is significant for its distinctive Victorian Era characteristics, which would be retained. The setting of the house would change; however, the house's integrity of location and setting have already been diminished.

Changes in local circulation patterns and long-term development pressure that may result if the Ross Island Bridgehead Reconfiguration is completed have the potential to lead to the removal and replacement of the historic built environment of South Portland. However, no specific effect can be reasonably anticipated for the house at 018 SW Porter Street. No further work is recommended for this historic property.

Property Name: Street Address: City, County: Portland, Multnomah



View: The north and west elevations of the residence at 018 SW Porter Street. The view is towards the southeast.



View: The east and north elevations of the residence at 018 SW Porter Street. The view is towards the south.

Property Name:	Street Address:	City, County:
	018 SW Porter Street	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The house is associated with broad patterns of development in South Portland, including the efficient use of existing building stock to meet affordable housing demands during the early twentieth century. However, since it was moved from its original location after the period of significance and it is not importantly associated with this trend, the house does not meet minimum qualifications for listing in the NRHP under Criterion A. Within the context of a larger grouping or district, the building has potential to contribute to the embodiment of development trends in South Portland near the turn of the twentieth century. The building has no known associations with individuals of historic significance under Criterion B, and under Criterion D the building is unlikely to provide information important to an understanding about our past.

Historic Context

The 1886 residence at 018 SW Porter Street is a modest example of Italianate architecture within a historically working-class neighborhood. South Portland was a gateway community for immigrants, predominately Italian and Jewish people, during the late nineteenth and early twentieth centuries (Abbot 1994). Proximity to industry jobs along the southwest waterfront and ease of development made it a convenient place to live and build. Later, well-established ethnic communities and social organizations made it a welcoming and familiar place in the city for incoming immigrants (Harrison et al. 1997:2-3).

The house was originally built on the block north of its current location, at 177 Porter Street, and was likely moved circa 1912 to clear the block in anticipation of constructing the Josiah Failing School (City of Portland 1912; Sanborn Map & Publishing Company 1908-1950). Once the building was moved, it appears to have been used as rental housing for multiple families (City of Portland 1912; *The Morning Oregonian* 1913, 1915, 1922). A review of Sanborn Fire Insurance maps for this area from 1889, 1908, and 1950 indicates that it was commonplace to expand and convert existing houses during this period, likely to accommodate growing families and to meet a demand for affordable living quarters close to the city center (Sanborn Map & Publishing Company 1908, 1908-1950). The building at 018 SW Porter Street continues to be used as a multi-family residence in the present day.

The area surrounding the residence at 018 SW Porter Street experienced change with the construction of the Ross Island Bridge, which connected the east side of Portland to South Portland in 1926 (Blaser et al. 2017:14). Reconfiguration of the bridgehead during the late 1940s and other nearby transportation improvements led to an encroachment of major thoroughfares into the immediate vicinity of the house (*The Sunday Oregonian* 1947). The house is now located within a busy urban area where traffic from downtown Portland, Southeast Portland, Interstate 5, and Southwest Portland converge at the interchange of Highway 99 W/SW Naito Parkway and the western Ross Island Bridgehead.

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(Continued on Page 6)

Property Name:	Street Address:	City, County:
	018 SW Porter Street	Portland, Multnomah

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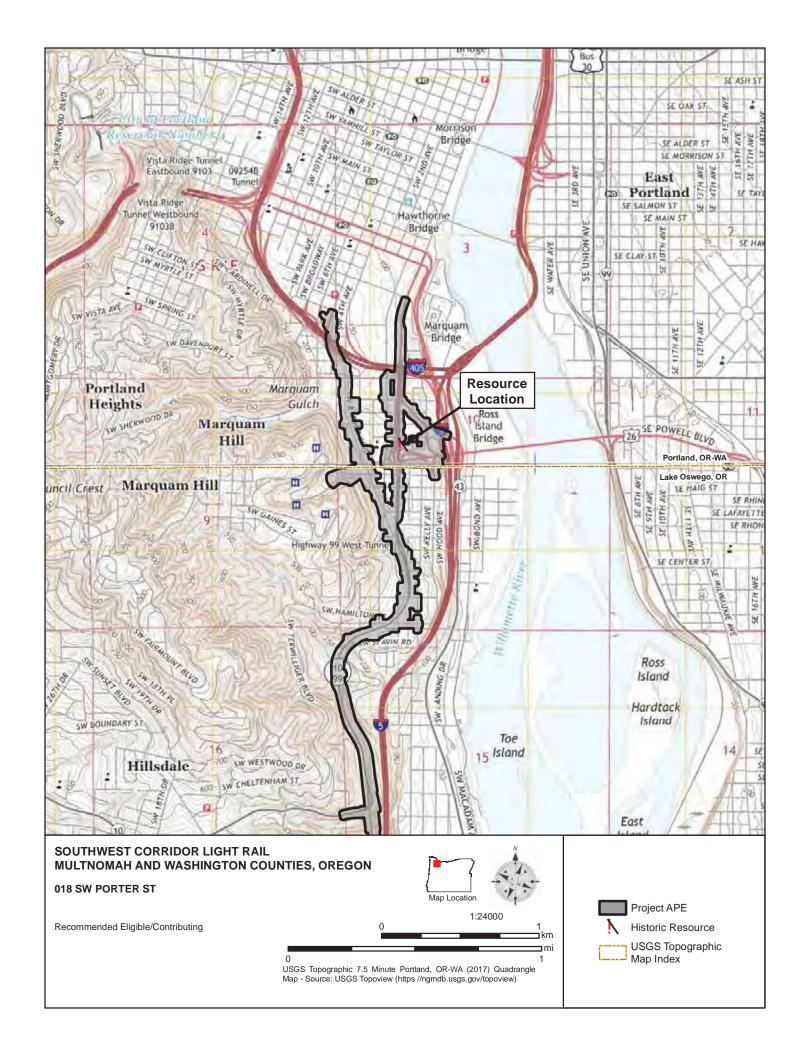
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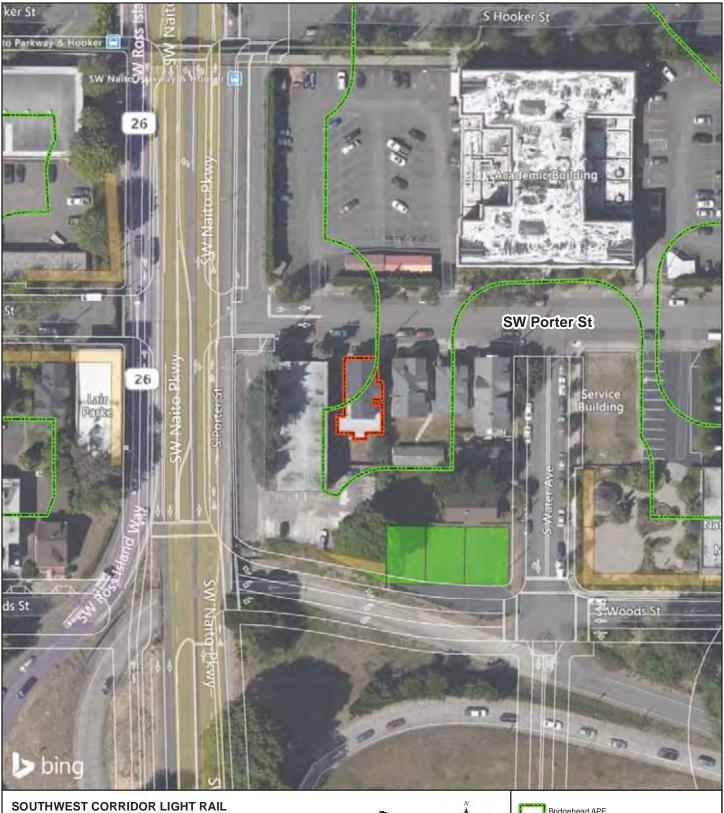
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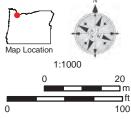




SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

018 SW PORTER ST

Recommended Eligible/Contributing



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Temporary Construction Easement

Property Name: A. Wolfman Building	Street Address: 11 SW Gibbs Street		City, County: Portland, Multnomah
Project Name: Southwest Corridor Light Rail Project		Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
		Histori YE	oroperty listed in the National Register of c Places? S – Individually S – In a district



The south elevation and east façade of the A. Wolfman Building. The view is towards the north.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 7/15/2020			Date Recorded: 7/15/2020	
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria ☐ Adverse Effect ☐ Adverse Effect				
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Do Not Concur:				
Effect: Concur	□ Do Not Concur:		EIVED STAMP	
Signed		Date		
CONTACT INFORMATION STAMP				
Comments:				

Property Name: A. Wolfman Building	Street Address: 11 SW Gibbs Street		City, County: Portland, Mult	tnomah
Original Use: Commercial		Number of Asso	ciated Resource	es: N/A
Architectural Classification / Resource T	уре:	Owner: ⊠Priv	rate	☐ Local Government
Northwest Regional	Building	□Stat	te	□Federal
Window type and Materials: Fixed wood sash windows Roof Type and Materials: Flat roof with fold at the northeast cobuilt-up roofing	orner and asphalt	Exterior Surface Primary: Secondary: Decorative	e Materials: Vertical Board Standard Bric -select materi	k
Integrity:		Construction Da	ate: circa 1964	(⊠Circa)
□ Excellent □ Good □ Fair □ F	Poor	Architect/Builde	r (if known):	

Description of Property (including previous alterations & approximate dates):

The A. Wolfman Building, which is one story tall with a daylit basement, sits immediately southwest of the interchange of Highway 99W/SW Naito Parkway and exit and entry ramps of Ross Island Bridge's western approach. The building has an irregular footprint, sits on a poured concrete foundation, and is capped by a flat roof with an upturned fold at the northeast corner. The exterior walls are clad in vertical wood boards and brick veneer; brick cladding and walls are used to accentuate the entrance to the building. The windows appear to be fixed wood sashes and are arranged in bands on the east and north elevations. The south elevation has two larger windows that look out to the adjacent parking lot to the south. In addition to a dedicated parking area, the building is surrounded by landscaping and large evergreen trees that are in adjacent public right of way. The brick wall west of the building is a later addition (circa 2012) and is not original to the design. The brick wall to the east appears to be original to construction and is integral to the building design.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The A. Wolfman Building at 11 SW Gibbs Street is a non-compatible, non-contributing building of the South Portland Historic District, which was listed in the National Register of Historic Places (NRHP) in 1998 (Harrison et al. 1997). The building, which has an estimated construction date of 1964, falls outside the period of significance for the district and is not consistent with the district's architectural styles (Bureau of Plumbing 1964; Harrison et al. 1997:55; U.S. Geological Survey [USGS] 1952, 1960).

Individually, the building is recommended to be eligible for listing in the NRHP. Although the building has a circa 2012 brick wall addition to the west, the circa 1964 building retains all seven aspects of integrity (location, design, setting, materials, workmanship, feeling, and association) (USGS 1952, 1960). The A. Wolfman Building embodies characteristics of the Northwest Regional style and is recommended to be eligible for listing in the NRHP under Criterion C. Character defining features of the building include its wide overhanging eaves, irregular form, vertical wood siding, and large woodsash windows (Clark 1983). The historic property boundary is the parcel, and the period of significance is 1964, the estimated year in which the building was constructed.

Although the building is located within the South Portland Historic District, historical research did not reveal a specific association between the building and significant patterns of events in local or national history (Criterion A). Abe Unkeles, the likely first owner of the building, was active in the local South Portland community but is not demonstrably significant; there is limited information available about his use of the building and tenure of ownership (Criterion B). Furthermore, the building is unlikely to be a source of information important to an understanding about our past (Criterion D).

Property Name:	Street Address:	City, County:
A. Wolfman Building	11 SW Gibbs Street	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

The Ross Island Bridgehead Reconfiguration would remove the looping westbound off-ramp that provides access to southbound Highway 99W/SW Naito Parkway immediately east of the A. Wolfman Building. Instead, traffic exiting the bridge on westbound lanes would intersect Highway 99W/SW Naito Parkway approximately 430 feet north-northeast of the A. Wolfman Building and would continue south towards the property along a widened Highway 99W/SW Naito Parkway alignment.

Immediately east of the property, Highway 99W/SW Naito Parkway would accommodate four lanes of vehicle traffic and two bike lanes separated by a central median; new curbs and sidewalks would also be constructed. Southeast of the A. Wolfman Building, the intersection of SW Gibbs Street and Highway 99W/SW Naito Parkway would be signalized, and crosswalks would be added. To facilitate the widening of Highway 99W/SW Naito Parkway and the construction of a new sidewalk and curbs, a partial acquisition of approximately 1,050 square feet and a temporary construction easement of approximately 646 square feet would be needed along the eastern edge of the property boundary.

Finding of Effect and Justification:

The A. Wolfman Building would not be adversely affected by the Ross Island Bridgehead Reconfiguration. The proposed acquisition of right of way and a temporary construction easement to facilitate reconfiguration of the Ross Island Bridgehead would not diminish the property's character-defining features that qualify it for listing in the NRHP under Criterion C.

The acquisition and easement at the property's eastern edge may have an impact on available parking space or may lead to a reconfiguration of the parking spaces within the lot. However, this potential impact is not anticipated to lead to an indirect adverse effect, such as demolition of the building due to a loss of parking and commercial viability. Furthermore, changes in local circulation patterns are likely to benefit the building, as access is currently limited to eastbound vehicle traffic on SW Gibbs Street. If a traffic light is installed at the intersection of SW Gibbs Street and Highway 99/SW Naito Parkway, the building would be accessible from southbound Highway 99W/SW Naito Parkway. The building has been situated adjacent to a major intersection of bridge and highway traffic since it was constructed circa 1964; although the bridgehead reconfiguration would have an effect on the setting of the property, this change would not be adverse.

Property Name:
A. Wolfman Building
Street Address:
City, County:
Portland, Multnomah



View: The south elevation and east façade of the A. Wolfman Building. The view is towards the north-northwest.



View: The east façade of the A. Wolfman Building. The view is towards the northwest.

Property Name:	Street Address:	City, County:
A. Wolfman Building	11 SW Gibbs Street	Portland, Multnomah



View: The east façade and north elevation of the A. Wolfman Building. The view is towards the southwest.

Property Name:	Street Address:	City, County:
A. Wolfman Building	11 SW Gibbs Street	Portland, Multnomah

Historic Context

The circa 1964 A. Wolfman Building is a good example of the Northwest Regional style applied to a small-scale commercial design. The building stands out within its setting, which is dominated by the high-traffic Highway 99W/SW Naito Parkway to the east and the exit and on-ramps of the Ross Island Bridge to the north and northeast. The commercial building has an irregular form but is designed to take advantage of the site's sloping topography. Although the building is likely architect designed, an architect was not found for the building by searching local newspaper and public record archives.

The name given to the building in the South Portland Historic District nomination, the A. Wolfman Building, appears to have been derived from a previous owner of the parcel (Harrison et al. 1997). City of Portland permit records document Abe Unkeles as the property owner when a "new building" matching the footprint of the commercial building at 11 SW Gibbs is shown on the parcel in 1964 (Bureau of Plumbing 1964). Unkeles immigrated to the Unites States from Kiev, Ukraine, in 1906, with his mother and younger brother (U.S. Bureau of the Census 1920). Like many Jewish children in South Portland, Unkeles spent his free time at the Neighborhood House, a community center east of Lair Hill Park that is now the Cedarwood Waldorf School (Glickman 1951; Harrison et al. 1997). Unkeles and a group of friends from the Neighborhood House would later call themselves the South Parkway Club; the club organized charitable events, and also put on minstrel shows that included Mel Blanc (Glickman 1951). Blanc would later gain fame for voicing Warner Brothers cartoon characters, such as Bugs Bunny and Porky Pig (Schneider 2011).

Although historical records associate Unkeles with the building's construction circa 1964, the length and nature of his association with the building is unknown. The building appears to have been used as office space since its construction; however, address changes at this location over time make it difficult to pinpoint specific business that used the space during the historic period.

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(Continued on Page 7)

Property Name:	Street Address:	City, County:
A. Wolfman Building	11 SW Gibbs Street	Portland, Multnomah

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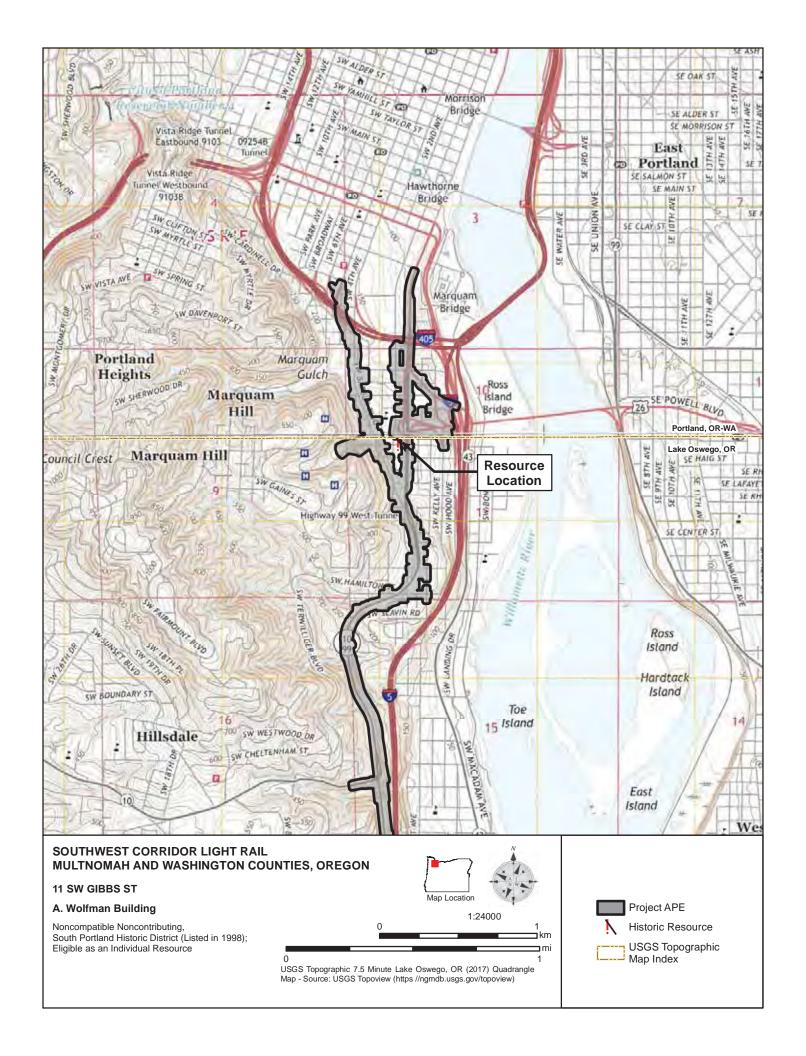
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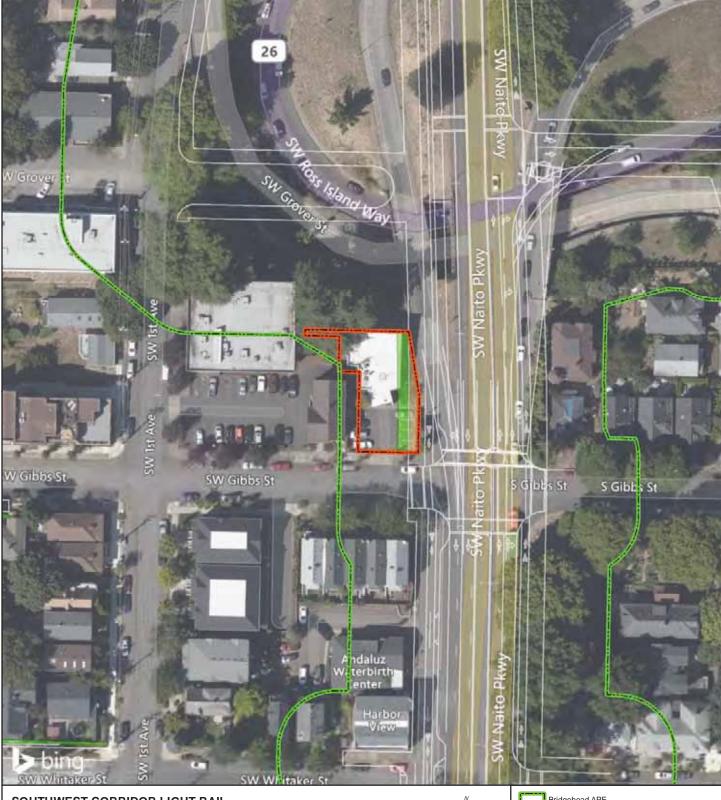
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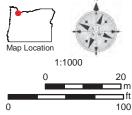


SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

11 SW GIBBS ST

A. Wolfman Building

Noncompatible Noncontributing, South Portland Historic District (Listed in 1998); Eligible as an Individual Resource



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Temporary Construction Easement

Property Name: Ross Island Bridge	Street Address: Highway 26 over the Willamette River		City, County: Portland, Multnomah
Project Name: Southwest Corr	idor Light Rail Project	Agency project #:	
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#: 16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.501164 Longitude: -122.666320		Histori YE	oroperty listed in the National Register of c Places? S – Individually NO S – In a district



The Ross Island Bridge spanning the Willamette River. The view is towards the south-southwest.

Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S. Date Recorded: 8/6/2020			
National Register Findings: ☐ Eligible: ☐ Individually ☐ As part of a District NR Criteria: ☐ A ☐ B ☐ C ☐ D ☐ Not Eligible: ☐ Irretrievable integrity loss ☐ Not 50 Years ☐ Fails to meet NR Criteria	Finding of Effect: ☐ No Effect ☑ No Adverse Effect ☐ Adverse Effect		
State Historic Preservation Office Comments − <i>Official Use Only</i> : Eligibility: □Concur □Do Not Concur:			
Effect: Concur Do Not Concur: RECE	EIVED STAMP		
Signed Date			
CONTACT INFORMATION STAMP			
Comments:			

Property Name: Ross Island Bridge	Street Address: Highway 26 over the Willar	mette River	City, County: Portland, Multnomah
Original Use: Transportation – R	Road Related	Number of Associ	ated Resources: N/A
Architectural Classification / Res	ource Type:	Owner: Private	e ☐Local Government
Late 19/Early 20th Amer. Mvmts:	other Structure	⊠State	□Federal
Window type and Materials: N/A		Exterior Surface M	laterials:
Roof Type and Materials:		- ,	oured Concrete
N/A		•	Concrete: Other/undefined
Integrity:		Construction Date	: 1926 (□Circa)
□Excellent ⊠Good □Fai	r	Architect/Builder (f known): Gustav Lindenthal (engineer)

Description of Property (including previous alterations & approximate dates):

The Ross Island Bridge spans the Willamette River, linking Southeast Portland and South Portland. The bridge is a steel cantilever deck truss with subdivided warren truss side spans (Wortman and Wortman 2001). It resembles an arched bridge, but it is not a true arched bridge. Instead, two cantilevered trusses meet each other above the center of the channel.

Overall, the bridge is approximately 3,705 feet long. The west approach is approximately 1,482 feet long, and consists of 23 reinforced, cast-in-place concrete girder spans (Wortman and Wortman 2001). The central river span is approximately 1,823 feet long, consisting of five steel deck truss spans with a reinforced concrete deck (Wortman and Wortman 2001). The east approach is approximately 400 feet in length and has six reinforced cast-in-place concrete girder spans. The substructure of the bridge consists of concrete bents supported by concrete columns and footings; eight footings at the western approach also have timber pilings incorporated into their design. The deck of the bridge has four lanes for vehicle traffic and one sidewalk on its north side. The concrete rails of the deck were replaced in kind in 2000-2001; however, modern metal guardrails are attached to the railing, and modern lighting has been installed.

The system of ramps and access roads at the western end of the bridge, referred to in this documentation as the "bridgehead," was extensively redesigned in 1948. Although associated with the bridge and its function, the bridgehead does not contribute to the eligibility of the Ross Island Bridge for listing in the National Register of Historic Places (NRHP) and is excluded from the property boundary. Similarly, the McLoughlin Avenue off-ramp at the east end of the bridge that was constructed in 1956 does not contribute to the eligibility of the Ross Island Bridge for listing in the NRHP, and is excluded from the property boundary.

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The 1926 Ross Island Bridge was determined eligible for listing in the NRHP in 1985 (Savage 1985). The determination, made by the Keeper of the National Register, was for several bridges that were documented as a thematic grouping: Historic Highway Bridges in Oregon (Savage 1985). More recently, Ross Island Bridge was included in a Multiple Property Documentation form for Willamette River Highway Bridges of Portland, Oregon (Kramer 2011). The Ross Island Bridge is classified by the Oregon Department of Transportation as a Category 1 Bridge, or a premier bridge of the state that has historical integrity and meets minimum eligibility requirements for listing in the NRHP (Burrow et al. 2013). The bridge is a Rank II resource of the City of Portland's 1984 Historic Resources Inventory; this ranking identified the bridge as individually eligible for listing in the NRHP. Historic American Engineering Record documentation was completed for the bridge as part of the Willamette River Bridges Recording Project in 2001 (Wortman and Wortman 2001).

(Continued on Page 8)

Property Name:	Street Address:	City, County:
Ross Island Bridge	Highway 26 over the Willamette River	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge. This system of ramps is generally referred to as the "bridgehead" in this documentation form, differentiating it from the Ross Island Bridge historic property and its west approach.

Where the bridgehead is currently located, between Ross Island Bridge and Highway 99/SW Naito Parkway, two streets would be constructed to convey one-way traffic to and from the bridge through signalized intersections. A current access point to the bridge at SW Kelly Avenue would be eliminated to keep bridge traffic on main thoroughfares and out of the surrounding South Portland neighborhood; this new design would also alleviate vehicle, bicycle, and pedestrian congestion at the east end of the U.S. Congresswoman Darlene Hooley Pedestrian Bridge at SW Gibbs Street. Most vehicles traveling northbound after exiting from the bridge's west end would be diverted to SW Kelly Street, which would be improved with signalized intersections and bike lanes. Traffic leaving the bridge's west end and traveling south would cross through two signalized intersections before connecting to southbound Highway 99W/SW Naito Parkway.

