Cultural Resources Technical Report

Multnomah County | Earthquake Ready Burnside Bridge Project

Portland, OR

January 29, 2021

Earthquake Ready Burnside Bridge
Cultural Resources
Technical Report

Prepared for

Multnomah County Transportation Division – Bridges
1403 SE Water Ave
Portland, OR 97214

Prepared by

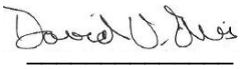
HDR
1050 SW 6th Ave, Suite 1800
Portland, OR 97204
T (503) 423-3700

WillametteCRA
2827 NE Martin Luther King Blvd
Portland, OR 97212
T (503) 281-4576

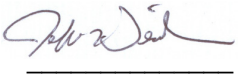
Contract# DCS-SVCSGEN-857-2019-conv
HDR Project #10144814

CERTIFICATION

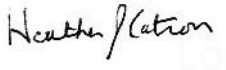
The technical material and data contained in this document were prepared under the supervision and direction of the undersigned, as a professional archaeologist.

 Signature Reserved for Final Version

Prepared by David Ellis (Archaeologist)

 Signature Reserved for Final Version

Checked by Jeff Heilman (NEPA Lead)

 Signature Reserved for Final Version

Approved by Heather Catron (Consultant Project Manager)

Contents

Tables

Figures

Appendices

Acronyms, Initialisms, and Abbreviations

ac	acre
APE	Area of Potential Effects
API	Area of Potential Impact
ARAM	Archaeological Rapid Assessment Methodology
CFR	Code of Federal Regulations
CSZ	Cascadia Subduction Zone
DIY	Do-it-yourself
EIS	Environmental Impact Statement
EQRB	Earthquake Ready Burnside Bridge
FHWA	Federal Highway Administration
GIS	Geographic Information System
GLO	General Land Office
HAER	Historic American Engineering Record
I&E	Interpretation and education
MOA	Memorandum of Agreement
NEPA	National Environmental Policy Act of 1969
NHPA	National Historic Preservation Act of 1966
NHL	National Historic Landmark
NRHP	National Register of Historic Places
OAR	Oregon Administrative Rules
ODOT	Oregon Department of Transportation
OHS	Oregon Historical Society
ORS	Oregon Revised Statute
PA	Programmatic Agreement
SHPO	State Historic Preservation Office
UPRR	Union Pacific Railroad
USGS	U.S. Geological Survey

Executive Summary

Multnomah County (County) has proposed enhancing the seismic resiliency of the Burnside Bridge to survive a Cascadia Subduction Zone earthquake to expedite recovery efforts following such an earthquake. The County has defined alternatives that include seismically retrofitting the bridge (Enhanced Seismic Retrofit) or replacing the bridge with a new bridge. There are three replacement alternatives: the Short-span, the Long-span, and the Long-span with Couch Extension. There is also an option of constructing a temporary bridge to allow traffic flow while the Burnside Bridge is closed for construction. The Long-span Alternative is currently the preferred alternative as it best meets the Project purpose and need.

Construction would be federally funded through the Federal Highway Administration (FHWA). The Project is therefore subject to provisions of the National Environmental Policy Act (NEPA) and the National Historic Preservation Act (NHPA). To assist the County in addressing these requirements, Willamette Cultural Resources Associates, Ltd. (WillametteCRA) has undertaken extensive research and field surveys to identify and evaluate archaeological and historic resources within the Project Area of Potential Effects (APE). The APE lies within an intensively developed urban environment that includes the center of the historical settlement of the city.

The APE includes the Skidmore/Old Town National Historic Landmark (NHL) and the New Chinatown/Japantown National Historic District. In addition, five buildings or structures within the APE have been individually listed on the National Register of Historic Places (NRHP), including the Burnside Bridge itself. Four historic-period archaeological sites have been recorded within the APE, three of which were discovered during construction or unauthorized excavation. Two of these sites (35MU197 and 35MU246) have been determined eligible for listing in the NRHP. No precontact archaeological resources have been previously identified within the APE. Records of the Oregon State Historic Preservation Office (SHPO) indicate relatively few archaeological surveys have conducted within the APE. Most of the land in the APE is occupied by buildings, streets, and parking lots, with Governor Tom McCall Waterfront Park on the west side constituting the only relatively undeveloped land within the APE.

WillametteCRA conducted an extensive review of literature on previous archaeological and historic studies and surveys in the general project area, as well as landscape history and Native peoples (including the record of both precontact and post-contact presence). A systematic historic-resource survey was conducted within the portion of the APE that would be most directly affected by the Project. This survey re-assessed the eligibility of resources previously identified as contributing and non-contributing in the Skidmore/Old Town National Historic Landmark; reviewed the eligibility of resources previously individually listed in the NRHP; re-examined resources previously determined not eligible for listing in the NRHP; and inventoried and evaluated resources not previously evaluated. A reconnaissance-level field survey was conducted to identify locations where archaeological field investigations could be undertaken at this time.

The historic resource survey recommended no changes in eligibility for the previously listed contributing and non-contributing resources for the Skidmore/Old Town National Historic Landmark. Four resources within the physical boundaries of the NHL that postdate the NHL period of significance are recommended as individually eligible for the NRHP: the White Stag Sign, the Central Fire Station, the Ankeny Pump Station, and the Harbor Wall. No changes in status were recommended for the five resources previously individually listed on the NRHP: the Burnside Bridge, the Frigidaire Building, the Blake-McFall Building, the Alco Apartments, and the Eastside Exchange Building. Two historic resources previously determined not eligible for the NRHP have been re-evaluated and are now recommended as NRHP eligible: the Stark's Vacuum Building and the Union Arms Apartments. Two resources not previously inventoried or evaluated have been recommended eligible for listing on the NRHP: the Union Pacific Railroad and the Burnside Skatepark.

Limited archaeological fieldwork was conducted on one land parcel, which resulted in recording a historic-period archaeological isolate. The isolate is recommended as not eligible for the NRHP. Historical and archival research has demonstrated a high probability for archaeological resources in Waterfront Park as it was once at the commercial center of the city, and geotechnical data indicate the presence of historic-period debris. A moderate potential for historic-period archaeological resources also exists along W Burnside, where there may be physical evidence of portions of historic buildings and associated materials that were removed when W Burnside was widened in the 1920s and 1930s. Other areas within the APE are considered to have a lower probability for historic-period archaeological resources as a result of historical and modern development. Much of the east bank of the Willamette River in the APE was historically low, wet ground subject to frequent flooding prior to the placement of fill beginning in the late nineteenth century. The easternmost area of the APE includes the historical riverbank.

Identifying the potential for precontact archaeological resources is limited by the absence of comparable data for the general Project Area. In general, the Willamette River banks are considered to have a moderate to high probability for precontact archaeological resources depending on other landscape features such as proximity to tributary drainages. There are no ethnohistoric or ethnographic references to Native settlements or other presence in the APE. The historical accounts of Native peoples in Portland after contact do not place them within the APE.

The potential effects of all alternatives, including the temporary bridge, have been considered. The Enhances Seismic Retrofit Alternative would retain some physical characteristics of the existing bridge but would substantially alter other design and engineering features. This Alternative would also require destruction of the Burnside Skatepark. The Enhanced Seismic Retrofit Alternative would therefore have Adverse Effects to these two historic resources. Reconstruction of Pier 1 in this Alternative would require removal and reconstruction of a portion of the Harbor Wall. As this would impact a relatively short section of the Harbor Wall, it is recommended as a No Adverse Effect. Proposed grouting or other soil cementation for bents on the west side to provide greater stability have the potential for adversely affecting archaeological resources that may be present within Waterfront Park. Similar soil stability efforts are proposed for the east side,

but the potential for effects to archaeological resources is low except for the easternmost area, which was historically the left bank of the Willamette River.

All of the Replacement Alternatives would constitute Adverse Effects to the Burnside Bridge, as the bridge would be completely removed. No other historic resources would be adversely affected by any of the Replacement Alternatives. Soil improvements, placement of new bents, and removal of some existing bents proposed for all Replacement Alternatives have the potential for disturbing or destroying archaeological resources, primarily on the west side in Waterfront Park and along W Burnside. Some design options for the Long-span Alternative include either tied- or cable-stayed arches, which would alter the visual characteristics of the bridge. The changes would partially obscure the view of the White Stag Sign but are recommended as No Adverse Effect.

The Temporary Bridge Option would require demolition of a portion of the Burnside Skatepark, although restoration of that portion would be possible. The demolition would constitute an Adverse Effect. Construction of the temporary bridge would have a high potential for disturbing or destroying buried archaeological resources, especially those that may be present in Waterfront Park.

All of the Build Alternatives have the potential to create vibrations that could affect buildings of unreinforced masonry (URM) that have not been seismically retrofitted. Nine such buildings within 100 feet of W Burnside are contributing resources in the Skidmore/Old Town NHL. Vibration impacts could cause damage to those buildings that would constitute Adverse Effects.

A preliminary list of some potential mitigation measures for Adverse Effects have been developed, as well as addressing the potential for vibration impacts to URM buildings. Appropriate mitigation measures will be incorporated into a Programmatic Agreement (PA) that will be prepared with the Consulting Parties. The PA will define actions to avoid, minimize, and mitigate for Adverse Effects. The PA will also include the process for addressing effects as new project elements are defined and further measures to address potential project effects to archaeological resources.

1 Introduction

As part of the preparation of the Environmental Impact Statement (EIS) for the Earthquake Ready Burnside Bridge (EQRB) Project, this technical report has been prepared to identify and evaluate cultural resources within the Project's Area of Potential Impact (API).

The cultural resources analysis addresses how the Project affects archaeological and historic resources. The analysis examines data on known archaeological resources and the potential for presently unknown archaeological resources within the Area of Potential Effects (APE). The analysis identifies those historic resources listed on the National Register of Historic Places (NRHP) or eligible for listing, as well as city landmarks. Direct and indirect effects of the Project are identified and recommendations provided to address potential adverse effects.

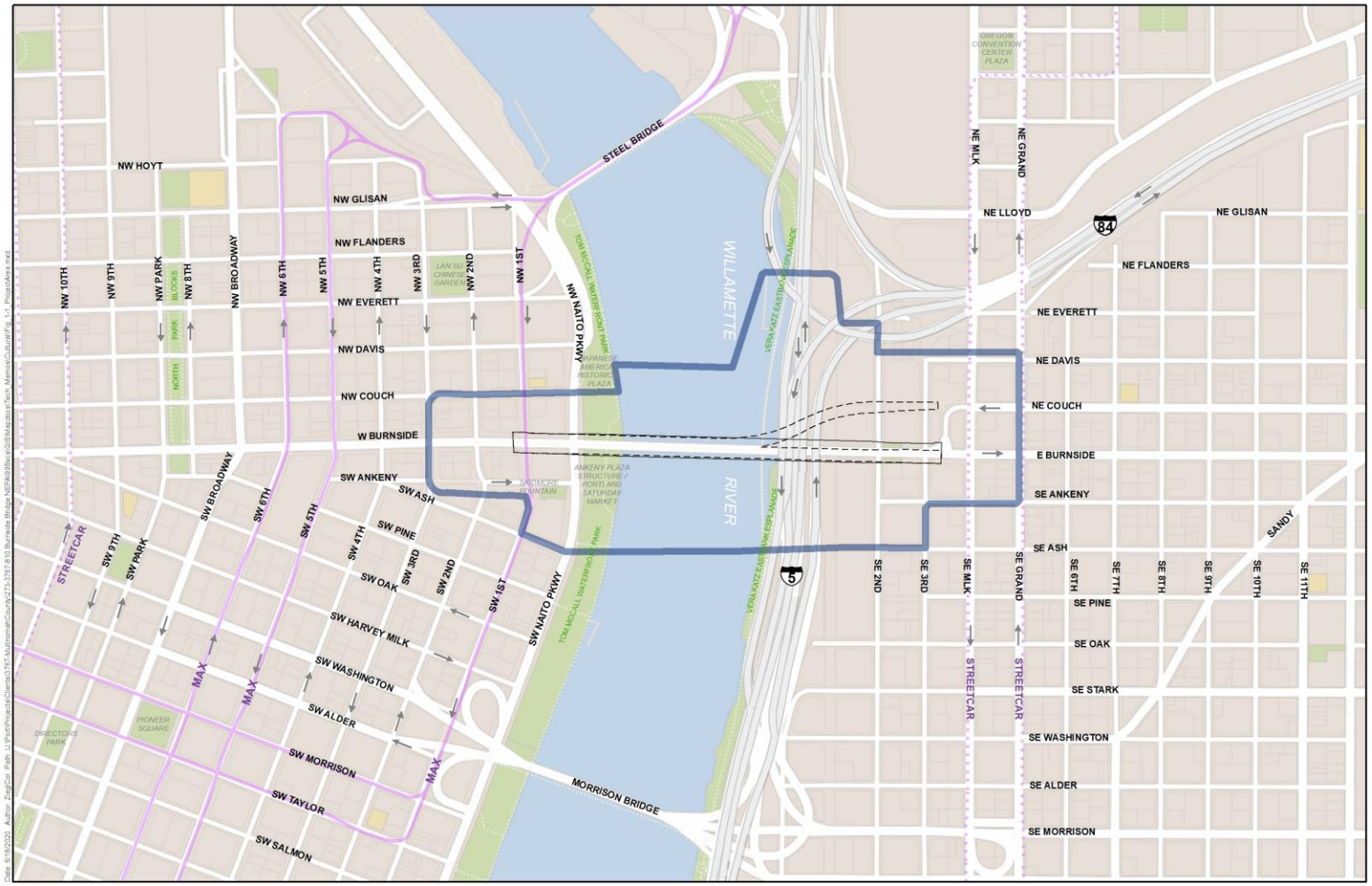
1.1 Project Location

The Project Area is located within the central city of Portland. The Burnside Bridge crosses the Willamette River connecting the west and east sides of the city. The Project Area encompasses a one-block radius around the existing Burnside Bridge and W/E Burnside Street, from NW/SW 3rd Avenue on the west side of the river to NE/SE Grand Avenue on the east side. Figure 1-1 shows the Project Area.

1.2 Project Purpose

The primary purpose of the Project is to build a seismically resilient Burnside Street lifeline crossing over the Willamette River that would remain fully operational and accessible for vehicles and other modes of transportation following a major Cascadia Subduction Zone (CSZ) earthquake. The Burnside Bridge would provide a reliable crossing for emergency response, evacuation, and economic recovery after an earthquake. Additionally, the bridge would provide a long-term safe crossing with low maintenance needs.

Figure 1-1. Project Area Location.



2 Project Alternatives

The Project Alternatives are described in detail with text and graphics in the EQRB Description of Alternatives report. That report describes the Alternatives' current design as well as operations and construction assumptions.

Briefly, the Draft EIS evaluates the No-Build Alternative and four Build Alternatives. Among the Build Alternatives there is an Enhanced Seismic Retrofit Alternative that would replace certain elements of the existing bridge and retrofit other elements. There are three Replacement Alternatives that would completely remove and replace the existing bridge. In addition, the Draft EIS considers options for managing traffic during construction. Nomenclature for the Alternatives/Options are:

- No-Build Alternative
- Build Alternatives
    - Enhanced Seismic Retrofit (Retrofit Alternative)
    - Replacement Alternative with Short-span Approach (Short-span Alternative)
    - Replacement Alternative with Long-span Approach (Long-span Alternative)
    - Replacement Alternative with Couch Extension (Couch Extension Alternative)
- Construction Traffic Management Options
    - Temporary Detour Bridge Option (Temporary Bridge) includes three modal options:
        - Temporary Bridge: All modes
        - Temporary Bridge: Transit, Bicycles and Pedestrians only
        - Temporary Bridge: Bicycles and Pedestrians only
    - Without Temporary Detour Bridge Option (No Temporary Bridge)

Please see the EQRB Description of Alternatives report for text, maps, and graphical descriptions of the Alternatives.

3 Definitions

The following terminology is used when discussing geographic areas:

- **Project Area** – The area within which improvements associated with the Project Alternatives would occur and the area needed to construct these improvements. The Project Area includes the area needed to construct all permanent infrastructure, including adjacent parcels where modifications are required for associated work such as utility realignments or upgrades. For the EQRB Project, the Project Area includes approximately a one-block radius around the existing Burnside Bridge and W/E

Burnside Street, from NW/SW 3rd Avenue on the west side of the river and NE/SE Grand Avenue on the east side.

- **Area of Potential Impact (API)** – This is the geographic boundary within which physical impacts to the environment could occur with the Project Alternatives. The API is resource-specific and differs depending on the environmental topic being addressed. For all topics, the API will encompass the Project Area, and for some topics, the geographic extent of the API will be the same as that for the Project Area; for other topics (such as for transportation effects) the API will be substantially larger to account for impacts that could occur outside of the Project Area.
- **Area of Potential Effects (APE)** – For purposes of the National Historic Preservation Act (NHPA), a project's APE is defined as "the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist" (36 CFR 800.16(d)). The APE for the NHPA therefore extends outside the boundaries of the API. For ease of reference in this technical report, the term APE is used to represent both the API and APE, except in the discussion of the historic resource baseline survey.
- **Project vicinity** – The environs surrounding the Project Area. The Project vicinity does not have a distinct geographic boundary but is used in general discussion to denote the larger area, inclusive of the Old Town/Chinatown, Downtown, Kerns, and Buckman neighborhoods.

4 Legal Regulations and Standards

4.1 Laws, Plans, Policies, and Regulations

The following is a list of federal, state, and local laws, regulations, plans, and policies that guide or inform the assessment of cultural resources:

4.1.1 Applicable Laws, Regulations, and Standards

- American Indian Religious Freedom Act of 1978, 42 U.S.C. § 1996.
- National Environmental Policy Act (NEPA) of 1969, 42 U.S.C. §§ 4321 et seq. The implementing regulations are 40 CFR 1500-1508. Compliance with NEPA includes addressing potential impacts on historic and cultural resources regardless of their NRHP listing or eligibility.
- National Historic Preservation Act (NHPA) of 1966, 16 U.S.C. §§ 470 et seq. Section 106 of the NHPA is the most applicable to this Project. The implementing regulations for Section 106 are 36 CFR 800. Section 110(f) applies to federal undertakings that may affect National Historic Landmarks.
- U.S. Department of Transportation Act of 1966, 49 U.S.C. §§ 101 et seq. The applicable section is Section 4(f). The implementing regulations for Section 4(f) are 23 CFR 774.

- Executive Order 11593, Protection and Enhancement of the Cultural Environment.
- Executive Order 13007, Indian Sacred Sites.
- Executive Order 13175, Coordination and Consultation with Indian Tribal Governments.
- Executive Order 13287, Preserve America.
- Oregon Revised Statutes (ORS) 97.740-97.760. Native Graves and Protected Objects.
- ORS 358.653. Protection of Publicly Owned Historic Properties.
- ORS 358.905-358.961. Archaeological Objects and Sites.
- ORS 390.235-390.240. Permit and Conditions for Excavation or Removal of Archaeological or Historical Material. The implementing regulations are Oregon Administrative Rules (OAR) 736-051-0000 – 736-051-0090.
- OAR 660-023-0200 State Land Use Planning Goal 5.
- City of Portland 2035 Comprehensive Plan. Goals 4.A and 4.B. Policies 2.20, 3.41, 3.42, 3.69, 3.89, 4.1, 4.27, 4.28, 4.46-4.58, 4.60, 4.62, 6.12, 9.10.
- Central City 2035 Policies 3.OT-3, 5.3, 5.18. 5.19, 5.20, 5.OT-1, 5.OT-2, 5.OT-5, and 5.OT-6, 5.CE-7, and 6.OT-1.
- Portland Zoning Code, Chapter 33.218.120, 33.218.130, 33.218.140 Q, 33.218.150 L, Chapter 33.846.060 F and G; Chapter 33.846.080, Chapter 33.445; Chapter 33.475.240; Chapter 33.710.060; Chapter 33.730.031, Chapter 33.825.065.

4.1.2 Laws and Regulations that Inform Agency Decisions

These laws and regulations only apply to federal and tribal lands but may influence federal agency and tribal perspectives on addressing Project impacts to cultural resources.

- Antiquities Act of 1906, 16 U.S.C. §§ 431-433.
- Archaeological Resources Protection Act of 1979, 16 U.S.C. §§ 470aa – 470mm. The implementing regulations are 43 CFR 7.
- Native American Graves Protection and Repatriation Act of 1990, 25 U.S.C. §§ 3001 et seq. The implementing regulations are 43 CFR 10.

4.2 Design Standards

The following is a list of the design standards required by federal, state, and local law, or by agency policy, that function to protect human and environmental health and that apply to the Project:

- The Secretary of the Interior’s Standards for the Treatment of Historic Properties
- Skidmore/Old Town National Historic Landmark (NHL) District Design Guidelines

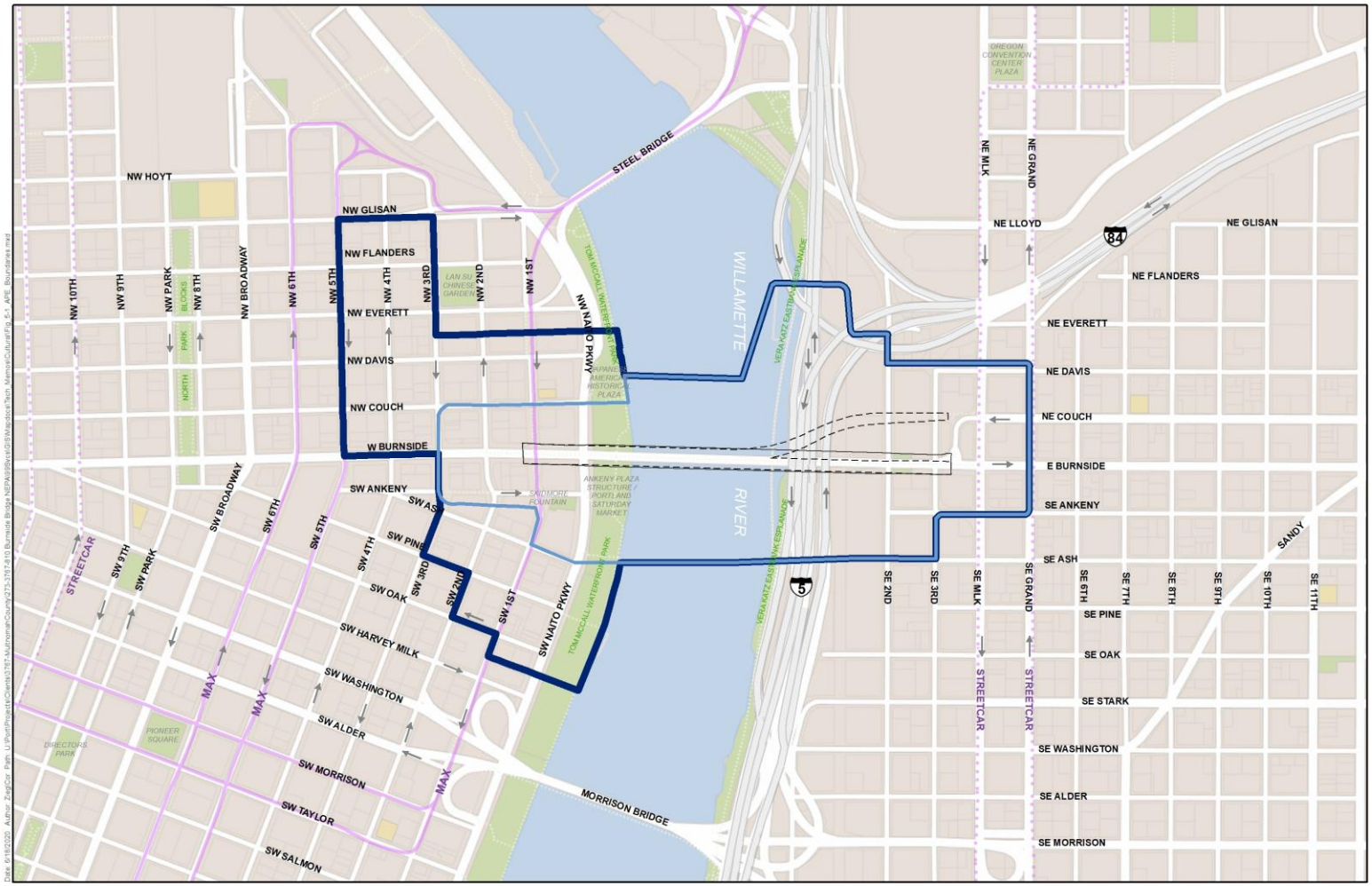
- New Chinatown/Japantown Historic District Design Guidelines
- Willamette Greenway Design Guidelines
- Design Guidelines in Portland Zoning Code Chapter 33.825.065 and 33.846.060 G.
- Central City Fundamental Design Guidelines
- River District Design Guidelines
- Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan

5 Affected Environment

5.1 Area of Potential Effects

The Federal Highway Administration (FHWA) is the lead federal agency and is responsible for defining the APE for EQRB; FHWA has delegated some NHPA responsibilities to the Oregon Department of Transportation (ODOT). Formal definition of the APE has been made in consultation with the Oregon State Historic Preservation Office (SHPO). The APE for the Project has been defined to address where the Project may have physical alterations to historic properties, as well as where there may be effects from noise and vibration, and changes to traffic patterns and the visual setting. The APE defined in consultation with the SHPO includes the maximum footprint of the bridge Alternatives, including approaches and the temporary bridge proposed during construction. The APE has also been defined to include all of the geographic extent of the New Chinatown/Japantown Historic District and the Skidmore/Old Town NHL District. The APE abuts the East Portland Grand Avenue Historic District at SE Ankeny Street and SE Grand Avenue, but that historic district is not within the APE. The APE therefore extends from SE Grand Avenue on the east to NW 5th Avenue on the west. The New Chinatown/Japantown Historic District boundaries are W Burnside Street north to NW Glisan Street, NW 5th Avenue on the west, and NW 3rd Avenue on the east. The Skidmore/Old Town NHL District boundaries are irregular and are best defined as mapped in Figure 5-1.

Figure 5-1. Overview of the APE.



5.2 Resource Identification and Evaluation Methods

5.2.1 Published Sources and Databases

The following data were used to determine and describe cultural resources and existing conditions:

- For archaeological resources, previously recorded or reported archaeological sites were identified from the SHPO GIS database and drawn from both published and unpublished reports by avocational archaeologists and artifact collectors.

  For historic resources, the primary sources were the SHPO Historic Sites Database, the City of Portland's Historic Resources Webmap, and the City of Portland's Historic Resources Inventory. This research was supplemented by review of NRHP and NHL nomination forms, Section 106 Clearance forms on file at SHPO, and Historic American Engineering Record (HAER) documentation for the Burnside Bridge.

- For an overview of historic development of the Project Area, information from the Portland City Archives, the Multnomah County Archives, the Oregon Historical Society, and the Multnomah County Library was reviewed. Research included online materials such as Sanborn Fire Insurance maps, Metsker Maps, newspaper articles, aerial photographs, historic-period maps, available archival records with the Portland Bureau of Transportation, and other source materials identified during the research.

- Available as-builts for the Burnside Bridge and Burnside Street.

Specific references cited in this report can be found in Section 11.

5.2.2 Field Visits and Surveys

Archaeological Reconnaissance Survey

WillametteCRA archaeologists David V. Ellis and Michelle North conducted a reconnaissance-level survey of the APE on June 19, 2019. The survey consisted of walking all accessible portions of the APE to identify locations where archaeological fieldwork could be undertaken at this time. The survey was designed to only identity where archaeological fieldwork would currently be possible and not to identify all locations with archaeological potential. Since the APE is predominantly an extensively developed urban area, including major transportation corridors (two interstate highways and the Union Pacific Railroad [UPRR]), few areas were identified that were not occupied by buildings or pavement. There are scattered street trees and narrow, landscaped strips. Waterfront Park on the west side constitutes the only large open expanse. As discussed below, the park area within the APE has a moderate to high potential for intact archaeological deposits.

Historic Resource Survey

WillametteCRA architectural historians Elizabeth O'Brien and Melissa Darby completed a reconnaissance survey of the APE June 11 to 13, 2019. They documented resources not previously identified, generally meeting the age criteria of 45 years or older, and previously identified historic resources. Each resource was photographed and minimally

documented noting address, type, architectural style when appropriate, exterior modifications, and associated features. Additional information was obtained from the PortlandMaps website (City of Portland), including locational information using the new State ID Numbers (noted in PortlandMaps), historic resource information related to previous evaluations, and Portland Historic Landmark status. Oregon Historic Sites Database, available online, provided additional historic information related to documented resources including previously prepared inventory and NRHP forms. Five newly identified resources were documented; 43 previously identified resources were updated.

5.3 Existing Conditions

5.3.1 Native Peoples

At the time of European-American contact, various Chinookan-speaking groups occupied the Columbia River valley from The Dalles area to the Pacific Ocean, and up the Willamette River to Willamette Falls. Ethnographers today differentiate the Chinookans primarily on linguistic variation. Speakers of the Lower Chinookan language included the Clatsop and Chinook proper, who lived around the mouth of the Columbia River. Upper Chinookan speakers occupied the upriver areas. Upper Chinookans in the Portland area consisted of two groups: the Multnomah and the Clackamas. Multnomah villages were concentrated on Sauvie Island, along the Multnomah Channel, and along the northern bank of the Columbia River downstream of the mouth of the Willamette. The Clackamas were found primarily on the river of that name, at Willamette Falls, and along the lower Willamette River. There is some evidence that the area around the mouth of the Willamette River and the southern shore of the Columbia River between the Willamette and Sandy rivers was occupied by both Clackamas and Multnomah groups (French and French 1998:360-363; Silverstein 1990:533-535).

Upper Chinookan can be considered a chain of related languages, with the Multnomah and Clackamas thought to have spoken different languages (very little information is known about the Multnomah language). The Clackamas spoke Kiksht, a language they shared with the Chinookans who lived in the western Columbia River Gorge (French and French 1998:360, Figure 1; Silverstein 1990:534-535). There were close ties between the Clackamas and the groups of the Columbia River Gorge (now designated the Cascades Indians).

These relationships, the independence of individual Chinookan villages, and the mobility of both individuals and groups in the lower Columbia River valley can make it difficult at times to clearly establish who was where and when. European-American concepts of territoriality and land and resource ownership are rarely applicable to the general Project vicinity. Ties of kinship through descent and marriage usually defined where individuals lived and rights of access to resource locations. As individuals often married outside their home villages, most families had networks of relationships that crossed both linguistic and cultural boundaries.

The complexity of relationships among Native groups can be seen in the historical accounts throughout the nineteenth century. The first known European-American exploration of the area was by Lt. William Broughton of the *H.M.S. Chatham* in October 1792. Broughton’s exploration was brief, however, and other than referencing a few

villages along the Columbia River, he provided little information on the Indians of the area (Lamb 1984:II:754-760).

Much better information is provided in the journals of the Lewis and Clark Expedition, which passed through the Project vicinity in the fall of 1805 and the spring of 1806. The accounts of the fall journey through the area are brief as the expedition was anxious to reach the Pacific before winter set in. On November 4, 1805, however, they visited the Ne-er-cho-ki-oo village, which was situated at or near the modern location of Portland International Airport (the expedition's maps show the village on the south side of the Columbia near the downstream end of Government Island).

At the beginning of April 1806, the expedition camped at the mouth of the Washougal River to accumulate food supplies before continuing their return up the Columbia. While there, they were informed by visiting Native men of the existence of the Willamette River, which had been hidden behind islands in the Columbia. William Clark and a small group decided to undertake a brief exploration up the river with a local guide. Although a subject of some dispute, Clark's group appears to have extended up the Willamette River (which he was told was referenced as the "Mult no mah" River by local people) as far as the area of modern St. John's (Clark was primarily interested in assessing the navigability of the river). They camped that night (April 2, 1806) near a

> large house on the N.E. side . . . this is the house of the Cush-hooks Nation who reside at the falls of this river [Willamette Falls] which the pilot informs me they make use of when they Come down to the vally to gather Wappato. he also informs me that a number of other Smaller houses are Situated on two Bayous which make out on the S.E. Side a little below the house [Moulton 1991:59].

This is the first known written record of Native settlements on the Willamette River. After this brief visit, Clark returned to the camp at the mouth of Washougal. On his return trip, he stopped at another village along the south side of the Columbia, where he was told about the peoples who lived at and around Willamette Falls. These included the Cush-hooks, who lived "on the N.E. Side below the falls" (Moulton 1991:66). Presumably based on information from local residents, Lewis and Clark (Moulton 1990:478, 484) listed this house and the three others on the "two Bayous" as the "*Ne-mal-quin-ner* Tribe" with a population of either 100 or 200 (they provide two different estimates). Although Clark stated the house he directly observed belonged to the Cush-hook Nation, one listing of the settlement (Moulton 1990:484) places it with the Multnomahs, a people on Sauvie Island. It is difficult to establish to what extent Lewis and Clark obtained local information on village names and associations and to what extent it was an educated guess (e.g., the number of residents at a settlement that was not occupied at the time of their observations or which they never actually visited).

There is no further written reference to the Ne-mal-quin-ner settlement and no further record of Native peoples of the lower Willamette River until the early 1810s following the establishment of a trading post at Astoria by the Pacific Fur Company. Alfred Seton, one of the company's clerks, was occasionally sent up the Willamette River. He provided a description of the Willamette Valley in 1813 but made no reference to the Native peoples, other than the Kalapuya above the falls and a brief note about Indians from the Columbia passing by the company's camp on the Willamette above the falls (Jones 1993:121-123).

Alexander Henry, a more observant company employee, reported a trip up the Willamette River in January 1814. He noted large flocks of waterfowl but made no reference to any Indian settlements until they reached Willamette Falls. On his return down the river a few days later, Henry noted river traffic but no settlements other than around Willamette Falls (Gough 1992:II:656-657, 664).

Other men of the fur-trade era who wrote accounts of their time in the region and who had familiarity with the lower Willamette River also made no reference to any settlements between the river's mouth and the falls (e.g., Cox 2004; Rollins 1935:Appendix B; Ross 1986). Fur trader Alexander Ross prepared a map in 1849 showing Indian villages in the Columbia River drainage based on recollections of his years working for a succession of fur companies (1811–25), but it shows no villages on the Willamette River other than in the vicinity of the river's mouth (Ross 1821). The Wilkes Expedition map of 1841 shows a few Indian villages along the Columbia in the vicinity of The Dalles and up river, but no villages below The Dalles or on the Willamette River (Wilkes 1841:II:67). There is also a navigation chart of the Willamette River upstream to Willamette Falls (Wilkes 1841:II:74), but it maps only river depths.

This lack of Indian villages is echoed in later written accounts from the early to mid-1800s (e.g., Allen 1848:68; Clyman 1984:131-132; Parker 1967:160-162, 166-169; Townsend 1978:190-192). Two of these accounts (Allen 1848:68; Parker 1967:168) noted stopping along the river between the falls and the mouth to camp or for meals, with no reference to any Native peoples. Parker stopped for breakfast about 16 miles below Willamette Falls (December 1, 1835), which would have placed him in the general vicinity of the modern Fremont Bridge, using current river miles. Parker's only comment on his breakfast location was the numerous flocks of waterfowl.

Diverse later ethnographic and historical sources provide important supplementary information to the journals and accounts of early nineteenth-century explorers and travelers. George Gibbs was involved in several treaty negotiations with tribes in the Pacific Northwest and gathered substantial information on Native traditions and languages, including place names in the 1850s. He compiled a list of place names in the lower Columbia River drainage but only one—Wakanasisse—was near the Willamette River, and it was on the northern shore of the Columbia River opposite the mouth of the Willamette (Gibbs 1853). Wakanasisse reappears as Wa-kan-a-shee-shee in Lyman's (1900) list of Indian place names. Lyman also references Na-ka-poulth, which he described as "a pond a little above Portland, on the east side, where the Indians dug wapatoes" (probably Oaks Bottom at Sellwood).

Wakanasisse shows up again as Wakánasɬ̃ĭsɬ̃i in Curtis's 1911 list of Chinookan villages. This list also includes Waksɬ̃ĭn, a village at the mouth of the Willamette; Curtis translated the names as "dam" (Curtis 1911:181). Waksɬ̃ĭn, in turn, reappears as Wɔ́xsūn in information shared by John Wacheno, a Clackamas man interviewed by ethnographer Philip Drucker in 1934. Wacheno told Drucker that Wɔ́xsūn was at St. Johns. Wacheno provided Drucker with references to other locations of interest on the lower Willamette, for which there is no other information. These include Cīáxĭxhŭtcʰ, a place for sturgeon fishing about 8 to 10 miles upriver of Wɔ́xsūn, which would have been in the general area of Ross Island. Another sturgeon-fishing location was at an island at Oswego, aKahītk´ (Drucker 1934).

These various references thus convey a reconstruction—at least at the time of European-American contact and the early post-contact era—of villages around the mouth of the Willamette River and around Willamette Falls. Between these two centers of more permanent settlement were resource areas for fishing and gathering plant resources.

By the 1840s the character of the Native settlements throughout the lower Columbia River drainage had been radically altered by the epidemics of introduced European diseases. A smallpox epidemic is known to have struck the lower Columbia region in the 1770s and is estimated to have killed about a third of the Native population. Native peoples experienced periodic outbreaks of smallpox and possibly other introduced diseases such as measles through the 1860s. For the people of the lower Columbia, the most devastating epidemic was an outbreak of malaria in the 1830s. This epidemic devastated the Indian people of the lower Columbia region, eventually spreading east of the Cascade Range and south to northern California (Boyd 1990:146-147, 1999:233-238). The malaria epidemic of the early 1830s destroyed entire villages in a matter of days or weeks. The Indian population of the Willamette Valley and the lower Columbia River valley was reduced by 75 to 90 percent or more. Boyd (1999:Table 3) has estimated that Cathlamet, Multnomah, Clackamas, and Cascades populations declined from about 12,000 in about 1800 to 300 by the 1850s (a population loss of almost 98 percent). These statistics hide what was undoubtedly a terrifying and devastating experience for the people struck by the disease. The oral tradition of the effects of the epidemic continued until at least the 1930s among some of the groups affected.

The first major expansion of European-American settlements began in the 1840s, as thousands of American settlers flooded into western Oregon and Washington. There was a brief period through the 1840s when the new settlers and the Native populations lived uneasily side by side. By 1850, however, the need to clear Indian title to the land to provide a legal basis for the land claims of American settlers led to a series of treaty negotiations beginning in 1851.

The first treaties signed with the surviving tribes of western Oregon would have established several Indian reserves in the Willamette Valley. The 1851 treaty with the Clackamas included cession of the east bank of the Willamette River from Willamette Falls to the mouth of the Willamette River, with the Clackamas reserving lands on the lower Clackamas River (Deloria and DeMallie 1999:2:1296-1297). Congress did not ratify this treaty. Treaties signed with the Twalaty/Tualatin Band in 1851 and 1854, respectively, also failed to be ratified. None of these treaties included cessions of land along the west bank of the Willamette River below Willamette Falls.

Finally, a treaty was negotiated in January 1855 with several Kalapuyan bands (including the Tualatin), the Molala, the Clackamas, the Clowewalla, and the Watlala. Lands ceded under this treaty included all of the Willamette Valley, including the modern Portland metropolitan region in Oregon. This treaty was ratified by Congress in March 1855. No lands were reserved under the treaty, but the bands who signed the treaty were “permitted to remain within the limits of the country ceded, and on such temporary reserves as may be made for them by the [Oregon] superintendent of Indian affairs, until a suitable district of country shall be designated for their permanent home” (Kappler 1904:II:665). Joel Palmer, the Oregon superintendent, defined several temporary reserves later in 1855 as he prepared to identify the locations for the permanent

reservations. Among the temporary reserves were locations at the modern Portland International Airport, near modern St. Helens, and near modern Gaston (Ogle et al. 2008:13-14; Spores 1993).

During 1855, Palmer worked to identify possible locations for the permanent reservations. He eventually selected the Grand Ronde Valley in the eastern foothills of the Coast Range and the Willamette Valley bands began to be relocated there in the spring of 1856. There were also a number of Indians who either eluded relocation or returned to their traditional homes after being placed on a reservation. Some Indian people, both those who had traditionally lived in the lower Columbia River drainage and those from outside the area, were drawn to the lower Willamette River by the spread of American settlement and the rise of the cities of Oregon City and Portland, as well as smaller communities. This area offered opportunities to both continue some traditional subsistence activity (e.g., fishing) and to find work as laborers in the cities and on nearby farms. Some Indians may have lived in the cities during the winter and worked on farms or in rural areas during the summer. Both Oregon City and Portland, as well as smaller communities along the lower Willamette River, have had Indian populations since their foundation to the present.

There are no references to Indians or Indian settlements in the General Land Office (GLO) survey notes of the Portland area in the 1850s. Dr. William McKay, whose description of the future Portland area in 1830 is referenced below (p. 17), noted the group he was traveling with camped near the later foot of NW Davis Street. He made no reference to any Native peoples in the area.

The first European Americans to settle in the future Portland were reportedly William Johnson and William Overton, both in 1842, 1843, or 1844 (the dates are a matter of some dispute). Johnson settled along the west bank reportedly in the vicinity of present-day SW Macadam Avenue and SW Curry Street (Lansing 2003:488 fn 36). In his history of Portland, Gaston (1911:197-198) reported that Overton settled on the western bank of the Willamette near the present foot of SW Washington Street. Overton soon sold his claim to Asa Lovejoy, who then partnered with Francis Pettygrove to build a cabin on the claim, to which Pettygrove added a small store. Gaston described the Overton claim location:

> The only evidence of pre-occupation by any human being, was a camping place used by the Indians along the bank of the river, ranging from where Alder street strikes the water, up to Salmon street. This was a convenient spot for the Indian canoes to tie up on their trips between Vancouver and Oregon City, and the brush had been cut away and burned up, leaving an open space of an acre or so [Gaston 1911:198].

Gaston's description was probably borrowed from Scott's 1890 history of Portland, which in turn relies on the account of Asa Lovejoy's wife, Elizabeth, whose family had settled in Oregon City in 1843.

> Though the shore and plateau upon which Portland now stands was at first a dense forest with interminable underbrush, there was along the bank from about Washington Street to Jefferson Street something of an opening, the underwood having been cleared away, perhaps by Indian campers. There were maple and oak trees on the spot. Being a delightfully shady place, and about half way between Oregon City and Vancouver, it became convenient as a stopping place for parties on the river to land for a mid-day meal [Scott 1890:81].

Snyder (1970:30) repeats much of the Gaston account but adds the location was used as well by fur traders as a noon-time resting area and was known as "The Clearing." A young girl whose family had settled in the Tualatin Valley visited Pettygrove's store in 1845, where she recalled "on the riverbank at what is now the foot of Morrison and Washington Streets were Indian tepees" (Lockley 1928:18, 21). It is not possible to determine if that encampment represents traditional use of the "The Clearing" or the draw of the new store.

Although treaties of the mid-1850s were written to require Indians to relocate to reservations, reservation conditions made survival extremely difficult for those forcibly relocated. Promised supplies were infrequently provided, and many families attempted to continue to access traditional resource locations (Kentta 2007:165; Merrill and Hajda 2007:125-128). Cities such as Portland provided rare opportunities for work as day laborers and domestic servants.

Alcohol was introduced to Native populations by European settlers and became a problem for some groups, but the consumption of alcohol by Indians was often exaggerated by European Americans. The "drunken Indian" quickly became a derogatory stereotype (Dunbar-Ortiz and Gilio-Whitaker 2016:130-136). Problems with drunken and misbehaving Indians "infesting" Portland—and arrests of men providing alcohol to Indians—were often the only reference to Indian presence in Portland in newspaper accounts from the 1860s through the 1890s.

It is therefore not surprising that older histories of Portland and Portland newspaper accounts in the late nineteenth century reinforced this image. Scott (1890:96) relates an anecdotal account of drunken Indians in early Portland causing problems and Territorial Marshal Joseph Meek driving the Indians out of the city (Meek was the territorial marshal from 1848 to 1853). Interestingly, these reports peaked in certain years and then there were few or no references to any issues for several years. The years 1863 and 1864 saw a small flurry of articles about problems with Indians in the city (*Morning Oregonian* 1863a, 1863b, 1863c, 1863d, 1863e, 1864a, 1864b, 1864c, 1864d, 1864e). These issues are likely to have contributed to passage of a bill by the Oregon Legislature in the fall of 1864 prohibiting:

> any person to entice, induce, or persuade any Indian or half-breed who habitually resides with Indians, to leave the Indian Reservation or territory where such Indian or half-breed belongs, or to harbor or conceal such Indian or half-breed, or to countenance or encourage, or in any way assist such Indian or half-breed to escape from, elude, or evade the agent or superintendent having charge of the tribe [*Morning Oregonian* 1864f].

These newspaper reports do occasionally provide more useful information than simply complaints about the city's Indian population. These include references to Indian "rancherias below town" (*Morning Oregonian* 1863c), "ranches below the city" (*Morning Oregonian* 1869a), and Indian "shanties" at the "northern part of the city" (*Morning Oregonian* 1863b, 1870a, 1870b). A specific camp in the northern area was at "Hartness' brickyard" in northwest Portland (*Morning Oregonian* 1863a, 1863e). The Hartness brickyard was Portland's first brickyard, established by Thomas Hartness at Glisan and Seventh in 1852–53 (now NW Glisan Street and Broadway Street) (Gaston 1911:III:343). Another specific reference from the 1860s was to a group of Indians reportedly from the Siletz Reservation camped "near the Railroad bridge at the head of Fourth street" (*Morning Oregonian* 1869b). The "railroad bridge at the head of Fourth" references a former railroad trestle crossing Marquam Gulch, which would be at or in the immediate vicinity of Duniway Park. There are a few other references to Siletz Indians in Portland (*Morning Oregonian* 1863a, 1863c), and a report that the Indian agent from the Siletz Reservation had "gathered about forty of the band of Indians lately infesting the town, and started them off towards the reservation under guard" (*Morning Oregonian* 1863d). Indian camps were still being noted a decade later, with one at the then western terminus of 'E[Everett] Street' between Fifteenth and Sixteenth (*Morning Oregonian* 1880a, 1880b). Present-day Interstate 405 (I-405) occupies this location.

The early 1870s witnessed another peak of newspaper articles about Indians in Portland, including visits by reservation Indians with passes (*Morning Oregonian* 1872a, 1873a, 1873b), but there were also references to a lost child having been found attracted to Indians gathered at the foot of Jefferson Street (*Morning Oregonian* 1873c) and a group of Indians encountering the body of a drowned man in the Willamette River, probably in the general vicinity of the current Fremont Bridge (*Morning Oregonian* 1873d). A major fire in December 1872 was battled by "all classes—bankers, merchants, literateurs, mechanics, Indians, Chinese and negroes" (*Morning Oregonian* 1872b).

Two articles from this era particularly relevant to the current study reported discoveries of Indian graves in the city: one was during construction of a ferry slip at the foot of Flanders Street (possibly the slip for the Albina Ferry) (*Morning Oregonian* 1872c); the second was on the east side of First Street between Yamhill and Taylor Streets (*Morning Oregonian* 1880c). Both burials were of multiple individuals and had associated European-American goods, indicating they postdated European-American contact. No information was provided on the disposition of the remains.

Newspaper references to Indians in the city decline substantially through the 1880s and 1890s, although there was regular reporting of individuals charged with selling alcohol to Indians, as well as reports from the Siletz, Warm Springs, and Umatilla Reservations.

The 1860 federal census listed only 6 Indians in Portland (U.S. Census Bureau 1864:403); the 1870 census listed 28 Indians in Portland and 1 in East Portland (U.S. Census Bureau 1872:242); and the 1880 census (U.S. Census Bureau 1882:423) listed only 10 Indians in Portland. None of these counts should be considered an accurate reflection of actual Indian populations in the city, although census enumerators were instructed to include Indians "found mingled with the white population, residing in white families, engaged as servants or laborers, or living in huts or wigwams on the outskirts of towns or settlements" (U.S. Census Office 1890:10).

5.3.2 Historic Lithographs of Portland

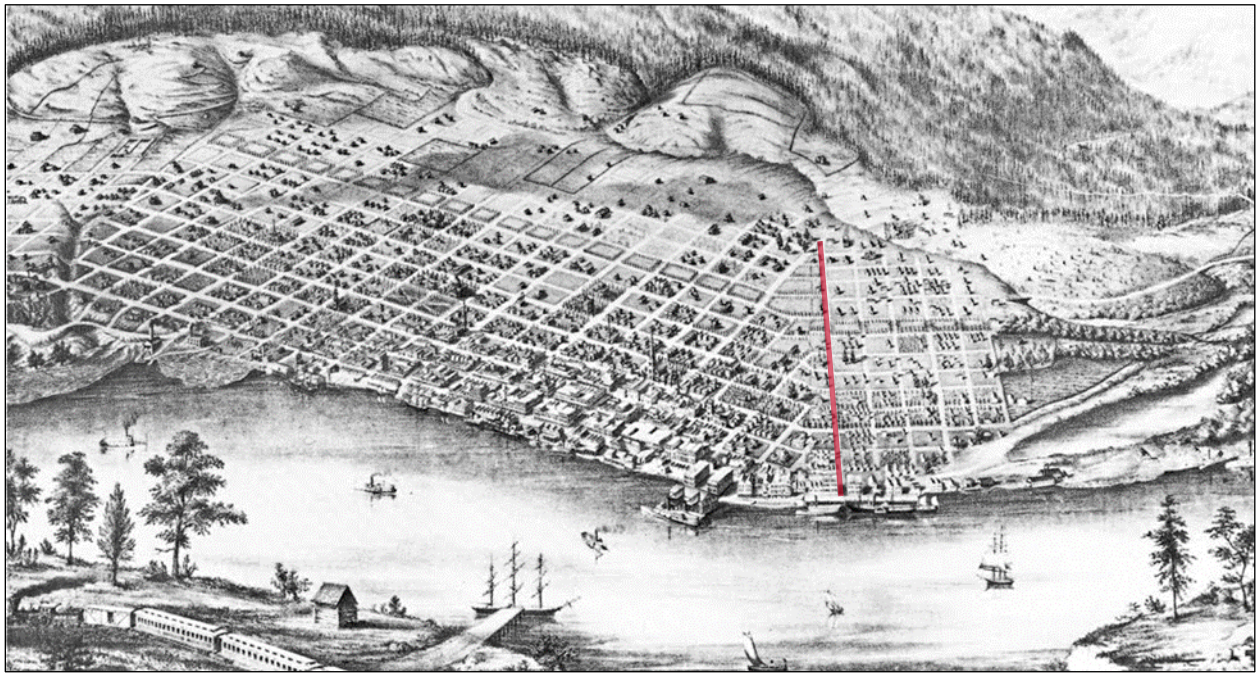
The earliest depictions of inner-city Portland come from a series of early maps and lithographs produced between the 1850s and early 1900s. These were reviewed to assess the general growth patterns of the city, particularly on the west side of the Willamette River. At its inception, the plat of Portland was located south of Burnside Street, then called “B Street,” running from Jefferson Street to Vine Street (the present area between Ankeny and Ash Streets [no longer a street]) and from the riverfront to Second Avenue. The site was composed of 16 blocks, each with eight building lots (Reps 1981:Figure 27, Figure 28). Between 1845 and 1848, the plat grew substantially to include additional land to the south and west, to Hall Street and Park Avenue, respectively. Additional growth on the west side of the city came in the 1850s, when Daniel Lownsdale enlarged the plat to include subdivisions further inland and along the Willamette River. Lownsdale was also responsible for platting the southwest Park Blocks in 1848 (Reps 1981:42, 1984:53). To the north, Captain John Couch platted the area north from present-day Ankeny as “Couch’s Addition,” which was included in the city when it incorporated in January 1851. To reflect a bend in the Willamette River, Couch’s plat angled from the city plat to the south (MacColl 1988:17). By 1858, a bird’s-eye lithograph of the Portland waterfront shows commercial and residential development on the west side, focused proximal to the Willamette River. At the terminus of W Burnside, a wharf is depicted. The east side of the city was largely undeveloped at this time, and a horse and pedestrian trail is shown along the east waterfront (Reps 1984:Figure 40).

Lithographs of the east side during the 1860s continue to depict an undeveloped and bucolic setting near the present-day Burnside Bridge approach, while the west side slowly developed northward, to include part of present-day Chinatown (Reps 1984:Figure 22). By 1870, two- and three-story commercial buildings dotted the western waterfront, and several homes were present in the blocks north and south of Burnside (Figure 5-2) (Reps 1981:Figure 29).

Additionally, by 1870 small dwellings were being built into the West Hills and south past Marquam Gulch. The formal plat had also expanded to the north, up to present-day NW Glisan Street. It is at this time that the Oregon & California Railroad line on the east side of the Willamette River is first depicted (Reps 1981:Figure 29). An 1879 bird’s-eye lithograph depicts additional developments including the construction of houses up Canyon and Barnes Roads on the west side (Figure 5-3).

These early views of Portland focused on the denser development on the west side, with the east side either absent or presented as rural hinterlands. East Portland, however, was briefly a serious rival with west Portland. It was chartered as a city in 1871, and East Portland had functioning rail access beginning in 1869, 3 years before the west side, and a transcontinental rail connection 4 years before the west side (Lansing 2003:136-137 139-140; MacColl 1988:133-138).

Figure 5-2. Burnside (B Street) depicted in red on an 1870 bird's-eye lithograph of Portland.



Source: Reps 1981:Figure 29

Figure 5-3. An 1879 panorama of Portland showing East Portland as primarily rural in character.

Source: Glover 1879

The view from 1879 also shows the development of Albina, an enclave in northeast Portland, composed of flouring mills, associated wharves, and dwellings. By 1879, First, Second, and Fourth Streets are shown crossing Sullivan's Gulch on the east side, with the Oregon & California Railroad running along First Street to the wharves at Albina (Glover 1879). On the east side, an area up to 13th Street had been formally platted by 1879, with scattered residences beyond. Houses, businesses, and churches can be seen east of the river, concentrated primarily on the south side of Sullivan's Gulch. A dense stand of trees lined Sullivan's Gulch in the area of present-day Interstate 84 (I-84) (Glover 1879).

The 1890 population of Portland was approximately 50,000. Images of the city from the period reflect the growing population, with increased residential sprawl to the south, where several new housing additions are mapped on the west side (Reps 1984: Figure 43). Up until at least 1890, lithographs of the Portland waterfront show W Burnside Street terminating at a wharf. This wharf was occupied by the extensive Flanders Warehouse. Captain George Flanders and his brother-in-law Captain John Couch were prominent developers in nineteenth-century Portland and were in the Portland business and social elite. The 1889 Sanborn map of the waterfront shows Burnside ("B Street") extending past Front Street (Front Street was renamed Front Avenue in 1935) to the warehouse, but between Front and the river it is labeled "Planked Drive to W.Ho. [warehouse]," with the planked drive continuing into the second level of the warehouse (the warehouse was shown as open on its first level). From Front Street to the river, "B Street" essentially functioned as access to the warehouse.

When the original Burnside Bridge was constructed between 1892 and 1894, the warehouse appears to have been bisected. The 1901 Sanborn map shows two different structures occupying the former warehouse space. Upstream of the bridge approach was what may have been left of the Flanders Warehouse, now shown as occupied by the Seattle Fish Company on the second level, but the building was also labeled "vacant and dilapidated" (it is unclear if this just referred to the first level or the entire building). There was also a series of small shops facing on the new Burnside Bridge approach (presumably on the second level due to the inclined approach). On the downriver side was a two-level warehouse, which may also have been reclaimed from the Flanders Warehouse. In 1904, the Burnside Bridge was depicted on one of the last lithographs produced of the city (Clohessy & Strengele 1890; Reps 1984:Figure 44, Figure 45). The warehouses were gone by the time the new Burnside Bridge was constructed in 1926, and any remaining trace of them was removed with construction of the Harbor Wall.

At the turn of the twentieth century, the west shore of the Willamette River was home to lumber companies, iron works, rice mills, grocers, steamship companies, fish markets, hardware stores, and various ferry docks. Boathouses lined both sides of the river, south of the Burnside Bridge (Blalock 2012:Appendix I).

5.3.3 Historic Context

In the presentation below, it is important to note the street designations in Portland have changed substantially over time. Burnside Street, for example, was originally B. Street, with the streets to the north continuing in an alphabetical sequence before receiving their current names in 1891-1892. Numbered streets were spelled out and those north of Ankeny were designated "North" (e.g., N First Street). By 1901, numbered streets were

designated with numbers rather than being spelled (e.g., N First Street had become N 1st Street). The next and final major change was in 1930-31, when the City of Portland decided all north-south streets were to be designated 'avenues' and east-west streets designated 'streets' (a few routes were designated 'boulevards,' e.g., Barbur Boulevard). N 1st Street thus became NW 1st Avenue. It was also at this time that the N, NE, SE, NW, and SW designations were created (Snyder 1979). Since Burnside is the north-south boundary, it is the only street that has only east/west designations. Front Avenue underwent similar changes and in 1996 became NW/SW Naito Parkway (although continuing as NW Front Avenue north of the Fremont Bridge). With some exceptions, we have used as the historical designations as appropriate unless to do so would create possible confusion. For ease of reference and given its importance in the historical development of the study area, we sometimes reference Front simply as "Front" without using 'street' or 'avenue.'

Also note that 'City' when capitalized refers to the City of Portland as a governmental entity. When not capitalized—'city'—it references Portland as a geographic area.

As described in the discussion of Native peoples, William Overton had settled a claim along the western riverbank in 1843 or 1844 at the foot of modern SW Washington Street. He soon sold his claim to Asa Lovejoy and Francis Pettygrove by 1844 (Snyder 1970:30-32). The history of Overton's claim and its location at a cleared area along the river is muddied by slightly conflicting accounts through the late nineteenth and early twentieth centuries.

Snyder appears to have based his description of the Overton claim on Gaston (1911:198), which in turn may have been borrowed from Scott (1890:81), as noted above. Snyder was the first writer to reference the location of Overton's claim as "The Clearing." Both MacColl (1988:6) and Lansing (2003:6) also reference "The Clearing," which they describe in similar terms as Gaston. Lansing cites the 1940 WPA guide to Oregon (Works Progress Administration 1972:209), which references Overton's location as the "cleared patch." It seems likely that all of these accounts—Scott, Gaston, Snyder, MacColl, and Lansing—are ultimately derived from Elizabeth Lovejoy's description.

Charles Wilkes of the U.S. Exploring Expedition reported traveling up the Willamette from Fort Vancouver in early June 1841 and noted briefly visiting the missionary Jason Lee, who was camped with his family along the river on their way to the mission at the Clatsop Plains. Wilkes (1844:IV:92) wrote the Lee camp was "close to the river, and consisted of two small tents." The only indication of the location was that it was somewhere between the mouth of the Willamette and "Oak Island" (Ross Island). Jesse Applegate, another European-American settler, described traveling with his family up the Willamette in 1843 and appears to have camped at "The Clearing":

> No one lived there and the place had no name; there was nothing to show that the place had ever been visited except a small log hut near the river, and a broken mast of a ship leaning against the high bank [Applegate 1914:57].

His family camped there for a day or two and then continued upriver. Other travelers who described the journey up the Willamette River either did not pause or rest along the way or made no reference to any such rests.

Overton, Lovejoy, and Pettygrove all filed Provisional Land Claims in the mid-1840s but Overton's claim was filed in 1846 on the east bank of the Willamette, and Lovejoy's was

at Oregon City. Pettygrove's claim was filed in 1845 and listed as on the Willamette River with William Johnson's claim to the west. In 1846, the claim was amended as a joint claim with Benjamin Stark and then abandoned in favor of Daniel Lownsdale in 1848 (Gurley 1982:1, 42, 201, 245).

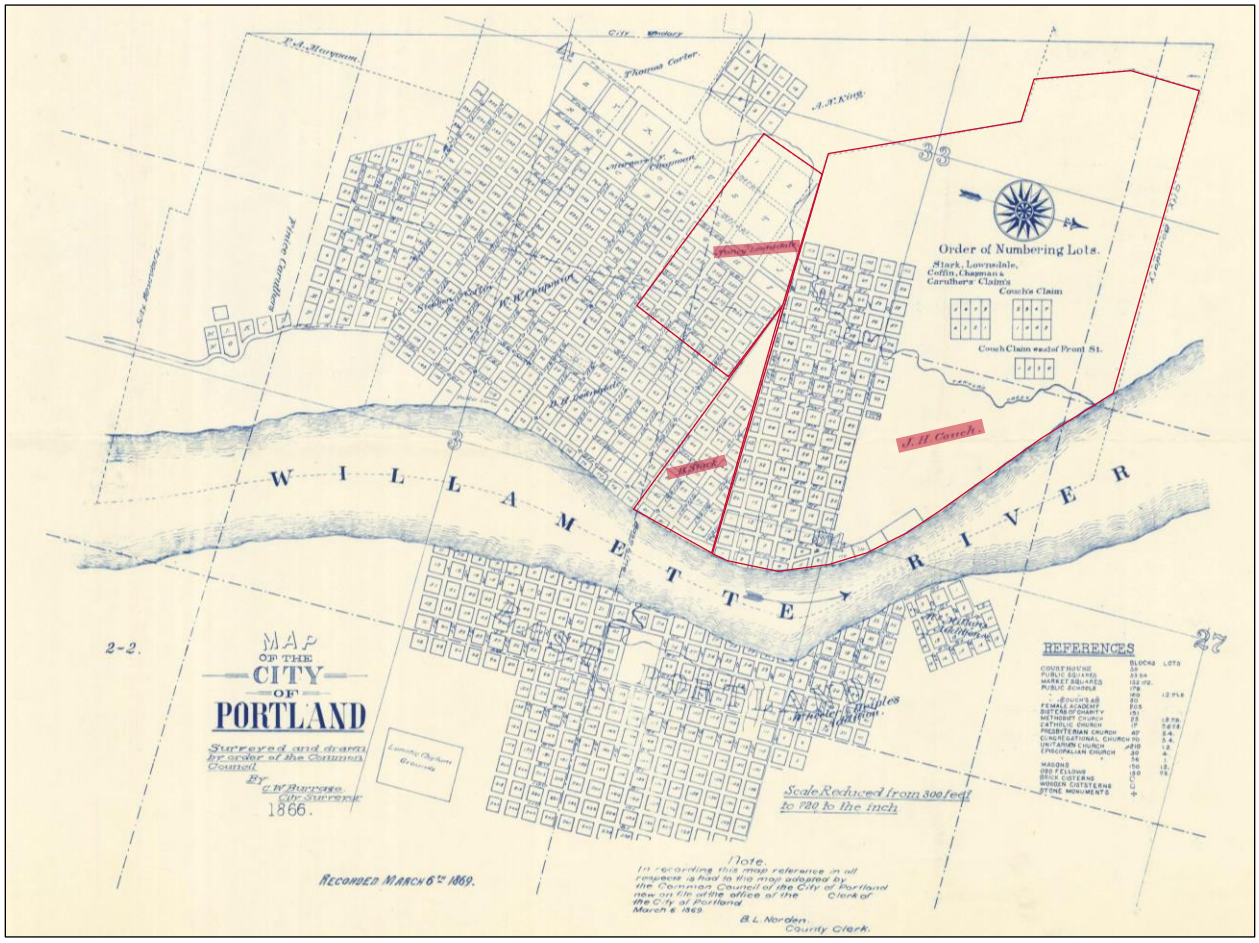
That "The Clearing" was a defined location on the river is uncertain. Citing Elizabeth Lovejoy, Scott was the first to describe it as an open area cleared as a resting place for those traveling on the lower Willamette. In later reminiscences, neither Lovejoy nor Pettygrove mention anything about the land having been cleared or having been previously used as a resting place (Lovejoy and Reed 1930:254; *Morning Oregonian* 1883).

Lovejoy (Lovejoy and Reed 1930:254) did reference Overton having cut logs to build a house but also noted that he and Pettygrove hired a man to build a house that served as a store on the claim after they purchased it from Overton. The latter was at the future northeast corner of SW Front Avenue and SW Washington Street.

In contrast with these accounts of the first European-American settlement in Portland, William McKay (*Morning Oregonian* 1888) stated that a man named William Hudson had settled in 1830 in south Portland, where he had a ranch and raised pigs and cattle. This would have been in the general vicinity of the present Ross Island Bridge. McKay's description of the Hudson ranch is questionable, especially as he was recalling a trip made when he was six. There was a William Hudson who filed Provisional Land Claims along the Willamette River. One was in 1847 on the east bank below Swan Island and a second in the same year on the east bank of the river about 2 miles above Willamette Falls. He also had a third claim in 1848 on the east bank of the Willamette near "Rock Island" (Gurley 1982:105, 126, 130). It was not unusual for one individual to submit multiple Provisional Land Claims. None of these claims would fit with McKay's recollection, however, and there is no other reference to any European Americans settling in the Portland area before the 1840s. No William Hudson filed a Donation Land Claim.

Shortly thereafter, Pettygrove and Lovejoy hired Thomas Brown to plat the townsite of Portland. Later that year, Asa Lovejoy relocated to Oregon City, selling his portion of the townsite to Benjamin Stark. Stark, however, was never as invested in the development of Portland as was Francis Pettygrove. The earliest grid of the city included 16 blocks west of the Willamette River. Pettygrove built a warehouse and store at the base of Washington Street in the summer of 1846, reportedly the first structures within the townsite. A wharf connected his mercantile to cargo ships on the Willamette River (Snyder 1970:35). That same year, Pettygrove sold off several blocks and lots to settlers who built log cabins on the west side of the Willamette. In 1847, Benjamin Stark returned home to New London, Connecticut. The discovery of gold in 1848 led Pettygrove to plan to resettle in California, selling the Portland townsite in 1849 to Daniel Lownsdale, conveniently not divulging Stark's interest as Stark was still absent in New London. Unbeknownst to Pettygrove and Lownsdale, Stark had filed a separate claim on the north side of the original townsite. Lownsdale thus assumed he owned the entire townsite. This speculation and the associated shady deals were to lead to substantial disputes and litigation upon the arrival of Captain John Couch, who had been authorized to act as Stark's agent. The disputes were not resolved for years and limited public development along the waterfront. Couch also acted on his own behalf, filing his own claim and building a wharf and warehouse at the base of W Burnside Street on his new claim (MacColl 1988:7-16; Mickel et al. 2008:6). Figure 5-4 is the 1866 plat of Portland showing the Lownsdale, Stark, and Couch claims.

Figure 5-4. Historic Plat of Portland from 1866.



Source: Burrage 1866

The majority of men who originally settled in the Willamette Valley in the 1840s left the Portland area at the onset of the California Gold Rush between 1848 and 1849. Although the population decline at townsites in the Willamette Valley was severe, the gold rushes of the west ultimately resulted in the growth of the Portland market. Huge exports of wheat and lumber were shipped out of Portland to San Francisco via steamer ships on the Columbia River. The discovery of gold in southwestern Oregon in 1851 further redeemed the Portland shipping market, as people and goods were needed in the mines, and Portland served as a jumping off point (MacColl 1988:41). By the 1860s, agricultural and other products were being moved through Portland to the booming mines in eastern Oregon, Idaho, and Montana (Abbott 2019; Snyder 1970:50-51). In 1850, the population of Portland was 800. By 1865 it had grown to approximately 6,000. During this period, Portland transitioned from a frontier town to a prominent West Coast city, with First and Front Streets serving as its economic heart (Mickel et al. 2008: 7-8, 44).

One of the first semi-public uses of the present Project Area was as an unofficial cemetery in the immediate vicinity of the Skidmore Fountain location. Burials were reportedly made there as early as 1847, and numerous burials were placed there until 1854. In 1857, the City contracted to have the burials to be removed at the request of the property owner (Benjamin Stark) to allow him to develop the land. Some remains had already been relocated, and the 38 not yet removed were reburied at a new cemetery at

the southern edge of the city (Lansing 2003:88, 498fn34; *Morning Oregonian* 1887). Although the City was assured all the burials had been removed, construction in the vicinity in the 1920s and during the W Burnside Street widening project in 1930 encountered human remains (*Morning Oregonian* 1930a).

Early roads linking Portland to regional farms facilitated the movement of goods through the Willamette Valley. By 1846, the nearly impassable "Pettygrove's Road to Tualatin Plains" was built from Washington Street to the Tualatin Valley. A wagon road was also established along the east side of the Willamette River, connecting Portland to Oregon City (MacColl 1988:10; Snyder 1970:66). In 1849, Daniel Lownsdale surveyed a route along present-day Canyon Road, and in 1851 construction began on a plank road through the area, connecting Portland to Lafayette and the farms of the Tualatin Plains (Abbott 2019; MacColl 1988:51). Work on the "Great Plank Road" stagnated in the years that followed due to misuse of funds and the difficult terrain of the Tualatin Hills. With the financial assistance of prominent Portland merchants William Ladd, Josiah Failing, and A.M. Starr, the road was finally completed in 1856 (MacColl 1988:52-53).

The east side of Portland was much slower to develop. In 1845, James Stephens purchased the first claim in what was to become East Portland, while five land claims had been made west of the river (Snyder 1970:39-40). Stephens established the first important ferry crossing on the Willamette River, which connected his claim to the west side by a submerged cable system. The ferry departed the west side of the city at the end of Stark Street (present-day SW Harvey Milk Street) just south of the current APE. In 1860, Stephens sold the ferry to John Knott, and the operation was renamed the Stark Street Ferry. In the decades that followed, additional ferry lines ran between east and west sides of the city: one from Jefferson Street to the Hawthorne District and another from the Oregon & California Railroad depot at Albina to railroad and steamboat terminals on the west side. In 1893, Albina, along with East and West Portland, was incorporated, and the Albina Ferry was bought out by the City and used for passenger service (Blalock 2012:91-94). During the 1860s, land speculation increased, particularly on the east side of the city as residents awaited the construction of the first bridge over the Willamette; however, residents had to wait until 1887, when the Morrison Bridge was opened (Blalock 2012:94-95). The Morrison Bridge was followed by the Madison Street (now Hawthorne) Bridge in 1891, upriver from the current APE. The first Burnside Bridge was constructed in 1892–94 (Blalock 2012:99; MacColl 1976:153) (Figure 5-5).