Reconfiguration of the bridgehead would necessitate direct impacts to the west end of Ross Island Bridge's west approach. This end of the approach, which was rebuilt in 1948, is widest at its center, has branching off-ramps to the north, and an on-ramp to the south. To accommodate new traffic circulation patterns this existing alignment would be altered, and both the substructure and superstructure of the approach would likely be modified.

Finding of Effect and Justification:

The Ross Island Bridgehead Reconfiguration would have no adverse effect on the historic Ross Island Bridge. Direct impacts to the historic property would be limited to the west end of the west approach, which was reconstructed in 1948 to accommodate new traffic circulation patterns. This end of the bridge, in addition to the system of on- and off-ramps that comprise the western bridgehead, have impacted the bridge's historical integrity and do not contribute to its eligibility to be listed in the NRHP under Criteria A and C.

No indirect effects have been identified that would result in adverse changes to the character of the property. The proposed reconfiguration of the western bridgehead is not anticipated to lead to long-term environmental change that would have an adverse effect on the continued operation of the bridge or preservation of its character-defining cantilevered deck truss design.

Property Name: Street Address: City, County: Portland, Multnomah



View: The north elevation of Ross Island Bridge's west approach. The view is towards the south-southeast.



View: The north elevation of the Ross Island Bridge's west approach. The view is towards the southeast.

Property Name: Street Address: City, County:
Ross Island Bridge Highway 26 over the Willamette River Portland, Multnomah



View: The deck and railing of the Ross Island Bridge's west approach, which does not contribute to the eligibility of the structure for listing in the NRHP. The view is towards the east-southeast.

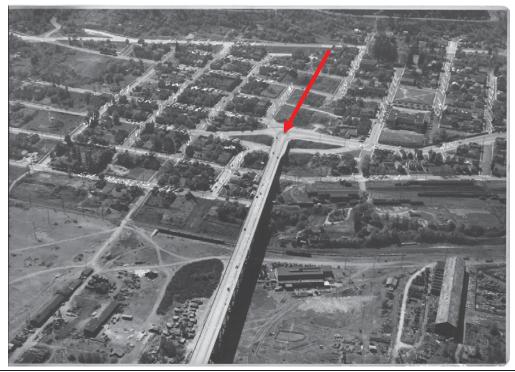


View: The off-ramp to SW Kelley Avenue at the western terminus of the west approach. The view is towards the southeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: The west approach of the Ross Island Bridge (at arrow) in 1932. The view is towards the east-northeast. City of Portland (OR) Archives, A1999-004-530.



View: A 1938 photograph of Ross Island Bridge's west end. Note the shape of the terminating point of the west approach between SW Corbett Avenue to the west and SW Kelly Avenue to the east (at arrow). The view is towards the west. City of Portland (OR) Archives, A2010-001.89.

Property Name:

Ross Island Bridge

Street Address:
Highway 26 over the Willamette River

City, County:
Portland, Multnomah



View: A 1948 photograph of the reconstructed west approach to Ross Island Bridge, near completion. Note the different shape and alignment at the end of the west approach (at arrow) to accommodate curving on- and off-ramps of the bridgehead. The view is towards the north-northeast. City of Portland (OR) Archives, A1999-004-1107.



View: This 1952 photograph provides a detailed view of the reconstructed west approach (at arrow) of the Ross Island Bridge and the revised circulation pattern of the bridgehead that was completed in 1948. The view is towards the southwest; the large building at right is the Josiah Failing School. City of Portland (OR) Archives, A20005-001.

Property Name:	Street Address:	City, County:
Ross Island Bridge	Highway 26 over the Willamette River	Portland, Multnomah

Determination of Eligibility, Continued from Page 2

The Ross Island Bridge meets minimum eligibility requirements under Criterion A, and likely meets requirements outlined for Criterion C in the Multiple Property Documentation for Willamette River Highway Bridges of Portland, Oregon. The structure has statewide significance for its broad association with social, economic, and transportation developments in Portland, Oregon's largest city (Criterion A). At the time of its completion, Gustav Lindenthal's fixed-span bridge design was hailed as "one of the most outstanding examples of the cantilever type to be constructed in America" (*The Morning Oregonian* 1926), supporting an argument for national significance in design (Criterion C). The bridge does not have an association with an important person in history (Criterion B), nor is it likely to yield important information about the past (Criterion D).

The Multiple Property Documentation for Willamette River Highway Bridges of Portland, Oregon, dictates that the "nominated property associated with each bridge is limited to the physical elements of the bridge itself between the non-contributing approach spans," including the land supporting piers or abutments below (Kramer 2011:G1). Although the approach spans of Ross Island Bridge do not contribute to the structure's eligibility for listing in the NRHP, the property boundary for the Ross Island Bridge has been delineated to include these spans, thereby encompassing the entirety of the bridge structure. The historic property boundary excludes on- and off-ramps that abut the bridge's west and east approaches, which were constructed in 1948 and 1956. The system of ramps and access roads west of the bridge are collectively referred to as the "bridgehead" throughout this documentation form. The bridgehead does not contribute to the Ross Island Bridge's eligibility for listing in the NRHP (Kramer 2011:G1; Wortman and Wortman 2001:8).

The bridge retains integrity of location, workmanship, feeling, and association. Integrity of setting has been diminished by urban development on both sides of the bridge, and integrity of materials and design have been impacted but not diminished over time. Examples of change in materials and design include in-kind replacement of concrete railings, the placement of modern lighting on the bridge deck, and reconstruction of the western and eastern ends of the bridge approaches in 1948 and 1956 to alleviate congestion. The reconstruction of bridge approaches and associated changes to the western bridgehead have contributed to the bridge's loss of setting.

The period of significance is 1926 to 1973, beginning with the bridge's completion and extending through the period outlined in the historic context provided by the Multiple Property Documentation for Willamette River Highway Bridges of Portland, Oregon (Kramer 2011). Character-defining features of the Ross Island Bridge include its cantilever deck truss with false arch design and its continued role in providing a river crossing in support of social and economic activity in Portland, Oregon.

Historic Context

The bridges built over the Willamette River in the 1920s in Portland were intended to accommodate a growing volume of automobile traffic (Wortman and Wortman 2001). The three bridges built during this period were the Sellwood Bridge (1925), the Ross Island Bridge (1926), and the Burnside Bridge (1926), which replaced an earlier bridge. The three implemented "modern deck trusses" that allowed for "uncluttered truss-free views" (Wortman and Wortman 2001:7). The 1926 Ross Island Bridge was the second bridge in the Portland area to not include a movable span for river traffic (Wortman and Wortman 2001:8).

(Continued on Page 9)

Property Name:	Street Address:	City, County:
Ross Island Bridge	Highway 26 over the Willamette River	Portland, Multnomah

Historic Context, Continued from Page 8

Early plans for the Ross Island Bridge were created by Hedrick & Kremers in 1923. Due to safety concerns, the Portland Planning Commission brought in Gustav Lindenthal, a well-known and respected bridge engineer to review the preliminary bridge plans (Wortman and Wortman 2001:10-11). Ultimately, Lindenthal was tasked with redesigning the bridge after he wrote a report evaluating Hedrick & Kremers' design (Wortman and Wortman 2001:11). To address the concern that settlement (i.e., uneven compression at the foundation) may lead to structural deficiencies, Lindenthal suggested that the concrete arches proposed by Hedrick & Kremers be replaced with lighter steel trusses, and that pilings be added below the piers of the bridge's river span (Wortman and Wortman 2001:11-12).

Lindenthal was a New York-based civil engineer who was well known for his bridge designs, particularly the Hell Gate Bridge in New York City (1916). Ross Island Bridge is one of five Lindenthal-designed bridges in Portland, and it is a rare example of his use of a highway-only deck truss (Wortman and Wortman 2001:1). Lindenthal's Portland bridges were some of his last, as they came late in his distinguished career (Wortman and Wortman 20011). The bridge has a distinctive false arch over the river channel; the false arch is created by two cantilevered trusses meeting together mid-span (Wortman and Wortman 2001:14). The cantilevered trusses and subdivided Warren truss side spans give the Ross Island Bridge a unique appearance and design for its period of construction (Wortman and Wortman 20011).

Ross Island Bridge was built by several different Portland-based construction contractors, each of which was responsible for different aspects of the project. For example, Booth & Pomeroy oversaw construction of the river spans, and Lindstrom & Feigenson managed construction of the approach spans (Wortman and Wortman 2001:24). The concrete approach spans were cast in place using timber false work, while the cantilevered and Warren trusses built over the river were assembled in place using a "traveler"-type derrick to lift steel from a barge below (Wortman and Wortman 2001:26).

After the trusses were assembled, a 2.5-inch gap was left between the two cantilevered trusses (Wortman and Wortman 2001). After two days, natural heat cycles closed the gap; 16-inch pins were set into place, and steel was riveted over the joint (Wortman and Wortman 2001:28). This design allowed for a lightweight deck, reducing the overall weight of the structure to stave off settlement (Wortman and Wortman 2001:28). The method of laying of the concrete deck was considered innovative at the time, calling for concrete to be mixed below the structure at various points and lifted to the deck in hoppers (Wortman and Wortman 2001:28).

The substructure and superstructure of the Ross Island Bridge were, as of 2001, considered to be "essentially intact as constructed," and retain good historical integrity (Wortman and Wortman 2001:28). In contrast, major alterations have occurred at each end of the bridge due to projects that were completed in 1948 and 1956 (Wortman and Wortman 2001). Reconstruction of the west approach to Ross Island Bridge and the completion of the current bridgehead in 1948 were undertaken as part of a larger project to alleviate heavy traffic on Portland's west side (*The Sunday Oregonian* 1948a, 1948b). Once the project was completed, vehicle traffic was able to move more freely along SW Harbor Drive and SW Barbur Boulevard, and most cross traffic at the west end of Ross Island Bridge was eliminated (*The Oregonian* 1947). However, in limiting cross traffic at the bridge's west end, local traffic in South Portland was significantly constrained. The change in traffic circulation contributed to the increasing isolation of the area north of the bridgehead and east SW Naito Parkway, further disconnecting it from the greater South Portland neighborhood.

Property Name:	Street Address:	City, County:
Ross Island Bridge	Highway 26 over the Willamette River	Portland, Multnomah

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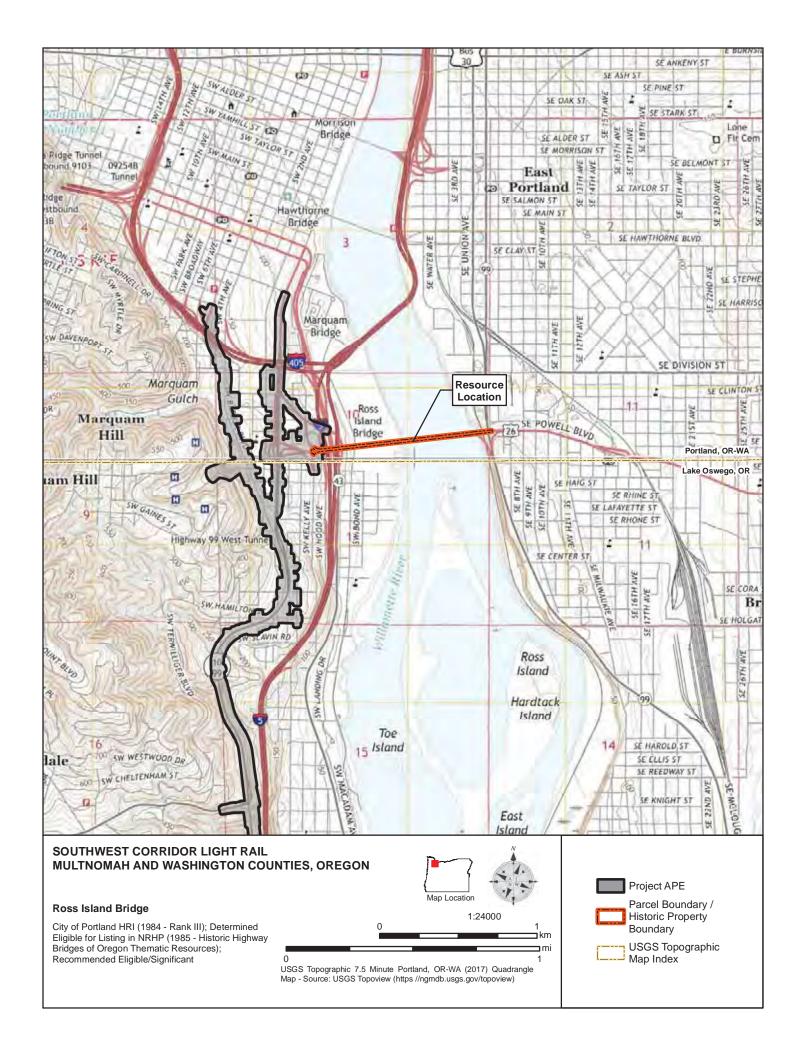
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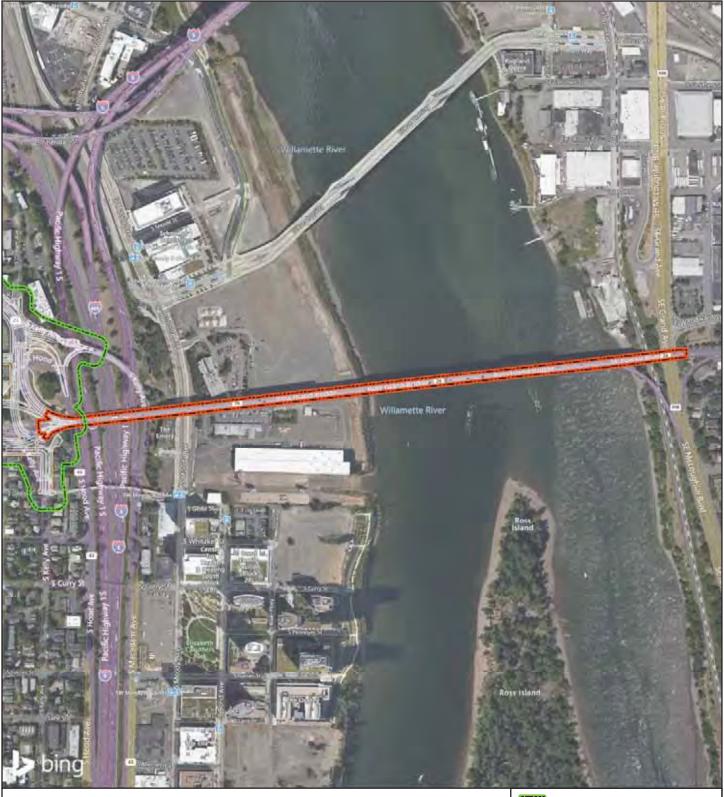
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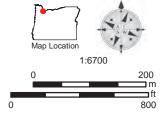




SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

Ross Island Bridge

City of Portland HRI (1984 - Rank III); Determined Eligible for Listing in NRHP (1985 - Historic Highway Bridges of Oregon Thematic Resources); Recommended Eligible/Significant



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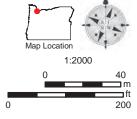




SOUTHWEST CORRIDOR LIGHT RAIL MULTNOMAH AND WASHINGTON COUNTIES, OREGON

Ross Island Bridge

City of Portland HRI (1984 - Rank III); Determined Eligible for Listing in NRHP (1985 - Historic Highway Bridges of Oregon Thematic Resources); Recommended Eligible/Significant



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Individual Properties				
Property Name: Halprin Open Space Sequence Historic District			: City, County: Portland, Multnomah	
Project Name: Southwest Corridor Light Rail Project		Agency project #:		
Agency: Federal Transit Administration/Metro/TriMet		SHPO Case#:	16-1621	
Location coordinates (to sixth decimal place): Latitude: 45.511021 Longitude: -122.678920		Is the property listed in the National Register of Historic Places? ☑ YES – Individually □ NO □ YES – In a district		
Latitado: 10.011021 Longitado: 122.010020				
Surveyor: Allison Geary, B.A., and Andrea Blaser, M.S.			Date Recorded: 7/14/2020	
National Register Findings: □ Eligible: □ Individually □ As part of a District NR Criteria: □ A □ B □ C □ D □ Not Eligible: □ Irretrievable integrity loss □ Not 50 Years □ Fails to meet NR Criteria			Finding of Effect: ☑ No Effect ☐ No Adverse Effect ☐ Adverse Effect	
State Historic Preservation Office Comments – Official Eligibility: Concur Do Not Concur:	Use Only:			
Effect: Concur Do Not Concur:			EIVED STAMP	

CONTACT INFORMATION STAMP

Comments:

Signed_

Date

Property Name: Halprin Open Space Sequence Historic District	Stree N/A	et Address:	City, County: Portland, Multr	nomah
Original Use: Recreation – Park		Number of Asso	ciated Resource	es: N/A
Architectural Classification / Resource Type:		Owner: Priv	ate	
Modern Period: other District		□Stat	te	□Federal
Window type and Materials: N/A		Exterior Surface Materials: Primary: Concrete: Other/undefined Secondary: -select materials-		
Roof Type and Materials:				
N/A		Decorative -select materials-		
Integrity:		Construction Da	ite: 1966-1970	(□Circa)
⊠ Excellent □ Good □ Fair □ Poor		Architect/Builde	r (if known): Lav	vrence Halprin

Description of Property (including previous alterations & approximate dates):

The Halprin Open Space Sequence is a series of pedestrian-oriented outdoor spaces that link together in a coherent design. The discontinuous district is located in the South Auditorium Urban Renewal area and is roughly bounded by SW Market Street to the north, SW Natio Parkway to the east, SW Lincoln Street to the south, and SW 4th Avenue to the west. The district also includes the Ira Keller Fountain Park that is bounded by SW Clay Street to the north, SW 3rd Avenue to the east, and SW 4th Avenue to the west.

(Continued on Page 9)

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The Halprin Open Space Sequence Historic District is listed in the National Register of Historic Places (NRHP) under Criteria A and C. Built between 1966 and 1970, the designed landscape was listed in 2003, before it had reached 50 years of age (Tess 2003). The discontinuous district is situated between buildings of the South Auditorium Urban Renewal area and is comprised of pedestrian malls that connect to interactive parks.

Renowned landscape architect Lawrence Halprin designed the sequence, which has been noted as "one of the largest, most complete, comprehensive and sophisticated expressions of concepts for public plazas" (Criterion C) (Tess 2003:12). The sequence was an integral component of the South Auditorium Urban Renewal project, which redeveloped over 100 acres of urban land and dramatically changed the landscape of South Portland (Criterion A) (*The Oregonian* 1967). The listed district has no association with a significant historic figure that would qualify it for eligibility under Criterion B, and the built features of the district are unlikely to be the principal source of information that is important to an understanding of the past under Criterion D.

Character-defining features of the Halprin Open Space Sequence Historic District include people-oriented plazas, pedestrian malls, concrete podiums, designed landscaping, curbing, and scored concrete. The Area of Potential Effects (APE) for the Southwest Corridor Light Rail Project overlaps the Hall Street Pedestrian Mall, a contributing resource of the Halprin Open Space Sequence Historic District, where it terminates at SW Naito Parkway. The period of significance of the district is 1966 to 1970. The sequence is situated on public land roughly bounded by SW Lincoln Street to the south, NW Market Street to the north, SW Natio Parkway to the east, and SW 4th Avenue to the west. For a more detailed boundary description refer to the Halprin Open Space Sequence National Register nomination form (Tess 2003).

Property Name:	Street Address:	City, County:
Halprin Open Space Sequence Historic District	N/A	Portland, Multnomah

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile-long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marguam Hill.

The Ross Island Bridgehead Reconfiguration is a related transportation improvement, which is an optional improvement that is studied as part of the Project in the EIS but could be phased to be built before, with, or after the light rail investment. The Ross Island Bridgehead Reconfiguration would improve access to light rail by removing pedestrian barriers in South Portland. It would add new pedestrian crossings on SW Naito Parkway and reduce regional traffic through the historic South Portland neighborhood by reconfiguring roadways and ramps at the west end of the Ross Island Bridge.

Where the Halprin Open Space Sequence District overlaps the APE, the Ross Island Bridgehead Reconfiguration would accommodate a southbound bike lane and construct a new sidewalk on the west side of SW Naito Parkway. Between SW Naito Parkway and SW 1st Street, the Hall Street Pedestrian Mall, a contributing feature of the district, extends for over 200 feet and features a paved walkway and stairs with designed landscaping. Low podiums and scored concrete are within the APE, and are character-defining features of pedestrian malls that contribute to the eligibility of the district for listing in the NRHP. These character-defining features would be avoided by the Ross Island Bridgehead Reconfiguration, as would the entirety of the Hall Street Pedestrian Mall and the overall Halprin Open Space Sequence Historic District.

Finding of Effect and Justification:

The Halprin Open Space Sequence would not be affected by the Ross Island Bridgehead Reconfiguration. The installation of a bike lane and new sidewalk on the west side of SW Naito Parkway would avoid the district and the contributing Hall Street Pedestrian Mall, the eastern terminus of which is adjacent to SW Naito Parkway. Scored concrete and podiums that are within the APE would be therefore be avoided by the Project.

The modern sidewalk adjacent to the district on SW Naito Parkway would likely be reconstructed for the Project. This change, in addition to the construction of a new bike lane on southbound SW Naito Parkway, would have no effect on the character-defining features of the historic district, nor would it diminish aspects of the district's historical integrity.

No potential for indirect effects has been identified at this location for the Ross Island Bridgehead Reconfiguration. The property is situated within an urban area that accommodates several modes of traffic. The limited scope of change proposed adjacent to the property and within its vicinity are unlikely to influence long-term development trends or environmental change that might affect the property if the bridgehead reconfiguration were completed.

Property Name: Street Address: City, County: N/A Portland, Multnomah



View: The Hall Street Pedestrian Mall (right, at arrow) where it meets the existing sidewalk of SW Naito Parkway in the project APE. The view is facing south-southwest.



View: Source Fountain Plaza. The view is towards the northeast.

Property Name: Street Address: City, County: Portland, Multnomah



View: Lovejoy Fountain Park. The view is towards is northeast.



View: Pavilion in Lovejoy Fountain Park. The view is towards the northeast.

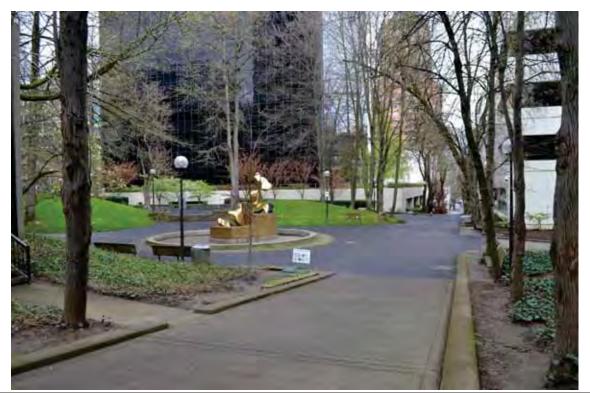
Property Name:
Halprin Open Space Sequence Historic District

Street Address:
N/A

City, County:
Portland, Multnomah



View: Detail of the fountain at Lovejoy Fountain Park. The view is towards the northeast.



View: Pettygrove Park and Second Avenue Mall (right). The view is towards the north-northwest.

Property Name:
Halprin Open Space Sequence Historic District

Street Address:
N/A

City, County:
Portland, Multnomah



View: Ira Keller Fountain Park, formerly the Auditorium Forecourt. The view is towards the northwest.



View: Podiums and curbing at Second Avenue Mall and SW Harrison Street. The view is towards the northeast.

Property Name:
Halprin Open Space Sequence Historic District

Street Address:
N/A

City, County:
Portland, Multnomah



View: Map from the Halprin Open Space Sequence NRHP nomination (Tess 2003), showing the location of individual features of the district. The Hall Street Pedestrian Mall is at lower right. Maps showing the location of the Halprin Open Space Sequence and the Hall Street Pedestrian Mall in relationship to the Southwest Corridor Light Rail Project are included as the last two pages of this form.

Property Name:	Street Address:	City, County:
Halprin Open Space Sequence Historic District	N/A	Portland, Multnomah

Property Description, Continued from Page 2

The Halprin Open Space Sequence is a discontinuous district made up of four parks that are connected by a network of rectilinear pedestrian malls. Three of the four parks—Lovejoy Fountain Park, Pettygrove Park, and Ira Keller Fountain Park—are roughly one acre each. The fourth park, Source Fountain Plaza, is smaller in size and is the southernmost park in the series. All of the parks have a water feature, three of which are fountains.

Pedestrian malls provide access to the interior of the sequence and connect the parks to one another. The two main pedestrian corridors are along the alignments of SW 2nd Avenue and SW 3rd Avenue. Other minor pedestrian malls travel east-west on the alignments of SW Mill Street, SW Montgomery Street, and SW Hall Street, where the district intersects the project APE. The pedestrian malls are characterized by uniform curbing, concrete scoring, integrated trickle drainage, landscaping, and terminal podiums that delineate major intersections within the Halprin Open Space Sequence Historic District.

Historic Context

Designed by Lawrence Halprin, the Halprin Open Space Sequence was constructed between 1966 and 1970 as part of the South Auditorium Urban Renewal project (Tess 2003:3). The district is an exceptional example of Halprin's work and modern plaza design that was built over four years. Individual elements in the district are interconnected and coherent, yet playful and varied. Minute details were considered in the design, including manholes, utility covers, and drainage features (Tess 2003:9). Score lines in pavement mirror the placement of trees and emphasize seating areas, while curbs and podiums mark intersections and "define the edges" of malls and plazas (Tess 2003:9).

In addition to technical detailing, the district is also recognized for its conceptual narrative. For example, the first parks to be built, Lovejoy Fountain Park and the Pettygrove Park, were designed to contrast and complement one another. Lovejoy Fountain Park is hardscaped with a fountain and running water, while Pettygrove Park has hillocks with grass, trees, and a reflecting pool (Tess 2003:3). Both are meant to be interacted with; Lovejoy Fountain Park evokes action and movement with its running water and cascading topography, while the Pettygrove Park invites contemplation and respite (Tess 2003:3). The spaces were deigned to be interacted with, rather than to be observed (Tess 2003:19).