By the turn of the twentieth century, wheat was the dominant export out of Portland. At the time, a total of 99 ships, referred to as the "grain fleet," were intermittently anchored at the wharves of the city. By 1883, the Portland Flouring Mill was built in Albina. By 1889, the Oregon Railway and Navigation Company (successor to the Oregon Steam Navigation Company) had constructed 30 grain elevators along their rail line on Portland's east side, connected to the Albina mill (Blalock 2012:112-114). During the last decade of the nineteenth century, Portland's population boomed, and by 1901, Portland was the fifth largest exporter of wheat in the country, surpassing Seattle and Tacoma and competing with the output of San Francisco. The majority of Willamette Valley wheat was sent to markets in Great Britain. The owners of grain resources, fish canneries, fruit orchards, and lumber businesses became exceedingly wealthy (Blalock 2012:105-109; MacColl 1988:336).

Figure 5-5. The first Burnside Bridge, looking southwest from the east side. The photo dates between 1910 and 1924.

Source: Oregon Historical Society [OHS] Org. Lot 1368; Box 373; 0373G417

In the 1870s and 1880s, the area along Front Street served as Portland's prominent shipping zone, with wholesalers exporting commodities and groceries to the towns of the Puget Sound and Intermountain West, where isolated mining and logging camps needed supplies. One of the largest shipping facilities was the Oregon Steam Navigation Company's wharf and warehouse at the waterfront between Ash and Pine Streets (Mickel et al. 2008:45).

During this time, the area surrounding W Burnside Street, or the "North End," transformed into a major commercial district, with original wooden structures replaced by multi-story brick buildings that housed various retail stores and offices. A variety of businesses owned by an ethnically diverse group of entrepreneurs operated in the district. Boarding houses and hotels in the area housed predominantly single men who sought work in regional lumber camps, farms, and mills (Mickel et al. 2008:58). However, the city's central business district shifted west from First and Front Streets to the area surrounding 5th Avenue in the 1880s. Following the great flood of 1894, which inundated docks, waterfront warehouses, and retail stores along Front Street, businesses continued to move south and west, away from the river. The Skidmore/Old Town NHL District, including Burnside Street, fell into disrepair (Mickel et al. 2008:11, 62-65).

The flood of 1894 also resulted in the increased population of "New Chinatown," north of Burnside, between 3rd and 5th Streets. The first Chinese workers likely came to Portland around 1850. During the 1860s they were employed as general laborers in Portland's iron, paper, and textile mills. By 1865, the Chinese population in Portland numbered 200. The community originally settled on the south side of W Burnside Street where, by the

1870s, they had established stores, washhouses, and medical offices (Mickel et al. 2008:58; Northwest Heritage Property Associates 1989:Section 8, 1-2). In 1873 a large fire destroyed 20 city blocks including many of the wood buildings used by Chinese businesses. When these structures were replaced with new brick buildings, merchants could not afford the increased rents, and, in turn, they developed a new Chinese commercial center north of W Burnside. New Chinatown expanded after the 1894 flood which largely destroyed the remaining residences and businesses in the Old Chinatown south of Burnside (Mickel et al. 2008:58; Northwest Heritage Property Associates 1989: Section 8, 13).

Prior to the twentieth century, the wharves, grain warehouses, and scows or boathouses along Portland's waterfront had been independently built by individual landowners, resulting in a ramshackle appearance. Additionally, these structures were consistently inundated by the regular flooding of the Willamette. These issues largely served as the impetus for building a seawall, or Harbor Wall, along Portland's west side by the 1920s (Blalock 2012:117-118). During the 1860s, wealthy and prominent Portlanders had built elaborate homes north of Burnside Street, within "Couch's Addition," but by the 1880s, this neighborhood had been overrun by assorted businesses of vice—saloons, gambling dens, and brothels, as well as single-room occupancy hotels— resulting in the exodus of the upper class, who largely relocated to the Nob Hill area (Blalock 2012:118-120). As the commercial center of downtown Portland was moved from the North End to the area along 5th Avenue, the area close to W Burnside Street on both the north and south sides was briefly known as "Whitechapel" and became notorious for crime and corruption (Blalock 2012:122). Efforts to clean up the west side of the city and reframe its reputation led to the closure of Whitechapel's brothels in 1908 (Blalock 2012:122). These efforts to improve the North End's reputation had limited success, and W Burnside Street continued to be regarded as Portland's "skid row" (Figure 5-6) (Engeman 2009:347).

By 1910, Portland was no longer the dominant exporter of West Coast grain. Due to the construction of the Northern Pacific Railroad line between Wallula and the Puget Sound in 1888, the ports of Seattle and Tacoma had been given a great advantage. Their ability to easily transport wheat via rail resulted in exports that doubled the output of Portland, and the areas adjacent to lower W Burnside Street lost some of their commercial importance. The area was additionally re-characterized by the construction of the Burnside Bridge in 1926 and the associated widening of W Burnside Street (Mickel et al. 2008:58, 71).

Figure 5-6. W Burnside, looking east from 3rd in 1913. The first Burnside Bridge is in the far distance.

Source: Portland Archives A2009-009.77

"City Beautiful" Movement and the Automobile Transformation

The transformation of the western waterfront in the early 1900s was partially a reflection of the growing "City Beautiful" movement and economic realities. The City Beautiful movement developed in the 1890s as an approach to revitalizing urban areas through better planning and design, with a focus on eliminating or reducing slums and industrial areas, constructing more attractive public buildings, and creating more parks. The objective was both to create a more aesthetically pleasing urban environment and to improve civic virtue (Huth 1990:183-185). One of the most prominent proponents was Frederick Law Olmsted, designer of New York's Central Park. In 1902–04, the Olmsted Brothers firm (founded by Frederick's sons, John and Frederick, Jr.) was commissioned to develop a parks plan for Portland. Their plan was officially adopted, but little was implemented due to lack of funding and the city shifting its focus to the Lewis and Clark Exposition (Lansing 2003:256; MacColl 1976:266-272). One element of the plan that was implemented was Terwilliger Parkway through the hills of southwest Portland; it was constructed in 1910–1912 (City of Portland 1983:3). The Olmsted Plan continues to guide planning by the City of Portland in diverse areas, including transportation, parks and recreation, and historic preservation (Tate White, Portland Parks and Recreation, personal communication, April 17 and August 13, 2020).

A major proposal by Portland Mayor Joseph Simon in 1909 was establishment of a "city beautiful fund." Supported entirely by private donations, prominent urban planner Edward

Bennett was hired. The resulting Bennett Plan in 1912 received strong support and was approved by voters. It called for creating more parks in the downtown area (although the plan also recommended constructing roads along both the west and east riverfronts in the Union Depot area). The Bennett Plan recommended widening Burnside to become the city's main east-west arterial (Bennett et al. 1912). That proposal failed as a result of opposition from property owners (Lansing 2003:285, 294; MacColl 1976:266-272, 384-385, 423-430). Although neither of these plans was undertaken at the time, their influence was seen in the growing efforts to "clean up" the west-side waterfront.

The more practical issue was the deteriorating condition of the western waterfront docks and the shift of river traffic downriver and to the eastern waterfront, where more land was available and there were better rail connections. The construction of the Morrison, Madison Street (now Hawthorne), Steel, and Burnside Bridges in the 1880s and 1890s also created greater access to the east side (all of these bridges were rebuilt between 1905 and 1926, and the Broadway Bridge was added in 1913). The reconstruction of the west-side waterfront waited, however, until the late 1920s with implementation of the "Laurgaard Plan," as described in detail below.

Olaf Laurgaard was the Portland City Engineer and a major figure in the redevelopment of the city center in the 1920s and 1930s. In addition to the transformation of the waterfront, he was instrumental in the plans for widening major streets in the city in the late 1920s and early 1930s, including both E and W Burnside. This plan was influenced to some extent by the City Beautiful movement and had been proposed unsuccessfully in the 1912 Bennett Plan. That movement advocated for more spacious and appealing streetscapes, largely in response to the substantial increase in automobile traffic. The growth demanded improved roadways and parking.

The substantial increase in automotive traffic was a crucial driver in revisiting the earlier recommendation in the Bennett Plan for widening Burnside. In 1921, the Portland Planning Commission (Cheney 1921:19) noted that vehicle traffic on the Burnside Bridge had grown from 2,916 vehicles per day in 1913 to 8,949 vehicles per day in 1920, a 200 percent increase (despite a prohibition of heavier trucks on the bridge due to the poor condition of the bridge). The 1921 Planning Commission report also presented Laurgaard's proposal to widen W Burnside Street in anticipation of a new Burnside Bridge that would be 90 feet wide (Cheney 1921:32). In an echo of the Bennett Plan, the Planning Commission report included detailed recommendations for more parks and playgrounds (Cheney 1921:65, 79).

Construction of the new Burnside Bridge was one response to the demands of increased automobile traffic. The new bridge was wider than the 1890s bridge; the new bridge approaches were 110 feet wide, 50 feet wider than the existing roadway. Twenty-five feet were required to be cleared on both sides of West and East Burnside. Businesses on the east side lobbied to have the eastern approach situated between E Burnside and E (NE) Couch to eliminate the need to move businesses on E Burnside. On the west side, there was initial consideration of an approach extending west to Park, which would have entailed widening W Burnside. Property owners were initially described as being responsible for clearing buildings. Later reports referenced the County and the City negotiating over who would be responsible for the costs associated with removing buildings. Lawsuits by property owners on the west side extended for months. Clearance of the approach lands on the west side did not begin until the summer of 1925 and continued into the fall. On the east side, some building frontages were removed. The

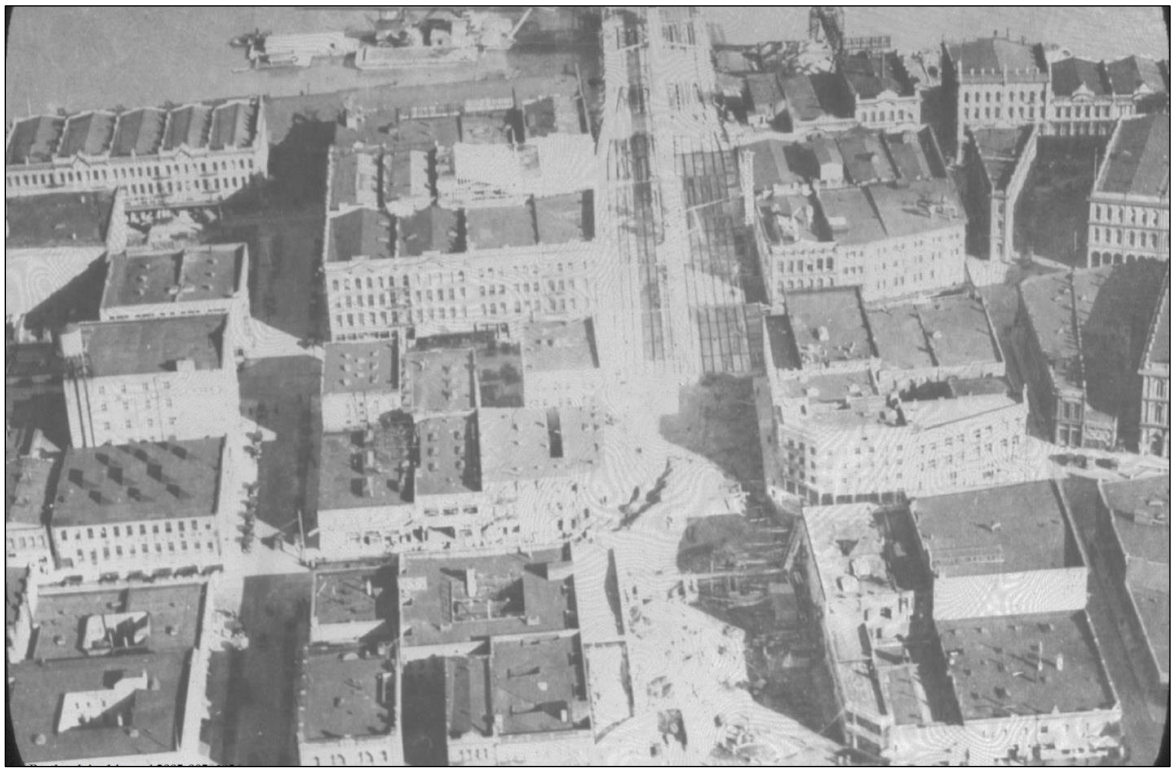
major effort on the east side was moving the four-story Princess Hotel back from its original location on the north side of Burnside at NE 3rd (Figure 5-7) (*Morning Oregonian* 1924, 1925a, 925b, 1925c, 1925d, 1925e; *Sunday Oregonian* 1924a, 1924b, 1925).

The new bridge was designed to accommodate growing automobile traffic as well as a streetcar line. However, it was recognized in the initial planning stage that the new bridge would create more traffic issues, with two lanes of Burnside approaching the new four-lane bridge from both directions. The problem was especially difficult at W Burnside Street and 3rd (*Sunday Oregonian* 1927a). The focus was initially on widening W Burnside, and preliminary engineering for this project was initiated in 1927 (Figure 5-8) (*Morning Oregonian* 1927a). Before the W Burnside Street study began, widening of E Burnside Street from Grand Avenue to E 13th Street was already under consideration. E Burnside Street was to be widened from 60 to 84 feet, with 12 feet added to each side of the street. Many buildings had their frontages entirely removed but a few removed just the ground floor frontage, with sidewalks constructed under arcades (Figure 5-9) (two arcaded stretches remain on E Burnside Street between 7th and 8th).

Figure 5-7.The Princess Hotel at NE 3rd and Burnside relocated north for construction of the new Burnside Bridge in 1925.

Source: OHS Org. Lot 1368; Box 371; 0371N5589

Figure 5-8. Aerial view of construction of the western approach to the new Burnside Bridge in 1926, showing loss of frontages for buildings on W. Burnside east of NW/SW 2nd Avenue and buildings along Front Street before construction of the Harbor Wall.



Source: Portland Archives AP/85663

Figure 5-9. Looking east along E Burnside Street in 1933 from the east end of the Burnside Bridge showing arcades constructed to accommodate widening of E Burnside.

Source: Portland Archives A2001-062.5

Although a paving contract was awarded in May 1927, property owners were dilatory in paying their share of the costs to the extent that the project was described in August as "paralyzed" because of financial issues. In early September 1927, bids were received for demolishing the buildings for the widening, with about 100 buildings to be targeted. By July 1928, however, the E Burnside Street widening from Grand Avenue to 12th Street had been finished (*Morning Oregonian* 1927b, 1927c, 1927d, 1927e, 1927f; *Sunday Oregonian* 1928a). Figure 5-10 shows the area around the east end of the Burnside Bridge in 1947. The Princess Hotel is in its relocated position. Except for the Templeton Building, all of the buildings along E Burnside Street in this view are now gone.

Figure 5-10. Aerial view of the area at the east end of the Burnside Bridge in 1947.

Source: Portland Archives A2005-001.669

The widening of E Burnside Street increased traffic flow on the Burnside Bridge, aggravating traffic problems on the still narrow W Burnside. Major lobbying of the Portland City Council for widening of W Burnside—and of E Burnside Street from E 13th Street to E 32nd Street—began in 1927, culminating in a major bond measure in 1928 (*Morning Oregonian* 1928; *Sunday Oregonian* 1927b, 1928a, 1928b). The measure was approved and included widening W Burnside Street to no more than 110 feet from 3rd Avenue to Park Avenue, but it was expected that initiating the project would "involve many hearings and maybe some litigation, because of the differences of opinion in the matter. Some property owners want the additional width taken from one side and others from both sides" (Taylor 1929). The City Council held hearings in March 1929 on the question of whether the widening would affect just one or both sides of W Burnside. After several contentious hearings, the City Council directed Laurgaard to provide them with

projected costs for four options for the widening. Laurgaard reported back in May, stating widening W Burnside Street by 50 feet to the south was the cheapest option. The City Council then directed Laurgaard to proceed with a more detailed study for widening on the south side (*Morning Oregonian* 1929a, 1929b, 1929c, 1929d, 1929e, 1929f; *Sunday Oregonian* 1928c).

The matter was far from settled, however. North-side property owners almost immediately petitioned City Council for a study for widening on the north side at the same time as the south-side study. This was denied on the grounds that the City Council had authorized only a south-side study. The dispute between property owners on the two sides began to be characterized as a civil war. North-side property owners then made an offer to the City for the needed lands on that side, which proved to be competitive in price with south-side widening (*Morning Oregonian* 1929g, 1929h, 1929i). At one point, the City Council was accused of having been inappropriately persuaded to favor south-side property owners as those landowners would be compensated by the City for their property losses. Laurgaard was also accused of favoring the south-side widening because he owned property in the south-side widening area (*Morning Oregonian* 1929j, 1929k). In July, the City Council officially adopted the south-side widening of W Burnside Street (*Morning Oregonian* 1929l).

Numerous appeals of the decision were consolidated into one lawsuit, which continued through the fall of 1929 and early winter 1930. Then in mid-February 1930, Laurgaard suddenly proposed a new plan: W Burnside Street would be widened to just 100 feet rather than 110 feet, with widening of 20 feet on each side (*Sunday Oregonian* 1930a). Just a few days later, the attorney representing the north-side property owners announced, “the civil war between the north and the south on Burnside is at an end” (*Morning Oregonian* 1930b). Laurgaard later clarified that W Burnside Street would be widened 25 feet on each side at 3rd, narrowing to 20 feet at 4th, and continuing at 20 feet to Park (*Morning Oregonian* 1930c). Negotiations with property owners consumed additional time, and there were objections to the proposed associated tax assessments, but the City Council adopted the new plan on May 3, 1930 (*Morning Oregonian* 1930d, 1930e).

Dozens of appeals were filed objecting to the City’s award for property damages and the tax assessments, with the last not settled until late August. The City Council awarded the widening contract in early September but had to delay beginning construction until early October to allow time for objections to the contract award. In the interim some private property owners began removing portions of buildings within the 20 feet facing the street. Closure of W Burnside Street for construction was announced in late November. Once construction began, it moved swiftly, with good progress reported in mid-December (Figure 5-11). By mid-January 1931, however, some concerns were expressed that the widening project was not proceeding quickly enough. At the beginning of February, reopening Burnside was projected by mid-March, but the reopening was delayed until mid-April (*Morning Oregonian* 1930f, 1930g, 1931; *Sunday Oregonian* 1930b, 1930c, 1930d, 1931a, 1931b).

Figure 5-11. Construction along SW 5th toward W. Burnside during the Burnside widening project. Note the building on the right that has had its frontage removed on both 5th and Burnside.

Source: Portland Archives A1999-004.339

There are limited available records regarding which buildings were completely demolished, which removed the 20 feet facing the street and constructed a new façade, and which "moved" the old façade onto the new frontage. The *Sunday Oregonian* (1931b) described the new frontages as having "been finished in the modern manner and color, and the store spaces provided with wide inviting windows and many fronts equipped with the latest in colored tile, indirect lighting for windows." Figure 5-12 and Figure 5-13 provide a sense of the changes along W Burnside Street immediately west of 3rd.

Figure 5-12. West along W Burnside St from 3rd in 1928 before Burnside was widened.

Source: Portland Archives AP/477

Figure 5-13. West along W Burnside St from 3rd in 1933 after Burnside was widened.

Source: Portland Archives AP/478

E Burnside Street was widened at the same time as W Burnside Street but engendered very little media coverage as it lacked the controversy over how the street was to be widened. Traffic lanes were added in both directions, and facing no opposition, construction began in 1929. Some buildings lost their frontages as along W Burnside, while others lost a portion of their ground floors to create arcades for the relocated sidewalks.

5.3.4 Evolution of the Landscape and Archaeological Potential

In addressing the potential for archaeological resources in the Project Area, an important element of the research is reconstructing how the landscape of the Project Area has evolved over time, especially in assessing the potential for precontact archaeological resources. The written record of the landscape dates only to the early to mid-nineteenth century and later.

Geomorphology

The geomorphology of the Project vicinity can be described as bottomlands along the Willamette River, much of it now filled, with most of the city center on the west side as river alluvium. On the east side, the land slopes up beginning at SE 3rd into higher ground that is natural fill in an abandoned major flood channel of the Willamette River (Beeson et al. 1991; see also Coe 2011). Much of this landscape was shaped by the catastrophic late Pleistocene Missoula floods between 19,000 and 13,000 years ago (Benito and O'Connor 2003). All of the Project vicinity would have been inundated and reshaped multiple times during these floods (Burns and Coe 2012).

The evolution of the landscape after the Missoula floods is uncertain, but it is likely it was initially a very dynamic landscape, slowly developing into the more familiar form. One effort to address the later landscape examined correlations between geomorphology and soil types and defined a chronological sequence of geomorphic surfaces (Balster and Parsons 1968). In the current Project Area, the west riverbank is mapped as the Ingram surface and east bank as the Champoeg surface downriver of the Burnside Bridge and the Winkle surface upriver of the bridge (Parsons 1983). Both the Ingram and Winkle surfaces are former floodplains, the Ingram surface dating to between approximately 3,300 to 500 years ago and the Winkle surface to approximately 5,300 to 3,300 years ago. The Champoeg surface represents Missoula flood deposits (Parsons 1983:132-133). All three surfaces would have thus been available for precontact use and settlement.

Early European and American Exploration

Early historical descriptions of the Willamette River characterize the lower Willamette River in general terms, with no descriptions specific to the Project Area. Members of the 1805–06 Corps of Discovery Expedition led by Meriwether Lewis and William Clark made a brief exploration up the river only as far as the modern St. Johns area. With the development of the fur trade beginning in 1811–12, came accounts farther up the river. One of those dates to January 1814 and described the land along the river as low-lying and flooded with numerous islands with scattered oaks (Gough 1992:656). Dr. William McKay, whose father was an early fur trader married to the daughter of a prominent Chinookan leader, recalled traveling between Fort Vancouver and Willamette Falls as a

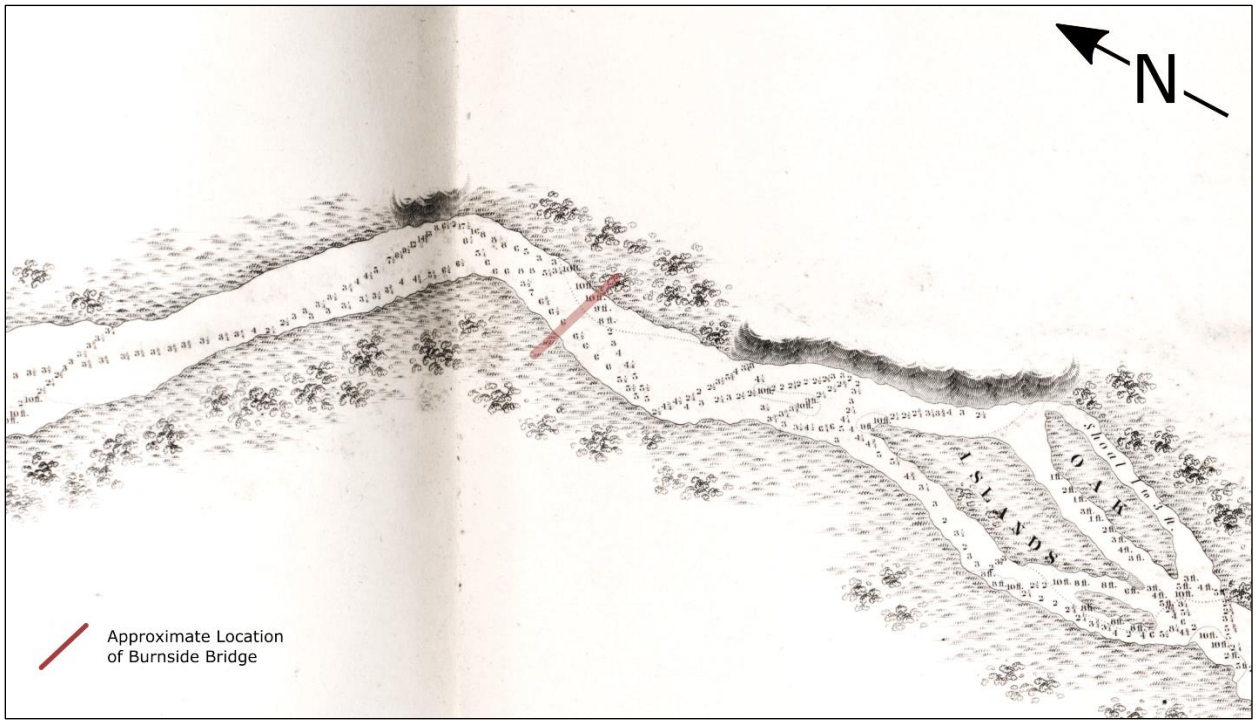
child in 1830. He described what is now inner northwest Portland as “a fine prairie skirting the riverbank and extending back about 300 or 400 yards. Between Couch Lake and the river was a ridge, crowned with branching oak trees. All south of D [NW Davis Street] street was a great forest of stately fir, oaks and other trees” (*Morning Oregonian* 1888).

A later (circa 1838) and more detailed account by the missionary Henry Perkins described the river between Willamette Falls and the mouth as “sometimes running in a narrow channel, along high rocky banks, sometimes smoothly and peacefully among low green islands, spreading out into a low shallow basin, and finally—dividing itself into two equal streams—ran along willow shores of a large delta” (Boyd 1996:222). The botanist with the 1841 Wilkes Expedition wrote that the banks of the river were “covered with Willow, Alder & Dogwood, behind which rises spruce [probably Douglas-fir] trees” (Sperlin 1931:141).

The lowlands and wetlands along the river were considered unsuitable for agriculture and discouraging for European-American settlers but provided an abundance of wetland resources and attracted large populations of waterfowl for Native peoples.

The earliest published map of the current Project Area is in the atlas from the 1841 Wilkes Expedition exploration of the Pacific Northwest, a few years before the first settlement of Portland. The detailed mapping was concerned primarily with hydrography and river navigability and therefore provided little information on the character of adjacent land. As shown in Figure 5-14, the approximate Project Area is generally mapped as grassland or prairie with scattered trees and therefore probably not a very accurate depiction.

Figure 5-14. The 1841 Wilkes navigation chart of the lower Willamette River with the approximate location of the Burnside Bridge indicated.

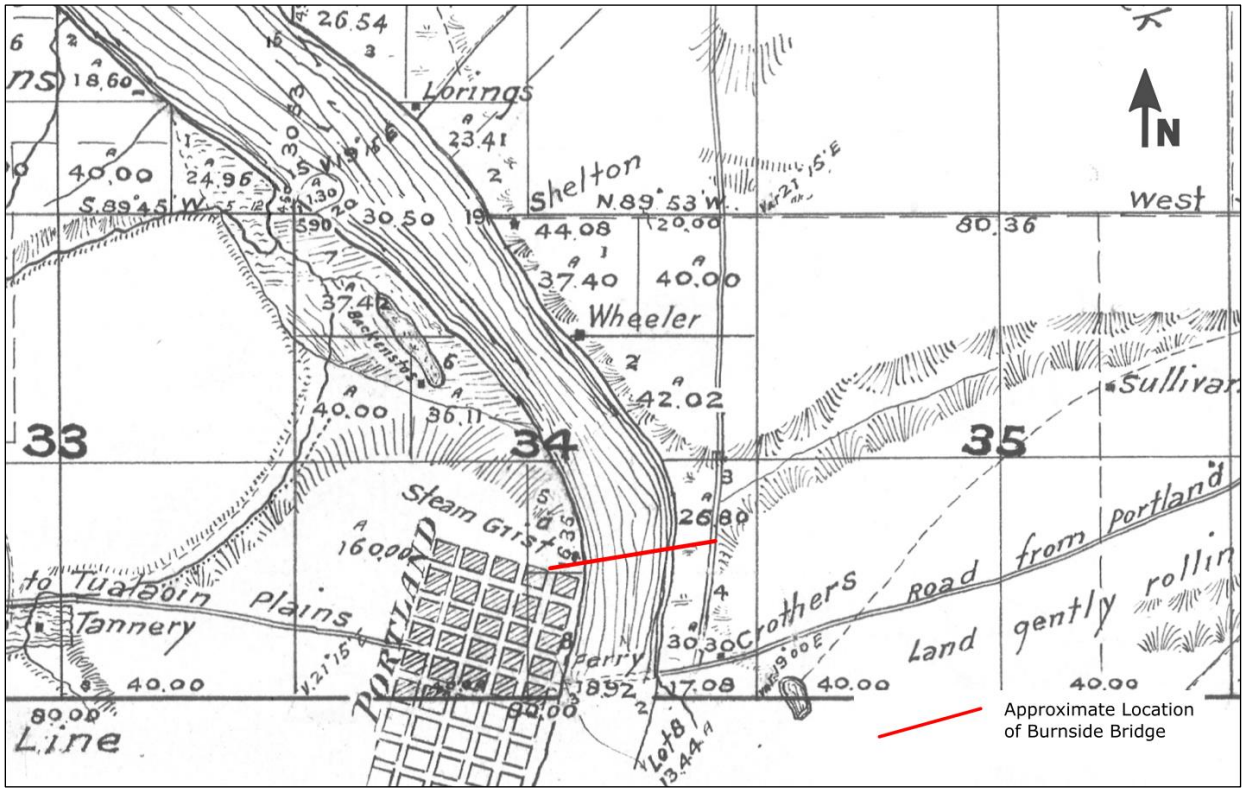


Source: Wilkes 1858:Sheet No. 7

Beginning in 1851, the GLO undertook the cadastral survey of lands in Oregon to establish the basis of legal land claims under the 1850 Donation Land Claim Act (Figure 5-15). The first survey through the Project Area was the south boundary of Township 1 North, Range 1 East (the Willamette Base Line). This boundary crosses the river at the modern location of Stark Street, approximately midway between the location of present-day Morrison and Burnside Bridges. Since development had already occurred, the GLO surveyor's fieldnotes described little about the west bank, other than noting a nearby oak tree (W. Ives 1851:76-77). On the east bank, he referenced oak and ash trees, and to the north was "the south side of an entrance in high water to a Bayou or Pond that has willows" (the historical mouth of Sullivan's Gulch). He described the east bank as bottom land with a bank about 30 feet high. Ives summarized his mid-June to mid-July survey observations:

> Land West of River in the City of Portland and gentle descent East to River. Soil good 2nd rate clay loam Timber Fir, mostly cut & burnt. The line runs nearly through the middle of the City. East of River bottom land with some Willows mostly overflowed at present [W. Ives 1851:78].

Figure 5-15. The 1852 GLO plat with an early map of Portland and approximate location of the Burnside Bridge indicated.



Source: GLO 1852

Later that same year, another GLO surveyor plotted the meanders of the Willamette River. He recorded the west bank was largely occupied by commercial buildings and wharves (B. Ives 1851:212, 222-223). Along the east bank he noted some "clay & gravelly banks nearly perpendicular," ravines, bottomlands, and a stream about 6 to 7 feet wide flowing at the mouth of Sullivan's Gulch. His general summary described the banks of the Willamette River (from approximately the modern Morrison Bridge to Swan Island):

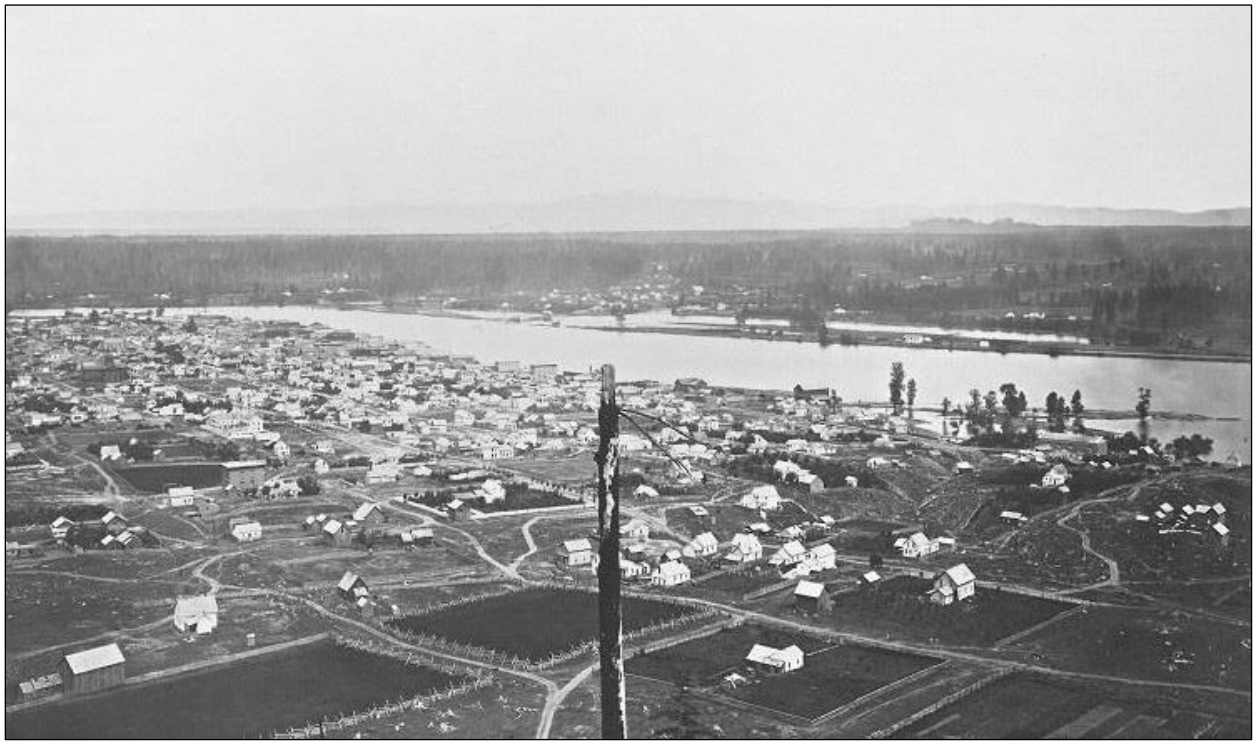
> from 10-15 feet above low water, except when noted different & for the most part are seldom overflowed. they are generally several feet higher than the bottom lands a few chs [chains] back, there is most of the way a narrow skirting of timber along the bank of W Ash W Oak Balm gilead [cottonwood] crabapple etc., with undgr [undergrowth] of hardhack briars etc. The river on the SW shore deepens gradually out, but on the opposite side it is more abrupt, in some places very shoal, the current is gentle, being affected more or less by the Columbia river [B. Ives 1851:223-224].

Some of the first panoramic photographs of Portland provide a farther view of the city's environment, especially along the river. Figure 5-16 is an 1867 view from the southwestern hills, probably above the modern route of I-405 near Portland State University. Notable natural features include the low land and side channel of the Willamette on the east bank and the low and wet shoreline at the upriver extent of the west bank.

Development of the East Bank

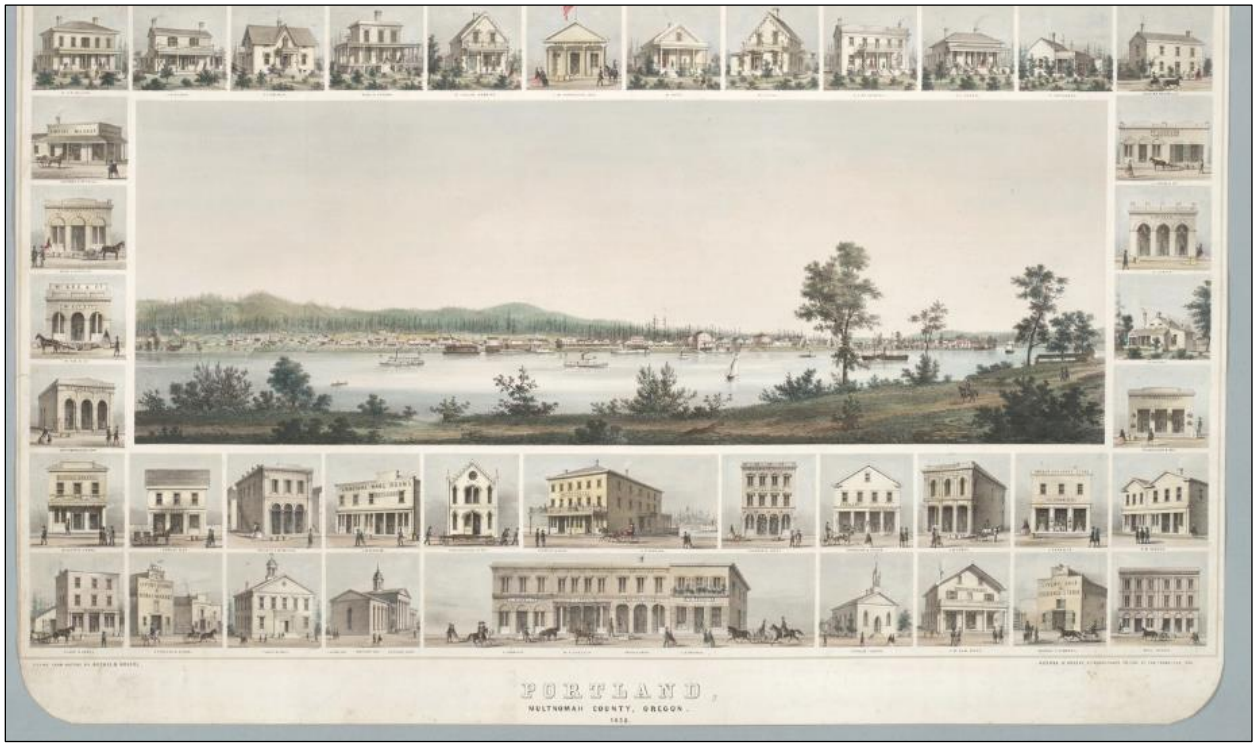
The east bank was historically characterized by a very different environment. As referenced above from the GLO survey notes, the river shore was low, wet, and subject to regular flooding. A 10- to 15-foot bank defined the eastern edge of the bottomlands extending approximately between modern SE 2nd and 3rd Avenues. An 1858 view of Portland from the east bank (Figure 5-17) depicts the east bank as undeveloped, open land, contrasting with more urban landscape on the west bank.

Figure 5-16. Carleton Watkins photograph of Portland in 1867, looking northeast.



Source: Cantor Arts Center 2014:150

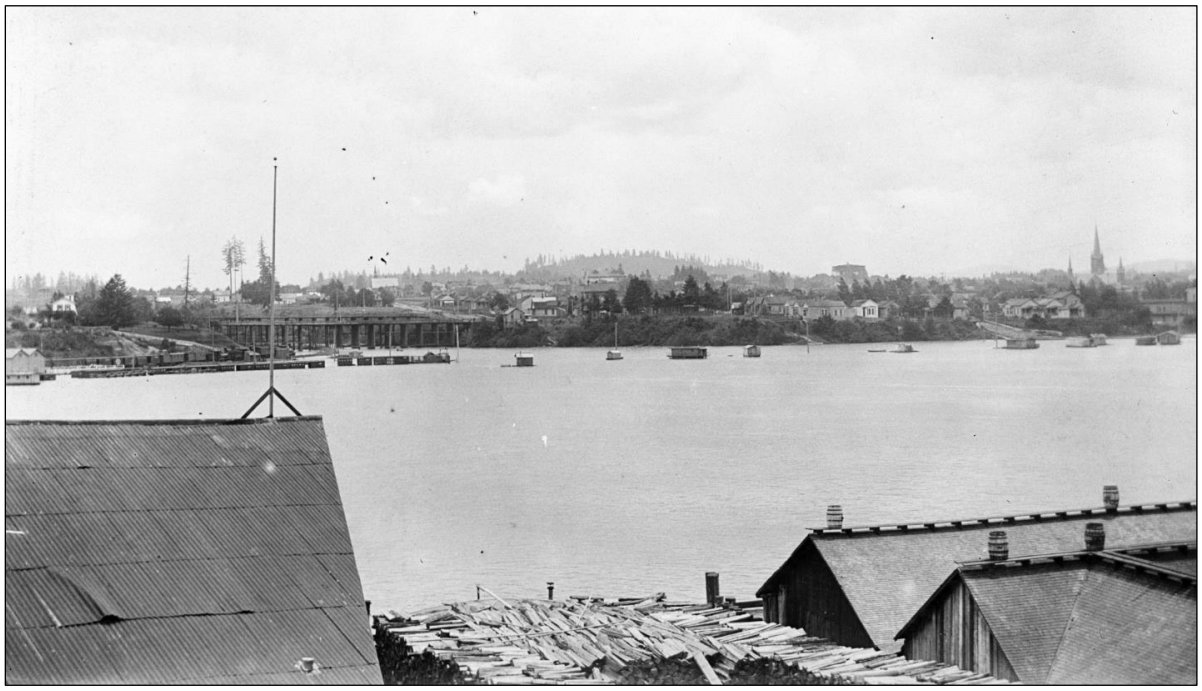
Figure 5-17. An 1858 view of Portland from the east bank of the Willamette showing early development of the west bank.



Source: Kuchel & Dresel 1858

There may be some artistic license in the 1858 view, but the low and wet character of the shoreline did not encourage settlement. The 1870 bird's-eye view (see Figure 5-2) shows the newly constructed Oregon & California Railroad, a dock, and a building of indeterminate function. But the east bank remains relatively undeveloped. Another bird's-eye view from 1879 (see Figure 5-3) provides a much more comprehensive view of East Portland and shows more development along the riverbank, but the area in general remains residential or rural in character. An undated photo probably from circa 1880–90 (based on the trestles or bridges on the left at the entrance to Sullivan's Gulch) shows East Portland as growing but still primarily a residential "suburb" of the city across the river (Figure 5-18).

Figure 5-18. A circa 1880–90 view of the east bank of the Willamette River; the trestles on the left are at the mouth of Sullivan's Gulch. The future site of the Burnside Bridge is probably just off the photo on the right.



Source: OHS CN003996

Commercial and industrial development of the west bank was defined through much of the late nineteenth century by access to shipping and water transportation. A rail line was constructed in the late 1860s along 4th Avenue, but it was five blocks from the waterfront. A rail line along Front Street was not constructed until 1906 (Lansing 2003:132; MacColl 1976:329). In contrast, the rail line on the east bank was constructed along the waterfront when it was still "raw" land. It thus was more important than shipping in shaping east bank development (and was to later define the placement of I-5 on the east side [MacColl 1979:589]).

The east bank witnessed more substantial development in the first decades of the twentieth century. Improved transportation across the river and East Portland's consolidation with Portland in 1891 spurred greater investment and construction of industrial facilities along the riverbank, where there was more open land than on the west bank. Most of the new construction was undertaken along the east bank from Sullivan's

Gulch upriver to the vicinity of the Hawthorne Bridge. The focus was on higher ground, but shoreline areas were occupied through a combination of fill and piling, especially after 1910. The extent of fill and industrial development along the east bank is notable when comparing photos dated circa 1918 (Figure 5-19) and 1939 (Figure 5-20). The transformation of the east bank from the 1880s to the 1930s is captured in historic photographs (see Figure 5-18 to Figure 5-20). Well into the twentieth century, however, the east side from the river to SE 2nd Avenue remained low-lying and subject to flooding during unusually high flood events (e.g., Figure 5-21).

Figure 5-19. A circa 1918 view of the east bank showing increased railroad development and growth of East Portland. The eastern approach of the original Burnside Bridge is on the right.

Source: OHS OrHi44795

Figure 5-20. 1939 aerial view of the east bank between the Morrison and Burnside Bridges illustrating industrial development on the east bank.

Source: OHS bb005894

Figure 5-21. The east bank during the June 1948 flood.

Source: Portland Archives A1999-004.1126

Downtown Bridges

The Burnside Bridge is one of 11 bridges crossing the Willamette River in the city of Portland that have public use (a twelfth bridge, the Burlington Northern Railroad Bridge, carries only rail traffic). Of these 11 bridges, 2 (the Sellwood and St. Johns Bridges) do not provide direct connections with the city center. The Steel Bridge is owned by UPRR but carries public traffic on its upper deck. The other 8 bridges are publicly owned: the Ross Island, Marquam, and Fremont Bridges (ODOT); the Hawthorne, Morrison, Burnside, and Broadway Bridges (Multnomah County); and Tilikum Crossing (TriMet).

Portland lacked bridges crossing the Willamette River until 1887, when the first Morrison Bridge was constructed. Efforts to build a bridge had been underway since 1880 but had been thwarted by owners of ferries and legal decisions (Lansing 2003:189-190). With the Morrison Bridge, other bridges soon followed: the first Steel Bridge (1888), first Burnside Bridge (1892), and the Madison Street Bridge (1900). The Madison Street Bridge was replaced by the Hawthorne Bridge in 1910, which is currently the oldest bridge in the city. The current Steel Bridge dates to 1912 and the Broadway Bridge to 1913. Portland's growing population and increasing use of motor vehicles led to replacement of the 1892 Burnside Bridge with a new bridge in 1926 and the Ross Island Bridge in the same year (the St. Johns Bridge followed in 1931) (Wood Wortman 2006).

No new bridge construction followed the St. Johns Bridge until after World War II. A new Morrison Bridge was constructed in 1958, with development of Interstate 5 (I-5) and I-405 spurring construction of the Marquam Bridge (1966) and the Fremont Bridge (1973) (Wood Wortman 2006). New bridge construction then waned until 2015 (Tilikum Crossing) and 2016 (new Sellwood Bridge).

The Hawthorne, Morrison, Burnside, and Broadway Bridges are currently listed on the NRHP.

Waterfront Park – Historical Development

Despite the intensive development of downtown Portland, the most expansive and currently undeveloped area in the APE is Waterfront Park, which varies in width from approximately 220 to 225 feet between the Harbor Wall and Naito Parkway. Other than sidewalks, paved plazas, and a few other amenities, the park is undeveloped. It would therefore appear to have considerable potential for archaeological resources, especially as it fronts the river and was the location of the earliest historical development of the city. From the 1850s to 1928, the western waterfront was lined with industrial and commercial buildings, many of which had associated warehouses and wharves constructed on piers and piling over the river. These businesses were critical to the city's economic success as a port on the West Coast through the late nineteenth century.

By the early 1900s, however, the riverfront docks and warehouses were deteriorating (Figure 5-22), and Front Street was no longer the commercial focus. Several plans for redevelopment of the waterfront were proposed beginning in 1912. City Engineer Olaf Laurgaard was an influential proponent of redevelopment of the waterfront and prepared what became known as the "Laurgaard Plan" in 1920. His plan proposed construction of a seawall (now officially designated the Harbor Wall) (Figure 5-23) to address the potential for major flooding in the lower city center (Laurgaard 1921:24-28). Laurgaard also noted that redevelopment of the waterfront would require removal of the deteriorating docks. He reported that:

> approximately 70 percent of the frontage (approximately 5,300 lineal feet) between Jefferson Street and the Steel Bridge has already been condemned, recommended for condemnation or torn down. Some of these docks as well as most of the wooden constructed street ends have outlived their usefulness [Cheney 1921:25].

Laurgaard developed his plan further in 1923 and proposed removing all of the buildings and structures along the riverfront (east side of Front Street) from SW Jefferson Street to NW Glisan Street; constructing a seawall; relocating interurban rail traffic and associated terminals along the waterfront, as well as relocating the public market to the waterfront; constructing a new intercepting sewer along Front Street to divert flow from individual street sewers that emptied directly into the river into a single pumping station and outlet; and widening Front Street and the bridge approach streets (Figure 5-24).

Although there was substantial support for the plan, it required 3 years of negotiations with property owners on the waterfront before removal of the waterfront docks and structures and construction of the Harbor Wall could be initiated. Although the public market was relocated, the plan for relocating the interurban rail lines was never undertaken (possibly because of declining traffic on those lines; an existing interurban line along Front Street continued operating until 1940), nor was Front Street widened as proposed at that time (MacColl 1979:114, 315-320; *Sunday Oregonian* 1923).

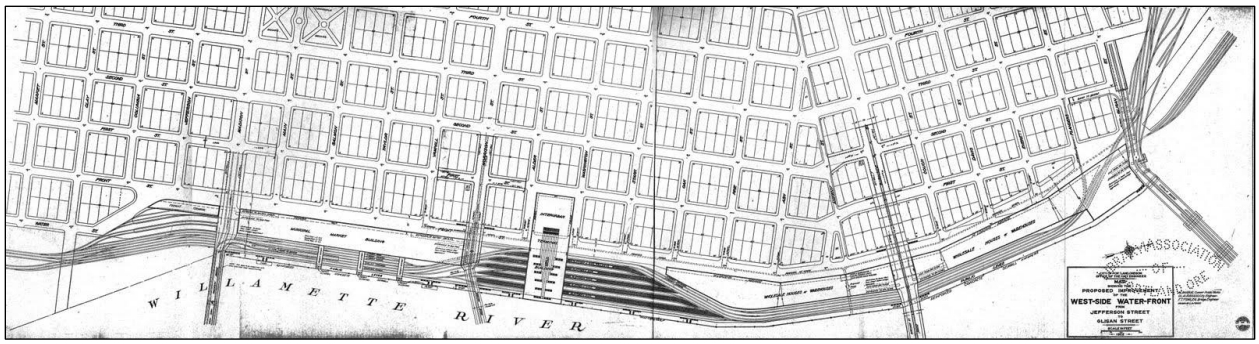
Building of the Front Street intercepting sewer began in the spring of 1927; seawall construction did not begin until the spring of 1928. Both projects were completed in 1929. Construction of the Harbor Wall was officially one component of the Front Street Intercepting Sewer project. The new sewer lines would now be directed to a single line along Front Street and then to the new Ankeny Pumping Station.

Unlike the new line on Front Street, the other new lines were tunneled. Nine hundred linear feet on Front and to the pumping station required open excavations (Figure 5-25; see Figure 5-24). Laurgaard (1933:9-11) reported difficulties with construction of some sewer lines due to areas of "sawmill refuse and miscellaneous fill" (between NW Glisan and Ankeny Streets), and the open excavation on Front Street was due to "quicksand." The trenching on Front Street was especially difficult because of heavy traffic and a rail line that extended along the street, and some buildings were damaged during the excavations.

Figure 5-22. Docks and wharves along the west bank showing poor conditions of these structures, looking downriver to the current Burnside Bridge. The photo dates between 1926 and 1929.

Source: OHS bb008976

Figure 5-23. The "Laurgaard Plan." The docks and buildings between the river and Front Street would have been replaced by rail lines, an interurban terminal, public market building, and new warehouses.



Source: Laurgaard 1921

Figure 5-24. Open trench construction of the Front Street intercepting sewer along Front Street, looking north to the Burnside Bridge approach. Photo dated 1928.

Source: Portland Archives A1999-004.4

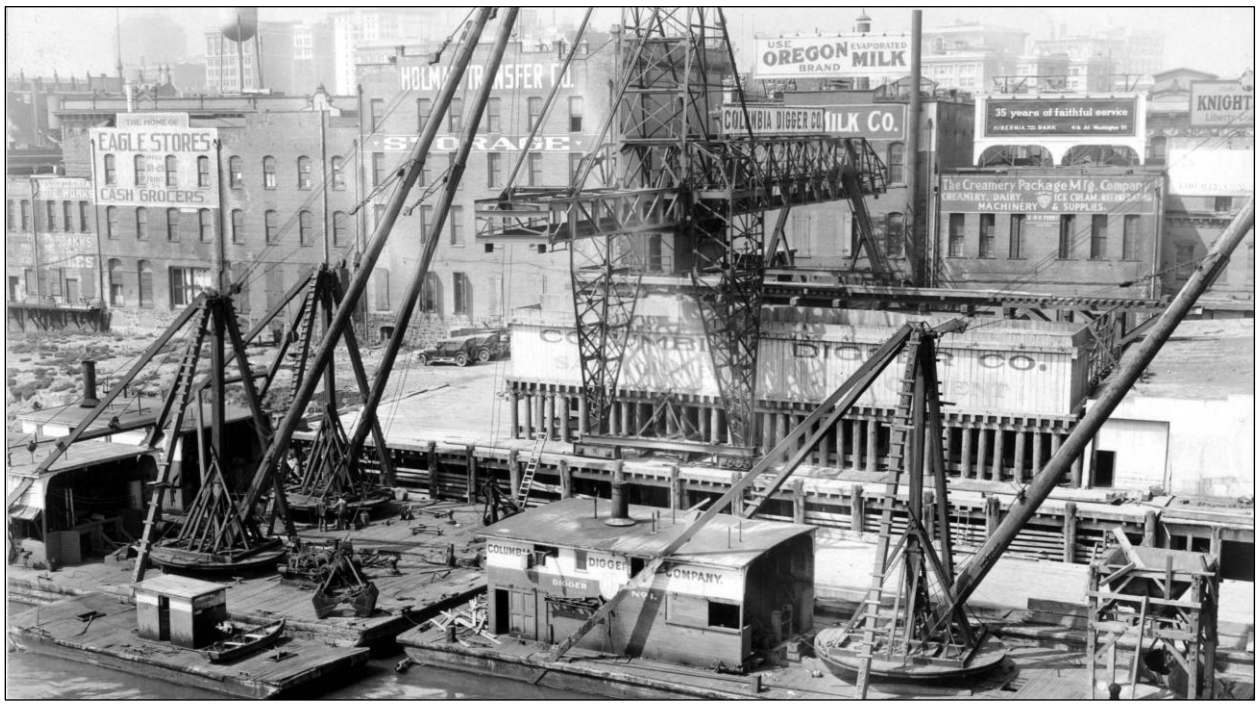
Figure 5-25. Open trench construction of the Front Street intercepting sewer, looking west along Ankeny Street to the intersection with Front Street. The trench is for the line extending to the Ankeny Pump Station. Photo dated 1928.

Source: Portland Archives A1999-004.1

The reconstruction of the waterfront was a massive undertaking. It required removal of approximately 20 to 25 docks and buildings that faced on the river (Figure 5-26). The alignment for the Harbor Wall was then excavated along the harbor line, and the area to the west was filled with dredged material from the river to an elevation of 31.5 feet (City datum) (Laurgaard 1933:5-6). The dredged material was described as "composed largely of gravel with some sand, but free of clay" (Laurgaard 1933:31). Laurgaard (1933:38) indicates that the dredged fill was placed on the bank, where it sat for 2 months before it was redeposited behind the bulkhead. In addition to the Harbor Wall, the new Front Street Interceptor Sewer and the associated Ankeny Pumping Station were constructed.

The amount of fill was highly variable. Laurgaard (1933:57) reported the thickness of the fill behind the Harbor Wall between Madison and Stark Streets ranged from 0 to 35 feet. For the area between Alder Street and the Burnside Bridge, he did not provide any depths, but stated over one million cubic yards of fill was placed. He also noted that construction of the Harbor Wall in this stretch was difficult as they encountered cemented gravel and sandstone, whereas below the bridge to Glisan Street they encountered "fine river sand and black sand," which posed difficulties in constructing the seawall (Laurgaard 1933: 58, 61).

Figure 5-26. The Columbia Digger facility immediately south of the Burnside Bridge on the west waterfront in 1927. It was the future site of the Ankeny Pump Station and was one of the most difficult locations to clear for construction of the Harbor Wall. Compare with Figure 5-38.

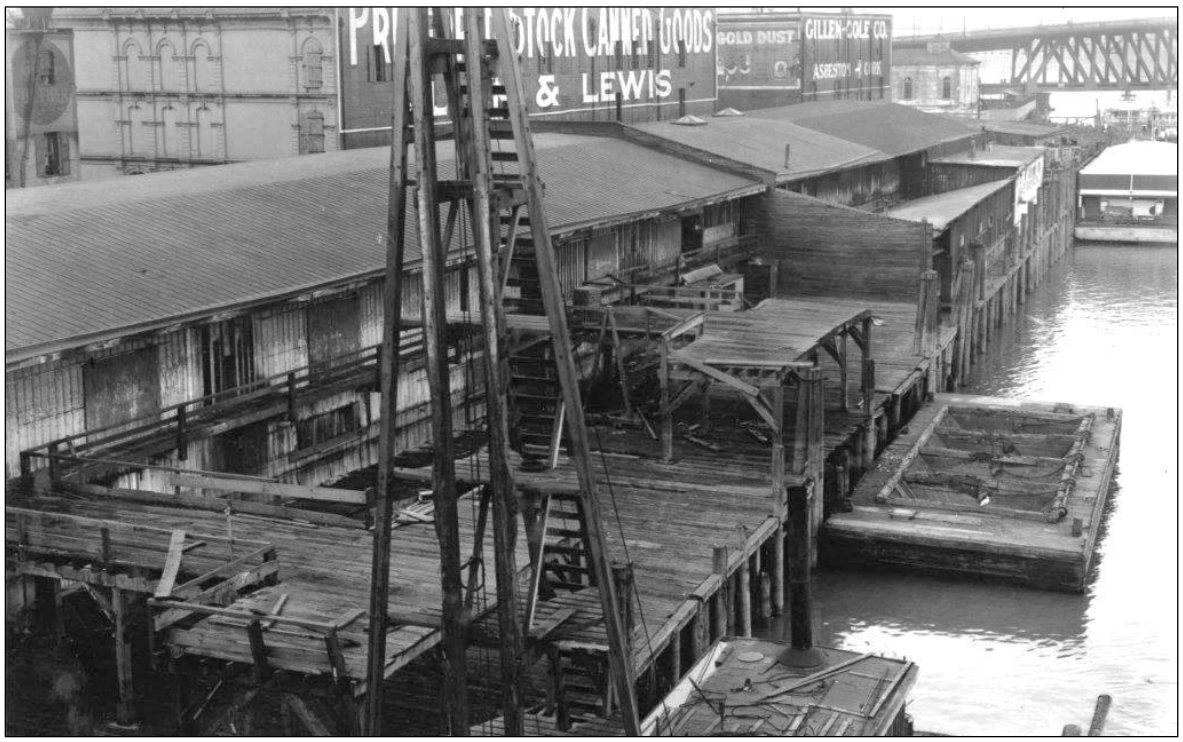


Source: Portland Archives A1999-004.41

Historic photos provide invaluable imagery of construction of the Harbor Wall (Figure 5-27 through Figure 5-39). Several portray upriver from approximately NW Davis Street towards the Steel Bridge and depict the line of wharves and warehouses along the riverfront before construction of the Harbor Wall and then following initial demolition of riverfront buildings and placement of the Harbor Wall foundations and fill (see

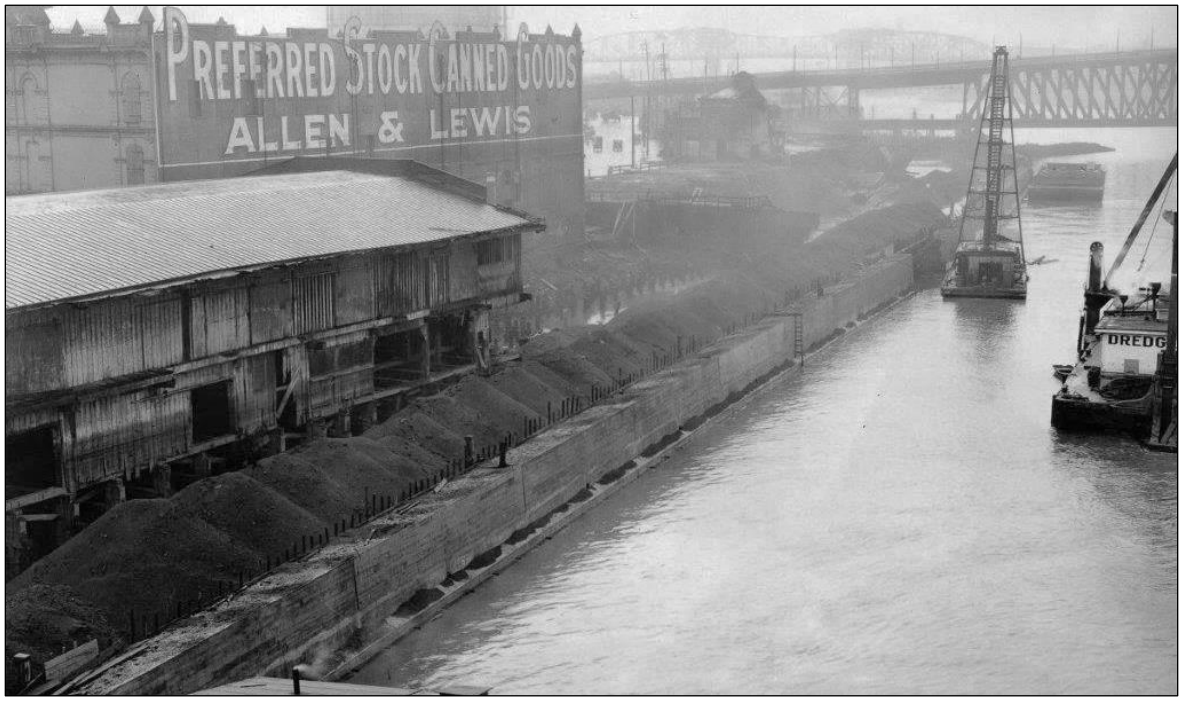
Figure 5-27 through Figure 5-29). The two buildings north of the Allen & Lewis warehouse were the 1875 McCracken Block (with the “Gillen-Cole Co.” sign) and the Purifying House of the former Portland Gas Manufacturing plant. Both were badly damaged during construction of the Harbor Wall and were presumably subsequently razed (Laurgaard 1933:8; *Oregonian* 1928).

Figure 5-27. Docks at the Allen & Lewis warehouse prior to construction of the Harbor Wall, looking downriver to the Steel Bridge. Photo dated January 31, 1928.



Source: Portland Archives A1999-004.80

Figure 5-28. Remaining dock and Harbor Wall construction with placement of fill at the Allen & Lewis warehouse, looking downriver. Note the Gillen-Cole building is gone and the Portland Gas Manufacturing Purifying House to the north is partially razed. Compare with Figure 5-29. Photo dates December 23, 1928.



Source: Portland Archives A1999-004.40

Figure 5-29. Remnant of docks and placement of Harbor Wall fill at the Allen & Lewis warehouse, looking downriver. Compare with Figure 5-27 and Figure 5-28. Photo dated February 5, 1929.

Source: Portland Archives A1999-004.113

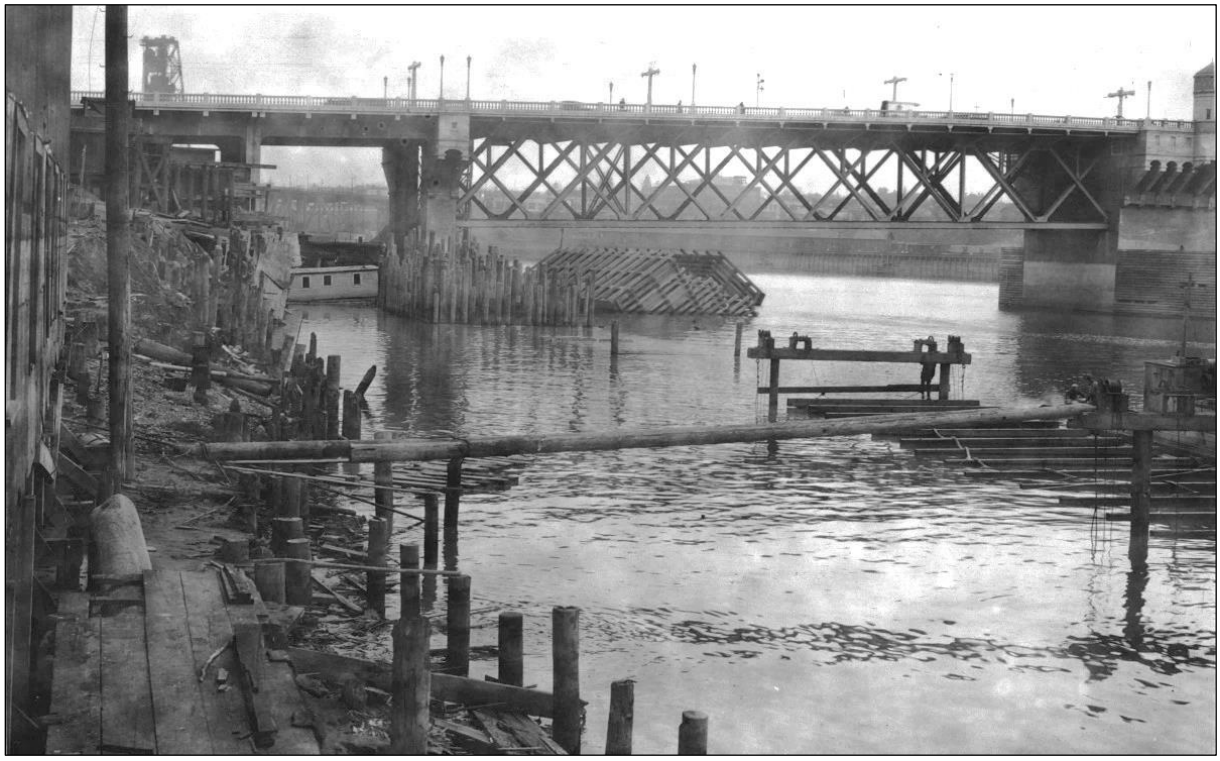
Figure 5-30. Remnant piling from demolished docks as Harbor Wall construction begins, looking downriver to the Burnside Bridge. Photo dated January 28, 1928.

Source: Portland Archives A1999-004.86

Figure 5-31. Clearance of docks and wharves in preparation of construction of the Harbor Wall, with the Burnside Bridge to the north. Photo dated January 31, 1928.

Source: Portland Archives A1999-004.22

Figure 5-32. Dock remnants with continuing demolition in preparation of construction of the Harbor Wall, with the Burnside Bridge to the north. Photo dated March 8, 1928.



Source: Portland Archives A1999-004.88

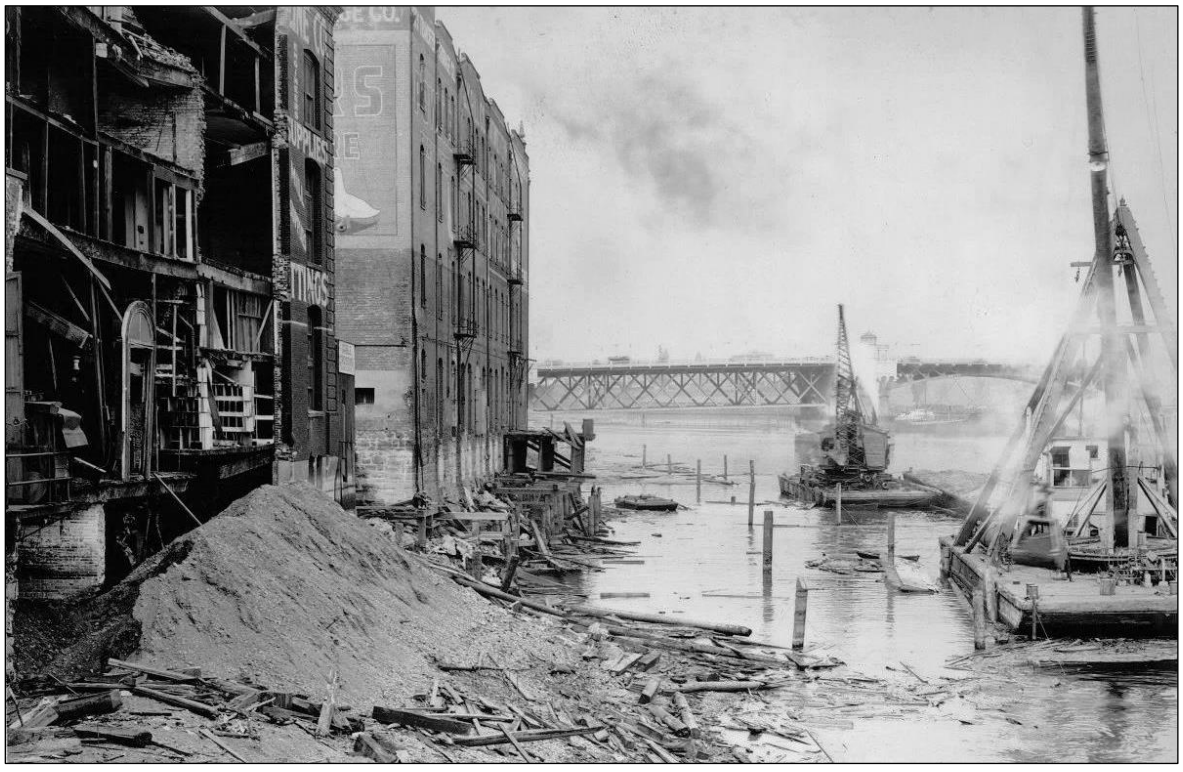
Figure 5-33. Stockpiling of dredged Harbor Wall fill immediately above the Burnside Bridge. Photo dated April 26, 1928.

Source: Portland Archives A1999-004.89

Figure 5-34. Dredging Harbor Wall fill, Burnside Bridge in the background. Photo dated April 26, 1928.