These first two parks of the sequence are named after Asa Lovejoy and Francis Pettygrove. In 1845, the two flipped a coin to decide the name of the city: Portland or Boston (*The Oregonian* 1966). The same copper penny was flipped by Portland Mayor Terry Schrunk in 1966 at the dedication of the sequence (*The Oregonian* 1966). Portland Development Commission chairman Ira Keller and Oregon Historical Society Executive Director Thomas Vaughn called the toss, the outcome of which decided that the southernmost park of the sequence would be named after Lovejoy (Tess 2003:21; *The Oregonian* 1966).

In 1968, Source Fountain Plaza was constructed at the south end of the sequence. It features a small brick fountain with a ziggurat shape, which is meant to reference "the earthen qualities surrounding a spring where water emerges" (Tess 2003:21). It also implies beginning and sacredness (Tess 2003:21). The fourth and final park to be completed was the Ira Keller Fountain Park in 1970. Formerly known as the Auditorium Forecourt, the fountain was not slated in the original design concept as the location had been intended for a round-a-bout (Tess 2003:22). Since the park is surrounded by streets and vehicle traffic, it is sunken below street level and has a series of large waterfalls to drown out traffic noise (Tess 2003).

(Continued on Page 10)

Property Name:	Street Address:	City, County:
Halprin Open Space Sequence Historic District	N/A	Portland, Multnomah

Historic Context, Continued from Page 9

Halprin was part of a "blue-ribbon" design review board for the South Auditorium Urban Renewal area alongside acclaimed designers Pietro Belluschi, George Rockrose, and Paul Hayden Kirk (*The Oregonian* 1967). The board was responsible for evaluating building proposals for the South Auditorium Urban Renewal area on both individual merit and compatibility with the overall development (*The Oregonian* 1967). Halprin was hired separately to oversee the landscaping for the urban renewal project (*The Oregonian* 1967).

Urban renewal was made possible by the expanded Housing Act of 1949, which allowed housing authorities to redevelop blighted areas and allocate federal grants towards urban renewal projects (Abbott 2018; City Club of Portland 1971:34; Killen 2015). To receive federal funds for the South Auditorium Urban Renewal project, the City Planning Commission identified the 83-acre area bounded by SW Market Street, SW Harbor Drive, SW Arthur Street, and SW 4th Avenue as deteriorated, citing "mixed use of structures, nuisances, building dilapidation, congested streets, deficiencies in community facilities and over-occupancies of structures" (City Club of Portland 1971:35). The project would eventually expand to include 110 acres of South Portland (Killen 2015). To clear this area for redevelopment, 1,500 residents were displaced and 381 of the 385 buildings in the urban renewal area were removed during the early 1960s (Tess 2003:18). Businesses, residences, and places of worship were demolished, streets were widened, and underground utilities were installed.

The local community impacted by the project was predominantly low-income Jewish and Italian immigrants and their descendants, many of whom felt that they were not fairly compensated for their property (Wollner et al. 2005:7). At the time of the project's completion, South Auditorium Urban Renewal was viewed as a success, and a first step in wresting greater control over mixed-use sprawl in urban areas adjacent to Portland's downtown core (Wollner et al. 2005:8). However, the mass displacement of low income residents from the ethnic enclave of South Portland has complicated the legacy of the project in the present day, and feeds into a larger narrative of discriminatory housing practices that were enacted in Portland during the twentieth century (Hughes 2019:10; Killen 2015; Wollner et al. 2005:7-8).

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(Continued on Page 11)

Property Name:	Street Address:	City, County:
Halprin Open Space Sequence Historic District	N/A	Portland, Multnomah

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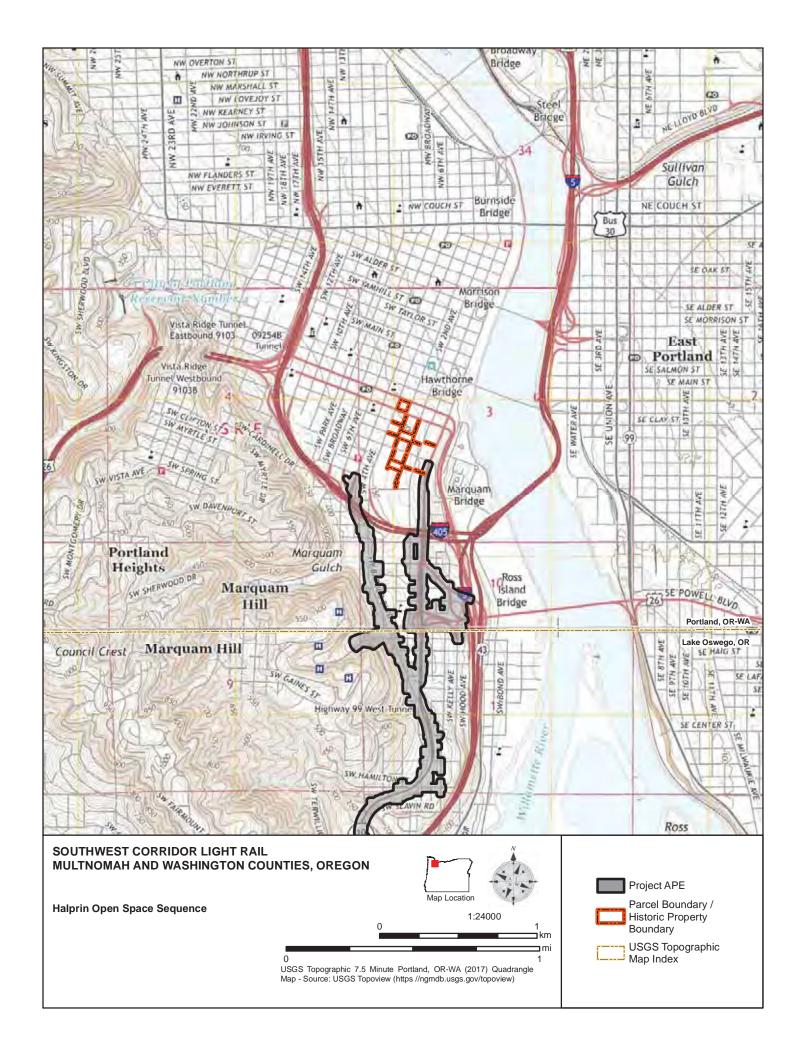
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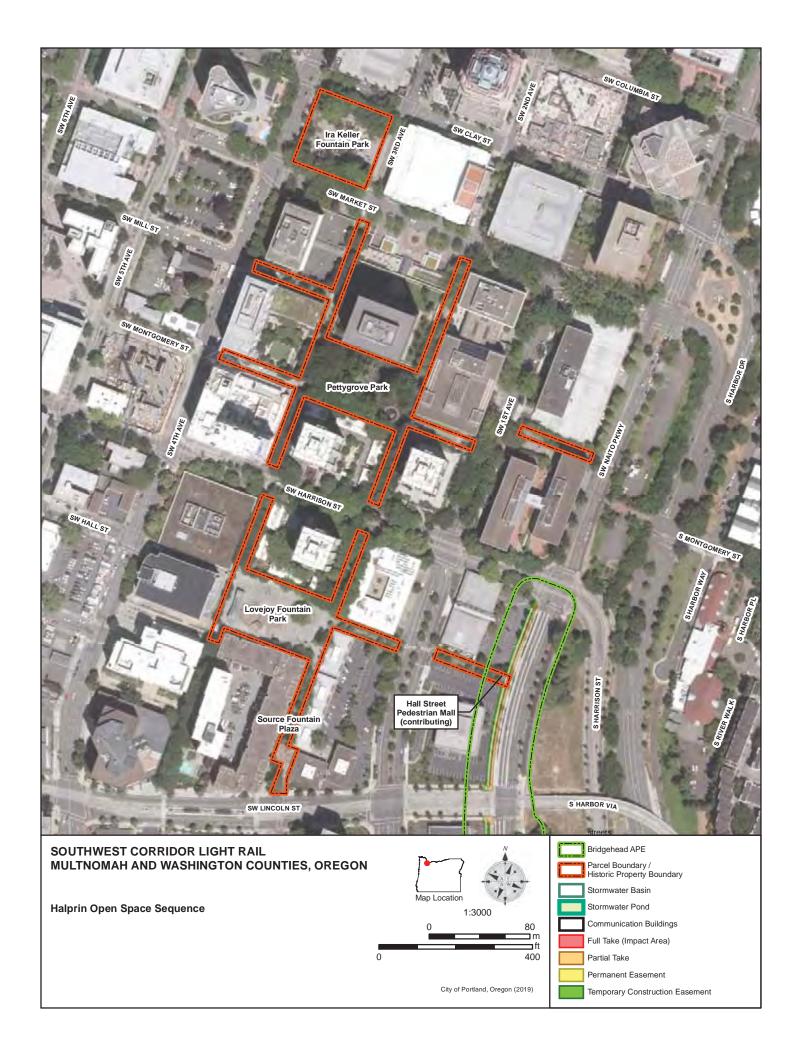
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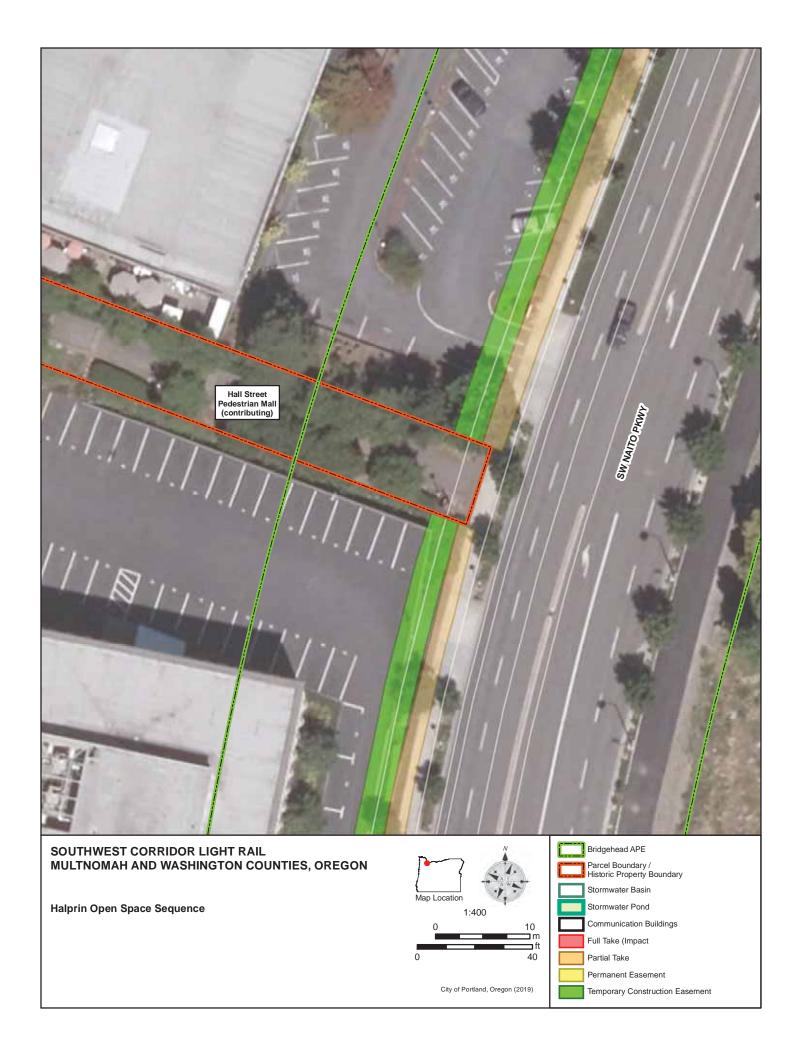
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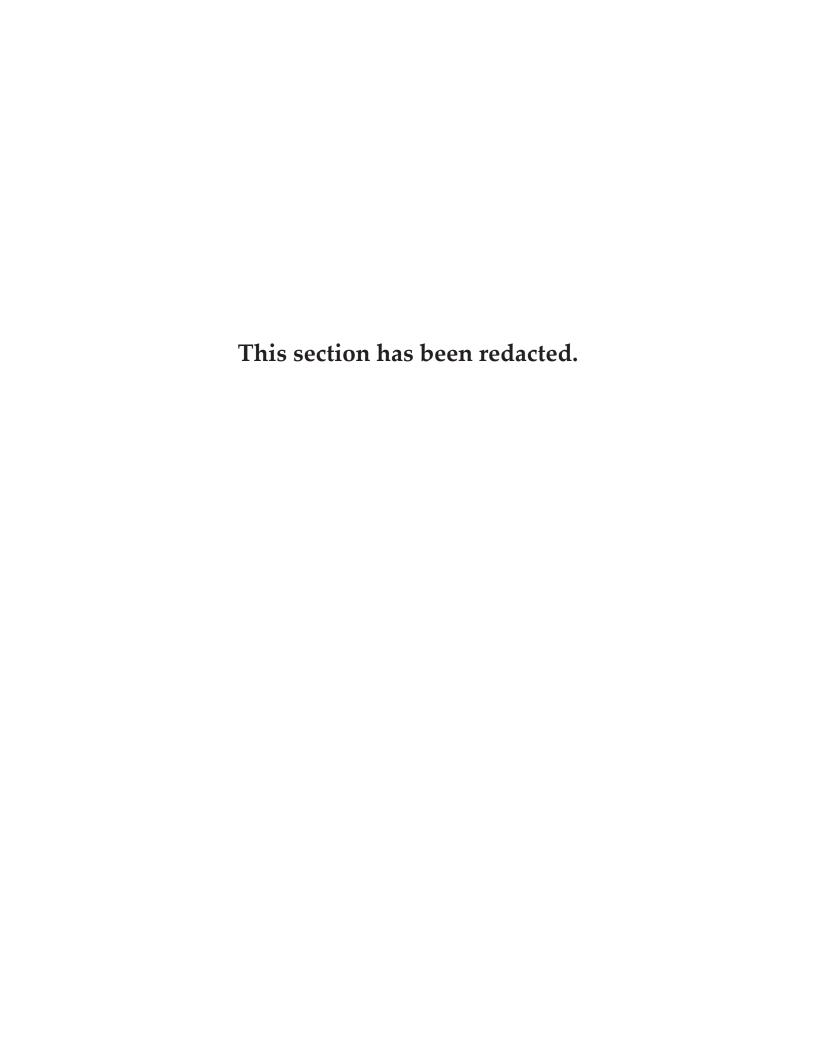
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APPENDIX G STATE OF OREGON ARCHAEOLOGICAL SITE INVENTORY FORMS



ADDENDUM ONE Railroad Corridor Survey and Update on Terwilliger Parkway PORTLAND • TIGARD • TUALATIN



CULTURAL RESOURCE SURVEY FOR THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT, MULTNOMAH AND WASHINGTON COUNTIES, OREGON ADDENDUM ONE: RAILROAD CORRIDOR SURVEY AND UPDATE ON TERWILLIGER PARKWAY

Prepared for Parametrix Portland, Oregon

April 29, 2021

REPORT NO. 4489

Archaeological Investigations Northwest, Inc.

CULTURAL RESOURCE SURVEY FOR THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT,

MULTNOMAH AND WASHINGTON COUNTIES, OREGON

ADDENDUM ONE: RAILROAD CORRIDOR SURVEY AND UPDATE ON TERWILLIGER PARKWAY

PROJECT: Southwest Corridor Light Rail

TYPE: Cultural resource survey

LOCATION: Portland, Multnomah County; Tigard and Tualatin, Washington County

Township	Range	Sections
1 South	1 East	3, 4, 9, 10, 15, 16, 20, 21, 22, 29, 30, 31
1 South	1 West	35, 36
2 South	1 West	1, 2, 12, 13

USGS QUADS: Portland, Oregon-Washington, 7.5-minute, 2017

Lake Oswego, Oreg., 7.5-minute, 2017 Beaverton, Oreg., 7.5-minute, 2017

PROJECT APE: 499 acres

AREA SURVEYED: 17 acres of railroad corridor (reported in this addendum)

SURVEY RESULTS: Archaeological Resources



Historic Resources

 The 1910 railroad, historically referred to as the Southern Pacific Railroad, Tigard Branch, was previously documented for the project. The railroad is eligible for listing in the NRHP, and it will not be adversely affected by the project.

UPDATE: Terwilliger Parkway was previously determined eligible for listing in the

NRHP, and it is now listed in the NRHP.

RECOMMENDATION: The Adverse Effect previously assessed for the Southwest Corridor Light

Rail Project remains unchanged.

PREPARERS: Kelley Prince Martinez, M.A., R.P.A., Samantha Gordon, M.S.,

Ryan Swanson, M.A., R.P.A., and Eva Hulse, Ph.D., R.P.A.

EXECUTIVE SUMMARY

The Southwest Corridor Light Rail project would provide high-quality transit and community investments to improve mobility between downtown Portland in Multnomah County, and Tigard and Tualatin in Washington County, Oregon. A key component of this project would be the construction of a new Metropolitan Area Express (MAX) light rail line measuring approximately 17.7 kilometers (km) (11 miles [mi]) in length (Figure 1). This new light rail line would be complemented with upgrades to surrounding and integrated infrastructure for pedestrians and cyclists.

Metro and the Tri-County Metropolitan Transportation District of Oregon (TriMet) are the co-lead agencies for the environmental review process, and the Federal Transit Administration is the lead Federal agency. The project will comply with the National Environmental Policy Act, Section 106 of the National Historic Preservation Act and its implementing regulations (36 Code of Federal Regulations [CFR] 800), and Section 4(f) of the Department of Transportation Act.

In 2020, Archaeological Investigations Northwest, Inc. (AINW), completed a cultural resource survey of the Southwest Corridor Light Rail project in support of the final environmental impact statement (Blaser et al. 2020). Overall project effects on historic properties are presented in that report. This addendum report summarizes additional findings and recommendations for cultural resources since completion of the 2020 report.

Additional Survey Area

For several parcels within the project's Area of Potential Effects (APE), survey access was not granted prior to completion of the 2020 survey report. AINW conducted a survey where access was newly granted along the Portland and Western Railroad's (PWRR) Tigard Branch between SW Hall Boulevard and I-5, and within the right-of-way (ROW) of the PWRR's Oregon Electric District to the north and south of Bonita Road (Figures 1 and 2). The newly surveyed area consists of 17 acres with an average width of 21 meters (m) (70 feet [ft]) and a total combined length of 3.6 km (2.25 mi). Subsurface testing within the PWRR ROW was not permitted. The results of survey of this portion of the APE are presented in this report.



The railroad, historically referred to as the Southern Pacific Railroad, Tigard Branch, has been identified as a historic resource for the Southwest Corridor Light Rail project (Appendix B). AINW's documentation of the railroad, including data collected during the survey of the PWRR ROW, was appended to the 2020 cultural resource report for the Southwest Corridor Light Rail project (Blaser et al. 2020). FTA determined and SHPO concurred that the branch line, constructed in 1910, is eligible for listing in the NRHP under Criterion A and will not be adversely affected by the project (Allen 2021). There is no new information to report regarding the property's features, eligibility for listing in the NRHP, or the effect of the project on the property's character-defining features.

Update Regarding Terwilliger Parkway

In February 2021, SHPO concurred with the determination of FTA that Terwilliger Parkway is eligible for listing in the NRHP and will be adversely affected by the Southwest Corridor Light Rail project (Allen 2021). In March 2021, the property was listed in the NRHP (Vetterlein and Risher 2020). The change in the property's NRHP status does not change the finding that the property will be adversely affected by the project (Figure 1).

Summary

The Southwest Corridor Light Rail Project will have an **Adverse Effect on Historic Properties**, and that is unchanged by this addendum. Areas remaining to be surveyed are outlined in the *Cultural Resource Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon* (AINW Report No. 4401) and in the *Archaeological Site Protection and Monitoring Plan for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon* (AINW Report No. 4462). These areas will either by surveyed prior to construction or will be monitored during construction.

LOCATION AND ENVIRONMENTAL SETTING

The newly surveyed area, located along the PWRR's Tigard Branch, is on a broad, gentle, south-sloping plain in the Tualatin Valley. See Blaser et al. (2020) for a summary of the environmental setting and land-use history for the proposed project. The overall project is situated within heavily developed commercial and industrial areas between downtown Portland and the Tualatin Valley. Landforms within the project APE broadly consist of terraces composed of Pleistocene-era flood deposits deposited by the Missoula floods. Elevations within the project APE range from 40 m (130 ft) above sea level in downtown Portland to 120 m (600 ft) in the Tualatin Mountains.

PREVIOUS CULTURAL RESOURCE STUDIES AND RESOURCES

A complete list of cultural resource studies conducted within the project APE can be found in Blaser et al. (2020). A review of the Oregon Archaeological Records Remote Access (OARRA) database indicates no additional cultural resource studies have been conducted and no additional archaeological resources have been identified within the newly surveyed area. The segment of the PWRR's Tigard Branch within the newly surveyed area, historically referred to as the Southern Pacific Railroad, Tigard Branch, was determined eligible for listing in the NRHP for the Southwest Corridor Light Rail project (Allen 2021; Blaser et al. 2020).

The newly surveyed area is located within the ROW of the PWRR's Tigard Branch. This portion of the branch was constructed in 1910 under the auspices of the Beaverton and Willsburg Railroad (BWRR), a subsidiary of the SPRR (Dill and Grande 1994, *The Capital Journal* 1906). The 11.9-km (7.4-mi) long BWRR was constructed to connect the SPRR East Side Line at Cook to the West Side Line at Beaverton. The line was electrified four years later and incorporated into the SPRR's "Red Electric" interurban system (Dill and Grande 1994). As time went on, increasing competition from automobiles

and an improved road network, in conjunction with substantial costs to maintain and improve the track and electrification infrastructure, made interurban service increasingly unprofitable.

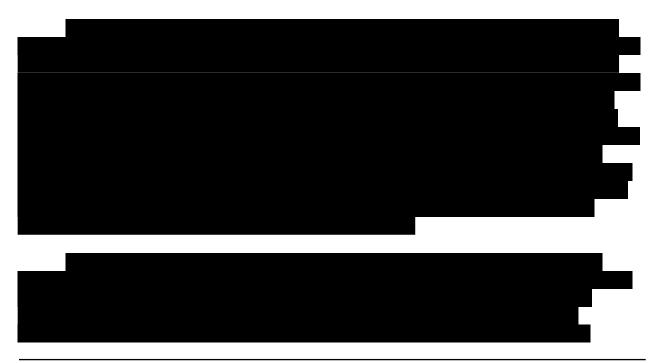
In 1929, the SPRR eliminated all interurban service on its Oregon lines, abandoned the now-superfluous West Side Line between Union Station (Portland) and Beaverton, and removed all the supporting infrastructure (catenary, substations, etcetera) along its Oregon branch lines (Corvallis Gazette Times 1929, Dill and Grande 1994). In the subsequent years, the Tigard Branch became an important link between the SPRR's main line on the east side of the Willamette River and the network of branch lines in the Tualatin Valley.

In 1995, the SPRR leased the entirety of the Tigard Branch to Genesee and Wyoming, Inc., a holding company that operates short line railroads across the United States. Genesee and Wyoming then went on to form the PWRR, the current operator of the Tigard Branch (Genesee and Wyoming, Inc. 2020). The ROW surrounding the branch is now owned by the SPRR's corporate successor, Union Pacific Railroad.

FIELD SURVEY METHODS AND FINDINGS

Archaeology Survey

On May 15 and 16, 2020, AINW conducted a systematic pedestrian survey of the project APE along the PWRR's Tigard Branch between Hall Boulevard and I-5 in Tigard (Figure 2). Subsurface testing was not conducted as ground disturbance within the ROW was prohibited as a condition of the right-of-entry permit granted by PWRR. The survey was performed by AINW Supervising Archaeologist Ryan Swanson, M.A., R.P.A., and overseen by Dr. Hulse. Overall project oversight was provided by AINW Senior Archaeologist Jo Reese, M.A., R.P.A.





Historic Resource Survey

A historic resource survey of the PWRR Tigard Branch was completed on May 15, 2020, by AINW Architectural Historian Samantha Gordon, M.S. The survey was conducted between the Hall Boulevard grade crossing southeast to the I-5 overpass. The right-of-entry granted by PWRR allowed the project to document the full extent of the resource within the APE.

A mile marker north of SW Upper Boones Ferry Road was identified during the survey. The marker, emblazoned with the numbers '749' (rail miles from San Francisco [Carpenter 2014]), was constructed from a telephone pole crossarm identical to those at and 8). The mile marker appears to date from the historic period and is assumed to contribute to the significance of the branch line railroad (Gordon et al. 2020). The historic resource documentation form is in Appendix B of this report.

The segment of railroad observed during the survey was documented in AINW's 2020 cultural resource report, where it is identified as the Southern Pacific Railroad, Tigard Branch (Blaser et al. 2020). AINW recommended the railroad as eligible for listing in the NRHP under Criterion A (Blaser et al. 2020). FTA determined that the railroad is eligible for listing in the NRHP, and that it would not be adversely affected by the Southwest Corridor Light Rail project. SHPO concurred with this determination in February 2021 (Allen 2021). No further action is required for this historic property.

UPDATED NRHP STATUS OF TERWILLIGER PARKWAY

Terwilliger Parkway was documented for the Southwest Corridor Light Rail project and recommended as eligible for listing in the NRHP by AINW (Blaser et al. 2017, 2020). FTA determined that the parkway is eligible for listing in the NRHP, and that it would be adversely affected by the project. SHPO concurred with this determination in February 2021 (Allen 2021).

Concurrent to cultural resource investigations for the Southwest Corridor Light Rail project, Terwilliger Parkway was nominated for listing in the NRHP. In March 2021, the nomination process concluded, and Terwilliger Parkway was listed in the NRHP under Criterion A. The nomination notes that the parkway retains its original alignment, profile, and grade, and it identifies surrounding natural vegetation as a character-defining feature (Vetterlein and Risher 2020). The NRHP nomination form is included as Appendix C.

Although there are minor differences between the property as described by AINW (Blaser et al. 2020) and in the NRHP nomination (Vetterlein and Risher 2020), there is no change in the project's adverse effect on the property at the proposed location of the Marquam Hill Connection. If a design change or other events require a revised assessment of the project effect on Terwilliger Parkway, the NRHP nomination will supersede AINW's NRHP evaluation of Terwilliger Parkway when referencing the property boundary, significance, and character-defining features.