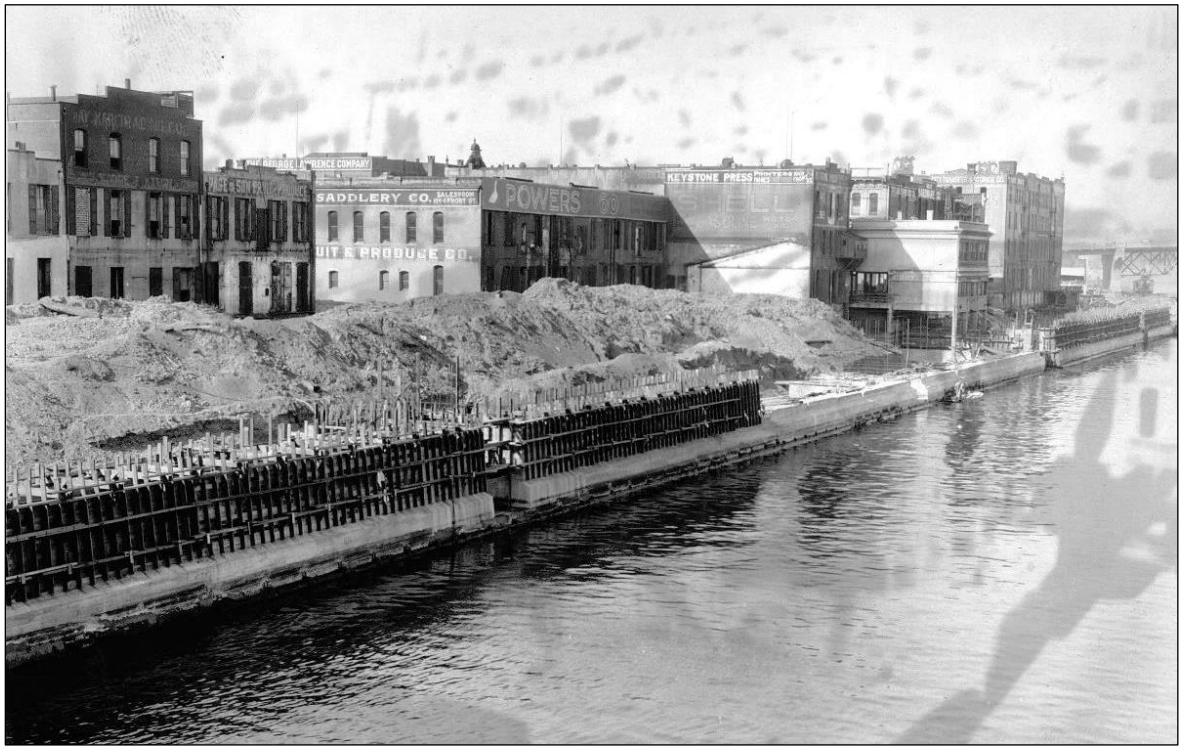
Source: Portland Archives A1999-004.75

Figure 5-35. Preparation for Harbor Wall construction above the Burnside Bridge. Photo dated August 21, 1928.



Source: Portland Archives A1999-004.100

Figure 5-36. Harbor Wall construction and surcharging of fill. The Burnside Bridge is in the distance. Photo dated September 18, 1928.



Source: Portland Archives A1999-004.36

Figure 5-37. Construction in progress of Harbor Wall forms with view of debris on shoreline and reconstruction of rear wall of building damaged during dock removal on September 28, 1928.

Source: Portland Archives A1999-004.35

Figure 5-38. Construction of the foundations of the Ankeny Pumping Station. Current Burnside Bridge in background. Photo taken September 18, 1928.

Source: Portland Archives A1999-004.1200

Figure 5-39. Construction of the Harbor Wall and surcharging of fill. Burnside Bridge is in the distance. Photo taken on October 16, 1928.

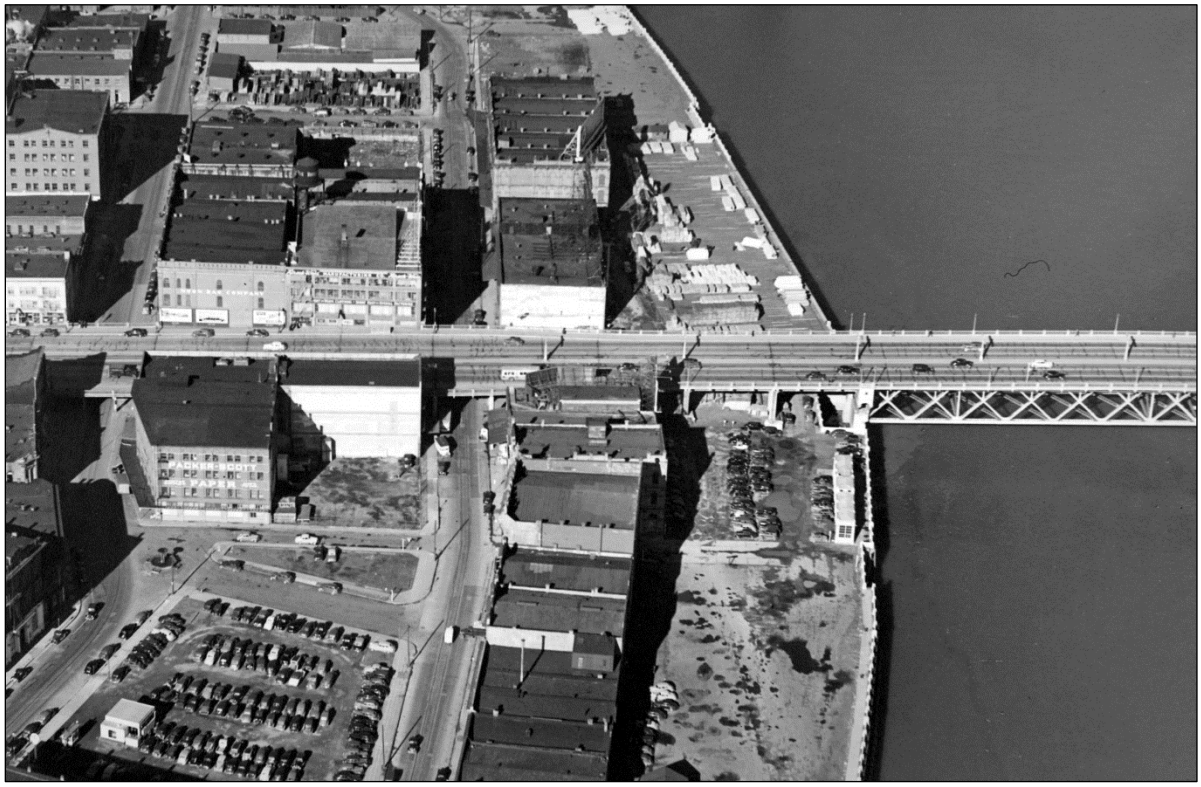
Source: Portland Archives A1999-004.240

Between January and October 1928, a series of photographs was taken upriver of the Burnside Bridge capture the sequencing of construction of the Harbor Wall from removal of riverfront buildings to stockpiling and placement of fill to constructing the Harbor Wall itself (see Figure 5-30 through Figure 5-39). However, they are at varying distances upriver from the bridge, and while therefore not directly comparable, provide a good, general record of Harbor Wall construction during 1928. The Harbor Wall project was completed in 1929–30 (Figure 5-40); by 1935 the area behind the Harbor Wall was being developed at the western end of the Burnside Bridge (Figure 5-41).

Figure 5-40. Aerial view of the completed Harbor Wall in 1930.

Source: Portland Archives A1999-004.54

Figure 5-41. Aerial view of the Harbor Wall area around the western end of the Burnside Bridge in 1935. Note the Harbor Wall did not connect with the bridge pier.



Source: Portland Archives AP/666

The Sanborn maps depict that the area cleared for construction of the Harbor Wall in this area was occupied by three warehouses: the Flanders' Warehouses in 1889; another warehouse in 1901 with the Seattle Fish Company on the second floor and a row of shops facing Burnside, but the building was also described as "vacant & dilapidated"; and the warehouse removed and replaced with a double-deck wharf and bins for crushed stone, two shops associated with the crushed stone bins and shops on Burnside in 1908–09. A 1926 aerial photograph showing construction of the Burnside Bridge shows the wharf with a large crane, but the shops facing Burnside are no longer present, likely removed for construction of the bridge approach (under construction at the time of the photo) (see Figure 5-8). The resolution of the photo is too poor to determine use of the wharf, but a 1925 plan for the Harbor Wall labeled the wharf "sand and gravel conveyor bunkers" (City of Portland 1925). The reconstruction of the riverfront extended inland 150 feet from the harbor line. At that time, those buildings along the east side of Front Street that faced the street remained in place but lost any associated docks and other buildings that faced the river. Those buildings were removed in the early 1940s for construction of Harbor Drive and widening of Front Street as described below.

A small ship repair yard operated along the Harbor Wall during World War II in 1944–45. The yard was between SW Alder Street and SW Ankeny Street (Figure 5-42) (Beckham and Minor 2016:50).

Figure 5-42. Location of the ship repair operation along the Harbor Wall in 1944–45, with Burnside Bridge in the background.

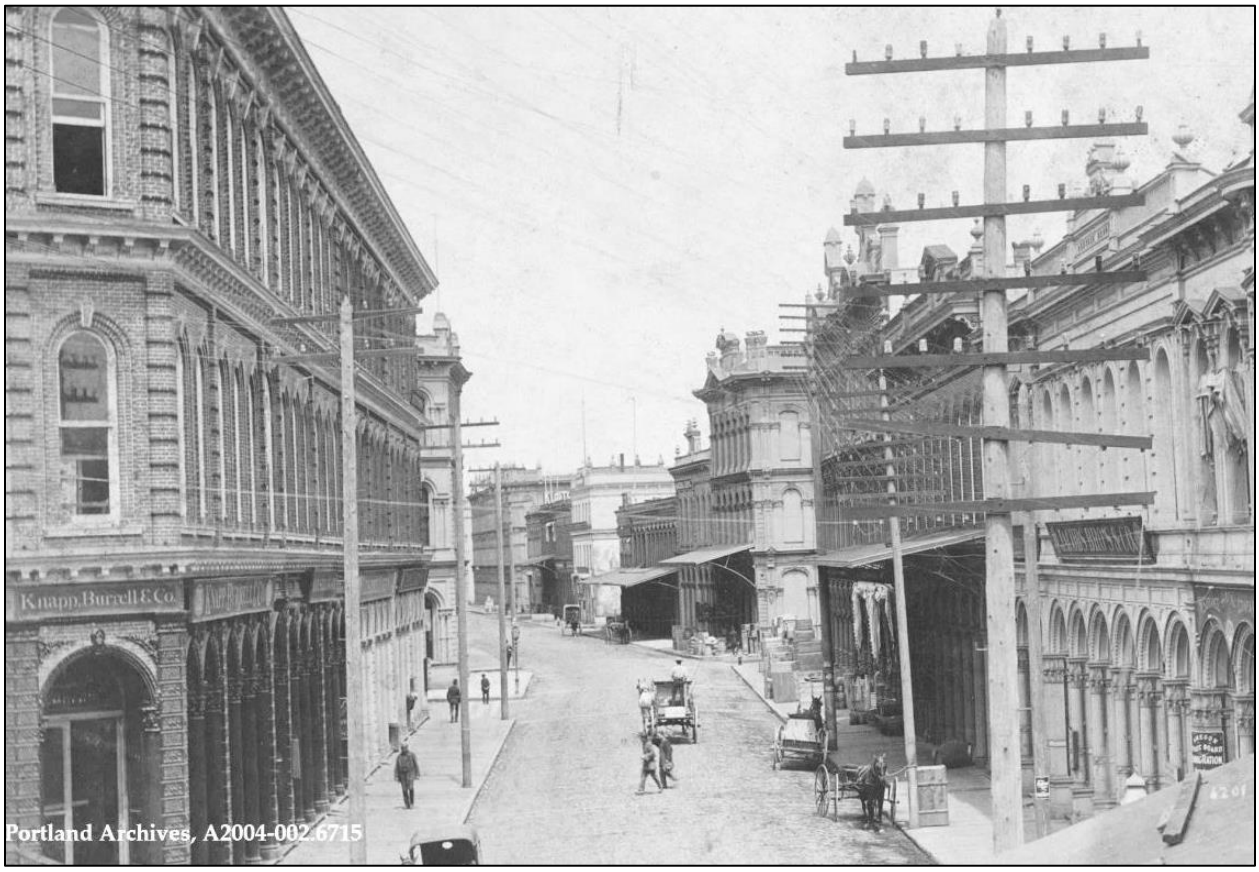
Source: Portland Archives A2000-025.1771

Post-Harbor Wall Development near Present-day Waterfront Park

Following construction of the Harbor Wall, the future Waterfront Park area experienced further transformations. The Public Market Building was constructed in 1933 but proved unsuccessful. It was subsequently acquired by the *Oregon Journal* in 1946 to serve as that newspaper's offices. With decline of the *Oregon Journal* in the 1960s, its offices were moved and the building demolished in 1969. The City constructed Harbor Drive between 1940 and 1943 (MacColl 1979:494-496), a six-lane road occupying much of the present park. Front Avenue was also widened at this time. Construction of Harbor Drive required demolition of most of the historic buildings along Front Avenue that had not been removed for construction of the Harbor Wall (MacColl 1979:515-518).

The Sanborn maps and historical photographs provide some information on the buildings that were demolished along the east side of Front Avenue. A photograph dated to circa 1886 (Figure 5-43) shows three buildings between Ankeny Street and Burnside Street and another three between Burnside Street and Couch Street. Both blocks have a similar building configuration: a three-story building on the southeastern corner with two, two-story buildings occupying the remainder of the street frontage. All six buildings appear to be of brick construction, which was typical of the commercial buildings on Front Avenue, and at least one building has cast-iron columns. The 1889 Sanborn map (Figure 5-44) shows these six buildings as occupied by 15 different businesses or spaces (a few were vacant; many businesses were shifting west from Front Avenue to 5th Street by the late 1880s).

Figure 5-43. Looking north along Front Street from Ash circa 1886.



Source: Portland Archives A2004-002.6715

Figure 5-44. Waterfront development along Front Street in 1889. APE is in red.

Source: Sanborn Map 1889

The businesses varied from a ship chandlery to a broom factory to wholesale machinery. Several were the offices of commission merchants. No information was provided on use of the upper floors. The 1901 Sanborn map shows the buildings primarily with industrial uses: ice and macaroni factories and a rice mill. One building was occupied by the Willamette Tent and Awning Company, with manufacturing on the second floor and sales on the first floor. The other buildings were occupied by a furniture warehouse and general storage. The 1908–09 Sanborn map showed the macaroni and ice factories continuing and the new presence of a syrup factory and coffee roaster, as well as continuing warehouse and storage use. However, more of the buildings were just labeled as stores. Construction of the first Burnside Bridge in 1892–94 led to the construction of a row of small shops on the south side of the bridge approach by 1901 (later removed for construction of the 1926 bridge) and transformation of the Burnside-facing frontage of the building on the southeast corner of Front Street and Burnside Street into a row of four small shops by 1908–09 (Figure 5-45).

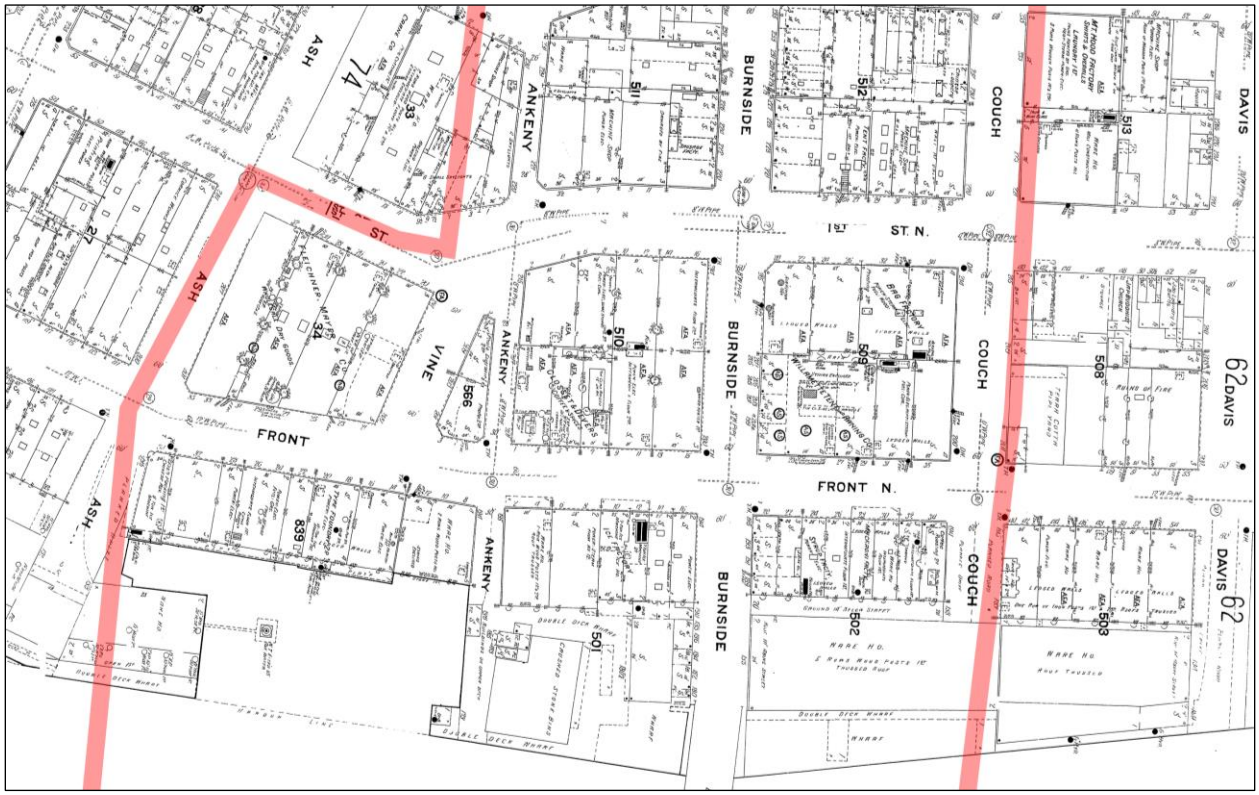
On the next block to the north between Couch Street and Davis Street on the east side of Front Street—and outside the present direct APE—was one of the largest nineteenth-century commercial blocks, the warehouse for Allen & Lewis, wholesale grocers. It was the last of the older buildings to be demolished for widening of Front Avenue (Front Street was renamed Front Avenue in 1935) in 1942 (*Oregonian* 1942a).

All of these buildings were still present in the early 1930s (Figure 5-46 and Figure 5-47; see also Figure 5-41), although what businesses occupied them is uncertain. By the early 1940s, Front Avenue had long ceased to be an important business area, and many buildings had deteriorated and were being used for storage or were vacant (Figure 5-48).

While newspaper accounts from the construction of Harbor Drive and widening of Front Avenue reference demolition of numerous buildings along Front Avenue (e.g., Ewing 1941; *Oregonian* 1941, 1942a, 1942b; Whitten 1941; Wiley 1942), the details of the demolition process are not evident. However, a few photographs with those articles provide some clues. Newspaper photos (e.g., *Oregonian* 1941; Wiley 1942) show extensive ground disturbance and demolition debris associated with the construction; the *Oregonian* (1941) photo includes stem walls or remnant foundations of buildings along Front Avenue.

Although building destruction was extensive, considerable material was salvaged. The Sullivan Wrecking Company, which was involved in the demolition of what it described as the “Biggest Wrecking Job in Oregon,” advertised having for sale thousands of used windows and doors; marble mantles; 20,000 feet of maple and oak flooring; corrugated roofing; galvanized iron sheets; electrical wiring and conduit; sewer pipe and well casings, etc. (*Sunday Oregonian* 1941a). Another firm, Edlefsen-Weygandt Company, also advertised salvage from the Front Avenue demolition: “Brick, Door, Lumber, Windows, Pipe, Etc.” (*Sunday Oregonian* 1941b). Further disturbance of this area would have occurred with removal of Harbor Drive and development of Waterfront Park in the 1970s.

Figure 5-45. Waterfront development along Front Street in 1908-1909. APE is in red.

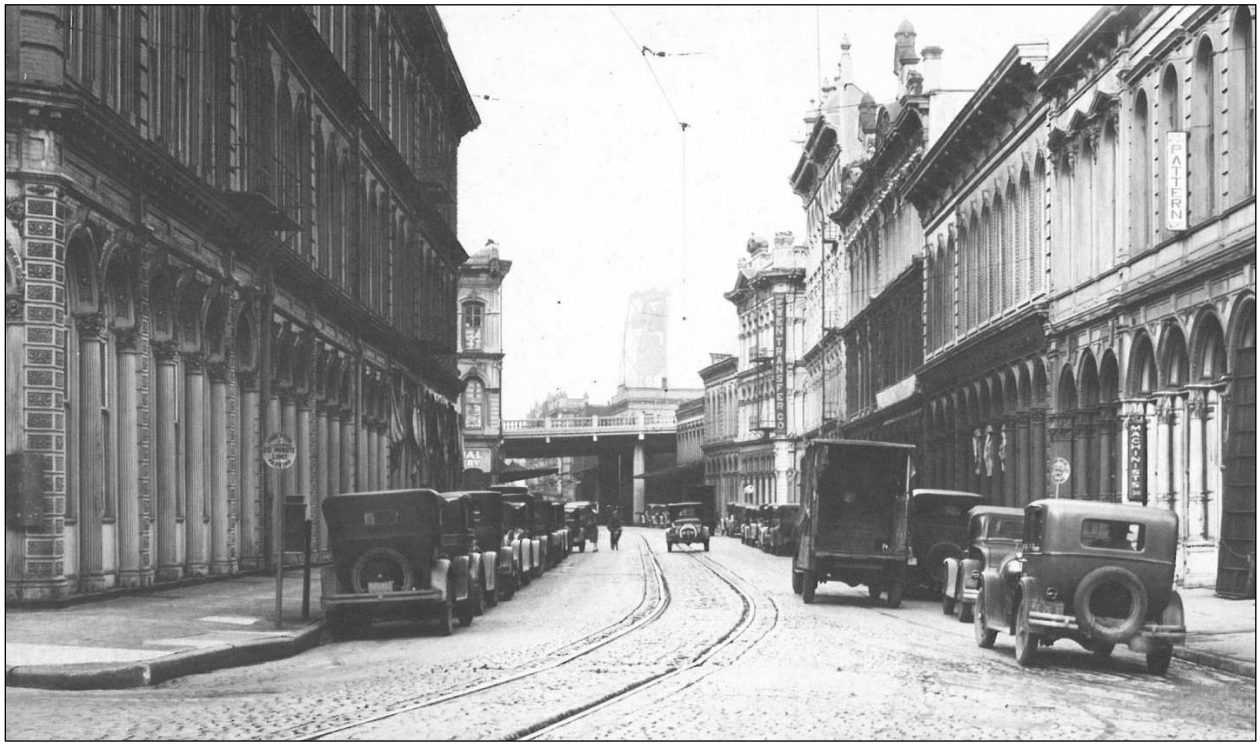


Source: Sanborn Map 1908-1909

Figure 5-46. Looking east at the intersection of Front Street and Ankeny Street circa mid-1930s. The Johnson Building is on the left, the Dodd Block on the right.

Source: Hawkins 1976:128

Figure 5-47. Looking north along Front Street from Ash Street in 1931; the west approach for the Burnside Bridge is in the distance. Compare with Figure 5-43.



Source: Hawkins 1976:174

Figure 5-48. Looking south from the Burnside Bridge along Front Avenue circa 1937. This photo reflects how desolate Front Avenue had become by the late 1930s. All of the buildings on the left were demolished in the early 1940s.

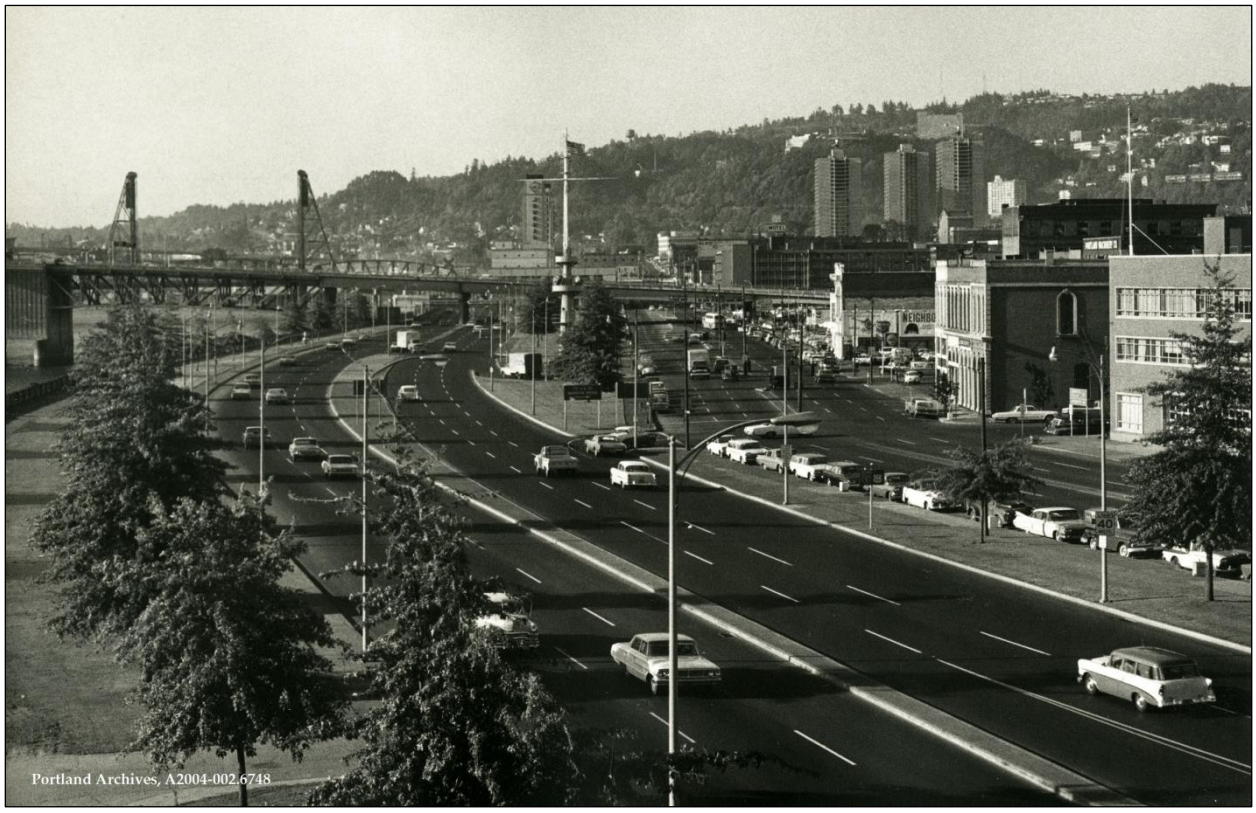
Source: OHS Negative no. 72641

The Harbor Wall waterfront area from the early 1930s to the early 1970s was, therefore, dominated by buildings and automobile-related uses such as roads and parking lots. A narrow grassy strip and a line of trees between Front Avenue and Harbor Drive and a similar strip and a public walkway along the Harbor Wall offered the only public amenities (Figure 5-49 and Figure 5-50).

The focus on the automobile in urban planning had changed by the 1970s due to increased traffic in the city center, growing concern about air pollution, and the environmental movement. Although a 10-lane freeway to replace Harbor Drive and Front Avenue was proposed in 1969, that proposal encountered substantial criticism and eventually died.

Construction of I-405 also provided an alternative to Harbor Drive. The City therefore adopted a plan in 1971 to close Harbor Drive and create Waterfront Park. Demolition of Harbor Drive began in 1974, and development of Waterfront Park began in 1978 (Lansing 2003:375, 384, 406-407; Pintarich 1973a, 1973b).

Figure 5-49. Looking south along Harbor Drive towards the Morrison Bridge in 1965.



Source: Portland Archives A2004-002.6748

Figure 5-50. Harbor Drive in 1968, looking north towards the Steel Bridge. This photo illustrates well the limited opportunities for public access to the waterfront.

Source: Portland Archives A2000-006.199

5.3.5 Previous Cultural Resource Surveys and Archaeological Resources

The Project vicinity has been the subject of a moderate amount of archaeological research in the past. The Oregon SHPO records list 43 studies over the past 42 years, 35 of which were conducted since 2000 (Table 5-1). It should be noted, however, that it is possible additional surveys have been conducted in the Project Area but the reports have not been submitted to the Oregon SHPO. Many of the surveys in the Project Area were for small-footprint projects and therefore addressed very limited areas. Only nine of the surveys included some sort of subsurface exploration. Most of the projects were likely limited to surface surveys due to the urban environment that is mostly made up of paved surfaces and the presence of many underground utilities.

The majority of the previous work in the area was for transportation projects (n=8) (e.g., Adams and Chapman 2018; Cabebe 2006; Chapman et al. 2014), infrastructure projects (n=6) (e.g., Ellis et al. 1999; Iversen et al. 2000; Murphy et al. 2000; Sharp et al. 1998), and telecommunication projects (n=6) (e.g., Baker 2011, 2015; Sharma Ogle 2011a, 2011b). Other projects include commercial development (e.g., Ellis 2002, 2003; Smits 2014, 2015) and remediation projects (e.g., Becker and Butler 2013; Ellis et al. 2005).

A total of 17 archaeological sites and 1 isolate have been previously recorded within 1 mile of the APE. All the sites are historic in age and mostly consist of structural remains (Table 5-2). Of those, 4 are within or immediately adjacent to the APE (35MU122, 35MU197, 35MU253, 35MU246) and only 1 of those is within the API (35MU122). Site 35MU122 is the structural remains of a building dating to the late nineteenth century; the

site is listed as unevaluated (Minor 2004). Another unevaluated site, 35MU197, was identified during a damage assessment of a looters pit; it consisted of historic domestic materials, some of which may date to the 1870s (Solimano 2009). Site 35MU253 is the remains of a razed building and non-intact historic refuse; the site dates to between 1890 and 1950 and is listed as not eligible to the NRHP (Smits 2014). Lastly, site 35MU246 was identified during construction monitoring; it consists of structural remains and domestic refuse and is likely related to the now demolished Globe Hotel building, built in 1866; this site is listed as eligible (Smits 2011).

Table 5-1. Previous Cultural Resource Investigations Within 1.6 km of the APE.

SHPO Report No.	Citation	Method	Subsurface Investigation	Archaeological Resources Within 1 Mile
312	Ellis 1977	Survey	None	None
1519	Dumond and Pettigrew 1980	Survey	None	None
7558	Ellis 1986	Literature Search	None	None
20027	Keeler 1989	Survey	None	None
13281	Sanders and Harder 1991	Survey	None	None
14868	Roulette et al. 1994	Data Recovery	Excavation Units	35MU169
16744; 16745	Sharp et al. 1998, Fulton and Fulton 1999	Survey, Monitoring, Surface Collection	Shovel Probes	None
17115	Ellis et al. 1999	Survey	None	None
17215 17257	Murphy et al. 2000 Iversen et al. 2000	Survey	Shovel Probes	None
18441	Schablitsky 2002	Monitoring	None	35MU120
18547	Ellis 2002	Survey	Shovel Probes	35MU121
18625	Ellis 2003	Planning Document	None	None
20888	White and Roulette 2004	Monitoring and Salvage Excavation	None	35MU128
19579	Smits and Reese 2005	Survey	Backhoe Trenching	35MU126
n/a	Ellis et al. 2005	Literature Search	None	None
20862	Cabebe 2006	Survey	None	None
202044	Stegner 2008	Survey	None	None
22958	Reese and Boynton 2008	Survey	None	None
22084	Chapman 2008	Survey	None	None
22602	Solimano 2009	Damage Assessment	Excavation Unit	35MU197
22741	David Evans & Associates 2009	Hydrographic Survey	None	None
25823	Minor et al. 2010	Site Damage Assessment/Excavation	Excavation	35MU202
24492	Blaser and Punke 2011	Survey	None	None
29405	Baker 2011	Survey	None	None
29416	Sharma Ogle 2011a	Survey	None	None

Table 5-1. Previous Cultural Resource Investigations Within 1.6 km of the APE (cont.).

SHPO Report No.	Citation	Method	Subsurface Investigation	Archaeological Resources Within 1 Mile
24684	Sharma Ogle 2011b	Survey	None	None
25097	Blaser et al. 2011	Survey	None	None
28933	Becker and Butler 2013	Monitoring	None	35MU248
26094	Holschuh 2013	Literature Search	None	None
26802	Ellis and Goodwin 2014	Survey	None	None
26856	Smits 2014	Survey	Mechanical Excavation Units	35MU253
27121	Chapman et al. 2014	Monitoring and Testing	Test Units	35MU222; 35MU238
27738	Smits 2015	Inadvertent Discovery	None	35MU253
27909	Baker 2015	Survey	None	None
28590	Beckham and Minor 2016	Literature Search	None	None
28932	Boos and Larson 2017	Survey	None	None
29150	Simpson 2017	Survey	None	None
29348	Smits and Martinez	Monitoring	None	35MU278
29468	Fuld and Smits 2017	Monitoring	None	None
29709	Smits 2018	Inadvertent Discovery	None	Isolate 16/2458-1
30194	Adams and Chapman 2018	Survey	None	None
30208	Ellis 2018	Literature Search	None	35MU282
30860	Punke et al. 2019	Testing	Test Units	35MU197

Table 5-2. Previously Recorded Archaeological Resources Within 1.6 km of APE.

Site No. / Isolate No.	Distance from APE	Type	General Materials	Eligibility Status	Reference
35MU122	Within APE	Structure Remains Refuse Scatter	Structural remains (wood piling, concrete slab, etc.) ceramics, bottles	Unevaluated	Minor 2004
35MU197	Within APE	Refuse Scatter	Bottles, brick, ceramics, metal, structural remains	Eligible	Solimano 2009, Punke et al. 2019
35MU253	Within APE	Structure Remains Refuse Scatter	Brick-lined cesspool, bottles, ceramics, glass	Not Eligible	Smits 2014; 2015
35MU246	Within APE	Structure Remains Refuse Scatter	Structural remains, bottles, ceramics	Eligible	Smits 2011
35MU282	100 meters north	Structure Remains	Building debris	Not Eligible	Ellis 2018
35MU257	575 meters northwest	Refuse Scatter	Brick, ceramics, glass, metal	Unevaluated	Hart 2015

Table 5-2. Previously Recorded Archaeological Resources Within 1.6 km of APE (cont.).

Site No. / Isolate No.	Distance from APE	Type	General Materials	Eligibility Status	Reference
35MU278	715 meters northwest	Road	Paved cobblestone remnants	Not Eligible	Smits and Martinez 2017
35MU121	520 meters southwest	Structure Remains	Brick-lined cesspool	Unevaluated	Ellis 2002
35MU169	780 meters south	Structure Remains Refuse Scatter	Brick piers, ceramics, bottles, brick, faunal	Unevaluated	Roulette et al. 1994
Isolate 16/2458-1	920 meters south	Isolate	Bottle	Not Eligible	Smith 2018
35MU249	1 km south	Structure Remains	Dock structure remains	Not Eligible	Page 2014
35MU248	1 km south	Structure Remains	Wood Piling	Unevaluated	Becker and Butler 2013
35MU126	1.3 km southeast	Cemetery Refuse Scatter	Human remains, ceramics, bottles, faunal	Eligible	Smits and Reese 2005
35MU202	1.4 km southwest	Structure Remains Refuse Scatter	Brick-lined well; bottles, cans, glass, brick, ceramics, faunal	Unevaluated	Minor et al. 2010
35MU128	1.4 km southwest	Structure Remains Refuse Scatter	Privy vault, linear pit, ceramics, textiles, shell, brick, bottles, faunal	Unevaluated	White and Roulette 2004
35MU238	1.4 km south	Historic Structure Remains Historic Refuse	Brick, metal, glass	Unevaluated	Chapman et al. 2014
35MU120	1.5 km southwest	Historic Refuse	Bottles, cans, ceramics, faunal	Unevaluated	Schablitsky 2002
35MU222	1.6 km south	Railroad Remains	Metal rails, cobblestone pavement fragments	Unevaluated	Chapman et al. 2014

Based on preliminary plans of the Project Alternatives, the probability of encountering materials related to sites 35MU197, 35MU246 and 35MU253 are low. Site 35MU122 is within Waterfront Park. The site deposits included structural remains and other debris from demolition of buildings on SW Front Avenue and were found 870 cm (~29 feet) below the surface. Although the site as recorded is unlikely to be encountered, there is a high probability of archaeological deposits in the immediate vicinity. This area is within the API for the Project.

5.3.6 Archaeological Reconnaissance Survey Results

During WillametteCRA's reconnaissance survey, four locations were identified for archaeological fieldwork; one of these, Waterfront Park, is addressed separately. These four locations were defined based on the current field conditions (i.e., relatively undeveloped land and not occupied by buildings or paved surfaces), a review of historic maps and other imagery, and associated landforms. Two of the locations are at the northern edge of the APE along NE Davis Street. At the intersection of NE 3rd Avenue and NE Davis Street is a small grassy slope (Figure 5-51 and Figure 5-52). This location

corresponds with the historical high-water bank of the Willamette River, as well as being at the mouth of a prominent but unnamed drainage. Although some Sanborn maps indicate NE Davis Street extended down this slope, there are trees growing on the slope, and no evidence suggests it was ever graded. However, City records indicate the 72-inch Southeast Reliever Intercepting sanitary sewer line extends across the northern edge of this parcel.

Figure 5-51. Location at southwest corner of SE 3rd and SE Davis with archaeological potential, looking west down to SE 2nd Avenue. This location is on the historical Willamette River riverbank.

Figure 5-52. Same location as in Figure 5-51 but looking east from SE 2nd Avenue.

Immediately east of this location on the southeast corner of NE Davis Street and NE 3rd Avenue is a gravel parking lot. It was one of the few unpaved areas observed during the reconnaissance survey (Figure 5-53). The Sanborn maps indicate this lot was occupied by three houses from at least 1889 through the 1920s. By 1950, the houses had been removed and it is a vacant lot.

Both of the NE Davis Street locations were considered to have the potential for the presence of precontact archaeological resources as they are situated on the higher ground above the Willamette River to the west and the drainage to the north, thus offering ready access to the river and bottomland resources. The parking lot location also has the potential for historic-period archaeological deposits associated with the houses that formerly occupied the lot (Figure 5-54).

Figure 5-53. Gravel parking lot at the southeast corner of SE 3rd and SE Davis with archaeological potential, looking east.

Figure 5-54. 1889 Sanborn map showing SE 3rd and SE Davis locations with archaeological potential (highlighted in orange). The map shows Davis ("D Street") continuing west from Third to the river, but there is no evidence the street was actually constructed west of Third.

In June 2020, WillametteCRA excavated three subsurface exploratory probes in the small parcel at the southwestern corner of NE 3rd and NE Davis. One historic-period archaeological isolate was identified in one probe, consisting of two ceramic sherds and one glass marble. This archaeological resource has been recorded as isolate 19-9-1. Archaeological isolates are typically not considered to be significant resources, and this isolate represents incidental loss or discard of debris, probably dating to the early 1900s. A copy of the isolate form is provided in Appendix C.

No field investigations were conducted on the other property at NE 3rd and NE Davis. Records of two geotechnical borings on this property in 2004 excavated to depths of 55 and 60 feet do not reference encountering any historic materials such as brick fragments or wood (Marshall 2004a, 2004b). These records provide some information on the soils present at that location, but they are not definitive evidence of the absence of archaeological materials or deposits.

The third location is a small vacant property on W Burnside Street between SW 1st Avenue and SW 2nd Avenue (Figure 5-55). It is at ground level but approximately 10 to 12 feet below the W Burnside Street approach span. The property was occupied by one or more buildings from at least 1889 to circa 2001. These may have ranged from small wood or brick buildings in the late 1800s and early 1900s (store, restaurant and lodging house, Chinese tailor in the 1889 Sanborn; “lodgings” on the 1901 Sanborn; stores on the 1908–1909 Sanborn) to stores and a “Chinese club room” by 1950 (Figure 5-56 and Figure 5-57). This property was not accessible during the survey as it sits below Burnside and is on private property for which access had not been granted. A considerable amount of refuse has been deposited on this lot, and a concrete surface was evident. There is also a tree growing on the property, and therefore it is possible that some native ground surface may be present.

Figure 5-55. Property on W Burnside St with archaeological potential, looking southeast.

Figure 5-56. 1889 Sanborn map of the W Burnside St location with archaeological potential. The property was occupied by two buildings, one labeled simply as a store, the second as "restaurant" and "lodging house."

Figure 5-57. 1908 Sanborn map corrected to 1924 of W Burnside location with archaeological potential. The property was occupied by three buildings labeled as stores, with "Chinese clubroom" presumably on the second floor.

5.3.7 Waterfront Park – Archaeological Potential

The fourth area addressed for archaeological potential was Waterfront Park. The historical development of the west bank can be summarized as follows:

1844 to 1929 – The first generation of buildings and docks would have had simple foundations consisting of wood post and beam construction, with some use of bricks or stones to separate some wooden members from wet ground. The second generation of buildings would have been of more substantial construction with foundations of brick or—less commonly—concrete/cement.

From an archaeological perspective, the history of European-American settlement in the Waterfront Park location can be summarized as follows:

- Construction of wooden docks and wharves in association with two-story commercial buildings also of wood construction beginning in the late 1840s.

  The early docks and buildings begin to be replaced in the late 1850s by more substantial docks and commercial buildings, the latter primarily of brick and cast-iron construction. The buildings of particular interest on the east side of Front Street from SW Ash Street to NW Davis Street were constructed between 1873 and 1892 (Table 5-3). The docks during this period are likely to have been constructed in two levels to accommodate movement of goods at both low and high river levels.

- The 1880s to1890s represent Front Street at its height as the commercial center of the city.
- Buildings and docks are increasingly abandoned or deteriorate through the first three decades of the 1900s as rail and shipping facilities become more focused in NW Portland and on the lower Willamette River.
- Docks and wharves—and a few buildings—are demolished for construction of the Harbor Wall in 1926 to 1928.

Table 5-3. Commercial Buildings along Front Street/Avenue from Ash Street to Davis Street, 1868–1892.

Building Name	Date of Construction	Date of Demolition
SW Ash St to SW Ankeny St		
Central Block	1879	1942
Ankeny & Watson Building	1868	1942
Cook's Building	1892	1942
Dodd Block	1888	1942
SW Ankeny St to W Burnside St		
Johnson Building	1883	1942
Johnson & Spaulding Building	1873	Unknown
Perkins Building	1874	Unknown
Klosterman Building	1879	Unknown
W Burnside St to NW Couch St		
Sherwood & Sherwood Building	1876	Unknown
NW Couch St to NW Davis St		
Allen & Lewis Block	1882	1942

1930 to 1978 – The former commercial center along Front Street continues to decline and later nineteenth-century buildings and structures are abandoned and a few demolished through the 1930s. Movement of automobile traffic along the waterfront is the focus beginning in the 1940s and continuing through the 1960s, with widening of Front Avenue and construction of Harbor Drive. The shift away from away from movement of traffic begins in the 1970s with removal of Harbor Drive and construction of Waterfront Park.

- Remaining buildings along the east side of Front are demolished for widening of Front Avenue and construction of Harbor Drive in 1940 to 1942.
- Harbor Drive is removed and Waterfront Park is developed in 1974 to 1978.

Each of these episodes has the potential of an archaeological signature:

1840s to 1940s – Construction and demolition debris; remnants of piers and piling; shaft features such as privies, cisterns, and wells; and refuse from loss or discard over the riverbank. Some artifacts and features would have been removed or destroyed during construction of the commercial buildings, all of which had basements (the earlier wooden buildings would have had few, if any, basements).

1940s – There is a poor record of the vertical extent of demolition of the buildings along the east side of Front. The available information is primarily from a few newspaper photographs during the demolition. Figure 5-58 looks west from the intersection of Front Avenue and SW Main Street (so also well south of the APE). The article accompanying Figure 5-58 compared the area with a war zone (Nelson 1941). It indicates that basements may have been left in place and used for convenient disposal of the vast amounts of debris generated in the demolition process. Above-ground portions of buildings were removed but the below-ground portions—and all of the buildings had basements in the APE—are likely to have not been systematically removed. Given the relative haste with which Front Avenue was widened and Harbor Drive constructed (construction began in the spring of 1941 and the new Front Avenue dedicated in November 1942), building basements are likely to have been convenient locations for disposal of debris that could not be salvaged (as suggested in Figure 5-58). Some debris would have been redeposited across and in the Harbor Wall fill with construction of Harbor Drive.

Figure 5-58. Demolition in 1941 of buildings along Front Avenue at intersection with Main Street, looking west.

Source: Reprinted from Nelson (1941)

This is supported by archaeological site 35MU122, encountered in 2004 during excavation of the Ankeny Shaft for the City's Combined Sewage Overflow project (Minor 2004). The shaft exposed historic-period features and artifacts to a depth of 29 feet below the surface. The features included pilings with a concrete slab on top, which supported a stem wall of basalt blocks. A portion of a brick wall sat on top of the basalt wall. Domestic debris of ceramic and glass fragments was also recorded that appeared to represent refuse deposited over the Willamette River riverbank (Minor 2004). Building

foundations and an unfilled basement were encountered during construction of the extension of Harbor Drive to the Steel Bridge in 1950 (*Western Construction* 1951:68).

The deconstruction of Harbor Drive and development of Waterfront Park is likely to have both exposed and redistributed archaeological deposits to the historic-period use and occupations. This would include artifacts at or near the surface of the Harbor Wall fill but—more prominently—remnant artifacts and features from buildings along Front Avenue demolished in the 1940s. To what extent those would have been recognized and reported is unclear given when these projects were undertaken (mid- to late 1970s) prior to most current cultural resources law. Artifact scatters are unlikely to have been noted other than items such as whole bottles, which contractor's employees and even casual visitors may have collected. Features such as remnant walls or intact shaft features would more likely have attracted attention, especially if they interfered with construction.

Plans for Waterfront Park (Mitchell Associates Planning 1977) reference depth of disturbance of a few elements such as the irrigation system and tree planting, with excavations 18 to 24 inches deep for the irrigation system and placement of 12 inches of sand and "light mulch material" across the surface. Depth of tree plantings was determined by the size of the root ball. Other elements such as flagpole and the Battleship Oregon Memorial required much deeper excavations.

Summary of Archaeological Potential

In sum, only one archaeological site (35MU122) is presently recorded within the API that could potentially experience the most direct Project effects (i.e., ground disturbance). That site remains officially unevaluated, but it is uncertain if the site deposits are extant as they were encountered in the Ankeny Shaft and are now buried. The following are the potential archaeological resource locations:

- SW corner of SE 3rd Avenue and SE Davis Street– Some potential for precontact archaeological deposits as it is situated at the top of the historical Willamette River riverbank.
- SE corner of SE 3rd Avenue and SE Davis Street– Some potential for precontact archaeological deposits as it is situated slightly inland from the top of the historical Willamette River riverbank. High potential for historic-period deposits associated with houses that occupied the property from the late 1800s to mid-1900s.
- South side of W Burnside Street between SW 1st Avenue and SW 2nd Avenue – Some potential for historic-period archaeological deposits—possibly mixed with modern debris—associated with the businesses that occupied the property from the late 1800s to early 2000s.
- Waterfront Park – Moderate potential for historic-period archaeological deposits along the eastern portion which is occupied by Harbor Wall fill of varying depths. Artifacts in the fill are likely to be of uncertain provenience. Artifacts below the fill would have been deposited through discard or loss during use of the docks and wharves or the adjacent buildings and would have been on the river shoreline/beach. Based on the current width of Waterfront Park and our estimate of how much building frontage on Front Avenue was lost when the street was widened, we estimate that approximately 75 percent (i.e., 75 feet) of the rear portion of the buildings situated at the present location of Waterfront Park were not removed for widening of Front

Avenue. However, while 75 feet was not removed for Front Avenue, it was subsequently occupied by paved parking adjacent to the new Harbor Drive.

High potential for historic-period archaeological deposits in the western portion of the park (approximately 70 to 75 feet along SW Naito Parkway) (Figure 5-59 and Figure 5-60). These deposits would include basements of buildings demolished in the 1940s, very likely filled with demolition debris, as well as artifacts lost or discarded in the basements while in use. As those buildings occupied their entire lots, there would be very limited potential for artifacts or features outside the basements except for material redeposited during demolition. Construction of the larger commercial buildings beginning in the 1870s—almost all of which had basements—is likely to have obliterated much of the physical evidence of the earlier waterfront occupations.

5.3.8 Other Areas of Archaeological Potential

The assessment of potential in areas other than Waterfront Park and the areas identified in the field reconnaissance has been limited to the API as there is presently no information indicating a potential for Project effects to archaeological resources outside the API.

Historic-Period Resources

In addition to those locations identified in the reconnaissance survey, our archival research has provisionally defined other areas within the API with the potential for historic-period archaeological resources. In identifying these locations, we have focused on those areas in which ground disturbance associated with the Project is anticipated for any of the Alternatives. We have, therefore, not attempted to define archaeological potential for all of the API or APE. As shown in Figure 5-59, these areas extend along E Burnside Street and W Burnside Street where past projects such as the widening projects in the 1920s and 1930s involved substantial changes.

Figure 5-59. Locations of potential Project effects with archaeological potential.

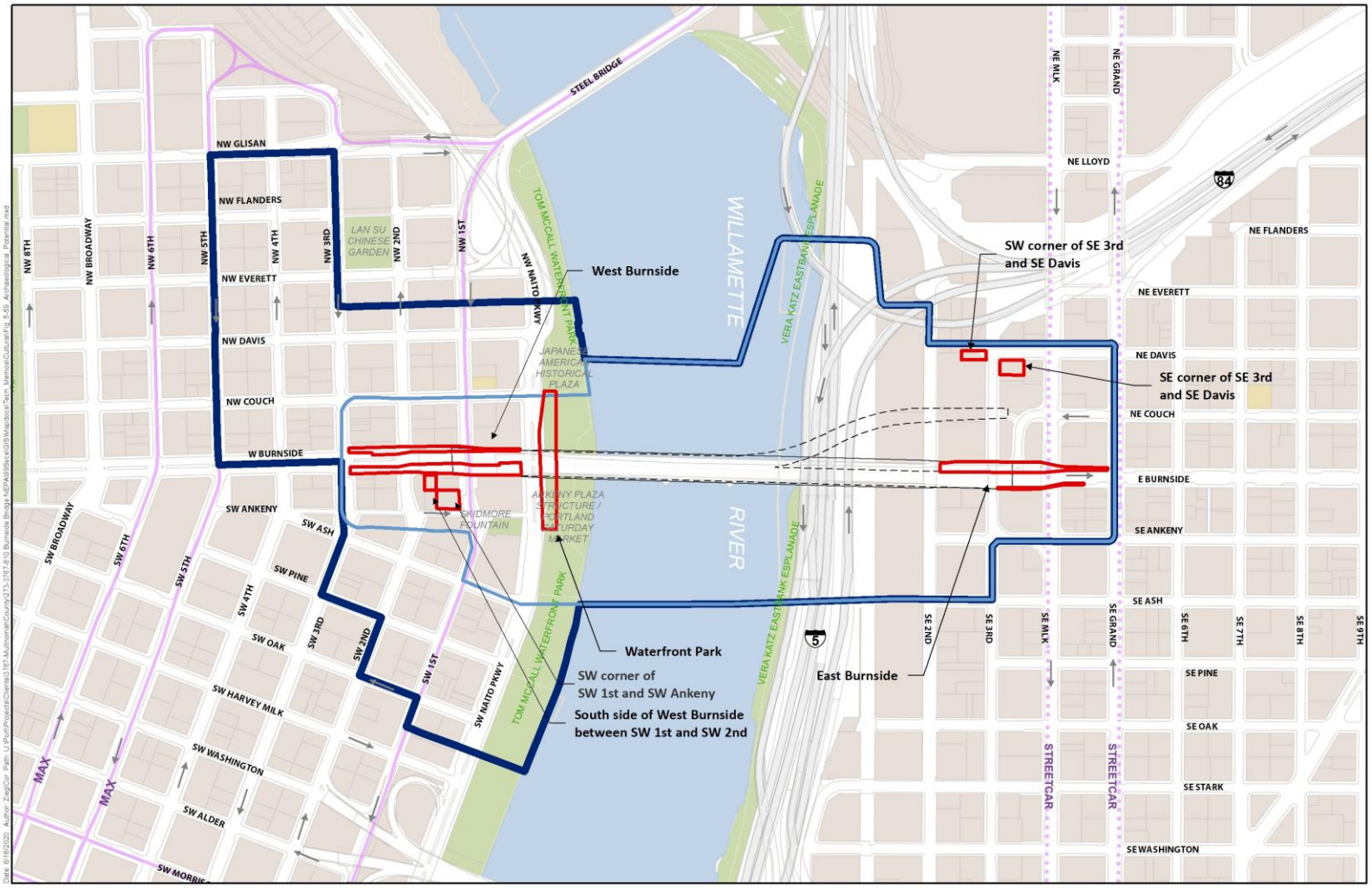


Figure 5-59
Locations with Archaeological Potential
Cultural Resources

Earthquake Ready Burnside

Figure 5-60. Location of potential Project effects with archaeological potential in the western portion of Waterfront Park, looking north. Burnside Bridge can be seen in background.

W Burnside Street

Those buildings along W Burnside Street within the API affected by the widening projects are likely to have had basements and possibly other underground features paved over in the widening (all of the current buildings within the API have basements according to the Multnomah County Assessor records). There is no available record of whether the basements were removed and filled or partially demolished and then filled with demolition debris as occurred along Front Avenue. Archaeological deposits similar to those likely to be present in Waterfront Park may also be present along W/E Burnside Streets.

This assessment of archaeological potential is specific to the margins of W Burnside Street that were affected by the widening projects. We consider the original roadway to have little or no potential for historic-period archaeological resources, as Burnside had been platted as a public street by 1851 and there is no evidence of occupation or use of that roadway before the 1850s. The possible exceptions may be cisterns and water lines in roadways by 1889, although whether there remains any archaeological trace of such features or whether they would be considered significant resources is uncertain. There was a streetcar line on W Burnside by the 1890s, but there is no record of a line through the current API until after construction of the current Burnside Bridge in the 1920s.

As noted above, all of the buildings along W Burnside Street within the API have basements. We therefore consider there to be little or no potential for archaeological

resources under those buildings that would provide an archaeological record of historic-period use or occupation that would predate the construction of those buildings.

As referenced above, burials from an early Portland cemetery were being discovered as late as 1930 in the area around SW 3rd Avenue and SW Ash Street. There are no known references to later discoveries of human remains in that area.

Another location with archaeological potential is the parking lot at the northwest corner of SW First Avenue and SW Ankeny. The Sanborn maps show this property as occupied by warehouses on the southern portion and shops and a restaurant on the northern portion in 1889. By 1901, the entire property was occupied by warehouses and a factory. These large commercial/industrial buildings continued to characterize the property until 1950. Aerial photographs indicate the buildings had been demolished and replaced by the parking lot between 1952 and 1960.

E Burnside Street

The archaeological potential along E Burnside Street is similar to W Burnside Street from approximately NE/SE 2nd Avenue east from the street-widening projects. There may be remnant basements and associated fill along the margins of E Burnside Street. The historical record for E Burnside Street is not as rich as for W Burnside. The County Assessor's records list the older buildings as having basements, which would have likely destroyed evidence of previous historical occupations. Buildings constructed in the last 10 years—The Yard, 5 MLK, and the Fair-Haired Dumbbell Building—are listed as having no basements.

The 1889 Sanborn maps show some residential development along the north side of E Burnside Street (originally known as "F Street") between NE 4th and NE 2nd Avenues. Burnside west of NE/SE 2nd Avenue was platted but labeled as "not opened" (2nd Avenue was also platted but designated "not opened"). The residential use was steadily replaced by commercial and industrial development through the 1890s and early 1900s. Extension of E. Burnside Street west of NE/SE 2nd Avenue is associated with construction of the first Burnside Bridge in 1892-1894. By 1889, there was a water line and an interurban rail line that crossed F Street. The interurban line—the Portland & Vancouver Railway—operated only from 1888 to 1892 (Labbe 1982:44-49) and the 1901 Sanborn shows no evidence of the line. By 1909, there was a rail spur along NE/SE 2nd Avenue that would have extended under the first Burnside Bridge

From NE/SE 2nd Avenue west to the Willamette River, the API extends across land that was historically low and marshy. No historical development appears to have occurred on this land until placement of fill in the late nineteenth century. Much of this land is now occupied by I-5 and UPRR right-of-way. We consider this area to have little or no potential for archaeological resources.

Precontact Resources

To address the potential for precontact archaeological resources, it was important to place the APE into a broader context given the almost total absence of any known precontact resources in the more densely developed areas of Portland. The greatest number of previously recorded precontact resources are on the Columbia River floodplain, especially around the confluence of the Columbia and Willamette Rivers. A review of SHPO records shows a very small number of precontact resources that have

been recorded, all of which are archaeological isolates and most of which are along Johnson Creek. However, this record has been largely defined by where archaeological fieldwork has been conducted and where such resources are more likely be found (i.e., undeveloped or lightly developed tracts of land).

There are also important sources of information about the locations of precontact archaeological sites from reports of artifact collectors and avocational archaeologists, some of which date back to the late 1800s. Two published sources are Seaman (1946) and Strong (1959). Those sources reference the following archaeological sites along the Willamette River: at or near the current location of the Georgia Pacific facility in the Rivergate Industrial District; the location of the Port of Portland's Terminal 4; at or near the location of Gasco, the former NW Natural gas–manufacturing facility near the St. Johns Bridge; at or near the location of the Greenbrier Gunderson manufacturing facility in the Northwest Industrial District; and the grounds of the University of Portland. None of these reported sites is within the APE.

With the exception of the reported site at the University of Portland campus, all of these sites are on the floodplain of the lower Willamette River. When plotted on maps predating most of the industrial development of this stretch of the river, all are associated with floodplain lakes, sloughs, and small tributary streams (some of which offered access to lakes). Access to both the river and wetland resources appears to have been important in influencing where sites were located. All of these lakes have been filled over the past 100-120 years.

Using these variables to identify potential locations for precontact archaeological resources in the APE or vicinity, we reviewed of the GLO plats (the earliest detailed maps of the Project vicinity) to identify similar settings. On the west side, Couch Lake (now filled and occupied by Union Depot) and Tanner and Balch Creeks drained on to the low-lying land around Couch Lake and were probably a source of Couch Lake. To the south was Marquam Gulch, with a floodplain lake near its mouth (although described as a "shoal muddy pond" in the survey notes). On the east side, Sullivan's Gulch was a major drainage and remained low-lying and swampy land until the 1950s.

Historic maps dating back to the 1850s GLOs do not depict any environmental features noted above in the APE on the west side. Couch Lake extended south into the northernmost point of Waterfront Park, and the historical routes of Tanner and Balch Creeks were farther to the northwest (the Tanner Creek channel can be seen in Figure 5-3). Marquam Gulch and the associated floodplain wetlands are about two kilometers south of the APE.

On the east side, the mouth of Sullivan's Gulch was historically in the vicinity of NE 2nd and NE 3rd between about NE Davis and NE Flanders. As late as 1950, the Sanborn map labeled this area swampland, although that may reflect the 1950 Sanborn presented as an update of the 1924 Sanborn. This area was inundated during the 1948 Vanport flood. It is now occupied by UPRR right-of-way, I-5, and I-84.

The higher ground on the southern edge of the Sullivan's Gulch mouth is considered to have been a potential location for precontact use or occupation given it had access to the both the Willamette River and the Sullivan's Gulch drainage. The immediate area was characterized by a cluster of residences by 1889 and continued to be largely residential into the 1920s, although with a growing number of businesses beginning to replace houses by the latter era. By 1950, the neighborhood had transitioned from residential to

commercial other than apartment buildings. It is now transitioning to mixed residential and commercial, with the Central Eastside Industrial District to the south.

There are two reports of Native burials being encountered along the western bank of the Willamette River in the 1870s and 1880s. Both locations are outside the APE and information is limited to two newspaper accounts. The burials at the foot of Flanders Street are near the upper/southern end of Couch Lake and would also generally correspond with newspaper accounts in the 1860s and 1870s of Indian camps below the city. The second burial location is not associated with any reported camping locations. The first burial and its possible association in Indian camps and Couch Lake indicates the potential for there to have been other burials along the left bank of the Willamette River from the Burnside Bridge north to the vicinity of the Broadway Bridge. The transformation of this stretch of the riverbank for commercial and industrial uses in the late 1800s and early 1900s would have likely destroyed evidence of burials, as would have the construction of the Harbor Wall in the 1920s.

The development of northwest Portland in the late 1800s and early 1900s would have had a similar effect on evidence of Indian camps in those neighborhoods, although some traces might be extant in less developed areas such as the North Park Blocks.

5.3.9 Historic Resources Baseline Survey

A historic resources baseline survey was conducted of the API only (see Figure 1-1). The baseline survey included addressing both contributing and non-contributing properties within the Skidmore/Old Town NHL, individually listed NRHP properties, and City-designated Historic Landmarks, as well as recording resources not previously identified, generally meeting the age criterion of 45 years or older, and previously identified as historic resources. Each resource was photographed and minimally documented noting address, type, architectural style when appropriate, exterior modifications, and associated features. Additional information was obtained from Portland Maps, including locational information using the new State ID Numbers, historic resource information related to previous evaluations, and Portland Historic Landmark status. Oregon Historic Sites Database, available online, provided additional historic information related to documented resources including previously prepared inventory and NRHP forms. Copies of the Determination of Eligibility Forms are provided in Appendix B.

Of note, the API encompasses the Burnside Bridge, which is individually listed on the NRHP, and a portion of the Skidmore/Old Town NHL District. On the east side, the southeastern edge of the API abuts the northern boundary of the East Portland/Grand Avenue Historic District, but the latter is not within the API or APE. However, one building (Talbot & Casey; presently operates as Subaru of Portland) at the northern edge of the East Portland/Grand Avenue Historic District immediately adjacent to the API was included in the baseline survey.

In addition, several buildings are listed individually within the Portland East Side Multiple Property Nomination or have been evaluated in prior Section 106–related projects. Those that had been evaluated more than five years ago (2015) were re-evaluated.

The APE was subsequently defined to include the entire Skidmore/Old Town NHL District and the entire New Chinatown/Japantown Historic District, which therefore includes a much larger area than the API. These two districts overlap at the eastern edge

of the latter and the western edge of the former. In consultation with SHPO, the baseline survey conducted in the API was considered sufficient to address Project effects for the entire APE (Figure 5-61). Table 5-4 and Table 5-5 list the contributing resources in the Skidmore/Old Town NHL District and the New Chinatown/Japantown Historic District within the APE but outside the API. Appendix A provides a list and map of the historic resources identified in the API baseline survey.

A total of 50 historic resources were identified: 41 buildings, 4 sites, 3 structures, and 2 objects. Of these resources, 23 buildings and 1 object are currently listed as contributing resources in the Skidmore/Old Town NHL District; 4 buildings and 1 structure are individually listed on the NRHP; 9 buildings, 1 structure, 3 sites, and 1 object within the Skidmore/Old Town NHL District boundaries are non-contributing resources (the Burnside Bridge extends into the Historic District but is listed on the NRHP as an individual resource); 1 building within the East Portland Grand Avenue Historic District is a non-contributing resource; 1 building not within any historic district is recommended not eligible to the NRHP; and 2 buildings, 1 site, and 1 structure not within any historic district are recommended eligible to the NRHP. In total, there are 29 resources within the API currently listed on the NRHP as either contributing resources in the Skidmore/Old Town NHL District or are individually eligible.

Four resources within the Skidmore/Old Town NHL District boundaries, found to be not contributing to the district due to dating after the historic district's period of significance, but meeting the 45-year threshold, were evaluated individually: the White Stag Sign, Portland Central Fire Station, Ankeny Pump Station, and Portland Harbor Wall. Two resources on the east side of the Willamette River not previously evaluated included the Oregon & California Railroad and the Burnside Skatepark. The Burnside Skatepark is not an official City park and has not reached the 45-year threshold. The skatepark has not been previously evaluated but is generally known to have a high level of significance and was therefore evaluated. Two buildings previously recommended as not eligible were re-evaluated and are now recommended as eligible: the Union Arms Apartments and the Stark's Vacuum Building. All eight of these resources are recommended eligible for listing in the NRHP. These resources are discussed in more detail below.

Skidmore/Old Town NHL District

The Skidmore/Old Town NHL District was first listed in the NRHP in 1975 and designated a NHL in 1977 (the NHL nomination was updated 2008). In 2008, the historic district consisted of 57 contributing resources: 55 buildings, 1 structure, and 1 object. Non-contributing resources totaling 44 resources included 21 buildings, 22 sites, and 1 object. The district is in one of the oldest parts of the city situated partially in Portland's original townsite platted in 1845, and Couch's Addition, platted in 1850. The historic district extends westward from the west bank of the Willamette River, totaling 42 acres The period of significance extends from 1857 to 1929 with the construction of the Portland Harbor Wall that marks a pivotal point in the redevelopment of Portland's waterfront area.

Figure 5-61. Overview of baseline survey area.

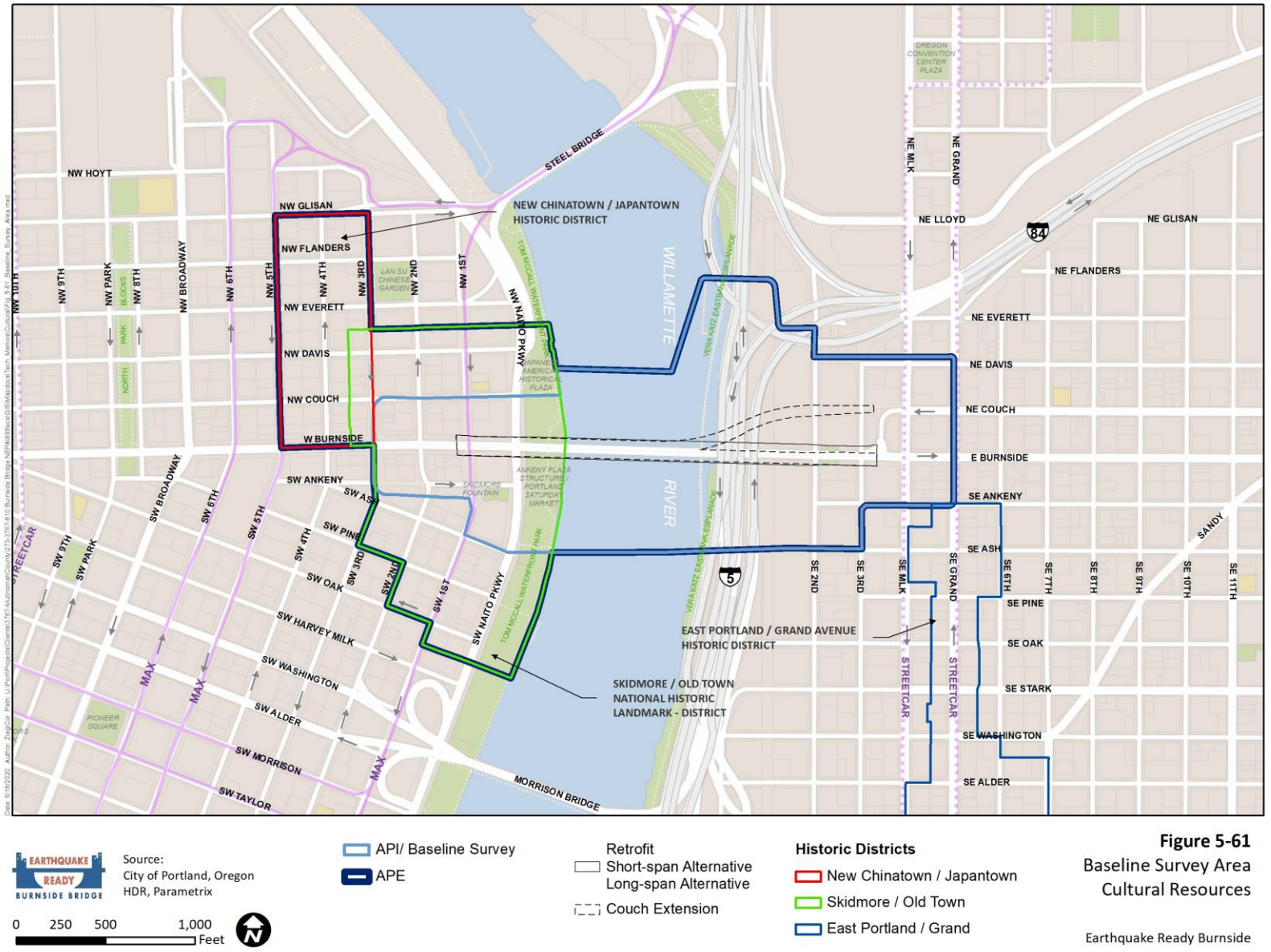


Table 5-4. Contributing Resources Within the Skidmore/Old Town NHL District.

Property Historic Name (Common Names)	Address
Merchant Hotel (Merchant's Hotel)	121-139 NW 2nd Ave, 222 NW Davis St
Erickson Saloon / Fritz Hotel (Erickson Hotel; Fritz Hotel Annex)	4-10 NW 3rd Ave, Thru-block building facing NW 2nd and 3rd
Meriweather Hotel (Mission Hotel and Chapel)	11-17 NW 3rd Ave
Mae Nam Thai Restaurant (Maehara Hotel)	21-35 NW 3rd Ave
Sinnot House (Florence McDonnell Building; Simon Building)	105 NW 3rd Ave
Simon Building Façade	105 NW 3rd Ave
Portland Mariners' Home (New Wah Mei)	203-209 NW 3rd Ave
Portland Seamen's Bethel (Hip Sing Association)	211-215 NW 3rd Ave
Foster Hotel (Lyndon Musolf Manor; Foster Apartments)	216 NW 3rd Ave
Globe Hotel (Import Plaza)	88 NW Davis St
Chinese Consolidated Benevolent Association Building	315-317 NW Davis St
New Market, South Wing (New Market Alley Building; Poppleton Building)	75-83 SW 1st Ave
Oregon & Washington Investment and Trust Co.	122 SW 1st Ave
208 Building (Portland Machine Company)	208-218 SW 1st Ave
Seuffert Building	220-228 SW 1st Ave
Apple Music Company Building	225 SW 1st Ave
Failing Building (Oregon Maritime Supply Building)	235 SW 1st Ave
George Lawrence Building	306-316 SW 1st Ave
New Market Annex (New Market West)	58-66 SW 2nd Ave
Glisan Building (Chown Electric Co.)	112-118 SW 2nd Ave
Haseltine Building	133 SW 2nd Ave
Smith Block	10 SW Ash St
Phoenix Building (Portland Railway Company)	124 SW Ash St
Smith Block and Railway Building	111-117 SW Naito Pkwy, 112-118 SW 1st Ave
Fechheimer & White Building	233 SW Naito Pkwy
Hallock & McMillen Building	237 SW Naito Pkwy
Delschneider Building	71 SW Oak St
Freimann Kitchen Building	79 SW Oak St
[No Name]	106-116 SW Pine St
United Carriage and Baggage Transfer Co. (Old Spaghetti Factory)	133 SW Pine St
Porter Hotel	221-227 SW Pine St

Table 5-5. Contributing Resources Within New Chinatown/Japantown Historic District.