SUMMARY AND RECOMMENDATIONS

The Southwest Corridor Light Rail Project will have an **Adverse Effect on Historic Properties**, and that is unchanged by information presented in this addendum. AINW completed a cultural resource survey of 17 acres of the APE where access was newly granted along the PWRR Tigard Branch, and the previously documented Southern Pacific Railroad, Tigard Branch. AINW has also provided an update regarding the formal listing of Terwilliger Parkway in the NRHP.

Areas remaining to be surveyed are outlined in the *Cultural Resource Survey for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon* (AINW Report No. 4401) and in the *Archaeological Site Protection and Monitoring Plan for the Southwest Corridor Light Rail Project, Multnomah and Washington Counties, Oregon* (AINW Report No. 4462). These areas will either by surveyed prior to construction or will be monitored during construction.

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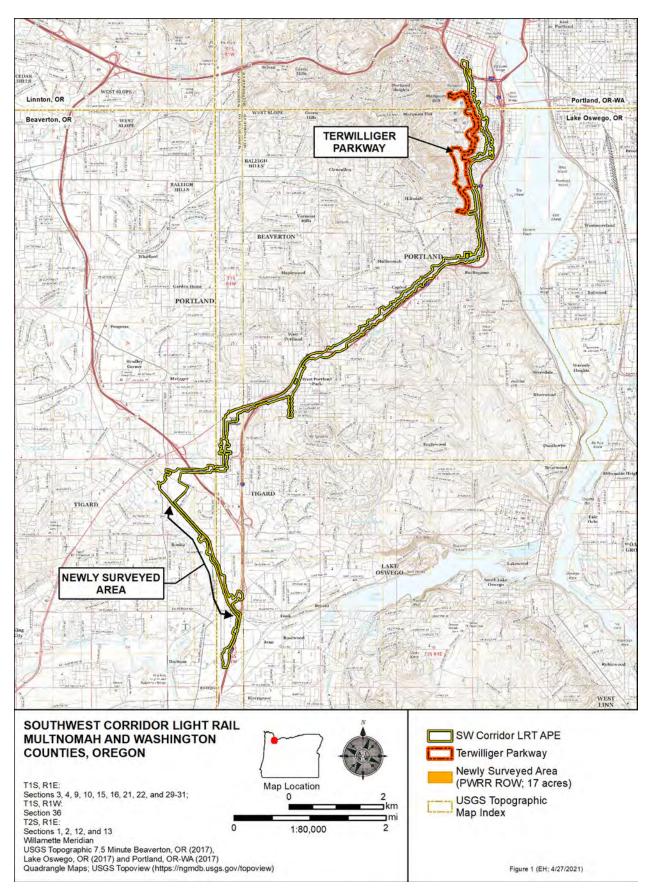
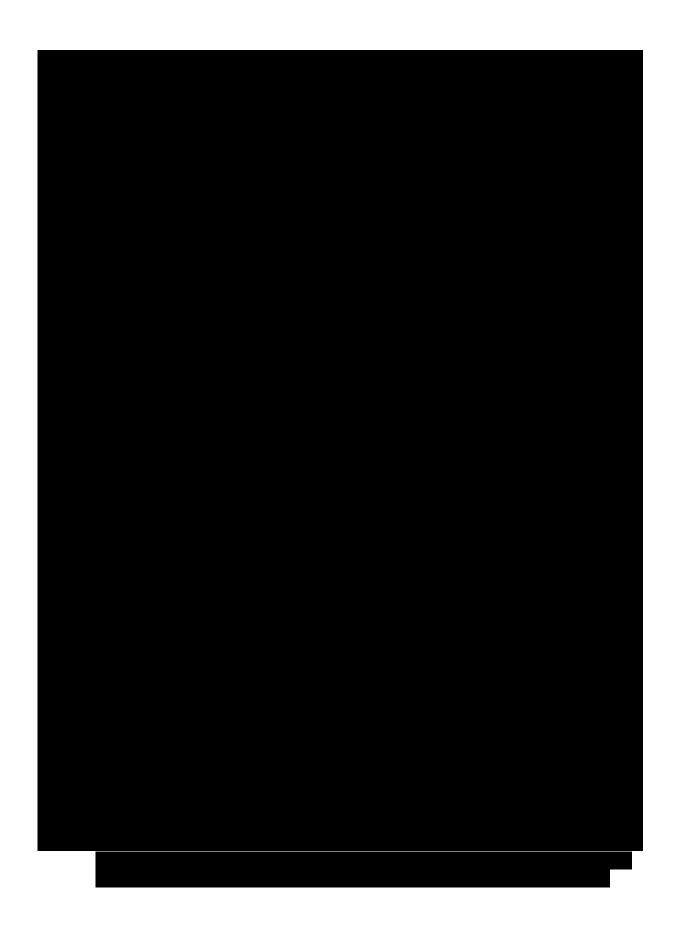


Figure 1. The Southwest Corridor Light Rail Project APE with the locations of Terwilliger Parkway and the newly surveyed area covered in this addendum report.









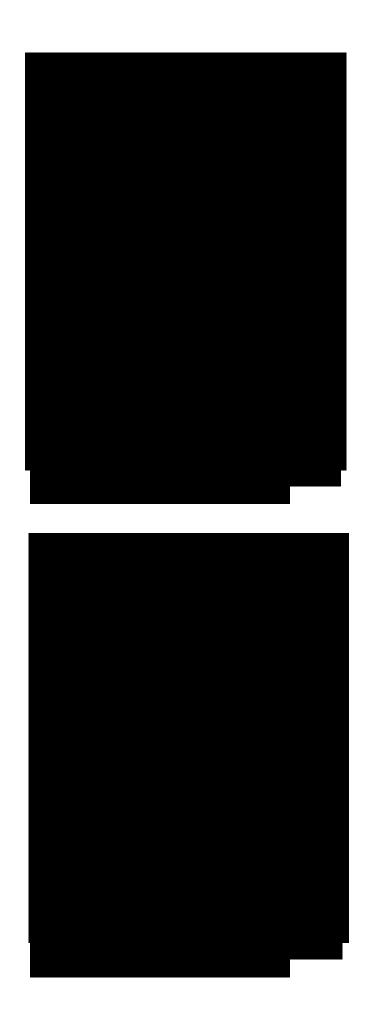




Photo 7. Mile marker 749 along the SPRR Tigard Branch is part of the historic resource. The wood post was originally a telephone pole crossarm. Note the intact threaded wood peg to secure an insulator directly below the metal sign. The view is towards the southeast.

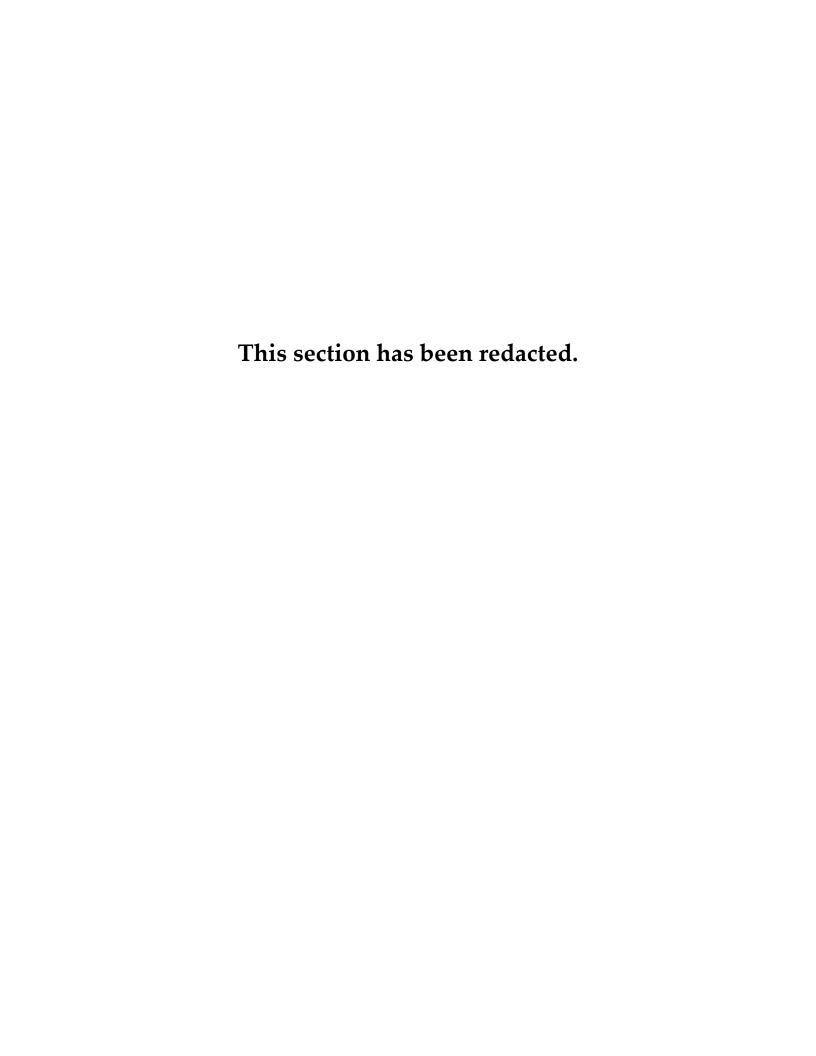


Photo 8. Overview of mile marker 749 along the SPRR Tigard Branch. The view is towards the north.



APPENDIX A

STATE OF OREGON ARCHAEOLOGICAL SITE RECORD



APPENDIX B

SECTION 106 DOCUMENTATION FORM

Property Name: Southern Pacific Railroad, Tigard Branch	Street Address:	City, Co	ounty: Washingto	nn.
Project Name: Southwest Corridor Light Rail P	roiect	Agency project		OH .
Agency: Federal Transit Administration/Metro/	•	SHPO Case#:		
		Is the property	listed in the	National Register of
Location coordinates (to sixth decimal place):		Historic Places		M NO
Latitude: 45.416697 Longitude: -122.7532	55	☐ YES – Indiv ☐ YES – In a	•	⊠ NO
			uistrict	
				DANGER NO TRESPASSING
Southern Pacific Railroad, Tigar Surveyor: Samantha Gordon, M.S., Ryan Saw				orth. orded: 06/04/19
	rison, M.A., Andrea D	iaser, ivi.s.		
National Register Findings: ☑ Eligible: ☑ Individually ☑ As part of a District ☑ Not Eligible: ☑ Irretrievable integrity loss ☑ Not			Finding o ☐ No Effec ☑ No Adve ☐ Adverse	t rse Effect
State Historic Preservation Office Comments – <i>Official Use Only</i> : Eligibility: Concur Do Not Concur:				
Effect: ☐Concur ☐Do Not Co	oncur:	RECE	IVED S	TAMP
Signed	Dat	e		
CONTACT INFORMATION STA				
Comments:				

Property Name: Southern Pacific Railroad, Tigard Branch	Street Address	S:		City, County: Tigard, Washi	ington	
Original Use: Transportation — Railroad		Number of Associated Resources: 1				
Architectural Classification / Resource Type:		Owner:	⊠Priv	ate	☐Local Government	
Not Applicable Struc	cture		□Stat	te	□Federal	
Window type and Materials: N/A		Exterior Surface Materials: Primary: Steel Secondary: Wood: Other/undefined Decorative -select materials-				
Roof Type and Materials: N/A						
Integrity:		Construct	ion Da	nte: 1910	(⊠Circa)	
□Excellent □Good □Fair □Poor		Architect/I	Builde	r (if known): Ben	jamin Holladay	

Description of Property (including previous alterations & approximate dates):

The Tigard Branch of the Southern Pacific Railroad is an active rail line on a roughly north-south alignment. It is currently used to transport freight by Portland & Western Railroad and is situated adjacent to TriMet's Westside Express Service (WES) commuter line, which was completed in 2009 (TriMet 2020). To facilitate WES commuter service and to streamline freight operations of the Portland & Western Railroad, the Tigard Yard was completed in 2007 about 3,000 feet southeast of the Highway 99 overcrossing of the railroad corridor.

The documented segment of railroad is approximately 2.5 miles long, extending from Highway 99 on the northwest to Cook Junction at Interstate 5 to the southeast. The entirety of the line extends for approximately 9 miles between Beaverton to the northwest and Cook Junction to the southeast.

The railroad is a multi-track, standard-gauge railway line. Tracks are constructed of steel with pressure-treated wood ties and concrete pads where the line crosses surface streets. The line, which is generally split into two tracks, is otherwise raised on a gravel bed. Spurs on the east side of the railroad connect to industrial plants, including the Fought and Company steel fabrication plant, and are generally located on privately-owned land. Abandoned rail segments are found throughout the rail corridor, on the east side of the right of way.

Three abandoned utility poles were observed within the railroad corridor that will be documented separately as an archaeological site (Swanson 2020). These poles were likely installed in 1917 to provide telephone service for dispatching trains (*The Bulletin* 1917). North of the railroad's intersection with SW Upper Boones Ferry Road, a mile marker assumed to have been fabricated and installed during the historic period was also observed within the documented segment of railroad the corridor. The mile marker consists of a rectangular metal sheet painted white with a black "749" that is mounted on a wood post. Although the marker's date of fabrication and installation is unknown, it is assumed to be a historic-period object that continues to function in association with the documented section of railroad. It likely marks that the line is 749 miles from San Francisco, California (Johns Hopkins University 2014).

Determination of Eligibility, Justification, and Sources (Use continuation sheets if necessary):

The documented segment of the Tigard Branch of the Southern Pacific Railroad was determined eligible for listing in the National Register of Historic Places (NRHP) in 2017 (Adams and Blaser 2017; Gabriel 2017). The rail segment meets the minimum qualifications for listing in NRHP under Criterion A, as it is associated with significant patterns of events regarding local rail transportation history and the development of Tigard during the early to mid-twentieth century. The railroad is not directly associated with important figures significant in local, state, or national history (Criterion B). The Tigard Branch is not an engineering achievement, nor does it embody distinctive characteristics of a type, period, or method of construction (Criterion C). The railroad's alignment, ballast, ties, and track are not a principal source of new or important historical information (Criterion D). Abandoned utility poles within the documented railroad segment were likely installed circa 1917 as part of a telephone communications system (*The Bulletin* 1917). These utility poles will be documented separately as an archaeological site.

(Continued on Page 6)

Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington

Description of Project Scope, and Nature and Extent of Impacts:

The Southwest Corridor Light Rail Project proposes an 11-mile long extension of the Metropolitan Area Express (MAX) Green Line, from the downtown Portland Transit Mall to Bridgeport Village in Tualatin via the Tigard Transit Center. The light rail line would roughly parallel Highway 99W/SW Barbur Boulevard in Portland and Interstate 5 in Tigard, providing a new link in the region's high-capacity transit network. Project components will include light rail trackway and bridges, stations and park and rides, roadway modifications, station access improvements, reconfiguration of ramps accessing the Ross Island Bridge (planned as a later phase of the Project), and a new structure that will provide a pedestrian connection between SW Barbur Boulevard and Oregon Health and Science University (OHSU) on Marquam Hill.

Between SW Hall Boulevard to the northwest and Interstate 5 to the southeast, the project proposes to build the new light rail line within and adjacent to the historic property boundary of the Tigard Branch of the Southern Pacific Railroad. Three elevated structures are proposed along this approximately 2.5-mile-long section of the light rail line; two of the elevated structures will cross over the Southern Pacific Railroad, Tigard Branch. It is assumed that utility poles (to be documented as an archaeological resource) and the mile marker north of SW Upper Boones Ferry Road will be moved from their current location to accommodate project infrastructure; however, the mile marker will be installed at a new location within the property boundary. No direct impacts to the rails, ties, and ballast of the Tigard Branch of the Southern Pacific Railroad are anticipated. An operations and maintenance facility will be constructed as part of the project north of the property boundary near its intersection with SW Hall Boulevard, requiring the removal of several industrial buildings from the area bound by SW Hall Boulevard to the west, SW Hunziker Road to the north, SW Wall Street to the east, and the railroad property boundary to the south. Light rail stops are proposed at SW Bonita Road and SW Upper Boones Ferry Road that are adjacent to the historic property boundary.

Finding of Effect and Justification:

The Southern Pacific Railroad, Tigard Branch, will not be adversely affected by the introduction of light rail infrastructure along approximately 2.5 miles of the railroad's 9-mile-long corridor. The project will directly affect the historic railroad's integrity of setting, design, and materials through the construction of elevated light rail structures that overlap the property boundary; by stations that are immediately adjacent to the property; and by moving a historic-period mile marker that contributes to the property's significance. The project may also have an indirect effect on the setting of the railroad by foreseeable long-term modifications to existing neighborhoods along the light rail alignment to accommodate transit-oriented development.

However, the railroad's setting and design are not character-defining features that contribute to its eligibility for listing in the NRHP. The railroad's character is defined by its alignment and continued use, both of which will not be impacted by the project during or after construction. Furthermore, the historic mile marker that is north of SW Upper Boones Ferry Road will be relocated within the rail corridor, retaining its historic-period use and association with the railroad. Once the project is constructed and the light rail line is operational, the Tigard Branch of the Southern Pacific Railroad will continue to meet minimum eligibility requirements for listing in the NRHP under Criterion A.

Property Name:
Southern Pacific Railroad, Tigard Branch

Street Address:

City, County: Tigard, Washington



View: Southern Pacific Railroad, Tigard Branch line crossing SW 72nd Avenue, facing south.



View: Overview of the railroad (at left), facing south. Photo taken just north of Fuller Railyard, which is at the intersection of the rail line and SW Tech Center Drive.

Property Name: Street Address: City, County:
Southern Pacific Railroad, Tigard Branch Tigard, Washington



View: Overview of the mile marker documented in association with the railroad resource. The view is facing southeast.

Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington

Determination of Eligibility, Continued from Page 2:

There are two periods of significance for the Tigard Branch. The first, 1910 to 1929, begins with the line's estimated date of construction and ends with termination of Red Electric passenger service (Pacific Railroad Preservation Association 2020). This first period of significance is associated with the railroad's role in Tigard's early growth and interconnection with Portland and surrounding suburban areas. The second period of significance, 1961 to 1970, begins with Tigard's incorporation and ends 50 years ago in 1970. This second period of significance aligns with a renewed interest in industrial activity in Tigard that was underpinned by the availability of land served by rail and nearby highways (Harvey 1962; Pintarich 1968). The industrial boom that occurred in Tigard during the 1960s has shaped the area south of the Tigard Triangle, roughly bounded by Interstate 5, OR99W, and OR217, and west of Interstate 5 into an industrial hub. This area continues to be served in the present day by the Portland & Western Railroad, the current operator of the historic Southern Pacific Railroad, Tigard Branch.

The railroad right of way is the historic property boundary. Character-defining features of the property include its alignment and continued use for rail transport. The 749 mile marker north of SW Upper Boones Ferry Road has an unknown date of construction, but it appears to date to the historic period and is assumed to contribute to the significance of the historic property. Abandoned utility poles and spur remnants that are no longer in use do not contribute to the significance of the railroad resource.

The Tigard Branch retains historical integrity of location, feeling, and association, but no longer has integrity of design, workmanship, materials, and setting. In 2006 and 2007, the documented segment of the railroad corridor was extensively altered to accommodate freight use by Portland & Western Railroad and passenger use by TriMet's WES (Manzano 2007). Southwest of the railroad crossing at SW Hall Boulevard, four tracks were added between the original location of the Tigard Branch and the former location of the Oregon Electric Railway to form a switch yard. Steel rails are in-kind replacements, and wood railroad ties have been replaced with pressure-treated wood in the surveyed segment. The line was constructed in a rural area that has since been developed for industrial and commercial use, in part because of the rail service provided by the Tigard Branch.

Historic Context:

The Tigard Branch of the Southern Pacific Railroad is currently operated by the Portland & Western Railroad. It was constructed between Beaverton and Cook circa 1910 and was purchased by Southern Pacific in 1912 for incorporation into their "red electric" interurban railway network (Austin and Dill 1987). Where it crosses the Area of Potential Effects (APE), the Tigard Branch railroad operated adjacent to and northeast of the Oregon Electric Railway, which was constructed through Tigard circa 1906 (Wood and Wood 1974). The adjacent Oregon Electric Railway right of way was abandoned for several decades before being redeveloped for use as part of the alignment for the modern TriMet WES commuter train, which was completed in 2009 (TriMet 2020).

During the mid-twentieth century, the project APE and its immediate vicinity began to transition from rural residential use to industrial use. To accommodate the needs of this growing industrial area, a railroad spur was constructed in 1965 that extended from the Southern Pacific Railroad Tigard Branch and continued north-northeast through the project APE at SW Wall Street (Hotze et al. 2015). The rails and ties of this railroad spur were recently removed. Various other spurs have been added over time to provide direct rail service for industrial customers and are commonly situated on private land adjacent to the railroad corridor.

In 1995, the Tigard Branch and adjoining Southern Pacific and BNSF branch lines were leased to the Portland & Western Railroad, a subsidiary of short line operator Genessee and Wyoming, Inc. (Genessee and Wyoming, Inc. 2020). In 2006 and 2007, the documented section of railroad corridor was extensively altered to accommodate freight use by Portland & Western Railroad and passenger use by the WES (Manzano 2007). Four tracks were added between the original location of the Tigard Branch track and the abandoned Oregon Electric Railway to form a large switch yard referred to as Tigard Yard. This change has diminished the historical integrity of a portion of the Tigard Branch's corridor.

Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington

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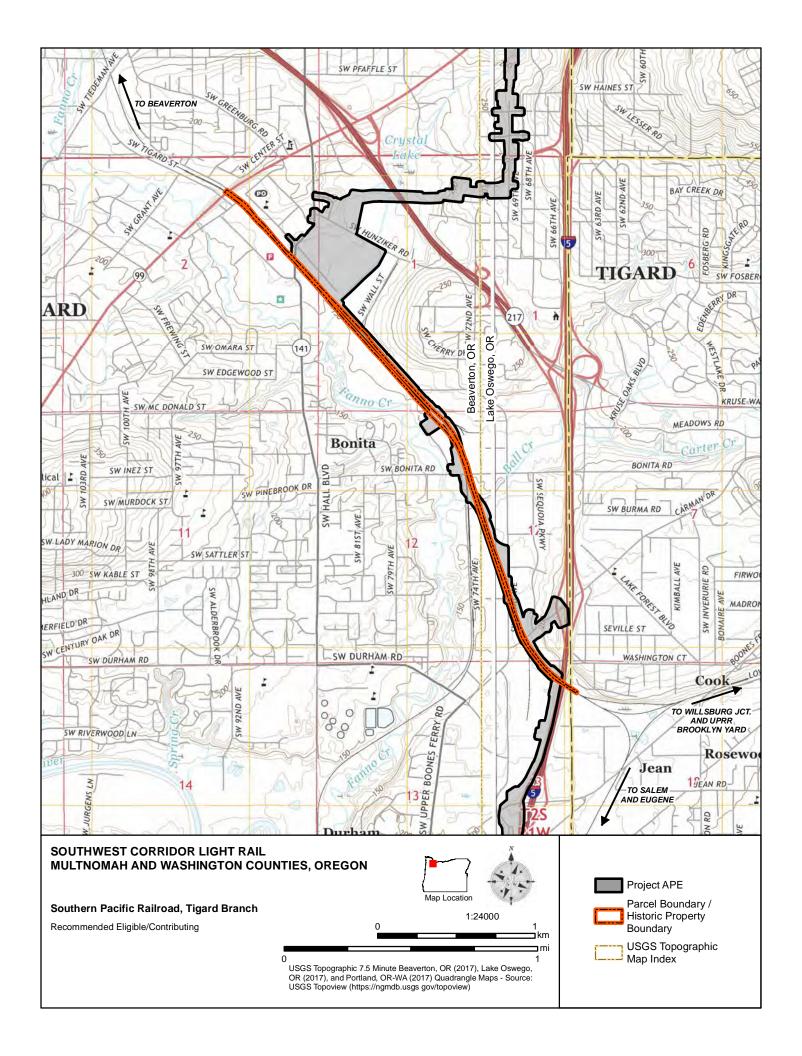
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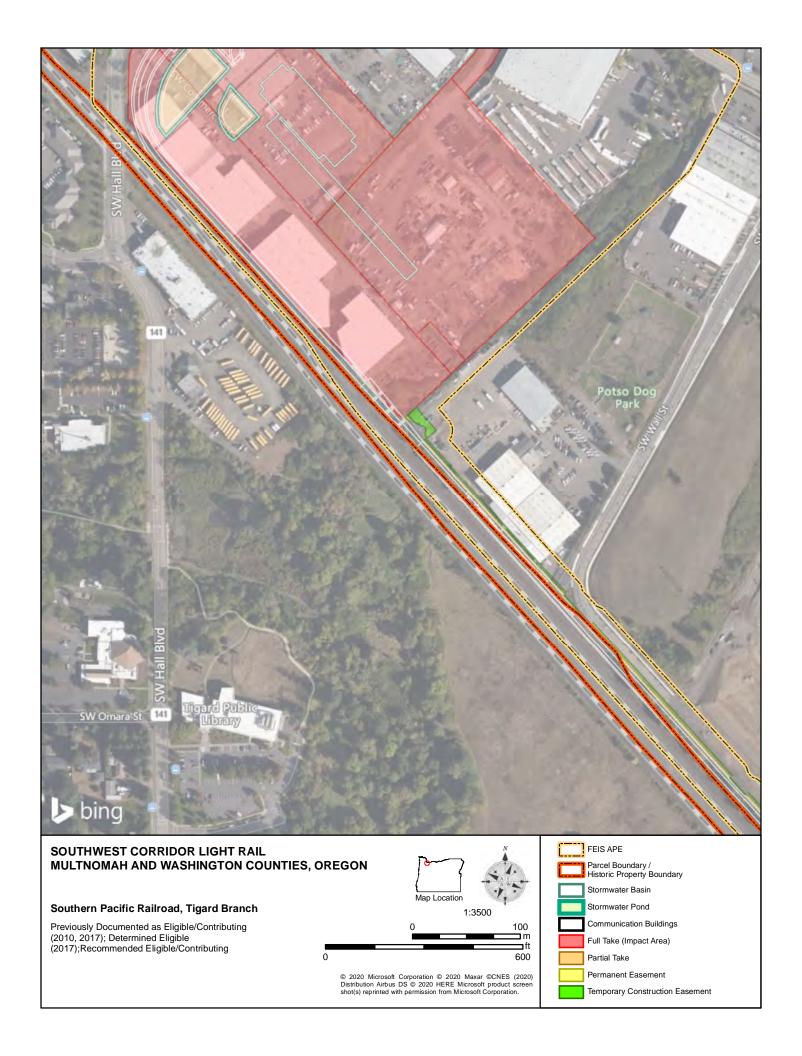
Swanson, Ryan