Property Historic Name (Common Name)	Address	Demolish Date
(Dirty Duck Tavern)	421-439 NW 3rd Ave	2010
(Blanchet House)	340 NW Glisan St	
(Royal Palm Hotel)	331-337 NW 3rd Ave	
(Portland Fish Co.)	300-312 NW 4th Ave	
(Portland Fish Co.)	316-322 NW 4th Ave	
Carl's Garage (Portland Fish Co.)	328-336 NW 4th Ave	
Pallay Building (Great Era)	231-239 NW 3rd Ave	
Pallay Building (Wong's Laundry)	221-223 NW 3rd Ave	
Portland Seamen's Bethel (Hip Sing Association)	211-215 NW 3rd Ave	
Portland Seamen's Bethel (New Wah Mei)	203-209 NW 3rd Ave	
Chinese Consolidated Benevolent Association Building (CCBA)	315 NW Davis St	
Sinnot House (Couch Street Fish House)	103-105 NW 3rd Ave	
(Hung Far Low)	102-112 NW 4th Ave	
(Ciclo Bicycle Shop)	21 NW 3rd Ave	
Meriweather Hotel (Mission Hotel & Chapel)	11-17 NW 3rd Ave	
(Hotel Villa)	7-9 NW 3rd Ave	2003
(Cindy's)	8 NW 4th Ave	2008
Pulos-Karabelas Saloon (Tung Sang)	18-24 NW 4th Ave	
(Suzie Wong Restaurant)	28 NW 4th Ave	
(Goldsmith Company)	33 NW 4th Ave	
Philip Hotel (Grove Hotel)	401-439 W Burnside St, 11 NW 4th Ave	
Overland Warehouse Co. (Suey Sing Association)	201-217 NW 4th Ave	
Zellerback Paper Co. (Kalberer Company)	208 NW 5th Ave	
Mason-Ehrman Co. (Kalberer Company)	234 NW 5th Ave	
(Portland Fixture Co.)	338 NW 5th Ave	
(Columbia River Ship Supply)	406 NW Glisan St	
Povey Building (Bloch & Son)	408 NW 5th Ave	
Haradon Building	412 NW 5th Ave	
Aikido (Harper Brass Works Co.)	416 NW 5th Ave	

Approximately 11 city blocks of the Skidmore/Old Town NHL District are contained within the APE. The historic district and the area within the APE contain a significant concentration of mid-nineteenth century and early twentieth century commercial buildings. Notably, a high concentration of Italianate cast-iron adorned buildings dating from the 1850s to the 1880s remain intact, and a collection of cast-iron features salvaged from demolished neighboring buildings is displayed in Ankeny Plaza on the north façade of the Central Fire Station. The 1926 construction of the Burnside Bridge, also listed on the NRHP, and the widening of Burnside Street bisected the business district near the waterfront in the 1920s, also marking the beginning of a new period of development signaled by waterfront improvements completed in 1929 (Mickel et al. 2008). The listing of the Skidmore/Old Town NHL District has played an important role in the vibrancy of this neighborhood. The district continues to protect and depict one of the oldest commercial districts of the City of Portland. Resources deemed non-contributing within the Skidmore/Old Town NHL District boundaries are based upon a lack of historic integrity or based on being constructed outside the historic district's period of significance. Those outside the NHL district's period of significance that met the 45-year threshold were inventoried and evaluated as resources potentially individually eligible.

Burnside Bridge

The west approach of the Burnside Bridge, constructed in 1926, is within the Skidmore/Old Town NHL District boundaries, has been the subject of a HAER documentation (Wood Wortman 2006), and listed individually in the NRHP in 2012 as a part of the Willamette River Highway Bridges Multiple Property District meeting the eligibility requirements under Criterion A and Criterion C (Kramer 2012). Ira G. Hedrick and Robert E. Kremers produced the initial bridge design for Multnomah County employing a bascule-type patented by Joseph B. Strauss. Noted bridge engineer Gustav Lindenthal replaced the bridge team and completed the work with minor changes to the original design, employing architects Houghtaling and Dougan for consultation of design. Portland Bridge Company completed the construction work. When it opened to traffic in 1926, the Burnside Bridge was acclaimed for its use of the double-leaf bascule while also employing a concrete deck for the moveable span. The Burnside Bridge remains largely intact and continues to maintain its historic integrity and to convey its period of significance (Kramer 2012).

New Chinatown/Japantown Historic District

The New Chinatown/Japantown Historic District was listed on the NRHP in 1989, within the boundaries of which were 45 buildings, 2 objects, and 6 vacant lots. The historic district's period of significance is from 1880 to 1943. When the district was recorded, there were 29 contributing and 18 non-contributing resources. Three contributing buildings have been demolished since 2003.

Unlike many cultural districts on the West Coast, New Chinatown/Japan Historic District does not have distinct building types associated with the respective cultures, but typically ornament and detailing were applied to more common architectural types (Bureau of Planning and Sustainability 2016). In addition, the district was home to a greater mix of cultures settling in the United States. The building stock is mostly representative of the late nineteenth and early twentieth century commercial building types.

Modifications were made over time adapting existing buildings to traditional styles of living and adding ornamentation reflecting the culture. In the 1980s, the Chinese Consolidated Benevolent Association organized an effort to further enhance the neighborhood that included signage and a formal Chinatown Gateway (Figure 5-62) on SW 4th Avenue at W Burnside Street (Northwest Heritage Property Associates 1989:7-3).

Figure 5-62. The Chinatown Gateway, constructed in 1986, is the formal entry into the New Chinatown/Japantown Historic District; the view is toward the northeast.

East Portland Grand Avenue Historic District

The East Portland Grand Avenue Historic District was listed on the NRHP in 1991, with a 2013 amendment to include an additional building. The district extends across about a 20-block area from SE Ankeny Street on the north to SE Main Street on the south. SE Martin Luther King Jr. Boulevard and SE Grand Avenue dominate the north-south orientation of the District. Contributing resources consist of 35 buildings dating from 1883 to 1930. Most of the buildings were constructed and continue to serve commercial and industrial purposes.

Only one building within this district is immediately adjacent to the APE: the Talbot & Casey building (more recently known as the Wentworth Chevrolet and Subaru of Portland businesses) at the northeast corner of SE Grand Avenue and SE Ankeny Street. That building was identified as “historic non-contributing.”

For newly recorded resources not within a historic district, this report organizes the resources in the API into those on the west side of the Willamette River and those on the east side. This division recognizes the important differences in the histories of development on the two sides of the river.

Newly Recorded Resources in the West API

Three historic structures were newly recorded within the West API: Portland Harbor Wall, Ankeny Pump Station, and Central Fire Station (Fire Station No. 1).

Portland Harbor Wall (Portland Seawall)

Portland Harbor Wall (Figure 5-63) is situated within the Skidmore/Old Town NHL District geographic boundaries but is outside the period of significance as it represents a later phase of historic development to Portland's waterfront. As such, a Section 106 Evaluation has been made for the current Project of this approximately one-mile-long structure that was completed in 1929.

As noted above, the Portland Harbor Wall is a part of a larger project that the City of Portland undertook in the 1920s, building an interceptor sewer project combining a sewer system, pumping station, and the Harbor Wall. The overall project saw the removal of buildings along Front Street and derelict wharves along the harbor front, completely changing the character of Portland's harbor. Olaf Laurgaard, the city engineer who served during an important period of the city's growth, conceived the project as the population was expanding; streets now had to accommodate automobile traffic, and there was growing demand on the sewage system. The Harbor Wall as an engineering project was a significant achievement and helped transform Portland's waterfront as well as protect the city from flooding.

The Portland Harbor Wall is recommended to be eligible for listing in the NRHP under Criteria A and C.

Criterion A, Significant – Under Criterion A, Portland Harbor Wall is recommended eligible for listing at the local level for its associations with events that have made a significant contribution to the broad patterns of our history as an important feature of the interceptor sewer system and the overall redevelopment of Portland's west waterfront during the 1920s. Completed in 1929, Portland's Harbor Wall continues to function as it was intended.

Criterion C, Significant – Under Criterion C, Portland Harbor Wall is significant as an important engineering project and one of the most notable City projects associated with Portland City Engineer Olaf Laurgaard and also associated with his proposal known as the Laurgaard Plan, which was pivotal in the redevelopment of Portland's waterfront. Portland Harbor Wall embodies distinctive characteristics of a type, methods of construction and engineering as applied by Olaf Laurgaard, and is therefore recommended eligible for listing in the NRHP under Criterion C.

Integrity – Portland Harbor Wall continues to retain historical integrity to convey its significance: small sections have been altered but overall, the alignment and the structure are intact. The Harbor Wall retains historical integrity of its location; its overall structural design; workmanship in terms of the structure; and its riverfront setting. Modifications were made to the railing in the 1970s but the majority of materials remain in place as engineered in the 1920s.

Figure 5-63. A view of the Portland Harbor Wall and the associated Ankeny Pump Station; the view is towards the southwest.

Ankeny Pump Station (historically known as the Ankeny Pumping Station)

The Ankeny Pump Station (Figure 5-64, and see Figure 5-63), completed in 1929 in the Art Deco style, is part of an important project that the City of Portland undertook in 1929 building an interceptor sewer project combining a sewer system, pumping station, and Harbor Wall. The massive project was built to improve stormwater drainage in the city business center and to prevent flooding in the city's commercial core area which plagued Portland's waterfront. Two branches extended from Ankeny Street south to Jefferson Street and north to Glisan Street (Laurgaard 1933:5). City Engineer Olaf Laurgaard designed the pumping station in tandem with the Harbor Wall.

A state sanitary authority organized in 1938 was mandated to bring local cities and industries into compliance regarding to the disposal of sewage into public waterways. Many projects were undertaken to meet these new requirements, including an expansion of the Ankeny Pump Station in the early 1950s (Lambert 1952:1). The pump station was enlarged, doubling its capacity. New piping transferred waste to a new connecting pumping station on the east side of the Willamette River where a sewage treatment plant would treat the sewage before discharging into the Willamette River (*Oregonian* 1952:14). The 1952 date on the west façade notes the completion date of the expansion project.

The Ankeny Pump Station is recommended to be eligible for listing in the NRHP under Criterion A and Criterion C.

Criterion A, Significant – Under Criterion A, the Ankeny Pump Station is recommended eligible for listing on the NRHP at the local level for its associations with events that have made a significant contribution to the broad patterns of our history as an important feature of the interceptor sewer system and a larger redevelopment of Portland's west waterfront. Constructed initially in 1927 to 29, the pumping station continues to function as a part of Portland's sewer system.

Criterion C, Significant – Under Criterion C, the Ankeny Pump Station is a good example of an Art Deco–style pumping station constructed in the late 1920s. The pumping station embodies distinctive characteristics of a type and style as applied by City Engineer Olaf Laurgaard, and is therefore recommended eligible for listing in the NRHP under Criterion C.

Integrity – The Ankeny Pump Station retains historic integrity of its location, riverfront setting, and feeling; the pumping station's overall design, workmanship and materials remain intact and are representative of the period of its construction; and it continues to maintain its associations with its original use. Overall, the Ankeny Pump Station retains all seven aspects of integrity: location, setting, association, design, materials, workmanship, and feeling.

Figure 5-64. A view of the Ankeny Pump Station taken from the Burnside Bridge.

Central Fire Station and Fire Station Museum/Station No. 1

The Central Fire Station (Station No. 1) was constructed in 1951 in a Modernist-style (Figure 5-65). It was designed by architects Jones & Marsh, who had established a respected reputation for completing a number of civic and educational buildings. The Central Fire Station replaced the previous Central Fire Station (which had been at a different location) consolidating several fire stations within one building as well as adding administrative offices and a lecture hall for community meetings. A one-story addition was made circa 1980 to the north side of the building to house the museum. The architectural character of the 1951 building was reflected in the addition. The Central Fire Station continues to maintain an important presence within the community as an operating fire station and as the main administrative office of the chief and deputies, while operating much as it was originally intended.

Figure 5-65. Historic Photo of Portland Central Fire Station (Fire Station 1) from the 1950s.

Source: Portland Online Photo

The Central Fire Station is recommended to be eligible for listing in the NRHP under Criteria A and C.

Criterion A, Significant – Under Criterion A, the Central Fire Station is recommended eligible for listing in the NRHP at the local level for its associations with events that have made a significant contribution to the broad patterns of city history. Constructed in the Post-World War II period, the Central Fire Station continues to serve the community as the central Portland Fire and Rescue Bureau administrative building, a working fire station, and as a community meeting place.

Criterion C, Significant – Under Criterion C, the Central Fire Station is a good example of a Modernist-style fire station constructed in the mid-twentieth century. The fire station embodies distinctive characteristics of a type and style as applied by Jones & Marsh, and is therefore recommended eligible for listing in the NRHP under Criterion C.

Integrity – The Central Fire Station retains excellent historic integrity of location, design, setting, workmanship, and feeling. Also, the building retains its strong associations with its original use as a working fire station, central administrative office, and community meeting place for issues related to emergency services. Window alterations, door replacements, and the north addition have been completed sympathetically and do not compromise the overall historic integrity of the building. Overall, the Central Fire Station retains six of seven aspects of integrity.

East Side APE

Seven of the nine resources identified on the east side of the APE have been previously recorded or noted in previous surveys or are a part of Portland, Oregon's Eastside Historic and Architectural Resources, 1850 to 1938 Multiple Property Documentation. Four of the resources are individually listed in the NRHP and continue to convey the qualities that make them significant (see Appendix A). Three resources were previously evaluated under Section 106–related projects dating from the early 2000s: Map ID 41 – 30 NE Martin Luther King Jr. Boulevard.; Map ID 42 – 131 NE Martin Luther King Jr. Boulevard; and Map ID 43 – 107 NE Grand Avenue, which included an associated property at 118 NE Martin Luther King Jr. Boulevard (Map ID 50). All three were found to be non-contributing or not eligible for listing in the NRHP when originally evaluated. Of the three, 30 NE Martin Luther King Jr. Boulevard is clearly modernized and no longer conveys its overall historical character and detailing. Based on a reassessment of the buildings at 131 NE Martin Luther King Boulevard and at 107 NE Grand Avenue, those two buildings are now recommended as eligible for the NRHP under Criteria A and C. The building at 118 NE Martin Luther King Boulevard is recommended as not eligible for listing in the NRHP as a result of major alterations to the exterior in 2015. Two other resources that had not been evaluated within the APE were Oregon & California RR/UPRR alignment and the Burnside Skatepark. Each evaluation is narrated below.

Union Arms Apartments (Jackson Apartments)

The Union Arms Apartments, formerly the Jackson Apartments, is a 1911 three-story Street-Car-era, Late 19th and Early Twentieth Century Commercial, tan pressed-brick building (Figure 5-66). In 1930, 20 feet of the façade was removed and reconfigured for the Union Avenue widening project. The building sits at the northwest corner of the intersection of NE Martin Luther King Boulevard and NE Davis Street. The neighborhood is a commercial/industrial neighborhood that is rapidly being redeveloped with commercial and large-scale multi-family buildings. Local architects Claussen & Claussen designed the combination commercial/apartment building in 1911 for G.W. Jackson, a local contractor and investor. Claussen & Claussen Architects are historically a notable local architectural firm who built many Portland hotels, apartment buildings and residences some of which are listed in the NRHP.

Figure 5-66. The Union Arms Apartments facing NE Martin Luther King Boulevard.

Originally, the Jackson Apartments had four storefronts facing the street level along then Union Avenue (NE Martin Luther King Jr. Boulevard). The windows on the second and third floors remain the original, appearing one-over-one hung wood sashes, as well as the brickwork laid in a Common Bond that includes brick dentil bands at the second and third floor window lines, and an above Flemish bond (diamond patterned) frieze. The details along the east façade were rebuilt, and the first floor reconfigured from storefronts to apartment units when the building's façade was removed during the 1930 Union Avenue widening project.

The Jackson Apartments were designed for G.W. Jackson by Claussen & Claussen Architects and featured two- and three-room apartments with wall beds that pulled out into the living room space. Claussen & Claussen apparently promoted the compact two and three-room plan, which eliminated the bedroom. Locally, the concept was a fairly new trend in apartment design that Claussen & Claussen incorporated into their projects (Claussen 1915; Claussen & Claussen 1911).

Criterion A, Significant – Under Criterion A, the Jackson Apartment/Union Arms Apartment is recommended eligible for listing to the NRHP as it has significant historical associations with the development of apartments on Portland's east side and is representative of a new apartment building type in Portland promoted by architects, Claussen & Claussen. Façade and first floor modifications made during the 1930 Union Avenue widening project demonstrate the types of adaptations necessary during this period of growth in Portland's major transportation routes.

Criterion B, Not Significant – Under Criterion B, the Jackson Apartments/Union Arms Apartments was not found to have associations with specific people important in history, and therefore it not considered eligible for listing in the NRHP under Criterion B.

Criterion C, Significant – Under Criterion C, the Jackson Apartments/Union Arms Apartments is an excellent early example of a two- and three-room building type promoted at the national level by the architects Claussen & Claussen. The building is also an excellent representative example of Claussen & Claussen's work on Portland's east side. For these reasons, the Jackson Apartments/Union Arms Apartments is recommended eligible for listing under Criterion C.

Criterion D, Not Significant – Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield, information to contribute to our understanding of human history. The criterion is most commonly associated with archaeological sites and in the case of Jackson Apartments/Union Arms Apartments, important information can be yielded through written documentation.

Integrity – The Jackson Apartments/Union Arms Apartments retains historical integrity of location, design, setting, materials, workmanship, feeling, and association from the historical period beginning in 1911 and ending with completing the façade modifications made during the 1930 widening of Union Avenue, and as such is recommended to be eligible for listing in the NRHP.

Stark's Vacuum Building (D.P.Thompson Building)

The former D.P. Thompson Company Investment property, more recently associated with Stark's Vacuum Company, is a one-story, street car–era, early twentieth century commercial building complex (Figure 5-67). As a part of the current project, the building received an updated evaluation replacing an earlier evaluation dating from 2001. At that time, the building was recommended as not eligible (SHPO 2001).

The D.P. Thompson Auto Building was an investment property constructed for the commercial transportation industry in the early period of the automotive industry. Initially used for a trucking company, Purple Trucking Company, within several years an auto dealership, Fields Motor Car Company, took over the facility, and in this time period expanded into three connected building segments. The D.P. Thompson Company retained ownership of the building while leasing it to various auto dealerships through the 1920s to 1940s.

Automobile ownership in Portland and nationally grew exponentially during the early twentieth century. The automobile and its accompanying industry significantly influenced twentieth century American culture (Flink 1972). On Portland's east side and elsewhere, the introduction of motorized vehicles spurred a number of commercial enterprises replacing blacksmith shops and livery stables. Many auto businesses sprang up near Martin Luther King, Jr. Boulevard and Grand Avenue as car ownership grew in the 1910s and 1920s. The D.P. Thompson Company building, built in 1921 to 1926, was established on the cusp of this new industry, and it was expanded to meet the needs the growing commercial market.

The brick and concrete building was constructed in two phases in 1921 and 1926 (City of Portland 1921, 1926). The building takes up the city block's east half facing NE Grand Avenue. Portland Architect John G. Wilson prepared the architectural drawings for the south segment (*Oregonian* 1926). As an architect, Wilson has been largely unnoticed for his work, which included warehouses, garages, and several hotels in the 1910s through the 1920s (Ritz 2002). Stark's Vacuum Company moved into the building in 1966 adding

their iconic neon signs to the building (*Oregonian* 1966). The building has remained largely intact except for modifications to the north half that was remodeled ca. 2015. Hennerbery Eddy Architects added new storefront windows and doors while retaining the bays and exterior surface detailing (Next Portland 2015). Overall, the building retains sufficient integrity to be eligible for NRHP listing.

Figure 5-67. The Stark's Vacuum Building facing NE Couch Street.

Although the building received modifications ca. 2015, it continues to reflect the early era of the local auto industry in history and in its architecture and as such is recommended eligible under Criteria A and C.

Criterion A, Significant – Under Criterion A, the D.P. Thompson Company building complex is recommended to be eligible for listing for its historical associations with the auto industry and the commercial enterprises that expanded Portland's east side as vehicular ownership increased. Constructed during the 1920s, the building reflects a time that auto ownership doubled in the Portland area.

Criterion B, Not Significant – Under Criterion B, the D.P. Thompson Company building complex has no associations with specific people, as it was constructed and owned by a company made up of family members; although it was named for a significant deceased person, D.P. Thompson. As the building was not found to have associations with specific people important in history, it therefore is not considered eligible for listing in the NRHP under Criterion B.

Criterion C. Significant – Under Criterion C, the D. P. Thompson Company is representative of the auto dealership/garage type of building constructed in the 1920s. Constructed by J.G. Killgreen, the building complex is a good example of an auto-garage building of this period; as such, the building is recommended for listing in the NRHP.

Criterion D, Not Significant – Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield, information to contribute to

our understanding of human history. This criterion is most commonly associated with archaeological sites, and in the case of the D.P. Thompson Company Automobile garage, information can be yielded through written documentation.

Integrity – The building complex retains integrity of location, setting, feeling and association; there is some loss of integrity in its design and materials with door storefronts altered on the north and west segments, though the bays are left intact; overall the building complex is representative of historic period from 1921 to the 1960s.

Oregon & California Railroad (Union Pacific Railroad, UPRR)

The Oregon & California Railroad/Southern Pacific East Side Division Railroad/UPRR alignment (Figure 5-68) is not officially recorded in the Oregon Historic Sites Database in the east Portland area, although other segments are recorded in other parts of the state (Bell 2013). Initiated as the Oregon & California Railroad the rail line was built on the east side of the Willamette River. Construction began in 1868 and continued in several phases. It reached Roseburg in 1872 and connected to the Southern Pacific rail line in Ashland in 1887, and then was absorbed into the Southern Pacific Railroad and became known as the Southern Pacific East Side Division Railroad (Corning 1989). This rail connection was central to the east bank commercial and industrial development along the waterfront, and that importance has continued to the present.

The existing trackage within the APE consists of two lines of rails, ties, rock ballast, signals, and switches. None of these elements dates to the original rail line, but they are on the original alignment and reflect the technological evolution of rail transportation over the past 150 years. The Oregon & California RR/UPRR is recommended as eligible for listing in the NRHP under Criteria A and C, as have been other segments of the alignment in the Willamette Valley (e.g., Bell 2013; Palmer 2014). Engineered features such as bridges, culverts, and switches may contribute to eligibility, but their presence is not necessary for determining National Register eligibility (SHPO 2013:19).

Criterion A, Significant – The Oregon & California RR/UPRR alignment has strong associations with European-American settlement in Oregon and was instrumental in supporting growing local commerce north and south into California. The Oregon & California RR/UPRR alignment is recommended to be eligible under Criterion A for its strong associations with the development of the railroad system supporting Oregon commerce and settlement.

Criterion C, Significant – Under Criterion C, the Oregon & California RR/UPRR line is representative of distinctive characteristics of a type and period in terms of its construction, as well as continues to occupy the original 1868 alignment. It is therefore recommended eligible for listing in the NRHP under Criterion C.

Figure 5-68. The Oregon & California RR/UPRR rail line as viewed from the Burnside Bridge looking south.

Integrity – The UPRR segment within the Project Area retains historic integrity of alignment and is able to convey its significance through location, design, feeling and associations of maintaining its original use. Overall, the UPRR segment retains four of seven aspects of integrity.

Burnside Skatepark

The Burnside Skatepark (Figure 5-69) is a poured-concrete skatepark structure. Construction began in 1990 and has continued to evolve in design over time. It is situated on public property underneath the east side of the Burnside Bridge, but it is not a public park. The skatepark is the first known do-it-yourself (DIY) poured-concrete skatepark built in the U.S. and was at the forefront of a trend in DIY skatepark design and community. The skatepark is a mecca internationally for skaters young and old, having built a reputation for its challenging features. The skatepark spawned a generation of skateboard professionals who built a career in skatepark design drawing from the work conceived at the Burnside Skatepark (Bredesen 2019).

The local skater community accepts that the overall design is constantly evolving and appreciates that the park is not an official park. Although sanctioned by the City of Portland in 1992, the skater community continues to shape skatepark features without City involvement (Bredesen 2019; Chemotti 2015).

Figure 5-69. A view of the Burnside Skatepark; the view is to the northeast.

Criterion A, Significant – The Burnside Skatepark is recommended as eligible under Criterion A for its important associations in establishing a recreational trend of DIY skatepark design and construction in the 1990s, and because it continues to influence skatepark design at the international level.

Criterion C, Significant – Under Criterion C, the Burnside Skatepark embodies distinctive characteristics of its type in DIY skatepark construction and also holds high artistic value for the reputation it holds in the development of skating feature design and the methods used. That the design of the Skatepark has evolved and continues to evolve—that it is dynamic rather than static—can be considered significant under Criterion C.

Criteria Consideration G – National Register Bulletin 15 states:

> Certain kinds of properties are not usually considered for listing in the National Register: religious properties, moved properties, birthplaces and graves, cemeteries, reconstructed properties, commemorative properties, and properties achieving significance within the past fifty years. These properties can be eligible for listing, however, if they meet special requirements, called Criteria Considerations [National Park Service 1997:25].

Resources less than 50 years that are of “exceptional importance” qualify for National Register listing under Criteria Consideration G (National Park Service 1997:41). The

Burnside Skatepark is recommended as meeting Criteria Consideration G for its importance in the design of later skateparks throughout the U.S. and globally.

Integrity – The Burnside Skatepark retains historic integrity of location, setting, materials, workmanship, feeling, and association. Although the design of the skatepark continues to evolve, this is an integral part of the Burnside Skatepark culture which strives to continually enhance the skating experience. The Burnside Skatepark retains six of seven aspects of integrity.

6 Impact Assessment Methodology and Data Sources

The impacts analysis addresses the direct long-term, direct short-term, indirect, and cumulative cultural resources impacts of the Project Alternatives, including the No-Build Alternative.

Under NHPA, FHWA must consider significant impacts to archaeological and historic resources. Not all impacts are considered significant, and not all impacts can be mitigated. The NEPA process requires identifying effects to historic and cultural resources of the Alternatives under consideration. Such effects should be considered in defining the Preferred Alternative.

6.1 Long-Term Impacts Assessment Methods

The analysis of direct long-term cultural resources impacts considers the following potential actions:

- Disturbance or destruction of precontact or intact historic-period archaeological resources.
- Permanent changes to the character-defining features of NRHP-listed or -eligible resources or permanent changes to the historic character of city landmarks.
- Significant changes to the setting of NRHP-listed or -eligible properties, or to contributing features to the Skidmore/Old Town NHL District, the New Chinatown/Japantown Historic District, or to either district as a whole, especially the effects on streetscapes.

6.2 Short-Term Impacts Assessment Methods

The analysis of direct short-term cultural resources impacts considers temporary changes to the character-defining features of NRHP-listed or -eligible resources or the Skidmore/Old Town NHL District, the New Chinatown/Japantown Historic District, or temporary changes to the historic character of City landmarks.

6.3 Cumulative Impact Assessment Methods

The cumulative impacts analysis considers the Project's impacts combined with other past, present, and reasonably foreseeable future actions that would have impacts on

cultural resources in the Project vicinity. Based on the list of foreseeable transportation and other development projects that are anticipated to occur in the Project vicinity within the same time frame, as well as relevant past actions that have defined the Project vicinity, a qualitative analysis of potential cumulative effects will be conducted for cultural resource impacts. The analysis of potential cumulative cultural resource impacts will be examined for both near-term construction effects as well as long-term operational impacts.

7 Environmental Consequences

7.1 Introduction

The description of long-term impacts is divided into (a) pre-earthquake impacts, based on each Alternative's footprint and its day-to-day operations, as well as (b) impacts that would occur after the next CSZ earthquake, including how each Alternative would affect resiliency, emergency response, and longer-term recovery. The discussion below includes "induced effects" within the NEPA context of effects that are removed in time from the initial action. For the purpose of meeting the requirements of Section 106 of the NHPA, all Project effects on cultural resources are considered direct effects; following NHPA guidance in 36 CFR 800.4 and 36 CFR 800.5, see Section 7.7 below for recommendations regarding which impacts are considered "no effect," "no adverse effects," or "adverse effects" on resources listed on or eligible for listing on the NRHP.

Table 7-1 provides a summary of the effects to archaeological and historical resources for the four Alternatives and the temporary bridge.

All of the Alternatives—excluding the Temporary Bridge Option—have about the same potential for adversely affecting buildings of unreinforced masonry construction through construction vibrations. Further refinements in construction methods could influence this assessment. For example, the Long-span Alternative involves the fewest changes in bents and piers but still requires removal of the existing bridge. The Retrofit Alternative involves more changes in bents and piers but removal of only the existing bridge deck.

All of the Alternatives would have the potential for adverse effects to archaeological resources, especially on the west side in Waterfront Park. This potential is not the same for all Alternatives, however. The Retrofit Alternative has the highest potential for adversely affecting archaeological resources, as does the temporary bridge. The Short-span Alternative would likely adversely affect archaeological resources, with the Couch Extension slightly less likely to adversely affect archaeological resources than would the Short-span Alternative. The Long-span Alternative would have the lowest probability for adversely affecting archaeological resources based on current information

This page intentionally left blank.

Table 7-1. Summary of Effects to Archaeological and Historical Resources

Alternative	Archaeological Resources	New Chinatown/Japantown HD	Skidmore/Old Town NHL	White Stag Sign	Burnside Bridge	Central Fire Station	Ankeny Pump Station	Harbor Wall	UPRR	Burnside Skatepark	Frigidaire Bldg	Alco Apts	Blake-McFall Bldg	Eastside Exchange	Union Arms	Stark's Vacuum Building
Retrofit Alternative	Potential adverse effects	TBD*	TBD*	TBD*	Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect	Adverse Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Short-Span Alternative	Potential adverse effects	TBD*	TBD*	TBD*	Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect	TBD	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Long-Span Alternative	Potential adverse effects	TBD*	TBD*	TBD*	Adverse Effect	No Effect	No Effect	No Effect	No Effect	TBD	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Couch Extension	Potential adverse effects	TBD*	TBD*	TBD*	Adverse Effect	No Effect	No Effect	No Effect	No Effect	TBD	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect
Temporary Bridge	Potential adverse effects	No Effect	No Effect	No Effect	Adverse Effect	No Effect	No Effect	No Adverse Effect	No Effect	Adverse Effect	No Effect	No Effect	No Effect	No Effect	No Effect	No Effect

Notes: * = Effects from construction vibrations to unreinforced masonry buildings and the White Stag Sign remain to be determined.

This page intentionally left blank.

7.2 Pre-Earthquake Impact

7.2.1 No-Build Alternative

The City's Central City 2035 plan and the design guidelines for the Skidmore/Old Town NHL and the New Chinatown/Japantown Historic District would limit substantive changes in the two historic districts, and the Central City 2035 transportation plan would potentially reduce the amount of automotive and freight traffic in the districts (City of Portland 2020). It is possible that some of the buildings in the districts that are neither contributing resources nor City landmarks could be modified or razed and replaced by new buildings. Any modifications of existing buildings or new construction would be required to meet the respective design guidelines for the two districts.

The City has proposed a study on improving W Burnside Street streetscapes, bicycle and pedestrian access, and traffic circulation in the New Chinatown/Japantown and Old Town/Skidmore Historic Districts north of Burnside.

The APE on the east side is within the city's Central Eastside Subdistrict. Modifications of existing buildings or construction of new buildings would need to meet the Central Eastside Design Guidelines (City of Portland 1991). There are no historic districts within the APE on the east side, and, therefore, no applicable historic district design guidelines. Alterations or removal of the historic resources in this area that are individually listed on the NRHP would be subject to review by the Historic Landmarks Commission under Chapter 33.846 of the Portland Zoning Code.

The Central Eastside area, especially at the east end of the Burnside Bridge (Burnside Bridgehead), has experienced major residential development over the past 10 years (e.g., The Yard, 5 MLK, Sideyard), and the immediate area is rapidly transitioning to a more urban environment (Libby 2017; Portland Development Commission 2010). Land that is currently undeveloped or is minimally developed is likely to be more extensively developed over the next decade. It is likely that the area in and around the Burnside Bridgehead will witness more transformations than will the APE on the west side.

The Central City 2035 plan defines Martin Luther King, Jr. Boulevard and W/E Burnside as civic main streets, and NE Couch Street as a district or neighborhood main street. Martin Luther King Jr. Boulevard is also defined as a priority truck street and NE Davis Street east from Martin Luther King Jr. Boulevard as a major truck street, indicating continued use for freight movement. All of these streets except NE Davis Street are also mapped as major transitways.

The potential for effects on archaeological sites is unknown without more details on City plans for proposed improvements on W Burnside Street and the historic districts. New construction on currently undeveloped lots has a high potential of encountering historic-period archaeological resources. Properties currently occupied by parking lots are considered to be especially likely to have archaeological deposits associated with previous uses—such as buildings—buried under the pavement (e.g., 35MU169 [Roulette et al. 1994] and 35MU253 [Smits 2014]). Intact archaeological deposits from earlier occupations may also be extant under later buildings (e.g., 35MU197 [Solimano 2009]).

On the east side, existing parking lots along NE and SE 2nd Avenue were historically on frequently flooded bottomlands and later on fill. They are considered to have a very low potential for either precontact or historic-period archaeological resources. Parking lots east of NE/SE 2nd have a greater potential for archaeological resources, primarily historic-period resources. There are fewer parking lots within the API on the west side, but all have a high potential for historic-period archaeological resources.

Unless a proposed development involves federal permitting or funding, there are no requirements for research or fieldwork to determine if archaeological resources are present at a development location. However, should archaeological resources be encountered during development, such resources are protected under ORS 358.905-358.961.

7.2.2 Enhanced Seismic Retrofit Alternative

The Retrofit Alternative would modify piers, bents, footings, and spans of the Burnside Bridge, as well as replace the bridge deck and mechanical equipment. Piers and bents are numbered from west to east. Major changes are proposed on the eastern side of the bridge as the soils the east side are more liquefiable than on the west side. The east approach span is therefore much more likely to fail in a CSZ event, with major impacts on I-5 and the UPRR line.

Specifically, a retrofit would modify Piers 1 through 3 and construct a new Pier 4. Reconstruction of Pier 1 would require removal and reconstruction of a portion of the Harbor Wall. Piers 2 and 3 would be more massive in structure and form both above and below water. The new Pier 4 would be constructed approximately 34 feet west of the existing pier and would consist of a cross beam supported by two columns. It would therefore no longer be a concrete structure and it would no longer have the decorative pier cap also found on Pier 1. The relocation Pier 4 would eliminate the easternmost of the series of eight cross braces under the east fixed span.

Bents 2 to 16 on the west side would be improved through enlarged spread footings. Bents 17 to 19 would be strengthened by a beam extending from the pile caps outside the bridge extent to 8-foot-diameter drilled shafts. Horizontal bracing would be added between Bents 25 and 26. On the east approach, Spans 20 to 24 would be replaced by a single span supported by new bents (replacing Bents 20 to 24). Similar to the west approach, beams extending from the pile caps to drilled shafts have been proposed for Bents 25 to 27, and enlarged spread footings are proposed for Bents 28 to 34. The changes would result in the east approach span resembling a standard highway overcrossing.