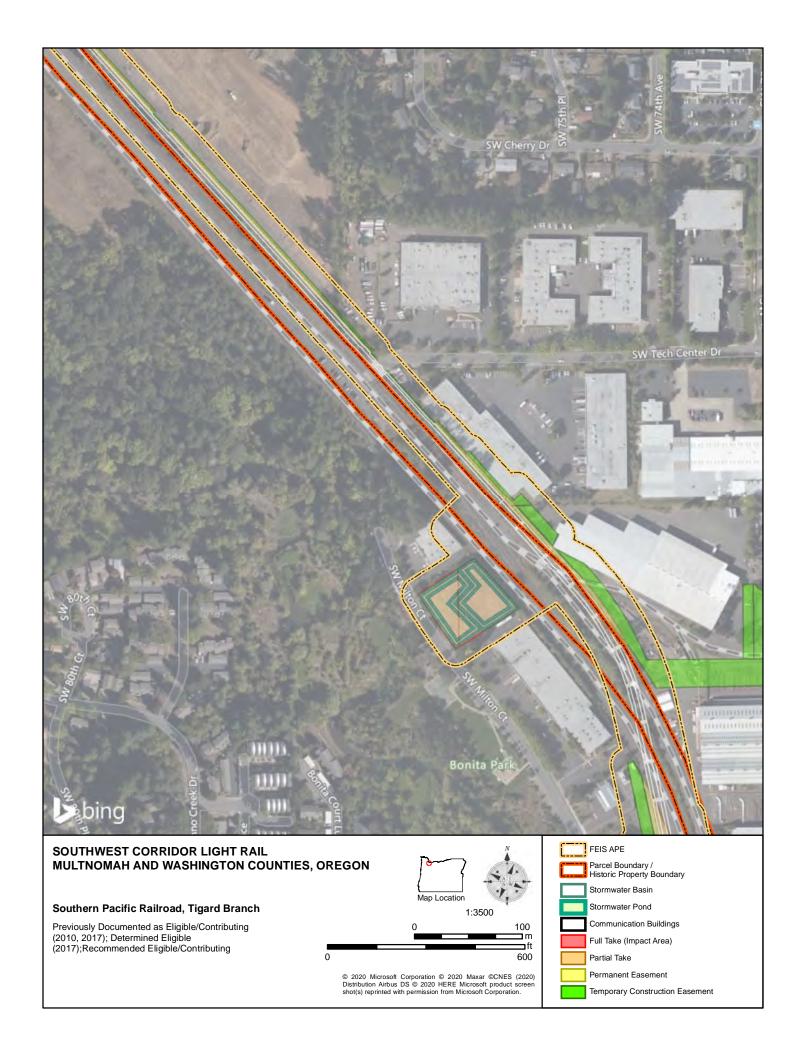
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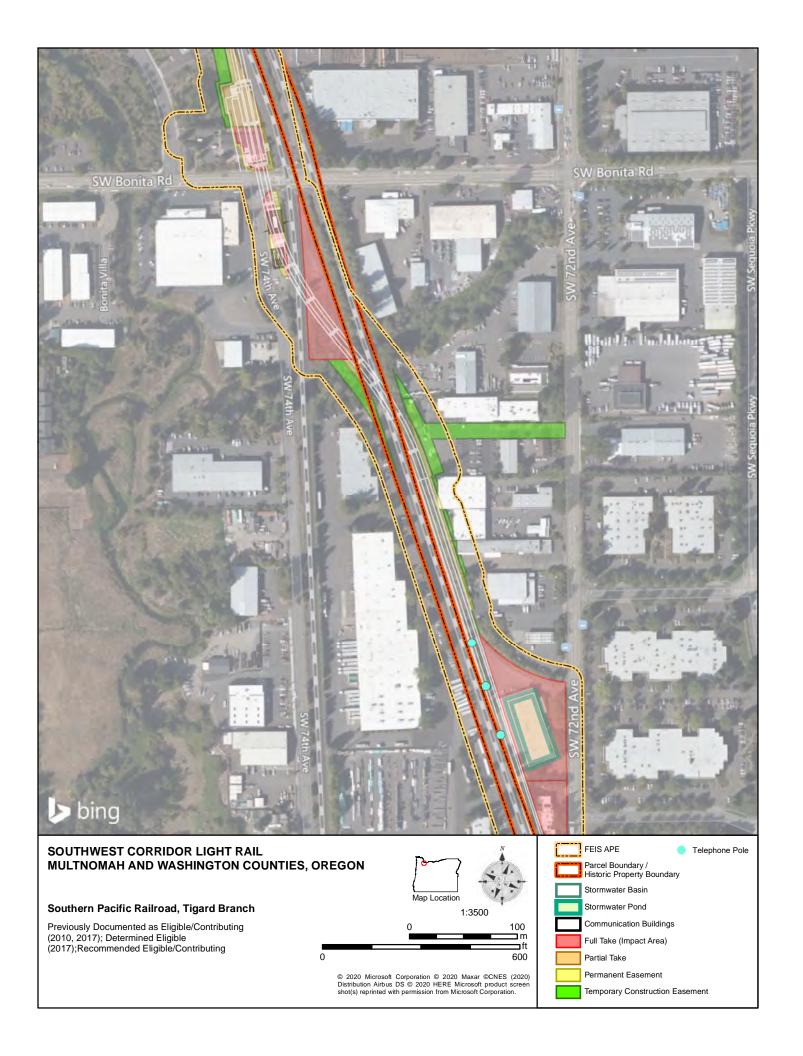
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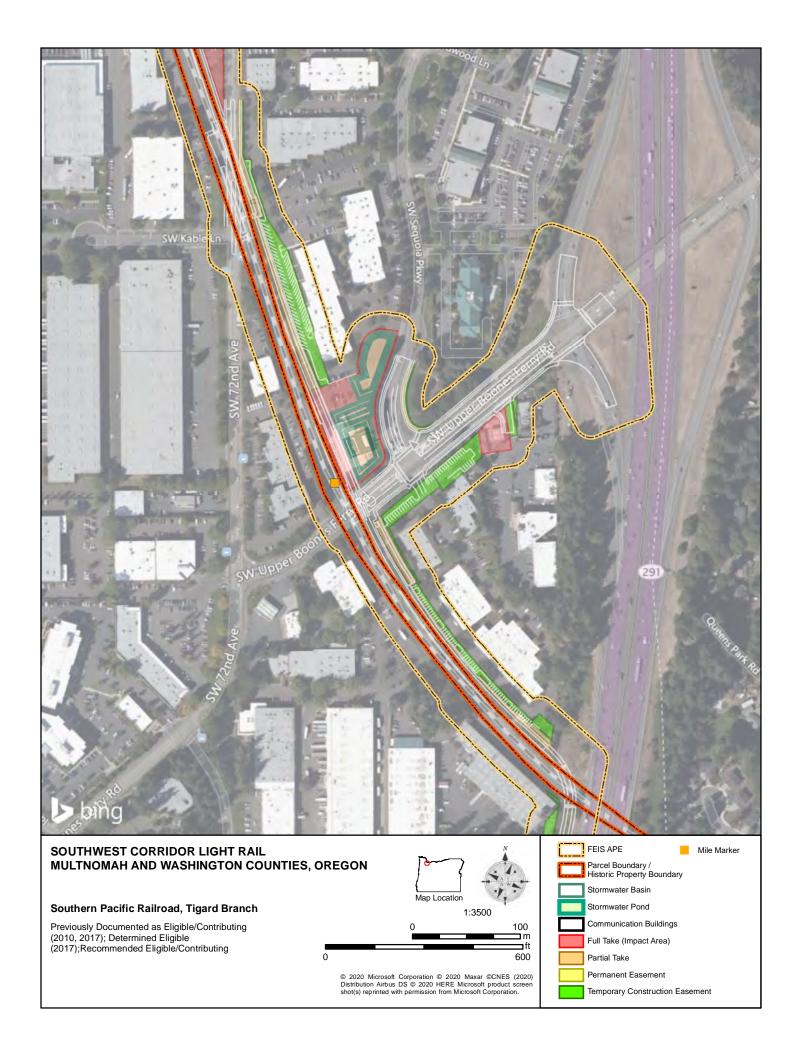
Property Name:	Street Address:	City, County:
Southern Pacific Railroad, Tigard Branch		Tigard, Washington
Sources Continued from Dags 7:		
Sources, Continued from Page 7:		
The Bulletin (San Francisco, California)		
	es Most Practical Method. Volume 5,	Issue No. 14. 15 July:7.
	,	,
TriMet		
		tow/roilfootoboot was not see and
	c document, https://trimet.org/pdfs/his	story/ramactsneet-wes.pdr, accessed
May 28, 2020.		
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	RY.: The Northwest's Own Railway. S	Superior Publishing Company,
Seattle.		











APPENDIX C NATIONAL REGISTER OF HISTORIC PLACES NOMINATION FORM

NPS Form 10-900

United States Department of the Interior National Park Service

OMB No. 1024- National Register of Historic Places

Date Listed 3-1-21

National Register of Historic Places NRIS No. MP100006188 Oregon SHPO

Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

Name of Multiple Property Listing The City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921 (Enter "N/A" if property is not part of a multiple property listing) 2. Location street & number 3000 S.W. Terwilliger Boulevard	Name of Property			
Southwest Hillside Parkway Name of Multiple Property Listing	historic name Terwilliger Parkway			
CEnter "N/A" if property is not part of a multiple property listing) 2. Location Street & number 3000 S.W. Terwilliger Boulevard not for publication vicinity state Oregon code OR county Multnomah code O51 zip code 97239 3. State/Federal Agency Certification As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this X nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property Meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: national statewide X local Applicable National Register Criteria: X A B C D Date Date Oregon State Historic Preservation Office Date Oregon State Historic Preservation Office State or Federal agency/bureau or Tribal Government In my opinion, the property meets does not meet the National Register criteria. Date Date Date Oregon State Historic Preservation Office Date Dat	other names/site number S	outhwest Hillside Parkway		
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	other (explain:)			
Signature of the Keeper Date of Action	Signature of the Keeper		Date of Action	

Terwilliger Parkway Name of Property	Multnomah Co., OR County and State	
5. Classification		
Ownership of Property (Check as many boxes as apply.) Category of Property (Check only one box.) private public - Local public - State public - Federal Duilding(s) X district site structure object	Number of Resources within Property (Do not include previously listed resources in the count.) Contributing Noncontributing 1 buildings 1 1 site 1 structure object 3 1 Total	
Number of contributing resources previously listed in the National Register N/A		
6. Function or Use		
Historic Functions (Enter categories from instructions.)	Current Functions (Enter categories from instructions.)	
LANDSCAPE/ park	LANDSCAPE/ park	
LANDSCAPE/ street furniture/object	LANDSCAPE/ street furniture/object	
RECREATION AND CULTURE/ outdoor recreation	RECREATION AND CULTURE/ outdoor recreation	
TRANSPORTATION/ road-related	TRANSPORTATION/ road-related	
TRANSPORTATION/ pedestrian-related	TRANSPORTATION/ pedestrian-related	
7. Description		
Architectural Classification (Enter categories from instructions.)	Materials (Enter categories from instructions.)	
No style	foundation: N/A	
	walls: N/A	
	roof: N/A	
	other: CONCRETE; ASPHALT; BASALT	

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Narrative Description

(Descr be the historic and current physical appearance and condition of the property. Describe contributing and noncontr buting resources if applicable. Begin with **a summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity).

Summary Paragraph

Terwilliger Parkway is a 2.5-mile lineal road corridor in southwest Portland, Oregon. It runs along the east bank of a hillside less than a mile west of the Willamette River. Noted landscape architect John C. Olmsted planned the boulevard. It was completed under the leadership of Portland Park Superintendent Emanuel Tillman Mische. The parkway opened officially on August 4, 1914.¹ It begins at a point directly south of the city's center at Duniway Park, and winds to its southern terminus at the intersection of S.W. Terwilliger Blvd. and S.W. Capitol Highway. The parkway today is composed of a lightly graded (<6%) 36-foot-wide asphalt road with striped bicycle lanes, regular concrete curbing, 9-foot-wide asphalt pedestrian pathway, concrete light poles with globe fixtures, and parking turnouts. As designed and as currently existing, the parkway offers an undulating route with an elevation climb of roughly 300 feet offering a varied natural experience that includes panoramic views, more select view points to the city to the east and mountains beyond, immersion in mature second growth forest, adjacency to development passive park areas, small open turf areas, children's playground, and intersecting forest trails. The parkway is asymmetrical in that the roadway aligns with the western side of the hills while the parking and pedestrian pathways are on the east side.

Character defining features of the parkway include the 36-foot-wide 2-lane road, the pedestrian sidewalk and curbing along the roadway, the lighting system, turnouts, the forested buffer on the east and west, and the presence of scenic views along the Parkway. There are three contributing resources and one noncontributing resource within the parkway. The three contributing resources include one building, one site, and one structure. Those resources are: c. 1921 comfort station (building); Elk Point Viewpoint (site); and Terwilliger Parkway itself along with the pedestrian pathway and the lighting system (structure). The noncontributing resource is Eagle Point Viewpoint (site). Alterations to the parkway include the overgrowth of vegetation along the wooded portions, repaving, the replacement of the capitals and glass globes on the light poles, and removal of a wood trestle bridge. Despite these alterations, the parkway retains integrity of location, design, setting, feeling, and association, demonstrating sufficient integrity to convey its historic values, and is a popular destination within its original context both as an automobile parkway and pedestrian resource.

Narrative Description

Setting

Terwilliger Parkway is located approximately one mile south of downtown Portland and one mile west of the Willamette River. Set on the west side of Marquam Hill, the 2.5 mile curvilinear parkway runs from S.W. Capitol Highway at the south to Duniway Park and S.W. Sheridan Street on north. Immediately adjacent land on the east and west includes public parkland with a half-dozen forest trails connecting to the parkway. Adjacent private lands are generally upscale single family housing; these are mostly located at the south end of the parkway. Located towards the north, on the west side of the parkway, is the 100 plus acre Oregon Health Sciences University Marquam Hill campus that also includes the Doernbecker Children's Hospital and the Veteran Affairs Hospital.

Site

The parkway site itself is 115 acres, approximately 200 feet wide the length of the 2.5 mile curved and undulating roadway which has an elevation gain and loss of approximately 300 feet from each end. The

¹ Ernest R. Munch, John warner Associates, and Nancy Fox; City of Portland Bureau of Planning, "Terwilliger Parkway Inventory," June 30, 1982, https://www.portlandoregon.gov/bps/article/95851, p. 11.

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Parkway's intent was to create a pleasure drive/experience of natural forested scenery complemented by distant views. Within the context of the City Beautiful Movement, such parkways were intended to connect the public with nature for spiritual uplifting. Proximity to the city was important.

The parkway was built in two stages. The first stage, completed in 1912, runs north, generally up from S.W. Capitol Highway for approximately 1.2 miles, to S.W. Hamilton Street. The second stage, also roughly 1.2 miles and completed two years later, continued northward from Hamilton Street to Sheridan Street. The first stage included Elks Point, approximately at the halfway mark.

The site undulates in a serpentine manner with the roadway generally located at the center. Located on the east bank of Marquam Hill, its development is asymmetrical with the roadway hugging the hillside while pedestrian pathways and viewpoints are to the east.

The grade and parkway width today are largely as built. It is 36 feet wide with an average grade of less than 6%. Concrete light standards are located along the east side of the parkway; most are original, though the globes, wiring and lighting systems have been modernized. The parkway on the east has a slight curb, roughly 6 inches, to separate the roadway from the pedestrian path. The pedestrian path follows the contours of the roadway on the east side. The surface of both the parkway and pedestrian path have been modernized. Additionally, guardrails have been installed for safety.

The forest lands flanking the parkway are generally mature second growth, again the west side of the parkway being upland/uphill and the east side downland/downhill. More specifically, vegetation consists of Douglas-fir, Western Red Cedar, and Hemlock often mixed with deciduous Oregon White Oak, Red Alder, Big Leaf Maple, and Vine Maple, and occasional introduced species. Ground cover varies from native shrubs and perennials to non-native English ivy and in select locations, mowed lawns.

Traveling from south to north, Elks Point, described below, is a half mile from S.W. Capitol Highway, offering roughly 120 degree panoramic views of the valley below and mountains beyond. To this point, the roadway experience is generally curving uninterrupted. At Elks Point, the road grade flattens. Roughly, 750 feet north of Elks Point is a landscaped pull-out on the west side with parking connecting to an upland trail head. Roughly another 750 feet north is a small east side pull out with roughly 12 parallel parking places, a park bench and lesser views eastward through the forest. Continuing north, roughly 750 feet, is the Buhler Cut-off, a downhill forest trail connecting to Barbur Boulevard to the east. This connection has a parallel parking area for six cars with a small lawn/picnicking area. A quarter of a mile further north is another small parking area for three cars. A quarter mile further, at the intersection of Terwilliger and S.W. Hamilton, is the comfort station (described below) and a small (<1 acre) lawn with grounds for picnicking and a children's play set and panoramic views to the southeast of the Willamette River and Cascade foothills beyond. With the exception of Elks Point, the drive/walk along the route is through the second growth forest.

In practical terms, the lawn marks the beginning of the second stage of Terwilliger Parkway, though the continuation is seamless. Here, the roadway begins a slight upward grade. A half-mile north, on the west/upland side of the parkway, are stairs that connect the parkway with the Veterans Hospital. To this point, the drive/walk – as with the south – is through second growth forest with intermittent views to the east through the forest. To the north, between the stairs and Campus Drive, which provides access north to the hospital campus, are two parking areas, each with panoramic views. Continuing north, the grade continues its descent down the hillside to Duniway Park.

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Contributing and Noncontributing Resources

Terwilliger Parkway (Contributing Structure)

As described above, the parkway itself is the primary and dominant structure. It consists of varied elements which individually have been modernized over time, both to enhance public access supporting the historic vision, and for public safety. None of these modifications are substantial enough to undermine the integrity of the overarching resource.

Roadway: The Parkway includes the roadway portion of Terwilliger Boulevard along with the adjacent pedestrian pathway and the lighting system. Starting from the southern terminus of the Parkway, (at the intersection of S.W. Capitol Highway and S.W. Terwilliger Boulevard, Photo 20), the Parkway begins at an elevation of roughly 450 feet, ascends to slightly over 500 feet as the Parkway's highest elevation, and then descends to just over 200 feet, where the Parkway ends at its northern terminus (at the intersection of S.W. Terwilliger Boulevard and S.W. Sheridan Street, Photo 1). The parkway is laid out as a graded boulevard 45 feet in width, with 36 feet of roadway, which includes a striped bicycle lane adjacent to the two-lane road on each side, and 9 feet of pedestrian walkway along the east side (Photo 6, Photo 14). The steepest grade is 6%; the sharpest curve has an outside radius of 200 feet. The center of the boulevard is generally 40 feet from the hillside boundary of the corridor (generally to the west) and 160 feet from the boundary on the downhill side (generally to the east). (Photos 7, 10).

This 200-foot width also serves to keep out buildings which might otherwise obstruct the views from the roadway. These boundaries have remained largely stable over time, and while homes do abut the roadway in several locations, these parcels were never part of the parkway. These residential areas and streets that connect the Parkway to residential tracts do not detract from the feeling of the Parkway as created by the City Beautiful design, due to the Parkway's vegetation that obscures views of these homes.

The Terwilliger Parkway was originally surfaced with macadam. In 1918, the macadam surface was replaced by a concrete surface. A third resurfacing occurred in 1994 with the concrete being replaced by asphalt. Bounding the roadway, modern curbs and storm drains have been constructed. These are comparatively small and unobtrusive. For pedestrian safety, pipe railings approximately three feet high, which include horizontal cross-poles halfway up the railing, exist along the sharper outside curves of the roadway on the outer side of the pedestrian pathway. (Photo 18).

<u>Pedestrian Pathway</u>: Running just east of the roadway along its entire length is a 9-foot-wide pedestrian pathway (Photos 14, 15, 18). Historic photos indicate this walking path was part of the parkway from its very beginning and has always been located next to the roadway on the outside of the light fixtures. Originally, the pathway was a dirt path. In 1971, it was paved with asphalt.

<u>Lighting System</u>: An electrical lighting system, installed in the 1910s, runs the entire length of the boulevard along its east side, primarily between the road and pedestrian pathway. Beyond their specific function, the light standards identified this City Beautiful parkway as distinct. In particular for this time, it is important to note that the system wiring was entirely underground; there is no above ground wiring within the parkway so as not to distract the driver or pedestrian

Originally comprised of 90 lamp standards (Figures 15 and 16), the poles were marked from "1" to "90" and spaced approximately 150 feet apart moving southward to just north of the S.W. Capitol Hwy. intersection. Poles 1 through 7 are located in what is now considered Duniway Park (Photo 2). Pole 8 was removed to install a traffic signal at the intersection of S.W. Sam Jackson Park Rd. Pole 88 to 90 near the S.W. Capitol Hwy. intersection were also removed when the intersection was reconfigured, leaving 87 lamp standards remaining.

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The original reinforced concrete poles consist of a simple and elegant octagon shape rising 11'-6" from their flared bases to decorative metal strapwork capitals surmounted by glass globe fixtures at the top. The majority of these poles are original though a number have been replaced over the years with similar flared octagonal poles, some re-located to the far side of the pedestrian pathway and some with taller poles. The original metal capitals and glass globe fixtures were replaced by modern saucer shaped fixtures at some time in the midtwentieth century. The Terwilliger Parkway Corridor Plan, adopted by the city council in 1983, calls for restoring the light fixtures to their "original design". Thus, the City of Portland replaced all the light fixtures with globe fixtures similar to the originals when they converted them to LED lighting in early 2020 (Photo 21), but did not restore the metal strap work capital. (Figure 16)

<u>Gully Infill</u>: When first built, to maintain the grade, a wooden trestle was constructed to span a gully just north of Elk Point (figure 14). Eventually, the trestle deteriorated and began to fail. To maintain the alignment, grade, and overall design integrity of the Parkway, the narrow gulch was infilled

Off-Street Parking Areas: Mostly since 1950, eleven small mostly parallel parking areas have been added, most of which were constructed along the east side of the Parkway. In some instances, these parking areas are complemented by lawn area with benches. Larger parking areas also include a parallel concrete-curbed landscaped divider separating the parking areas from the parkway. (Photos 7, 10, 11, 17).

<u>Vegetation</u>: As noted, the parkway undulates through more or less the center of a 115 acre parcel, approximately 200 feet wide the length of the 2.5 mile. The site is carved into the east bank of the hillside, the west side being upland and the east downland. For the most part, vegetation is mature second growth. More specifically, vegetation consists of Douglas-fir, Western Red Cedar, and Hemlock often mixed with deciduous Oregon White Oak, Red Alder, Big Leaf Maple, and Vine Maple, and occasional introduced species. Ground cover varies from native shrubs and perennials to non-native English ivy and in select locations, mowed lawns. The overall goal of the vegetation was to create a natural forested driving/walking experience with targeted areas for panoramic views, such as at Elk Point, or targeted views mostly at the hillside peak, to the river and mountains beyond. (Photos 10, 13, 14).

<u>Duniway Park</u>: The Parkway concludes at the northern most section (the intersection of S.W. Terwilliger Boulevard and S.W. Sheridan Street) as it descends to its lowest elevation and runs alongside Duniway Park (Photo 1). In 1918, this section of the Parkway was incorporated into the new Duniway Park, however, the boulevard, pedestrian path, and light poles of the original Parkway remain and clearly marked it as the parkway entry from the City core beginning at S.W. Sixth Avenue to S.W. Sheridan Street.² Despite being an alteration to the original Parkway, Duniway Park does retain character features in line with Terwilliger Parkway as Duniway Park's naturalistic park setting is in line with the City Beautiful principles governing the Parkway, and thus it is the park setting itself that contributes to the character defining features of Terwilliger Parkway. Duniway Park's open spaces and wooded edges provide a transition between the city and more remote Parkway. This portion of Duniway Park that is within the nomination boundary, the section between S.W. Sam Jackson Park Road and S.W. Sheridan Street, consists of a large lawn area with minor recreational amenities, a lilac garden, hillside plantings, a horseshoe pit and other minor improvements (Photos 2, 4). Within Duniway Park's starting point (Photo 3).

Comfort Station – c. 1921 (Contributing Building)

Built circa 1921 in the Rustic style a few years after the opening of the Parkway, the stuccoed Comfort Station has an asphalt shingle hipped roof with dual small restroom vent pipes and features wide overhanging eaves and prominent rafter tails (Photo 15). The Comfort Station serves as the Parkway's only public restroom

² The land that makes up Duniway Park was previously Marquam Gulch, used largely as a trash dump before being acquired by the city 1918, its development and infill taking place over the next decade. For more information see, https://www.portlandoregon.gov/parks/finder/index.cfm?action=ViewPark&PropertyID=44.

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facilities. The approx. 400-square-foot single story building sits on a newer concrete foundation built into the hillside. The foundation platform steps down via one step on the southwest and five steps on the southeast to a one-car parking pull off on S.W. Hamilton St. A modern pipe railing fronts the short drop off at the south end of the platform and down the southeastern steps, and a modern metal mesh fence approx. 6 feet tall provides for privacy at the platform's east and west ends, making a right angle and connecting to the building at its northeast and northwest corners. The west elevation of the building has two central original paneled wood doors, the southern door leading to an all-user restroom (formerly men's) with a sink, urinal, and toilet and the northern door leading to a locked maintenance equipment closet (Figures 20, 21). The south elevation features two original small central square two-over-two wood casement windows just below the roof line and an original paneled wood maintenance closet door just to the east. The panes on the western window have been replaced and metal mesh covers both windows from the outside. At the northern end of the east elevation is the entrance to another all-user restroom (formerly women's) with a sink and toilet, entered through an original paneled wood door. Finally, the north elevation features three small central square twoover-two wood casement windows just below the roof line similar to those on the south side, though all have been boarded closed. The easternmost window has additional wood board covering its lower half, while the others have had wire mesh added from the outside. Modern lights hang from the eaves in front of each restroom door. The building retains integrity since its setting remains intact and all of its elements appear original, save for the roof material, foundation, fences, railing, and overhead lights, which are likely later changes or additions. Character-defining features include the building's massing, stucco cladding, wood rafter tails, fenestration, and wood windows and doors.

Elk Point (Contributing Site)

Important features of Miche's 1912 preliminary plan were the view areas at Elk Point and Eagle Point, which were intended to be placed at the two highest elevation points along the Parkway with the Elk Point viewpoint located at the highest elevation (Figure 10). Elk Point was built as part of the original leg of the Parkway; Eagle Point was never built.

Elk Point is directly east of the entrance to S.W. Westwood Drive. It consists of a large parking lot with an overlook viewpoint offering views to the east that includes a large wooden totem pole carved by Chief Lelooska in 1959 that is located to the north of the restaurant's building (Photo 19). Elk Point was dedicated in 1912 with two now gone white plaster elks that originally marked the viewpoint which was otherwise an undeveloped parking area offering an opportunity to park vehicles and climb out of the car for a view.³ (Figure 11). Other alterations to this site include the 1921 construction of a restaurant (currently the Chart House restaurant), which blocks a portion of the view and is outside of the nomination boundary. Despite the construction of the Chart House restaurant, the character of this viewpoint still remains as the viewpoint still offers an opportunity to park one's car, walk to a viewpoint, and take in the view of the surrounding landscape.

Eagle Point (Noncontributing Site)

As noted, Mische's concept of the Terwilliger Parkway included plans for a second viewpoint, Eagle Point, located north of Elk Point, which was never built. In 2013, a one-acre parcel on top of a knoll on the east side of the Parkway between S.W. Hamilton and S.W. Lowell was acquired by Portland Parks & Recreation and added to the Parkway parcel. The site is gradually being restored with the elimination of invasive non-native vegetation. Long term plans call for the land to be developed as a viewpoint for the parkway.

Alterations

As detailed above, in general terms, there have been few substantial alterations to the Parkway. Those changes that have occurred include repaving, gully infill, curb installation, storm water drains, parking construction, concrete stairs, modifications to the light standards, guard rails, and hand rails and generally

³ https://www.oregonlive.com/portland/2011/04/friends of terwilliger bouleva.html; https://www.portlandoregon.gov/bps/article/95851.

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support the original vision for public use, though with enhanced safety. Other alterations include the addition of adjacent lands and the landscaping of select areas. All of these modifications are discussed above. Within the context of the overall resource, none are substantial, and they do not significantly impact the integrity of the resource.

Non-historic Features:

Throughout the parkway are several features built after the period of significance. These include a concrete stairway directly across from S.W. Condor Lane, built about 1930 and leading uphill to the Veterans Hospital.⁴ In 1974 the 2-mile, 20 station, Portland Exercise Course was installed and consisted of simple exercise equipment, such as chin bars and jumping pits. The course begins at lamp post #72, runs to lamp post #37, and then returns to finish back at lamp post #72. Underground sewer and water facilities were constructed by the intersection with S.W. Capitol Hwy. in 2013 in a landscaped area that is part of the right-of-way. It includes some above ground elements in an area that effectively functions as an entrance to Terwilliger Parkway off S.W. Capitol Hwy (Photo 20). Lastly, there is a mural installed in 2012 with funding from a graffiti abatement art grant provided by the Regional Art and Culture Council (RACC). Generally, these elements are not of significant magnitude to appreciably impact the integrity of the overall resource and in the case of the 1930 stairs, may be considered quite compatible.

Integrity

Terwilliger Parkway is nominated to the National Register as it meets the registration requirements for Boulevards/Parkways in the *City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921* Multiple Property Document (MPD). Per the MPD:

"Extant examples should qualify due to their rarity. More generally, though, eligible resources should have integrity of location, design, setting, materials, and location to qualify for listing... Again, normal maintenance or replacement of certain kinds of park facilities or original plantings should not detract from the property's integrity. Variables such as road construction or plant disease may have necessitated alterations to the original design, but the overall integrity of design and setting should remain intact"

Terwilliger Parkway is the only parkway constructed in Portland according to the designs of J.C. Olmsted and E.T. Mische out of more than 10 which were proposed in the 1903 Olmsted plan for the city (Figures 8, 9, and 10). It retains a high degree of integrity. Specific to the seven aspects of integrity:

- Location: The parkway remains in its original location and has not changed alignment, starting point, or ending point.
- Setting: The parkway retains integrity of setting as a wooded respite from its urban surrounding. It is
 lined, as intended, by a natural setting of vegetation. Though modern construction has occurred in the
 vicinity of the parkway, the vegetation largely obscures these developments and the parkway retains its
 integrity of having a natural setting. Outside the immediate vicinity, also as intended, is the outskirts of
 the downtown urban center from which the parkway was intended to and has always provided reprieve.
- Association: Terwilliger Parkway retains a high degree of association. It largely retains its original
 design and as such retains direct association with the historic events for which it is nominated as a
 parkway developed during City Beautiful planning movements in Portland. The parkway's winding,
 slow, evenly graded road and accompanying pedestrian pathway all support the resource's direct
 association with its original design. In addition, the parkway retains association with the City Beautiful
 movement and its original design via its functionality as a natural outdoor space in close proximity to

⁴ A total of nine pedestrian access points exist along the Parkway that allow access to streets above and below the Parkway.

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the city center with expansive views of the mountains to the east, turnouts, and pedestrian paths all surrounded by the natural beauty of the wooded hillside.

- Feeling: Terwilliger Parkway retains integrity of feeling. A pedestrian or driver on the parkway experiences the curves of the parkway or the views from the pedestrian path much the same as was intended by the Olmsted brothers and Emanuel Mische. The uniform and continuous character of the roadway and the regular cadence of the light poles create a kinetic experience as one moves along it and they tie together the various experiences of expansion and contraction, of views, enclosing forest, open lawns, and screened development from one end to the other with little interruption from cross streets or stops. The surrounding setting, the design of the parkway, the location, the continuity, and the association with its original design all contribute to the parkway's integrity of feeling as an early twentieth-century parkway designed according to City Beautiful ideals as a respite from urban life and enhancement of the city's beauty.
- Design: The design of the parkway is intact. The alignment, buffer, and general development has not changed. As noted, there have been modifications, generally in support of the intended goals of the resource. None of these alterations, when taken within the context of the 115 acre resource, is of a scale to impact overall integrity.
- Materials and Workmanship: Again, while specific elements as the surface of the road and pedestrian
 pathway have been altered, materials and workmanship relating to the resource are intact. Minimal
 elements has been replaced. And as noted in the MPD, "normal maintenance or replacement of
 certain kinds of park facilities or original plantings should not detract from the property's integrity."
 Upgrades to the parkway have been necessary to preserve its design and integrity despite significantly
 increased vehicle and pedestrian traffic. Damaged light fixtures have been replaced.

Terwilliger Parkway has a high degree of integrity and an unfettered ability to convey its historic significance as an early parkway in the development of MPD. A standard measure of integrity is if a contemporary would recognize the resource. Unquestionably in the case of Terwilliger Parkway, the answer is yes.

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3. State	ement of Significance		
Mark "x'	able National Register Criteria ' in one or more boxes for the criteria qualifying the property nal Register listing.)	Areas of Significance (Enter categories from instructions.) Community Planning and Development	
K A	Property is associated with events that have made a significant contribution to the broad patterns of our history.		
В	Property is associated with the lives of persons significant in our past.		
С	Property embodies the distinctive characteristics of a type, period, or method of construction or	Period of Significance	
represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.	1912 - 1921		
Пρ	Property has yielded, or is likely to yield, information	Significant Dates	
	important in prehistory or history.	1912: Southern portion of route opened	
		1914: Completion of the Parkway	
		1921: Comfort Station installation	
	a Considerations ' in all the boxes that apply.)		
roper	ty is:	<u> </u>	
A	Owned by a religious institution or used for religious purposes.	Significant Person (Complete only if Criterion B is marked above.)	
В	removed from its original location.	N/A	
_ c	a birthplace or grave.		
D	a cemetery.	Cultural Affiliation (if applicable)	
E	a reconstructed building, object, or structure.	N/A	
F	a commemorative property.	Architect/Builder	
G	less than 50 years old or achieving significance	Olmsted, John C., Landscape Architect	

Period of Significance (justification)

The beginning of the Period of Significance starts in 1912 with the completion of the southern portion of the parkway on the Terwilliger land grant when it was opened by the Elks Club at their national convention. While the road has continued to evolve since, the last substantive addition to the parkway occurred with the 1921 construction of the comfort station. At this point the Parkway's roadway and major amenities were complete.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations).

Terwilliger Parkway is eligible at the local level for listing in the National Register of Historic Places under the City Beautiful Movement and Civic Planning in Portland, Oregon 1897-1921 Multiple Property Document (MPD) under Criterion A in the area of Community Planning and Development. Terwilliger Parkway meets all of the registration requirements established by the MPD for Boulevards/Parkways developed according to City Beautiful ideals by the Olmsted Brothers in the first decade of the twentieth century. The Period of Significance is from 1912, when the southern portion of the Parkway opened as part of the Elk's dedication ceremony, to 1921, when the comfort station was completed. Originally conceived by John C. Olmsted in 1903, the final design for the parkway was completed by Portland Park Superintendent and former employee of the Olmsted firm, Emanuel T. Mische, in 1912. The parkway was built in two roughly equal stages, completed in 1914. It embodies Olmsted's original design as well as additions by Mische. It is one of three parkways proposed according to the general plan laid out by Olmsted in 1903 of a much larger vision of at least ten connected boulevards and parkways throughout the city. It was the only one constructed. The scenic boulevard retains the original alignment, profile, and grade and character-defining features within its original naturally-landscaped setting and overlooking key views. Therefore, Terwilliger Parkway retains a high degree of integrity to convey its historical significance and is a vital tangible resource reflecting the aspirational City Beautiful planning goals of the early twentieth century.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Terwilliger Parkway is eligible for listing in the National Register as a locally significant resource. It meets the registration requirements of the City Beautiful Movement and Civic Planning in Portland, 1897-1921 MPD under Criterion A as the only extant example of a parkway developed with the context of the City Beautiful Movement in Portland.⁵

In broad brushes, the City Beautiful Movement was a reform philosophy of North American architecture and urban planning that flourished during the 1890s and 1900s with the intent of introducing beautification and monumental grandeur in cities. It was a part of the progressive social reform movement under the leadership of the upper-middle class concerned with poor living conditions in all major cities. The movement promoted beauty not only for its own sake, but also to create moral and civic virtue among urban populations. Advocates of the philosophy believed that such beautification could promote a harmonious social order that would increase the quality of life. As phrased by the MPD,

The City Beautiful movement was significant for its promotion of the planned city. A national movement, it recognizes cities as physical entities that could be shaped to reflect beauty, harmony, system, and order. Infrastructure improvements such as the installation of lighting systems and boulevards or park maintenance were seen as possible areas of influence. That said, the MPD notes "many of their aspirations went unfilled, however, highlighting the value of the few resource that remain from that time.⁶

The MPD identified three associated property types: Parks, which included urban and suburban typologies, City Squares, and Boulevards and Parkways. Each category was described, its significance detailed, and registration requirements established for each type.⁷

Terwilliger Parkway relates to the last category, that of Boulevards and Parkways. As detailed in the MPD, in the context of the City Beautiful Movement, boulevards are formal, while parkways informal. A boulevard

⁵ This section is drawn from the City of Portland Bureau of Planning, *The City Beautiful Movement and Civic Planning in Oregon, 1897-1921* National Register Multiple Property Submission, 1999.

⁶ Ibid, Section E-1.

⁷ Ibid. Section F23-28.

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would be conceived as a wide street with trees along side or in the center, as with Georges-Eugene Haussman's redesign of Paris. With parkways, "adjoining or included local scenery or distance view are more important than the decorative turf strips and shade trees." Scenic views take precedent over formal design.⁸

In detailing the registration requirements for boulevards and parkways, the authors state

Few of the boulevards and parkways included in the Olmsted Plan of 1903 and the Bennett Plan of 1912 were constructed. Extant examples should qualify due to their rarity. More generally, though, eligible resources should have integrity of location, design, setting, materials, and location to qualify for listing. Nominated properties may also exhibit Olmstedian design principles, though to a lesser degree than may be displayed by the park subtypes. Again, normal maintenance or replacement of certain kinds of park facilities or original plantings should not detract from the property's integrity. Variables such as road construction or plant disease may have necessitated alterations to the original design, but the overall integrity of design and setting should remain intact. Finally, eligible resources should have been acquired or functioning as boulevards or parkways between 1897 and 1921.9

The Parkway was completed in two sections – the first southern section was completed in 1912, and the northern extension to the south end of downtown was completed in 1914. It is one of several parkways that were proposed in the Olmsted's 1903 plan for Portland parks but the only one actually constructed. As an extant example, according to the MPD, the parkway should qualify for listing simply due to the rarity of resources.

Regardless, the broadly stated registration requirements may be distilled to three core components:

- 1. Integrity of location, design, setting, materials.
- 2. Olmstedian Design Principals.
- 3. Built between 1897 and 1921.

Terwilliger Parkway meets all three registration requirements:

- 1. Integrity of location, design, setting, materials: Terwilliger Parkways retains a high degree of integrity. A full integrity analysis is found on pages 8-9 of this document. The 115 acre resource is essentially intact save for contextually minor alterations which generally advance the conceived goals of the resource, but address improved public safety and enhanced public access.
- Olmstedian Design Principals: The parkway design today largely remains an expression of the design prepared and written by John C. Olmsted in 1903. Specifically, Olmsted envisioned a park-like setting on a level hillside drive above the city's developed core, offering citizen access to open space and passive recreation with local and distant views.
- 3. Built between 1897 and 1921: Terwilliger Parkway was constructed between 1897 and 1921. The southern portion of the route was opened in 1912 and the entire parkway completed in 1914. The associated comfort station was completed in 1921.

⁸ Ibid. F27-28.

⁹ Ibid. E28.

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The City Beautiful Movement and the Development of Parks and Parkways in Portland¹⁰

Prior to the City Beautiful Movement, Portland had a healthy collection of parks. According to Charles Keyser, former City Park Superintendent, prior, the City had 263 acres of parkland in 12 properties. This included the Plaza Blocks, and the Park Blocks, 24 narrow blocks west of town intended to be both a promenade and fire block. The 12 properties also included Macleay Park, 130 acres of woodland northwest of the city. It also included a 40 acre City Park (now Washington Park) and the five acre Terwilliger Park. But the accumulation was largely happenstance due to the benevolence of city founders and leaders.

Within the concept of the City Beautiful Movement, the City of Portland contemplated a broader vision. In 1900, the city passed a legislative amendment to the City Charter to create the Board of Park Commissioners. Led by Rev. Thomas Lamb Elliot, former minister of the First Unitarian Church and later civic leader; Elliot had been described by one historian as the conscience of the community. In the eyes of the Board, "The beautifying of the city, as a whole, the increased healthfulness of the people, the higher values to all property, the opening of beautiful suburbs and the true expansion of the commonwealth are involved (in the growth and development of a new parks). A park system embracing riverside, mountains and plains, and connected by wide boulevards, would go far to make this the most beautiful city in the world." ¹¹

Even prior to the formation of the Park Board, the notion of a system of parks to be developed with Olmsted's expertise had taken hold. Three Park Board members had knowledge of Olmsted Brothers reputation. Eliot had a relative in the firm in the prior decade. Leading Portland architect Ion Lewis had worked with the firm when employed on the East Coast. L.L. Hawkins knew of the firm's work in establishing Yosemite National Park.

Upon formation of the board in 1898, its Secretary sent a letter to Olmsted Brothers to inquire about services for a Portland plan. As a follow up, Eliot took a trip east to visit eastern parks, particularly Boston, and to visit the Olmsted firm. To strengthen the Portland request, Dr. Eliot suggested to Olmsted Bros. that they come, not only to design a Portland Park Plan, but also ones for Seattle and Spokane, as well as design plans for the proposed 1905 Lewis & Clark Centennial Exposition in Portland, thus saving on travel expenses. This arrangement proved promising to the firm and their acceptance letter, addressed to Eliot and Hawkins, was delivered in January of 1903. By April, 1903, John Charles Olmsted, Senior Partner, arrived in Portland.

Olmsted began his Portland projects immediately. He began to survey the City's general layout, from the foothills to the west, St. Johns, the Columbia River and its sloughs to the north, Mt. Tabor and Rocky Butte to the East, and to the City's southern boundary at Sellwood. In this endeavor, he was assisted by Park Commissioners Lewis and particularly Hawkins, the latter who mapped out a tour route prior to Olmsted's arrival, and who toured him in his Tallyho "Jupiter" wagon. For three weeks, the two toured the City, hiking the existing City Parks, up canyons and trails to the peaks of the eastern hilltops, the summit of Council Crest, the hills of future Forest Park, and along the Willamette River banks and its islands, to plan for future parks and parkways. With all this survey work, Olmsted, with his photographs and notes, returned to Brookline to complete the Report, which would come to be known as the Olmsted Plan.

The Olmsted firm was the premier landscape design firm in the country and its founder, Frederick Law Olmsted, considered the founder of American landscape architecture. Frederick Olmsted found huge success in his plans for New York's Central Park and Prospect Park. As most American cities were essentially unplanned and happenstance at the time, the creation of the profession of Landscape Architect and planning was all but invented by them. They eventually covered every area of landscape design, from private homes, including "Biltmore," to the National Capital grounds in Washington D.C., to universities, such as Stanford, and to establishing National Parks, such as Yosemite. Their scope was national, even international, and among their six thousand projects were those in the west including California, Washington and Oregon. The western

¹¹ City of Portland, Park Commissioner's Report, 1901 (March 1, 1902), pp. ii-iii.

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work was largely the responsibility of John C. Olmsted, who joined the firm in 1878 and became Senior Partner in 1895. The firm worked on at least 3,500 projects under his leadership.

Olmsted's plan for the city was delivered to the Park Board in 1903 and published in the Oregonian on Sunday, June 5^h, 1904. In brief, a city-wide park system was composed of "units" such as squares, playgrounds, small neighborhood parks, large suburban parks, and scenic reservoirs of native forest lands, all connected by parkways and boulevards was proposed. The system would wind from Terwilliger Boulevard north through Forest Park and would continue on the east side of the river near present-day University of Portland, north to the Columbia Slough at the site of the Portland Airport, southeast to Mt. Tabor, then connecting west to the river with parks along the east bank of the Willamette. The plan included eighteen specific recommendations, specifying both parkways and parks. Olmsted's plan to the Parks Board was entirely unique and the firm's first statement as to its basic design philosophy for city parks and boulevards. The proposed parks included expansion of those which were established, such as Mt. Tabor, and the addition of new parks. The plan also addressed the necessity of park management to ensure the parks would retain their value and have a positive effect on citizens. Olmsted concluded that "a liberal provision of parks in a city is one of the surest manifestations of intelligences, degree of civilization and progressiveness of its citizens. A week later, on June 12th, the Park Board members as well as the Mayor published their response to the Olmsted Report in the Oregonian, generally endorsing the plan, though the Mayor pondered whether its scale was too big for the city. 12

With Olmsted's report as its foundation, in 1906, a group of park advocates and business supporters formed Initiative One Hundred to advocate for the passage of a \$1 million bond issue for park development. In June 1907, voters narrowly passed the bond measures, though legal challenges delayed bond expenditures until 1909. In practical terms, the delay notably reduced the buying power of the \$1 million bond. The bulk of the funds were spent on constructing the first stage of Terwilliger Parkway. The rest of the funding went to buy land for parks. This included land for what would become Peninsula Park at \$60,000, Laurelhurst Park at \$93,000, and Mt. Tabor at \$345,000. Collectively, the purchase's tripled the City's park acreage and much of the acquired land was sited on the east side of the Willamette River, providing a more equitable distribution of park acres in the city.¹³

The Planning, Development and Construction of Terwilliger Parkway¹⁴

As noted, the bulk of the City's Park's Bond Fund went toward the first leg of the Terwilliger Parkway and it was the only one of Olmsted's envisioned three parkways to be built.

The first discussion of a parkway along the base of the west hills is found in the notes Olmsted sent to his wife Sophia. In his April 25, 1903 entry, Olmsted noted that Hawkins and Eliot had "a scheme for a pleasure drive." Olmsted soon referred to this as the "South Hillside Parkway." In subsequent notes Olmsted detailed,

"a level hillside drive above the rectangular subdivisions would be desirable," and "an informal picturesque parkway would pass east of Riverview Cemetery (Taylor's Ferry Rd.) leaving the west bank of the river at Fulton. It would keep along the hillside to a connection with the City Squares (Park Blocks), would continue on the Hillside to City Park (Washington Park), would keep on the hillsides to Macleay Park and would proceed thence along the hillsides to another large forest reservation (Forest Park) on the hills northwest of the Mount

¹² City of Portland, Park Commissioner's Report, 1901 (March 1, 1902), pp. 17-18; Oregonian, June 12, 1903, pp. 35-37, 46.

¹³ City of Portland Bureau of Planning, The City Beautiful Movement and Civic Planning in Oregon, 1897-1921, E-16..

¹⁴ This section is drawn primarily from four sources: City of Portland, Southwest Hillside Parkway, draft National Register nomination, 1985; Chet Orloff, Olmsted Portland Park Plan, www.oregonencyclopedia; and Hawkins, William J., III. The Legacy of Olmsted Brothers in Portland, Oregon, 2014; Kenneth J. Guzowski, *Portland's Olmsted Vision (1897-1915): A Study of the Public Landscapes Designed by Emanuel T. Mische in Portland, Oregon.* Master's Thesis, University of Oregon, 1990.

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View Park Addition... The hillside parkway and the two forest reservations would preserve some of the characteristic hill landscape west of the city, and afford fine views of the snowy peaks."¹⁵

Following the Olmsted report, the Park Commissioners successfully negotiated with the estate of James Terwilliger about the donation of land for a hillside parkway across the upper part of their land. Terwilliger was one of Portland's original 1850 land claims with 640 acres at the south end of the city. He had died in 1892. The estate donated the hillside part of Terwilliger's land, a strip 200 feet wide and a mile long "to be used as a park and boulevard by the city for the use of the public." This roadway would connect Slaven Road (now Capitol Highway) to the south entrance of the Park Blocks following the contours of the hills. The Park Commission engaged Olmsted to prepare a "taking map" and began surveying of the Terwilliger property. The resulting 1909 drawings, included a plan entitled "Terwilliger Boulevard" and an elevation and profile section of the southern portion of the parkway. (Figures 8 & 9)

With the passage of the Park Bond, the City realized it would need a City Park Superintendent who would help realize both the 1903 plan and complete local work on the parkway. For this responsibility Olmsted highly recommended his former employee, Emanuel T. Mische, who accepted the job in 1908. In addition to being a former Olmsted employee, Mische was professionally trained at the Missouri Botanic School and the Bussy Institute in 1894. He had also been mentored by some of the famous men of the period, including Professor Charles Sprague Sargent at the Harvard's Arnold Arboretum in Jamaica Plains, James Frederick Dawson, superintendent of the Arboretum, and Ernest Henry Wilson, expert in propagation at the Arboretum. Mische also received a two-year scholarship to the Royal Botanic Gardens in Kew England. While working for Olmsted, Mische worked on the extensive plan for George Vanderbilt's Biltmore near Asheville, North Carolina. At the firm, he absorbed the Olmsted park and parkway philosophies, and even drew his drawings in the same style as learned at the firm. After his work with Olmsted, he was hired, though briefly, as the superintendent of the Madison, Wisconsin park system. Olmsted's persuasive recommendation and the broad scope of aiding Portland's Olmsted vision, and the passage of the \$1,000,000 bond measure for Portland Parks convinced Mische to move from the Madison position to the Portland one as Parks Superintendent.

Even with the hiring of Mische, Olmsted expected that the City would hire his firm to complete the working drawings and supervision of all the work of the parkway. But with the new Park Superintendent, the City opted not to not to employ Olmsted for completion of the parkway, instead relying on Mische, intimately familiar with the Olmsted philosophy and methods, yet would be paid with the less-expensive city salary.

Mische proceeded with the work and by 1910 submitted to the Parks Board a billing for \$1,295.50 for "plans and surveys." By 1911, Mische, would submit another billing for "plans, surveys, and construction." Among the plans was a revised "Preliminary Plan, of the Hillside Parkway, signed by Mische in 1912 and presented to the Parks Board. Mische incorporated most of the 1909 Olmsted design for Terwilliger Boulevard in his own work on the project. Some changes were necessitated. As further land was acquired, the plan was extended to the south end of the Park blocks, as originally proposed by Olmsted. In this half, there were design hurdles with the steep hillside as it projected east at the entrance to Broadway Drive. This necessitated that the entrance to the Parkway be moved south to S.W. Sheridan Street, at Sixth Avenue, to allow an adequate connection to Broadway Drive.

Parkway construction began in 1910. It was graded with a 45 foot width starting on the Terwilliger Donation land, between. S.W. Hamilton St. and S.W. Slavin Road (later Capitol Highway). This mile plus section was surfaced with a light macadam, and had drainage and lighting systems installed. The steepest grade was only 6 percent and the sharpest curve had an outside radius of 200 feet. The center of the boulevard was generally 40 foot from the hillside boundary of the corridor and 160 feet from the boundary on the downhill side.

Olmsted, John Charles to Sophia Olmsted. Letters April 1903, April 1906. Olmsted Archives, Frederick Law Olmsted National Historic Site.

¹⁶ City of Portland Bureau of Planning/Ernest R. Munch, John Warner Associates, and Nancy Fox, *Terwilliger Parkway Inventory*, Portland, Oregon, 1982, pg. 8.

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Mische also incorporated two viewpoints in his design. The first was Elk Point, which is near the south end of the parkway by the present-day Chart House Restaurant. The site and the first section of the parkway were dedicated in 1912 during a B.P.O. Elks convention in Portland. Though there have been alterations to this site, most notably the construction of a restaurant, the site has remained an important viewpoint of the parkway. In fact, a 1989 Scenic View Inventory completed by the City of Portland ranked Elk Point as the top panoramic view in the city, highlighting how Mische's design remained over the years.

In 1921, an enterprising restaurateur, Raleigh Simmons, acquired the land adjacent to the east and south of Elk Point and opened a single-story stucco restaurant building and curio shop called Hillvilla. The restaurant initially included an outdoor platform for the restaurant's patrons to enjoy the surrounding views. Circa 1940, the building was slightly expanded on its north elevation. Simmons sold the restaurant in 1951 to Edward Palaske and Frank Battaglia, who remodeled the building extensively in a glass-heavy modern style that almost completely replaced the original building and added a full-length porch off the main level. This redesigned Hillvilla was a long, narrow modern structure with expanses of glass.¹⁷

As part of the new restaurant development by Palaske and Battaglia, a large wooden totem pole carved by Chief Lelooska was installed in 1959.¹⁸ The totem pole is of Mt. Adams red cedar and is one of the most massive in existence measuring fifty feet high and four feet wide. The carved figures depict a beaver surmounted by a grizzly bear next to a raven topped by four watchmen. The totem was carved during Oregon's Centennial in 1959, to celebrate the state's role in Operation Deep Freeze, which established a scientific station at the geographic South Pole. Chief Lelooska had been born Cherokee, but was adopted into the Kwakwaka'wakw. He was known for his mastery of storytelling and carving. As a scholar and educator, Lelooska was an authority on the Indians of North America with a particular emphasis on the tribes of the Northwest coastal region. The totem pole is an excellent example of Lelooska's work and considered a prized part of Portland's public art collection.

In 1984, the restaurant sold yet again, another remodel occurred, which slightly altered the 1950s major alteration, and the building reopened as the Chart House Restaurant, which it remains today. Around the same time the totem pole and the surrounding plaza were given to the City of Portland in exchange for a piece of land at the Chart House entrance, making the totem pole and viewpoint plaza part of the parkway.

Mische's second viewpoint, Eagle Point, was to be part of the second section of the Parkway that was completed in 1914, connecting from S.W. Hamilton Street to S.W. Sheridan Street. This viewpoint was to be at a knoll by present-day S.W. Lowell Lane. This second viewpoint, however, was never developed. The total cost for the added 1914 section of Terwilliger Parkway, including the purchase of additional land and improvements, was about \$300,000.

By January 8, 1916 the parkway was officially named Terwilliger Parkway. The following year, the temporary macadam surface was replaced with concrete paving. In 1918, Duniway Park had been completed immediately adjacent to the parkway's north entrance. In the same year, 90 concrete light fixtures with round globes and decorative finials were installed as well as an adjacent curb. There were no other architectural features, until 1921, when a comfort station was constructed at the intersection of the Parkway and S.W. Hamilton Street.

In the century since construction, there have been some modernization to the parkway as well as some minor intrusions. The most notable development occurred on adjacent land just to the north with the development of the University of Oregon Medical School. In 1914, the Oregon Railroad and Navigation Company donated a 20 acre parcel and the medical center was first completed in 1919. A county hospital was constructed there in

¹⁷ For more information on the Hillvilla, see http://multnomahhistorical.com/hillvilla/; http://multnomahistorical.com/hillvilla/; <a href="http://multnomahistoric

¹⁸ Chief Lelooska was a Cherokee-born Native American known for his masterful carvings and scholarship on Northwest coastal native life. http://terwilligerfriends.org/News/article/totem-pole-restoration-needed-in-the-terwilliger-parkway#.

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1924, followed by the Dornbecker Children's Hospital in 1926, and then the Veterans' Hospital shortly after. In 1930, a concrete stair was built to connect the parkway with the hospital.

Other adjacent construction outside the boundary included modification to private land adjacent to the Elks Viewpoint. As noted, Raleigh Simmons built the Spanish Colonial "Hillvilla" restaurant in 1921, a private amenity that complemented the automotive adventure of the parkway similar to the Multnomah Falls Lodge in the Columbia Gorge. Hillvilla closed in 1953. The site was acquired by Portland restaurateur Ed Palaske in 1954 who replaced the building and reopened in 1955. In 1959, Palaske, a collector of Native American art, added the massive wooden totem pole carved by Chief Lelooska in 1959. Hillvilla was sold in 1981, to be modernized and reopened. The restaurant was again remodeled in 1985 and opened as the Chart House in 1985.

Within the parkway boundaries, the most impactful alteration was the removal of a short wood trestle bridge that spanned a gully just north of Elk Point in 1929. The gully was infilled and the roadway rebuilt. Other changes within the context of the resource are comparatively minor and mostly for public safety. The roadway has been repaved on at least three occasions, once with concrete in 1917, once in the 1970s with concrete, and in 1994 with asphalt. The City installed wooden guard rails in 1929 along the outer curves of the pedestrian pathways at the sharpest points of the parkway. These were replaced with metal pipe railings in the 1970s. In the 1970s, a concrete curb was added to the east side of the parkway and in the 1990s, the City installed curbed the full length of the parkway and added storm drains added. Limited concrete retaining walls were installed on the downhill side of the pedestrian pathway at steep drop-offs. The light globes atop the street lamps were replaced with glass and metal saucer shaped fixtures and in 2020, the fixtures were restored to LED globes. Additionally, select poles have been replaced in kind over the years and some relocated to the far side of the pedestrian pathway. More recently, at the south entry, new underground sewer and water facilities were constructed at S.W. Capitol Highway and a naturalistic mural facing Capitol Hwy. was installed in 2012 as a graffiti abatement art grant provided by the Regional Art and Culture Council.

Character-Defining Features: The resources consists of a primary, overarching resource, a 2.5 mile parkway that runs from S.W. Capitol Highway to S.W. Sheridan Street. It is a serpentine, built into the east hillside of Marquam Hill with pedestrian path on the east downhill side. The alignment along with core roadway elements such as the light standards and adjacent eastside pedestrian path complemented by a natural second-growth forest buffer on each side is defining. Of note too is the undulating nature of the view shed, with area proximate forest coverage complemented by stopping points of both panoramic and targeted views to the distance. As noted by the MPD, that these elements have been modernized for safety and improved public access is immaterial. Other character-defining features include the contributing resource, Elk Point, a stopping point on the parkway with panoramic views to Mt. St. Helens, Mt. Hood, as well as the City core and Willamette River. Less impressive, but integral to the era, is the circa 1921 Comfort Station, also a contributing resource.

Summary and Conclusion

As detailed in the MPD, "The City Beautiful Movement and Civic Planning in Portland, 1897-1921," parks were one keystone to the execution of the City Beautiful Movement in Portland. To achieve its goal, it relied on a comprehensive park plan conceived by nationally noted landscape architect John Olmsted and executed through the Park Superintendent and former Olmsted employee Emanuel Mische. That plan called for a park system loosely connected via parkways and boulevards. Portland voters provided funding for construction by approving a million dollar bond issue in 1907. The majority of bond funding went to the construction of what was originally called the Southwest Hills Parkway, later renamed Terwilliger Parkway. Built between 1910 and 1921, Terwilliger Parkway was the only parkway in Olmsted's plan to be constructed.

¹⁹ Chief Lelooska was a Cherokee-born Native American known for his masterful carvings and scholarship on Northwest coastal native life. http://terwilligerfriends.org/News/article/totem-pole-restoration-needed-in-the-terwilliger-parkway#.

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National Park Service / National Register of	Historic Places Registration Form
NPS Form 10-900	OMB No. 1024-0018

Terwilliger Parkway

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The MPD provides a historic context and established registration requirements for listing on the National Register within this context. The MPD asserts that due to rarity, any extant resource associated with this context should be listed. The registration requirements nonetheless establish three core criteria for its identified building type: integrity, Olmstedian design principals and dates of construction. Terwilliger Parkway meets all three criteria. For these reasons, within this context, it should be listed on the National Register of Historic Places as a locally significant resource.

Terwilliger Parkway	Multnomah Co., OR
Name of Property	County and State

9. Major Bibliographical References

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, Aug. 2, 1914, Sec. 1, p. 10.
, Sept. 24, 1914, p. 2.
, Sept. 18, 1915, p. 1.
, Jan. 8, 1916, p. 7.
, Sept. 6, 1917, p. 19.

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, Dec. 12, 1918, p. 11. , Apr. 23, 1934, p. 17.	
"Emanuel Tillman Mische Memorialized" Oregon Journal,	Aug. 16, 1942, p. 13.
Park Bureau Files, "Terwilliger Parkway", Portland, Orego	n.
Portland Park Board and Olmsted Brothers, Landscape At Oregon, 1903, with the Report of Messrs. Olmsted Parkways, Boulevards and Parks for the City of Po	Bros., Landscape Architects, Outlining a System of
Portland Park Commission, Annual Report to the Park Box	ard, Portland, Oregon, 1901-1913.
Previous documentation on file (NPS):	Primary location of additional data:
preliminary determination of individual listing (36 CFR 67 has been requested)	X State Historic Preservation Office Other State agency
previously listed in the National Registerpreviously determined eligible by the National Register	Federal agencyLocal government
designated a National Historic Landmark recorded by Historic American Buildings Survey #	University X Other
recorded by Historic American Engineering Record # recorded by Historic American Landscape Survey #	Name of repository: Oregon Historical Society

Terwilliger Parkway			Multnomah Co., OR
Name of Property			County and State
10. Geographical Dat	a		
Acreage of Property _ (Do not include previously lis	115 acres ted resource acreage; enter "Less th	nan one" if the acreage is .99 or less)	
Latitude/Longitude Co Datum if other than WG (enter coordinates to 6 decim	SS84 N/A		
(55. 555.5			
1 45.505186° Latitude	-122.688587° Longitude	3 <u>45.479813°</u> Latitude	-122.678469° Longitude

Verbal Boundary Description (Describe the boundaries of the property.)

The Terwilliger Parkway boundary is comprised of City of Portland and Metro owned tax lots as shown on the map in Figure 3 below. The parkway begins at the intersection with S.W. Sheridan Street, adjacent to the west side of Duniway Park, and winds to its southern terminus at the intersection of S.W. Terwilliger Blvd. and S.W. Capitol Highway. The center of the boulevard is generally 40 feet from the hillside boundary of the corridor (generally to the west) and 160 feet from the boundary on the downhill side (generally to the east), allowing for the envelopment of the road in controlled plantings, recreational opportunities, and framed views of the city.

Boundary Justification (Explain why the boundaries were selected.)

The boundary consists of the original parkway as-built by 1914 from S.W. Sheridan St. to S.W. Capitol Hwy. (formerly Slavin Rd.), and includes both road right-of-way and property parcels owned by the City of Portland for park use and a small portion owned by the Metro regional government at the east end of the slope from Terwilliger to S.W. Barbur Boulevard, south of S.W. Hamilton Street and north of S.W. Ralston Drive. It also includes properties that were originally recommended for inclusion as part of the 1909-10 designs, such as Eagle Point, but were not purchased until decades later. And it includes adjacent parcels of undeveloped natural area that were purchased for preservation and are now considered part of Terwilliger Parkway by Portland Parks and Recreation. These properties purchased since 1921 are included because they are contiguous with the original parkway and help to protect its scenic qualities. Eagle Point was shown on the original Mische plan as a major viewpoint on the parkway but was never purchased or developed. It was purchased in 2013 to fulfill the original plan and to prevent development from intruding on the parkway experience. The "wildlands" adjoining the original parkway also preserve views from downtown and eastside Portland of the forested hills that form the characteristic backdrop to the city. The surrounding vegetation and natural area buffer are essential elements of the boundary in order to convey the intended design of the parkway as a roadway surrounded by the natural landscape.

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11. Form Prepared By	
name/title Anton Vetterlein/FOT President and W	esley Risher/FOT Vice Pres. date 08-10-2020
organization Friends of Terwilliger (FOT)	telephone <u>503-866-1667</u>
street & number 16 S.W. Canby Street	email antonvett@comcast.net
city or town Portland	state OR zip code 97219
Additional Documentation	

Submit the following items with the completed form:

- Regional Location Map
- Local Location Map
- Tax Lot Map
- Site Plan
- Floor Plans (As Applicable)
- **Photo Location Map** (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).

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Photographs:

Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

 Photo Log

 Name of Property:
 Terwilliger Parkway

 City or Vicinity:
 Portland

 County:
 Multnomah
 State:
 Oregon

 Photographer:
 Peter J. DeCrescenzo and Wesley C. Risher

 Date Photographed:
 October 28, 2017, February 25, 2018 and March 10, 2018

Description of Photograph(s) and number, include description of view indicating direction of camera:

Photo 1 of 21: Northern beginning of Terwilliger Parkway at S.W. Sheridan Street and S.W. Terwilliger

Boulevard; view looking to the south.

Photo 2 of 21: Iconic concrete 11'-6", Terwilliger Parkway street lamps with the replacement saucer

fixtures along upper Duniway Park (Terwilliger Parkway gateway sign in the distance);

view looking to the southwest.

Photo 3 of 21: Terwilliger Parkway gateway sign located in upper Duniway Park is a noncontributing

structure along the Terwilliger Parkway; view looking to the south.

Photo 4 of 21: Upper Duniway Park Sequoia conifers planted to screen the roadway cut in the bluff

where the Terwilliger Parkway rises up the southwest hills; view looking to the east.

Photo 5 of 21: Terwilliger Parkway at the intersection of S.W. Terwilliger Boulevard and S.W. Sam

Jackson Road; view looking to the southeast.

Photo 6 of 21: Section of the Terwilliger Parkway that rises from the lower city center to the bluff along

the southwest hills; view looking to the northwest.

Photo 7 of 21: Off-street parking areas out along the Terwilliger Parkway; looking northeasterly across

the pedestrian pathway toward one of the picnic tables and part of the surrounding

woods; wonderful external view of downtown Portland.

Photo 8 of 21: Terwilliger Parkway's pedestrian path along straight section; view looking to the

northeast.

Photo 9 of 21: Terwilliger Parkway at unsignalized S.W. Campus Drive intersection; view looking to the

northwest.

Photo 10 of 21: Terwilliger Parkway external view looking to the north from off-street parking area

viewpoint near intersection of S.W. Campus Drive, downtown Portland and Mount St.

Helens visible in the distance.

Photo 11 of 21: Off-street parking areas out along the Terwilliger Parkway, view looking to the south.

Terwilliger Parkway Multnomah Co., OR Name of Property County and State Photo 12 of 21: Terwilliger Parkway pedestrian path near off-street parking area approaching S.W. Condor Lane; view looking to the north. Photo 13 of 21: Commanding views of Mt. Hood and the city of Portland to the east along the Terwilliger Parkway near S.W. Hamilton Street; External view looking to the east. Photo 14 of 21: Terwilliger Parkway near S.W. Hamilton Street; view looking to the northeast. Photo 15 of 21: Comfort Station at S.W Hamilton Street and S.W. Terwilliger Boulevard was added to the Terwilliger Parkway in 1921 as an amenity to the parkway user. The Comfort Station is a historical contributing structure to the Terwilliger Parkway; view looking to the west. Photo 16 of 21: Iconic concrete Terwilliger Parkway street lamps with the replacement saucer fixtures along the Terwilliger Parkway just south of S.W. Hamilton Street. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the left is a distinctive and deliberate design element of the Terwilliger Parkway. Ornamental lawns areas along the Terwilliger Parkway as shown in this photo are historic design elements of the Parkway as well; view looking to the southwest. Photo 17 of 21: Off-street parking area with ornamental lawn and picnic table along the Terwilliger Parkway approaching the intersection with S.W. Westwood Drive; view looking to the southwest. Photo 18 of 21: Terwilliger Parkway iconic concrete lamps with the replacement saucer fixtures along the Terwilliger Parkway with the pipe railing adjacent to the pedestrian path in the distance; view looking northeasterly. Photo 19 of 21: Elk Point viewpoint is covered by the parking lot and adjacent Chart House restaurant. North of the Chart House restaurant is a circular viewpoint, which stands at the base of the totem pole carved by Chief Lelooska in 1959, a noncontributing object along the Terwilliger Parkway; view looking easterly. Photo 20 of 21: Southern entrance of the Terwilliger Parkway, S.W. Terwilliger Boulevard at S.W. Capitol Hwy., view looking to the north. Photo 21 of 21: Recently installed LED light fixtures similar to original globe style now top all Terwilliger Parkway light standards; view looking to the north.

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

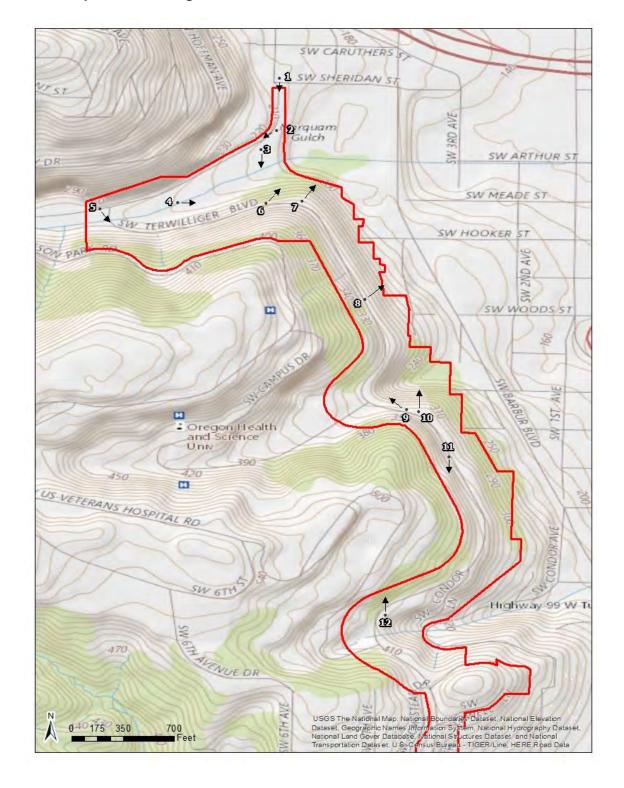
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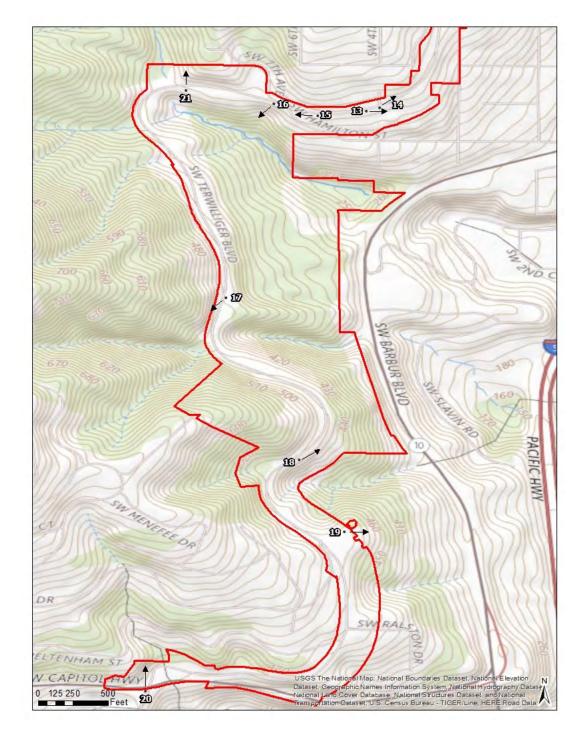
Photo Location Map, Northern Segment



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Photo Location Map, Southern Segment



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List of Figures

(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.

- Figure 1: Regional Location Map, Terwilliger Parkway
- Figure 2: Local Location Map
- Figure 3: Boundary Map, Terwilliger Parkway boundary, S.W. Sheridan St. to S.W. Capitol Hwy.
- Figure 4: Site Map with Photo Locations, Northern Segment
- Figure 5: Site Map with Photo Locations, Southern Segment
- Figure 6: Terwilliger Light Poles Map North Segment
- Figure 7: Terwilliger Light Poles Map South Segment
- Figure 8: 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 1 (Terwilliger Parkway)
 - Topographical Map
- Figure 9: 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 1 (Terwilliger Parkway)
 - Profile
- Figure 10: 1912 E. T. Mische Hillside Parkway (Terwilliger Parkway) Plan
- Figure 11: Opening of Terwilliger Boulevard during the B.P.O.E. convention in Portland, July 1912
- Figure 12: Oregon *Journal* photo, ca. 1912
- Figure 13: Terwilliger Boulevard before it was paved ca. 1912. Oregon *Journal* photo.
- **Figure 14:** Former Terwilliger Boulevard road bridge, 1912 construction photo.
- **Figure 15:** Bus tour of the Terwilliger Boulevard, ca. 1915.
- Figure 16: View of car driving down Terwilliger Boulevard. ca. 1925
- Figure 17: Terwilliger Parkway ca. 1914
- Figure 18: Historical view ca. 1925
- Figure 19: Upper Duniway Park, 1925
- Figure 20: 1921 photo of S.W. Hamilton and S.W. Terwilliger Blvd.
- Figure 21: Plans for Comfort Station and Transformer House on (Hillside Parkway) Terwilliger Parkway,
 - July 6, 1914

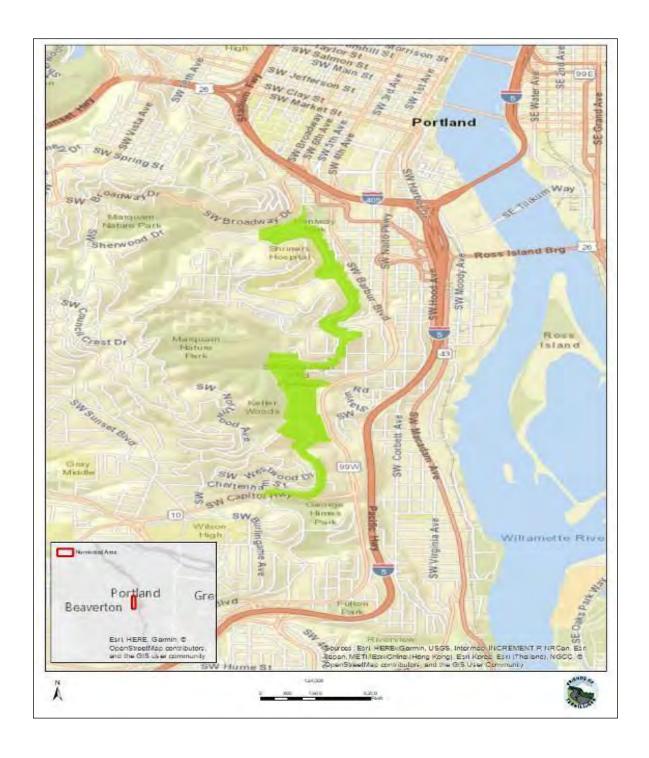
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Figure 1: Regional Location Map, Terwilliger Parkway



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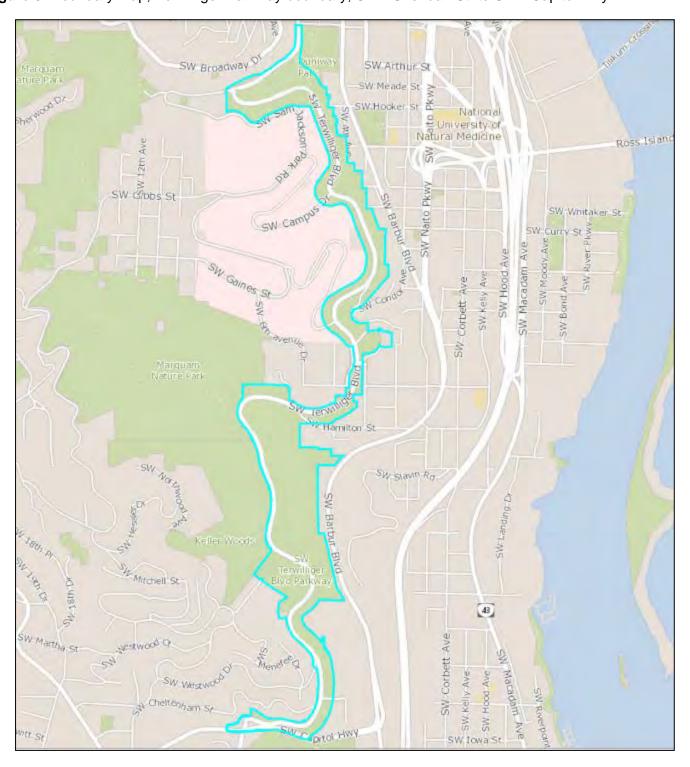
Figure 2: Local Location Map



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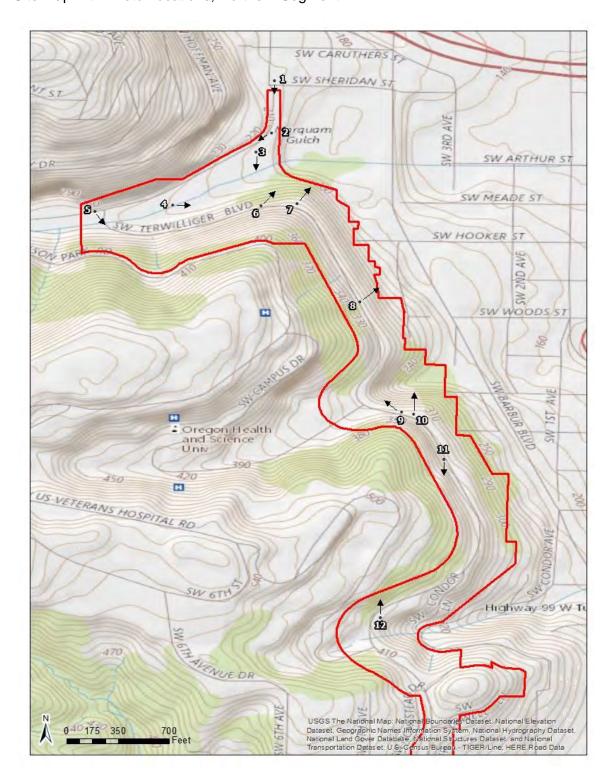
Figure 3: Boundary Map, Terwilliger Parkway boundary, S.W. Sheridan St. to S.W. Capitol Hwy.



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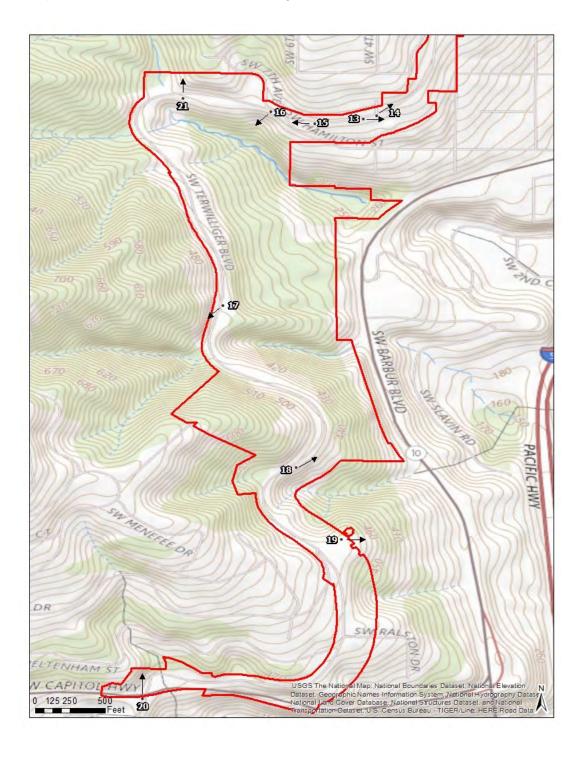
Figure 4: Site Map with Photo Locations, Northern Segment



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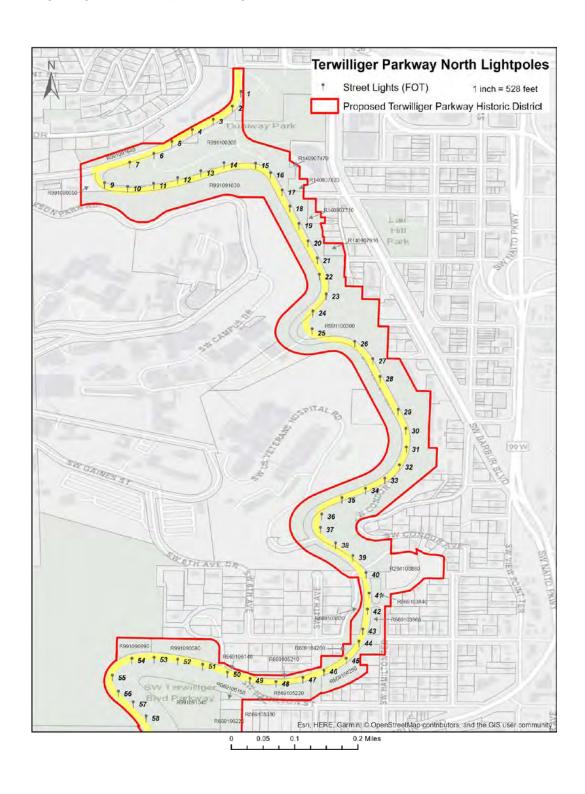
Figure 5: Site Map with Photo Locations, Southern Segment



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Figure 6: Terwilliger Light Poles Map North Segment

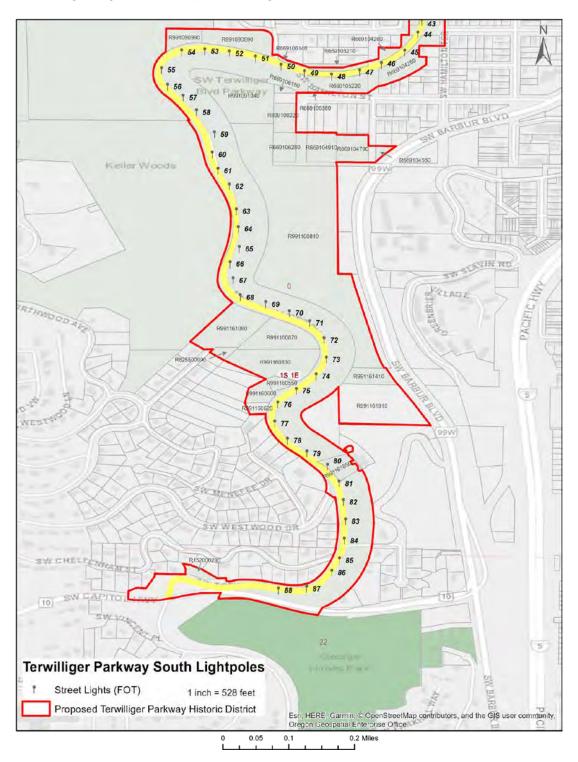


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Figure 7: Terwilliger Light Poles Map South Segment

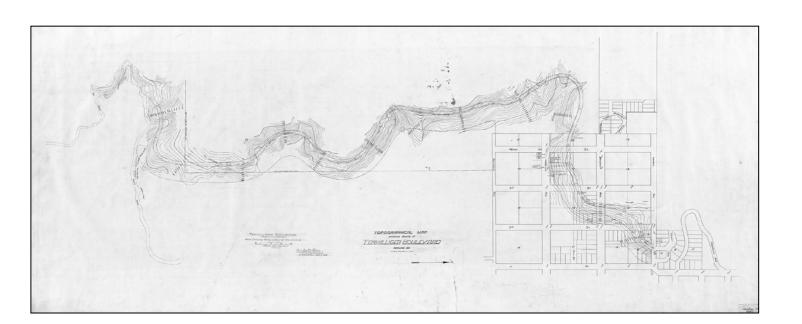


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Figure 8: 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No.1 (Terwilliger Parkway) Topographical Map

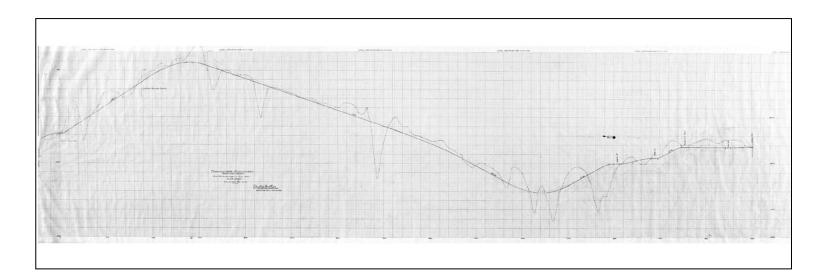


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Figure 9: 1909 Olmsted Brothers Terwilliger Boulevard Plan File No. 2642-No. 2 (Terwilliger Parkway) Profile

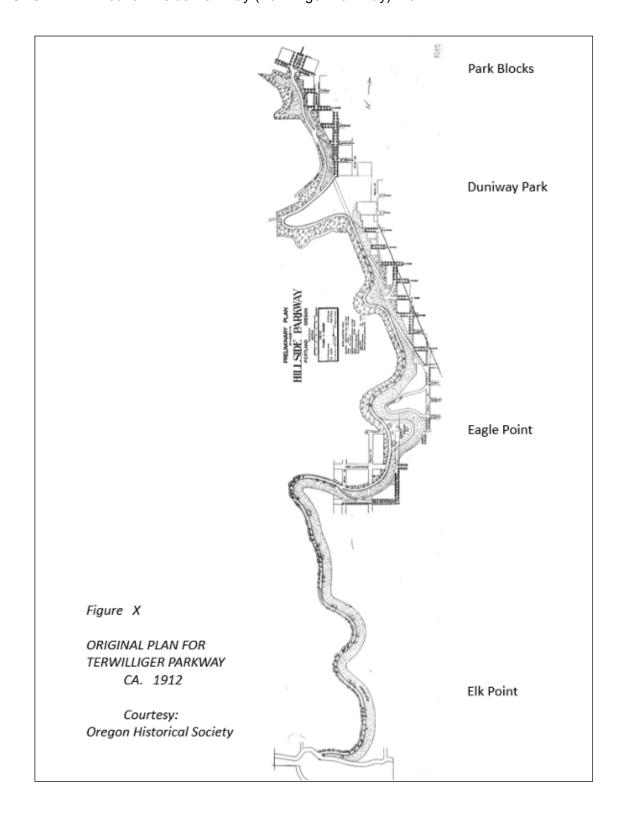


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Figure 10 1912 E.T. Mische Hillside Parkway (Terwilliger Parkway) Plan



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Figure 11 Opening of Terwilliger Boulevard during the B.P.O.E. (Elks) convention in Portland, July 1912. Cirkut Print by Edward R. Marcell; Used with permission from Oregon Historical Society, Call Number: ORHI102819. View looking north at Elk Point.



Figure 12: Oregon Journal photo, ca. 1912; used with permission from the Oregonian, OHS neg. no. 63559

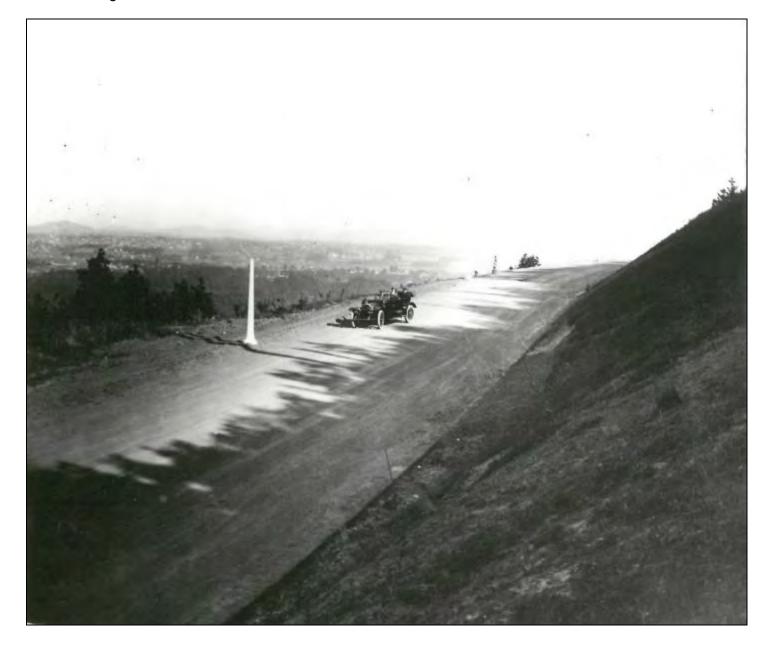


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Figure 13: Terwilliger Boulevard before it was paved ca. 1912. Oregon *Journal* photo, used with permission from the *Oregonian*, item ID. 086705. View of east side in distance.

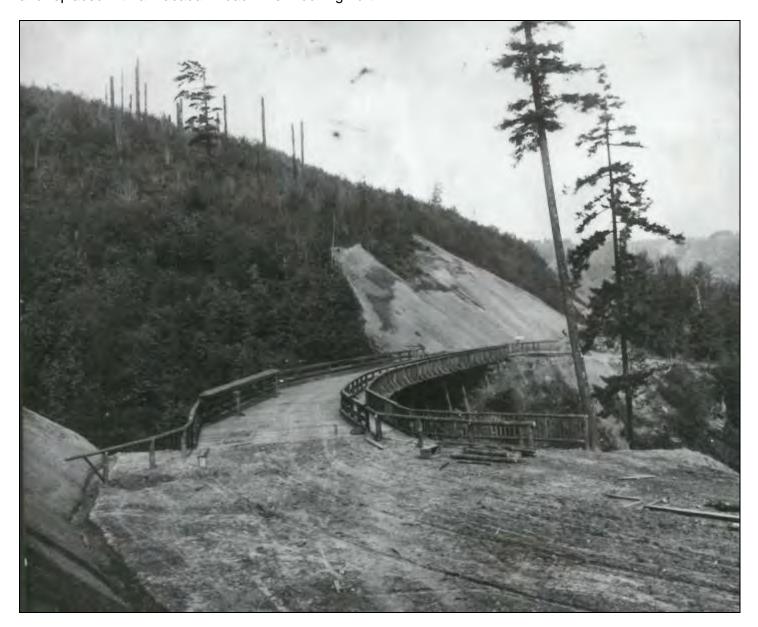


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Figure 14: Former Terwilliger Boulevard road bridge, 1912 construction photo. Bridge removed, ravine filled in and replaced with a macadam road. View looking north.



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Figure 15: Bus tour of the Terwilliger Boulevard, ca. 1915. Photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #17498. View looking northeast.



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Figure 16: View of car driving down Terwilliger Boulevard shows curves as it winds around Marquam Hill. Note Street Lamps, ca. 1925. Oregon *Journal* photo, used with permission from the *Oregonian*. View looking north.



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Figure 17: Terwilliger Parkway ca. 1914, photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #ORHI 78754. View looking southeast.



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Figure 18: Historical view (ca. 1925) of the parkway; note paved road, globe lamp fixtures, overgrown but graded walking path to the right of the car. Photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #39689. View looking north.

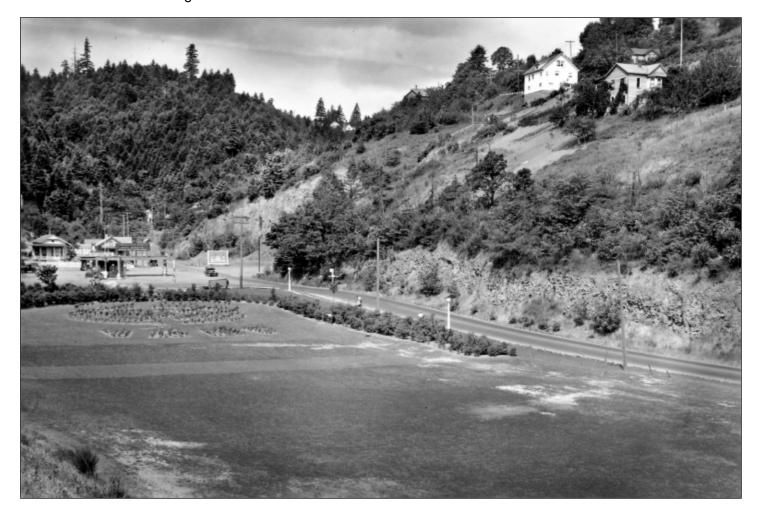


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Figure 19: Upper Duniway Park, Lilac Garden at the intersection of S.W. Sam Jackson Road and S.W. Terwilliger Blvd., 1925, photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #COP01644. View looking west.



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Figure 20: 1921 photo at S.W. Hamilton and S.W. Terwilliger Blvd., showing Comfort Station at intersection. Photo used with permission--Oregon Historical Society, Portland, OR 97205 neg. #ORHI78761. View looking north.



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Figure 21: Plans for Comfort Station and Transformer House on (Hillside Parkway) Terwilliger Parkway, July 6, 1914 at S.W. Hamilton and S.W. Terwilliger Blvd. Photo used with permission — City of Portland Archives & Records Center (PARC), Portland, OR 97201. PARC Accession: A2013-007, Record Number: M/10136

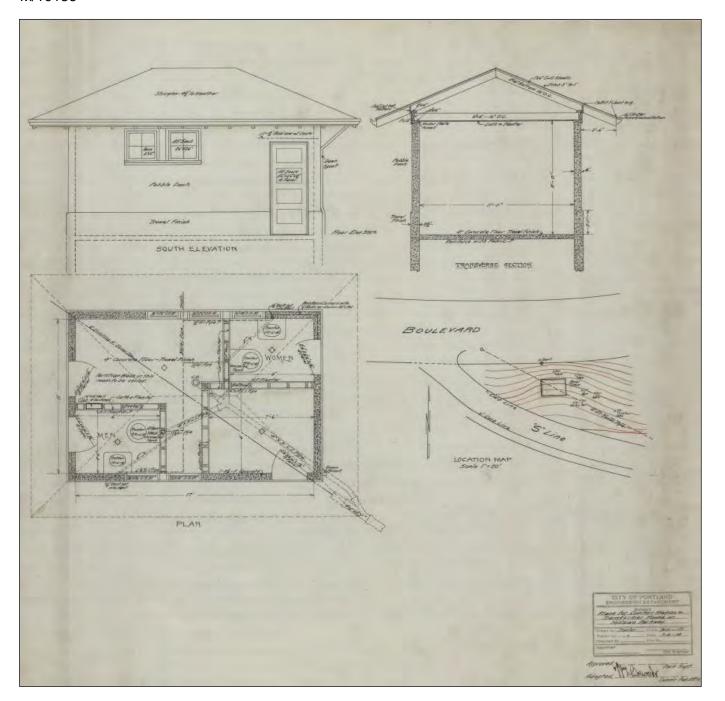




Photo 1 of 21: Northern beginning of Terwilliger Parkway at S.W. Sheridan Street and S.W. Terwilliger Boulevard; view looking to the south.



Photo 2 of 21: Iconic concrete 11'-6", Terwilliger Parkway street lamps with the replacement saucer fixtures along upper Duniway Park (Terwilliger Parkway gateway sign in the distance). Placement of the street lamp adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the left is a distinctive and deliberate design element of the Terwilliger Parkway. The historic height of the street lamps and their placement creates an iconic cadence along the Terwilliger Parkway reminding the user where they are; view looking to the southwest.



Photo 3 of 21: Terwilliger Parkway gateway sign installed to commemorate the centennial of the Terwilliger Parkway in 2012. The northern Terwilliger Parkway gateway sign located in upper Duniway Park is a noncontributing structure along the Terwilliger Parkway; view looking to the south.



Photo 4 of 21: View of the majestic stand of Sequoia conifers planted along the cut in the bluff where the Terwilliger Parkway rises up the southwest hills. Knowing the Sequoias would screen the roadway cut from the upper Duniway Park, these trees have matured in their placement to fulfill that role. View looking to the east.



Photo 5 of 21: Intersection of S.W. Terwilliger Boulevard and S.W. Sam Jackson Road. This is the section of the Terwilliger Parkway that rises from the lower city center up to the bluff of the southwest hills; view looking to the southeast.



Photo 6 of 21: Looking northwest at one of the parkway street lamps with the replacement saucer fixtures. Note curb tight location of the lamp post and curbing. This is the section of the Terwilliger Parkway that rises from the lower city center to the bluff along the southwest hills. View looking to the northwest.



Photo 7 of 21: Off-street parking areas out along the Terwilliger Parkway; looking northeasterly across the pedestrian pathway toward one of the picnic tables and part of the surrounding woods; wonderful external view of downtown Portland.

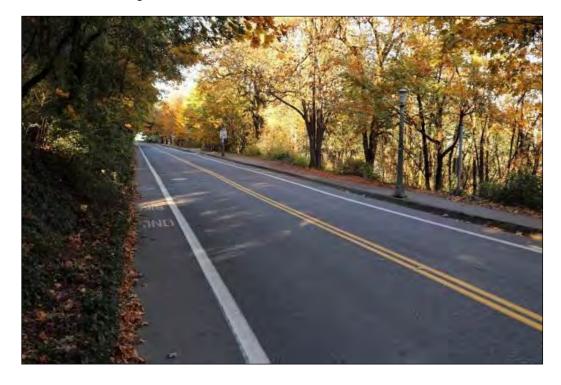


Photo 8 of 21: Terwilliger Parkway's pedestrian path along straight section; view looking to the northeast. Note concrete curbing and curb tight location of the lamp post with the replacement saucer fixtures along the Terwilliger Parkway; it's the location and cadence of the lamp posts that evokes the parkway design.



Photo 9 of 21: Terwilliger Parkway at unsignalized S.W. Campus Drive intersection; view looking to the northwest.



Photo 10 of 21: Terwilliger Parkway external view looking to the north from off-street parking area viewpoint near intersection of S.W. Campus Drive, downtown Portland and Mount St. Helens visible in the distance.



Photo 11 of 21: Off-street parking areas out along the Terwilliger Parkway, view looking to the south.



Photo 12 of 21: Terwilliger Parkway pedestrian path near off-street parking area approaching S.W. Condor Lane; view looking to the north. Note concrete curbing and curb tight location of the lamp post the replacement saucer fixtures along the Terwilliger Parkway.



Photo 13 of 21: Commanding views of Mt. Hood and the city of Portland to the east along the Terwilliger Parkway near S.W. Hamilton Street; External view looking to the east.



Photo 14 of 21: Terwilliger Parkway near S.W. Hamilton Street; view looking to the northeast.



Photo 15 of 21: Comfort Station at S.W Hamilton Street and S.W. Terwilliger Boulevard was added to the Terwilliger Parkway in 1921 as an amenity to the parkway user. The Comfort Station is a historical contributing structure to the Terwilliger Parkway; view looking to the west.



Photo 16 of 21: Iconic concrete Terwilliger Parkway street lamps with the replacement saucer fixtures along the Terwilliger Parkway just south of S.W. Hamilton Street. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the left is a distinctive and deliberate design element of the Terwilliger Parkway. Ornamental lawns areas along the Terwilliger Parkway as shown in this photo are historic design elements of the Parkway as well; view looking to the southwest.



Photo 17 of 21: Off-street parking area with ornamental lawn and picnic table along the Terwilliger Parkway approaching the intersection with S.W. Westwood Drive; view looking to the southwest. Note concrete curbing and curbed planting area defining the Terwilliger Parkway.



Photo 18 of 21: Terwilliger Parkway iconic concrete lamps with the replacement saucer fixtures along the Terwilliger Parkway with the pipe railing adjacent to the pedestrian path in the distance. Placement of the street lamps adjacent to the curb at the bicycle lane and roadway with the pedestrian path to the right is a distinctive and deliberate design element of the Terwilliger Parkway, which creates an iconic cadence along the Terwilliger Parkway reminding the user where they are; view looking northeasterly.

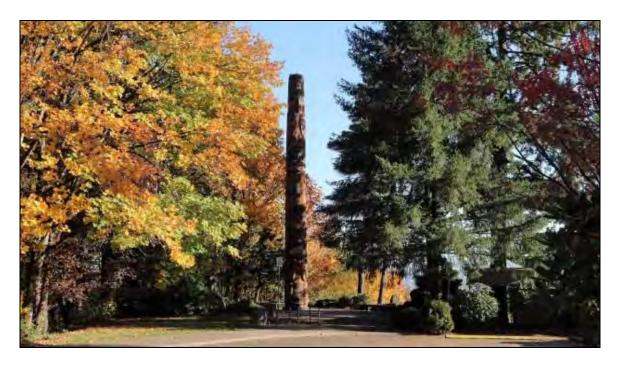


Photo 19 of 21: Elk Point viewpoint is covered by the parking lot and adjacent Chart House restaurant. North of the Chart House restaurant is a circular viewpoint, which stands at the base of the totem pole carved by Chief Lelooska in 1959, a noncontributing object along the Terwilliger Parkway; view looking easterly.

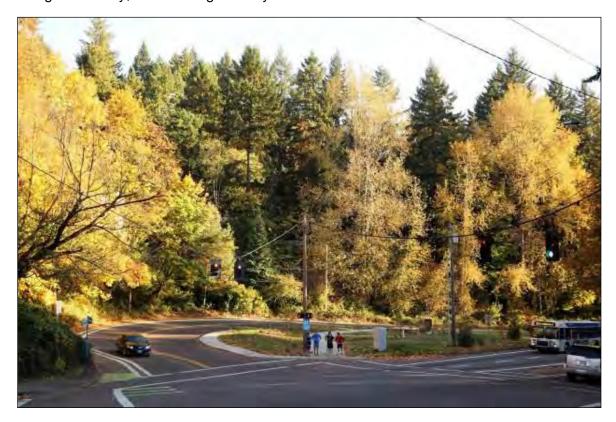
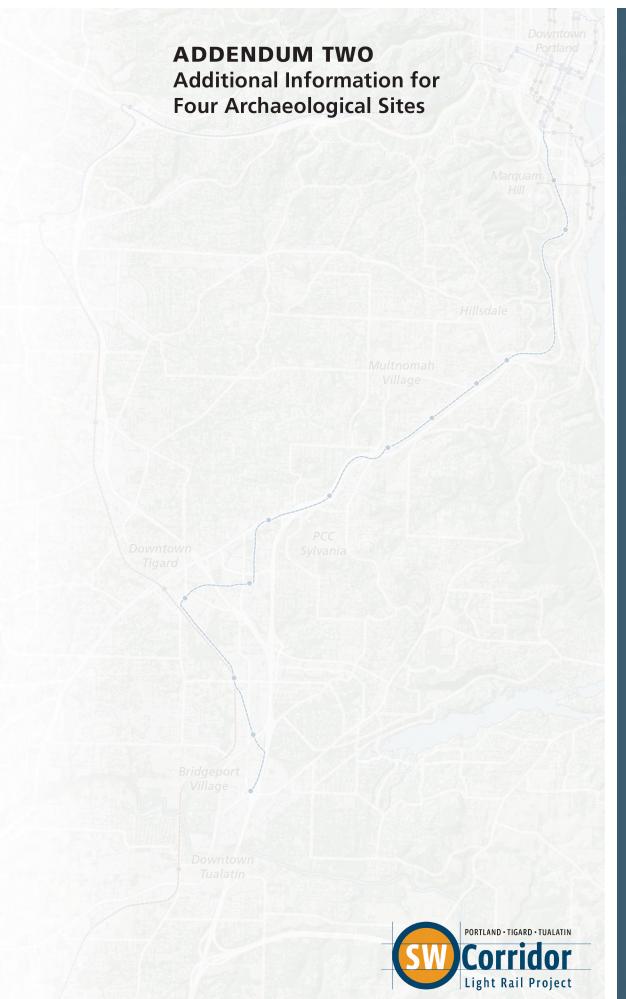


Photo 20 of 21: S.W. Terwilliger Boulevard at S.W. Capitol Hwy. the southern entrance to the Terwilliger Parkway; view looking to the north.



Photo 21 of 21: Recently installed LED light fixtures similar to original globe style now top all Terwilliger Parkway light standards.



CULTURAL RESOURCE SURVEY FOR THE SOUTHWEST CORRIDOR LIGHT RAIL PROJECT, MULTNOMAH AND WASHINGTON COUNTIES, OREGON ADDENDUM TWO: ADDITIONAL INFORMATION FOR

FOUR ARCHAEOLOGICAL SITES

Prepared for Parametrix Portland, Oregon

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This document contains sensitive archaeological information and has been redacted in its entirety.