In addition, soil cementation to reduce the potential for liquefaction is proposed for Bents 2 to 16 and between Bent 19 and Pier 1. The proposed grouting at Pier 1 could potentially result in ground subsidence, affecting the Harbor Wall and Ankeny Pump Station. The enlarged spread footings, the drilled shafts, and the soil cementation all have the potential of adversely affecting buried archaeological deposits, if present, through direct disturbance or destruction (the spread footings and drilled shafts). Those effects would substantially alter both horizontal and vertical stratigraphic relationships or cement the archaeological deposits. Cementation would preclude any potential archaeological documentation/recovery and possibly alter them chemically. Soil

cementation is proposed for the area between Bents 23 and 24 on the east side. The potential for archaeological resources on this stretch of the east bank, however, is considered very low.

The proposed improvements to Bent 34 would require demolition of the Burnside Skatepark. As the skatepark has been recommended as eligible for listing on the NRHP, its demolition would constitute an adverse effect.

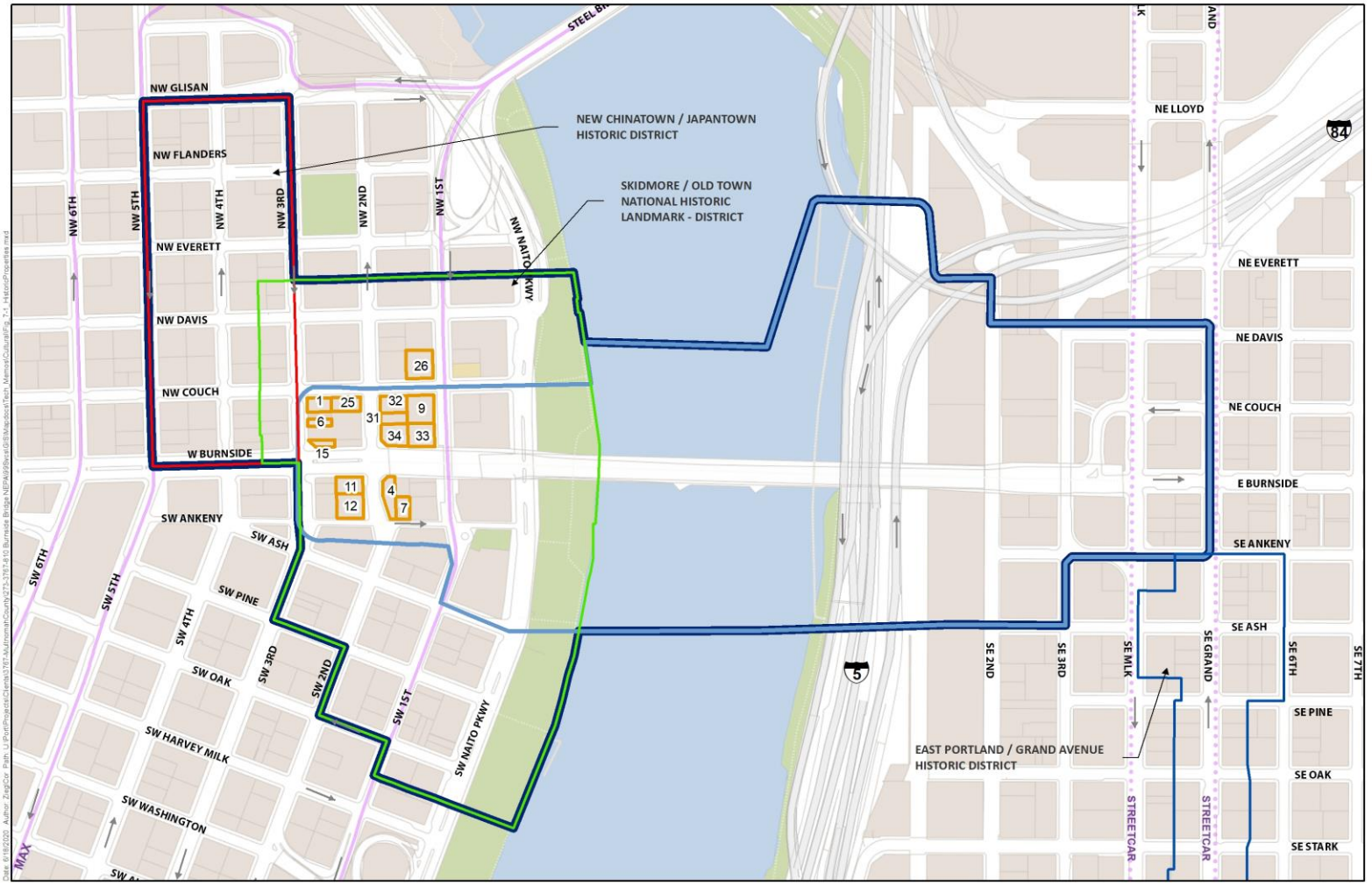
The bridge deck on the west approach would be replaced. That replacement would include separating the west approach from the buildings on the north side from the deck, creating a 2-foot gap between the buildings and the deck. These buildings are contributing resources in the Skidmore/Old Town NHL. The attachments are not character-defining features, and the separation reduces the risks of the buildings damaging each other during a seismic event. The bridge deck on the east approach would also be replaced. The only historic property immediately adjacent to the east approach is the Frigidaire/Templeton Building. There is no evidence it is attached to the approach—unlike buildings on the west approach—so separation between the new approach and the Frigidaire/Templeton Building is planned. New bracing or reinforced bracing would be installed on the fixed river spans, which could alter their appearance.

The operator towers would be seismically stabilized, although that may require temporary removal of the towers. All of the existing mechanical equipment for operating the lift spans would be replaced, as would some of the existing electrical equipment.

The equipment used in deck replacement, construction of spread footing, drilled shafts, removal of Pier 4 and some bents, etc., have the potential of damaging buildings of unreinforced masonry. These range from equipment such as small bulldozers and jackhammers operating within 25 feet of an unreinforced masonry building to impact pile drivers operating within 75 to 100 feet (upper range) of an unreinforced masonry building.

On the west side, there are 19 NRHP-listed or recommended eligible properties within 100 feet of the west approach or W Burnside Street between SW/NW 2nd Avenue and SW/NW 3rd Avenue. Four properties are the Burnside Bridge itself, the White Stag Sign, the Harbor Wall, and the Ankeny Pump Station. The remaining properties are buildings that are of unreinforced masonry construction based on available information (Figure 7-1; see Appendix A to identify the specific buildings of unreinforced masonry construction). Of these 15 buildings, available information indicates 6 have been seismically retrofitted: 3 buildings that are now elements of the White Stag Block; the Reed Building; the Erickson Saloon; and the Fritz Building. The remaining 9 buildings could therefore be subject to potential damage from demolition/construction activity depending on the equipment used and the distance from the buildings. Those buildings are represented in Figure 7-1 and listed in Table 7-2.

Figure 7-1. Historic properties of unreinforced masonry with no seismic retrofitting.



Source:
City of Portland, Oregon
HDR, Parametrix

0 125 250 500 Feet

API
APE
Historic Properties

Historic Districts
New Chinatown / Japantown
Skidmore / Old Town
East Portland / Grand Avenue

Figure 7-1
Historic Properties of Unreinforced Masonry with No Seismic Retrofitting
Cultural Resources
Earthquake Ready Burnside

Table 7-2. Historic Buildings of URM Construction within 100 feet of W Burnside

Map ID#	Name	Address
4	Salvation Army Building	134 W. Burnside
6	Glade Hotel	14-18 NW 3rd Avenue
9	Norton House	31 NW 1st Avenue
11	Holm Hotel	8-11 SW 2nd Avenue
12	Western Rooms	15-27 SW 2nd Avenue
15	Wax Building	219 W. Burnside
31	Skidmore Development Co.	32 NW 2nd Avenue
33	Bates Building	101-117 W. Burnside
34	Burnside Hotel	2-12 NW 2nd Avenue

To address potential effects to archaeological resources, the current alignment of the Burnside Bridge, E Burnside Street, and W Burnside Street within the APE were overlain on 1889 Sanborn maps, which predate construction of the first Burnside Bridge (Figure 7-2 and Figure 7-3). The east side along E Burnside Street was thinly settled and few buildings are within the current Project footprint (i.e., along Burnside Street west from Martin Luther King Jr Boulevard). The potential for impacts to archaeological resources in the same area were defined for construction of the Couch Couplet in 2008 based on a review of the Sanborn historic maps from 1889 to 1950 (Chapman 2008a). Archaeological monitoring was recommended and a monitoring plan prepared for locations with a potential for historic-period archaeological deposits (Chapman 2008b). However, there is no SHPO record that the monitoring was conducted and there is no record of any archaeological resources being identified if monitoring was undertaken. There appears to be a potential for historic-period archaeological resources under E Burnside Street and adjacent sidewalks east of Martin Luther King Jr Boulevard), but no Project impacts are planned in this area at this time.

Figure 7-2. 1889 Sanborn map showing current footprint of W Burnside.

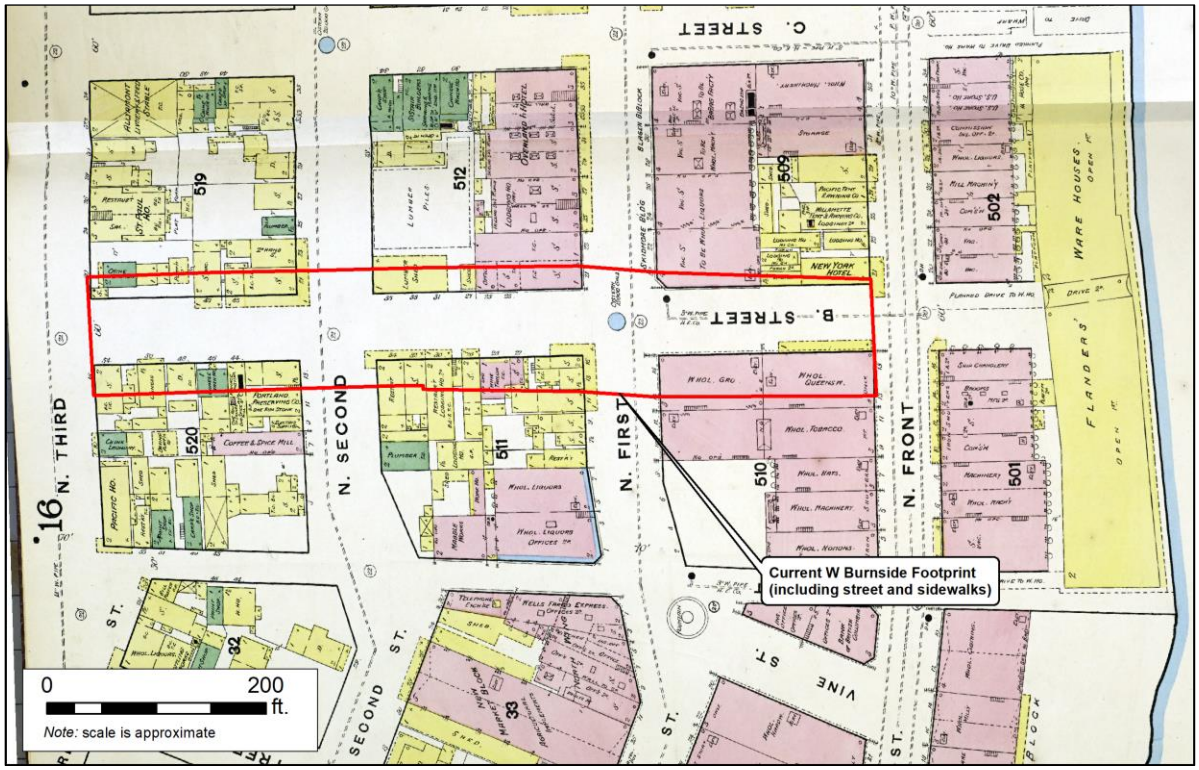
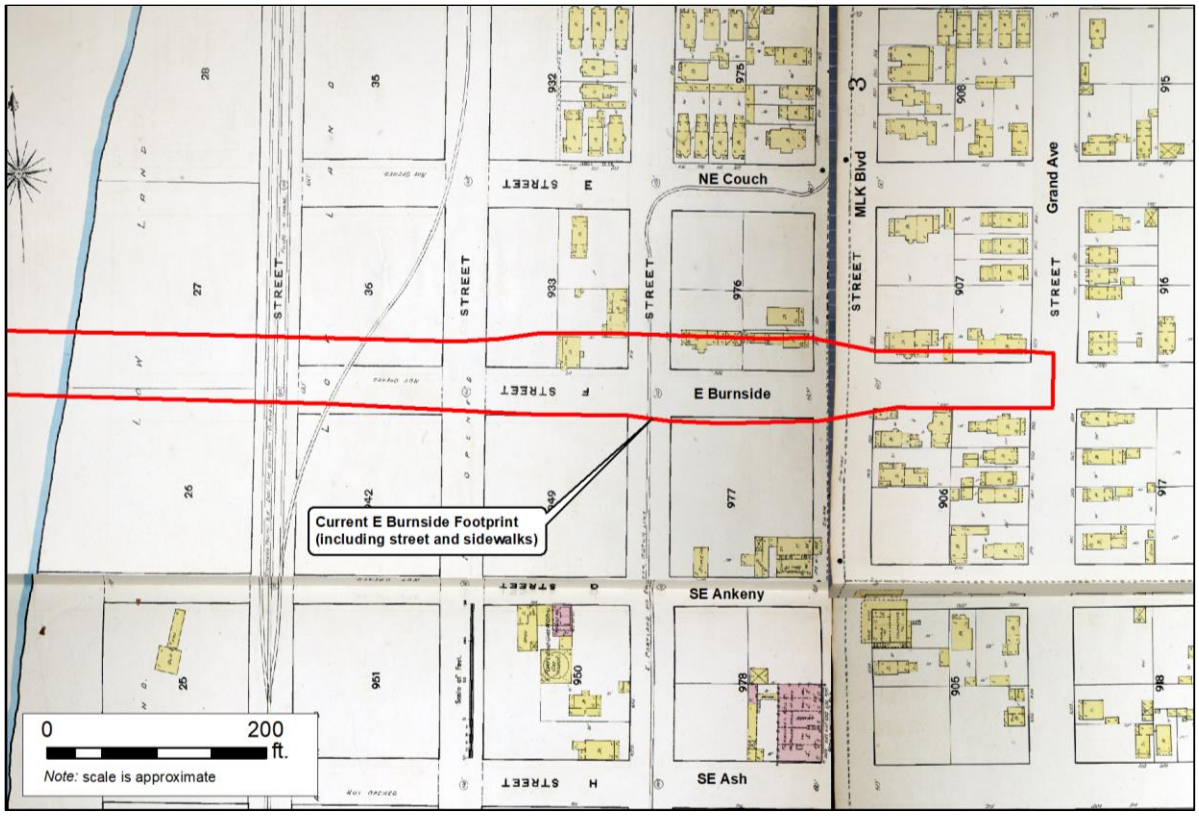


Figure 7-3. 1889 Sanborn map showing current footprint of E Burnside.



W Burnside Street was occupied by commercial buildings on both sides of the street from the river west. Most of these buildings were warehouses from the river to N First Street and then a mix of shops, hotels and lodging places, and other businesses from N First to N Third Street. W Burnside Street was widened from Third Street east for construction of the Burnside Bridge in 1926. As indicated in Figure 5-8, many buildings on both sides of Burnside lost substantial frontages, and smaller buildings may have been removed entirely. There is thus a high potential for historic-period archaeological deposits associated with those buildings, ranging from artifacts scatters to partial building foundations. The existing bents would likely to have encountered these deposits at the time of bridge construction in the 1920s (the exception would have been bents placed in the original street footprint). The Retrofit Alternative would involve new ground disturbance around the existing bents, with the potential for exposure of archaeological deposits, especially the series of bent columns along the northern and southern perimeters (the two centers series would have been in the street itself).

Indirect (or induced) effects are unlikely for both archaeological resources and historic buildings. The Retrofit, as well as the Replacement Alternatives, are expected to have very similar traffic capacity and travel patterns as with the existing bridge and are, therefore, not expected to substantially induce new development or redevelopment.

7.2.3 Replacement Alternative with Short-Span Approach

This Alternative would constitute a complete replacement of the current bridge. In this Alternative, there would be fewer bents for both approaches: from 19 to 7 (Bents 1 to 7) on the west approach and from 15 to 6 (Bents 9 to 15) for the east approach. (Bent 8 would be in the river to support the moveable span). Ground improvements for Bent 7 could include jet grouting, which could damage the timber cribbing that supports the Harbor Wall at that location and could require replacing the Harbor Wall in the Bent 7 area. New geotechnical data could allow for relocating the grouting and avoid possible damage to the Harbor Wall. These impacts to the Harbor Wall have been recommended as no adverse effect. On the east side, ground improvements would be needed for Bents 10 to 13. The end abutments (Bents 1 and 15) would be pile caps behind the existing abutments.

New Bents 2 through 7 would be supported by four columns. The two center columns would likely be placed within the original Burnside Street roadway. The two outermost columns at the north and south ends of the bents have the potential for impacting buried archaeological deposits as noted in the description for the Enhance Retrofit alternative. Removal of all of the existing bents has the potential to expose buried archaeological deposits unless the existing bents are simply truncated at ground level. On the east side, only new Bents 14 and 15 have the potential of encountering buried archaeological deposits, as would removal of existing bents east of NE/SE 2nd Avenue unless they are simply cut off at ground level.

Whether the moveable span would be a vertical lift or bascule span would be decided during the design phase. The potential effects to archaeological resources would be the same regardless of the moveable span design.

No bents would be placed in the Burnside Skatepark, but the skatepark would be closed for approximately 4 to 5 years during construction.

The potential effects from vibrations would be the same as described above for the Retrofit Alternative. The potential for indirect effects is the same as the Retrofit Alternative.

7.2.4 Replacement Alternative with Long-Span Approach

This Alternative would constitute a complete replacement of the current bridge. The Long-span Alternative would reduce the number of bents on the west approach to six (Bents 1 to 6) and three on the east approach (Bents 9-11). Bents 7 and 8 would be in the river to support the moveable span. The bents would be supported by drilled shafts varying from 3 to 10 feet in diameter. This would eliminate a bent near the Harbor Wall, thus reducing impacts to that structure. The Long-span Alternative bridge type could be two steel tied arches, but that is a decision to be determined later. Soil improvement would be limited to the Bent 9 location on the east approach. Soil improvement on the east side is considered likely to have few or no impacts to archaeological resources. There would be no direct impacts to either the Burnside Skatepark or the UPRR.

The buildings along the north side of W Burnside Street that are currently attached to the west approach, would be detached from the new approach with a 2-foot gap between the new approach and the buildings. This would reduce the risks of the buildings damaging each other during a seismic event.

New Bents 2 through 6 would be supported by four columns. The two center columns would likely be placed within the original Burnside Street roadway. The two outermost columns at the north and south ends of the bents have the potential for impacting buried archaeological deposits as noted in the description for the Retrofit Alternative. Removing all of the existing bents has the potential for exposing buried archaeological deposits unless the existing bents are simply truncated at ground level. On the east side, only new Bents 10 and 11 have the potential for encountering buried archaeological deposits, as would removal of existing bents east of NE/SE 2nd Avenue unless they are simply cut off at ground level.

Whether the moveable span would be a vertical lift or bascule span would be decided during the design phase. The potential effects to archaeological resources would be the same regardless of the moveable span design.

No bents would be placed in the Burnside Skatepark, but the skatepark would be closed for approximately 4 to 5 years during construction.

The potential effects from vibrations would be the same as described above for the Retrofit Alternative. The potential indirect effects are the same as for the Short-span Alternative.

7.2.5 Replacement with Couch Extension Alternative

The Long-span Alternative is not feasible with the Couch Extension due to differences at the east end of the bridge. Development of the west approach would remain unchanged as described above for the Short-span Alternative, as would the potential impacts to archaeological and historic resources. The eastbound lanes would remain on the current E Burnside alignment. The westbound lanes would extend along a modification of the current NE Couch couplet alignment.

The approach from NE Couch would be redeveloped and would result in construction of seven new bents, designated N10 through N16. These would all be drilled shafts. Soil improvements are recommended for Bents 10 to 13, as described above, and for three of the new Couch Extension bents. As previously noted, the eastside Project Area that would be directly affected by these Alternatives is considered to have a very low probability of archaeological resources.

No bents for the Couch Extension would be placed in the Burnside Skatepark, but the skatepark would be closed for 4 to 8 months. That length of closure could be an adverse effect, with the longer closure possibly constituting a greater effect than the shorter closure. Coordination with skatepark users would be necessary to define the effects of the closure.

The potential effects from vibrations would be the same as described above for the Short-span and Long-span Alternatives.

7.3 Post-Earthquake Impacts

7.3.1 No-Build Alternative

The present Burnside Bridge is projected to experience catastrophic failure in a CSZ earthquake, with both approaches collapsing and one or both bascule spans falling into the river. The east approach would collapse across the UPRR and the Burnside Skatepark. Most of the historic buildings would be badly damaged or destroyed since many are of unreinforced masonry construction and only a few are known to have been seismically retrofitted. Non-structural architectural elements, such as the stucco veneer found on some of the historic buildings, are those most subject to failure in an earthquake even if they have been retrofitted. At least twelve buildings in the Skidmore/Old Town Historic District have been seismically retrofitted, of which six—the Reed Building, the Estate Hotel, the Rich Block, the New Market Theater, the Erickson's Saloon group, and the White Stag Block—are within the Project APE. Other historic buildings in the APE that have been seismically upgraded are the Central Fire Station, the Ankeny Pump Station, the Blake-McFall Building, the Ira Powers Warehouse and Factory (Eastside Exchange), and the Stark's Vacuum Building.

No seismic assessment is known to have been conducted of the Harbor Wall. However, the City's 2012 Earthquake Response Appendix (Portland Bureau of Emergency Management 2012:4) describes the wall as possibly "vulnerable to lateral spreading from unstable liquefiable soils." The assessment of potential seismic impacts to Pier 1 (HDR et al. 2019:47) notes that the timber piles that support Pier 1 "have low lateral resistance capacities . . . [that] will result in the collapse of the existing pier foundations" due to liquefaction of sediments along the riverbank. This assessment is specific to Pier 1 but may be an indication of how liquefaction could affect the Harbor Wall. Both the concrete structure and timber pile foundations are vulnerable to failure.

The likely failure of the Harbor Wall could result in substantial amounts of fill behind the wall sloughing into the Willamette River. The fill is known to contain historic-period artifacts and features, so fill sloughing into the river would result in the loss of artifacts, damage or destruction of any extant features, and compromising the integrity of the archaeological deposits no lost in the river. Materials redeposited in the river would

comprise new archaeological resources on the riverbed. There is high likelihood of liquefaction of the sediments and soils in Waterfront Park that could lead to failure of intact features and destruction of contextual vertical and horizontal relationships among archaeological materials and deposits.

7.3.2 Enhanced Seismic Retrofit Alternative

The Burnside Bridge would experience minimal damage, although some minor elements such as light poles and railings could fail contingent on final engineering decisions. As described for the No-Build Alternative, historic resources of unreinforced masonry construction that have not been seismically retrofitted would likely experience substantial damage if not total failure. Historic buildings that have been retrofitted would likely lose non-structural architectural elements but should remain structurally intact. The 2-foot gap to separate the western approach span from adjacent buildings could reduce earthquake damage by reducing the buildings' and bridge's potential to strike neighboring buildings during a seismic event. The UPRR tracks would likely fail/sink as they rest on liquefiable sediments and soils. The Burnside Skatepark would probably be substantially damaged. Both the UPRR and skatepark could conceivably be rebuilt at their present locations following debris removal after a CSZ earthquake.

The Harbor Wall would likely fail or partially fail in places other than where the wall had been reconstructed around Pier 1, assuming the reconstructed Harbor Wall is seismically upgraded. As described previously, failure of portions of the Harbor Wall could result in the loss of archaeological materials in the sediments and soils behind the wall if they liquefy and slough into the river.

7.3.3 Replacement Alternative with Short-Span Approach

With one exception, the effects of this Alternative to archaeological and historic resources would be the same as for the Retrofit Alternative. The exception is that the Harbor Wall at Pier 1 would not be reconstructed, as no removal of a segment of the Harbor Wall is proposed under this Alternative. This segment of the wall is therefore more subject to failure, which could also increase the potential for loss or disturbance to archaeological deposits.

7.3.4 Replacement Alternative with Long-Span Approach

The effects to archaeological and historic resources would be the same as for the Short-span Alternative.

7.3.5 Replacement Alternative with Couch Extension

The effects to archaeological and historic resources would be the same as for the Retrofit Alternative and Replacement Alternatives.

7.4 Construction Impacts

Construction staging and work access for any of the Build Alternatives would require acquisition and removal of some buildings. However, none of the buildings currently under consideration for acquisition is designated or recommended as a historic property.

7.4.1 Without Temporary Bridge

Enhanced Seismic Retrofit Alternative

Temporary removal of a 150- to 175-foot segment of the Harbor Wall around Pier 1 would be required for the Retrofit Alternative. This length represents about 3 percent of the total length of the wall. This is recommended as not constituting an adverse effect.

Replacement Alternative with Short-Span Approach

With all the Replacement Alternatives (without a temporary bridge), there would be a temporary closure (approximately 4 to 8 months) of the Burnside Skatepark. This could temporarily increase use of other skateparks in Portland. Some skaters might permanently shift to those other locations, and new skaters who might have been introduced to skating at the Burnside Skatepark would have established a “home” elsewhere. However, Burnside Skatepark has such iconic stature in the local, regional, and national skating communities that long-term effects are unlikely. A temporary closure could constitute an adverse effect, with a longer closure more likely to be adverse than a briefer closure. The perspective of the skater community that uses the skatepark on the potential of closures would be a consideration in identifying the effects of the closure.

Indirect effects from a permanent loss of the Burnside Skatepark are hard to define or measure. The impacts are more likely to be social rather than the loss of the physical skatepark. We currently lack sufficient information to determine if the iconic status of the Burnside Skatepark is part of the identity of the Portland skating community regardless of how many skaters in that community actually skate there. Portland Parks and Recreation developed a Skatepark System Plan with the skating community in 2008 (City of Portland 2008) that has resulted in construction of other skateparks in the city. Although their designs have been influenced by the Burnside Skatepark, their designs are comparatively static and do not evolve over time as happens at the Burnside Skatepark. The City’s Skatepark System Plan emphasizes safety, security, and maintenance issues in the development and management of skateparks in City parks. There is little evidence of any change in the design and layout of the seven skateparks in City parks with the exception of the skatepark at Pier Park, where the original design was considered dysfunctional and replaced in 2005.

Replacement Alternative with Long-Span Approach

Project effects for archaeological and historic resources for this Alternative without a temporary bridge would be the same as described above for pre-earthquake impacts. The temporary effects on the Burnside Skatepark would be the same as described above for construction impacts for the Short-span Alternative.

Replacement Alternative with Couch Extension

Project effects for archaeological and historic resources for this Alternative without a temporary bridge would be the same as described above for pre-earthquake impacts. The temporary effects on the Burnside Skatepark would be the same as described above for construction impacts for the Short-span Alternative.

7.4.2 With Temporary Bridge

Enhanced Seismic Retrofit Alternative

The temporary bridge would be placed south or upriver of the permanent bridge and would be tied to the existing east and west approaches. Additional piers placed in Waterfront Park would have a substantial potential for affecting archaeological deposits, especially in the western portion of the park along the east side of SW Naito Parkway.

Replacement Alternative with Short-Span Approach

The effects to archaeological and historic resources would be the same as for the Retrofit Alternative, except that the Replacement Alternatives would not require demolishing the skatepark and, therefore, would result in short-term closures (rather than a permanent closure as with the Retrofit). Construction of a temporary bridge would require temporary closure of the skatepark for about 4 to 8 months and closure of just the southern portion of the skatepark for the full construction duration (about 5 years). The temporary bridge would require partial demolition of the southern portion of the skatepark in order to install a temporary support bent. The bent would be removed and the skatepark restored after the new bridge is opened.

The 4- to 8-month closure of the entire skatepark could constitute an adverse effect. Determining the effect should take into consideration the views of the skaters who use Burnside Skatepark. Demolition of the southern portion of the skatepark would probably be an adverse effect, even if that portion could be rebuilt after construction.

Replacement Alternative with Long-Span Approach

The effects to archaeological and historic resources would be the same as for the Short-span Alternative.

Replacement Alternative with Couch Extension

The effects to archaeological and historic resources would be the same as for the Short-span Alternative.

7.4.3 Potential Off-Site Staging Areas

The construction contractor could use one or more off-site staging areas outside the Project Area to store and and/or assemble materials that would then be transported by barge to the construction site. Off-site staging could occur with any of the Alternatives. Whether, where, and how to use such sites would be the choice of the contractor, and, therefore, the actual site or sites cannot be known at this time. Given this uncertainty, detailed analysis of impacts is not possible at this time. To address this uncertainty, the Project has identified four possible sites that represent a much broader range of potential sites where off-site staging could occur. While the contractor could choose to use one of these or any other site, it is assumed that because of regulatory and time constraints on the contractor, any site they choose would need to be already developed with road and river access. It is also assumed that the contractor would be responsible for any relevant permitting and/or mitigation that could be required for their chosen use of a site. The Draft EIS identifies the types of impacts that could occur from off-site staging, based on

the above assumptions. This analysis is not intended to “clear” any specific site, but rather to ensure disclosure of the general types of impacts based on the sample sites.

Based on the four sample sites identified, the types of impacts that could occur from off-site staging primarily include the potential for affecting precontact or historic-period archaeological resources or both. No historic resources are known to be present at the four possible staging areas defined at this time.

If a contractor chooses to use an off-site staging area, the following local, state, and federal regulations could apply:

- 36 CFR 800
- ORS 97.740-97.760
- ORS 358.905-358.961
- ORS 390.235-390.240

7.5 Cumulative Effects

Cumulative effects to archaeological and historic resources can result when the impacts from the EQRB Project are combined with other past, present, and reasonably foreseeable future actions. Chapter 5 provides an in-depth review of past actions on archaeological and historic resources. This section adds the additional effects of future actions on the resources affected by the Project. For purposes of this discussion, we have used a 25-year projection; i.e., what potential effects to cultural resources can be reasonably identified through the year 2045.

7.5.1 Archaeological Resources

In addition to past effects to archaeological resources described in Chapter 5, reasonably foreseeable future actions include redevelopment of parcels that may contain archaeological deposits. Properties with the highest potential for redevelopment include parking lots and “underutilized” buildings. Redevelopment of these properties—especially parking lots—would likely affect buried archaeological deposits that could also be affected by excavation and subsurface construction conducted by the EQRB Project.

7.5.2 Historic Resources

Burnside Bridge (Willamette River Highway Bridges Multiple Property Listing)

The Burnside Bridge is one of 10 Willamette River bridges in the multiple property listing of the Willamette River Highway Bridges of Portland, Oregon. It is one of the three bascule truss bridges in the listing; the other two are the Morrison and Broadway Bridges. The Burnside Bridge is the only bridge in the listing that is a Strauss bascule bridge. Whether the selected Alternative is the Retrofit Alternative or one of the Replacement Alternatives, the Burnside Bridge would cease to be eligible for listing the NRHP. This could potentially diminish the multiple property listing, which was defined as the series of bridges that extends from the St. Johns Bridge upriver to the Sellwood Bridge. The new Sellwood Bridge is no longer eligible as it now falls outside the period of significance, which reduces the number of bridges in the listing to nine. The “loss” of the Burnside Bridge would reduce the number of eligible bridges to eight.

Over the next 25 years, it is likely other bridges may be either replaced or subject to major alterations/improvements for a number of reasons such as functional obsolescence or seismic retrofit/replacement. As such, there is likely to be a steady diminution in the number of eligible bridges in the multiple property listing, as well as the number of bridges individually eligible for listing in the NRHP.

Historic Buildings

In addition to past effects to historic resources described in Chapter 5, reasonably foreseeable future actions include redevelopment of parcels containing buildings that are "underutilized." New development in the historic districts must address the design guidelines. The City's historic resource ordinances provide substantial protections for these resources, but there is a process for demolition of historic buildings. New development in the Central Eastside District must meet the design guidelines for that area. If a new bridge encourages—directly or indirectly—new development, the cumulative effects of that development could compromise the visual integrity of individual historic buildings or of the historic districts even if individual developments meet the design guidelines.

7.6 Compliance with Laws, Regulations, and Standards

The research and fieldwork have addressed the applicable requirements for identifying and evaluating historic resources that may be affected by the Project. The research has also identified locations of known archaeological resources and defined where other archaeological resources may be present. Other than the field reconnaissance, the only systematic fieldwork conducted was limited subsurface exploratory probes on one property at NE 3rd Avenue and NE Davis Street. This fieldwork identified one archaeological resource, a historic-period isolate that is recommended to not be a significant resource. Project effects to historic properties and potential effects to archaeological resources have been outlined.

Compliance with applicable laws and regulations would require the following:

1. Obtaining concurrence on recommendations on National Register eligibility for newly evaluated historic resources from review agencies.
2. Obtaining concurrence on definitions of potential Project effects to historic properties.
3. Conducting additional archaeological field studies where possible to determine where archaeological sites are present within the API. Further research and field investigations may be necessary to determine National Register eligibility of resources. Archaeological field studies on public lands or within archaeological sites on public and private lands requires obtaining a State of Oregon Archaeological Permit.
4. Updating the APE if and when new Project Areas are identified.
5. Continued consultation with agencies and other consulting parties.

7.7 Conclusion

The No-Build Alternative would result in major effects to historic properties in a CSZ event. The Burnside Bridge would fail and many—if not most—of the historic buildings of unreinforced masonry construction would either experience major damage or would fail completely. Portions of the Harbor Wall would likely collapse into the river or slump. Even those historic buildings that have been seismically retrofitted would experience some damage, especially of decorative features and external facing.

All of the Build Alternatives would result in adverse effects to historic properties as follows.

Retrofit Alternative

The Burnside Bridge would continue in its present alignment but the cumulative effects of alterations such as relocation and replacement of Pier 4, new bracing, increased massing of the bascule piers, etc., would compromise its integrity. Specifically, while location and setting would remain unchanged, design, materials, workmanship, and feeling would be adversely affected. Several of the original features of the Hedrick, Kremers, and Lindenthal design would be lost or compromised—for example, the size and appearance of the river piers. The Retrofit Alternative would therefore constitute an adverse effect to the Burnside Bridge.

This Alternative would result in destruction of the Burnside Skatepark, which has been recommended eligible for listing on the NRHP. Rebuilding the skatepark in some form would not be possible.

The proposed alterations at Pier 1 have the potential for adverse effects at the Harbor Wall. Although the Harbor Wall has been recommended as eligible for listing on the NRHP, removal of 150 to 175 feet of the wall is recommended as a no adverse effect. However, the character/appearance of the reconstructed segment would need to be addressed in terms of its effects on the integrity of the remainder of the Harbor Wall.

Proposed grouting associated with some bents could potentially damage archaeological deposits as well as cementing them in a way that would preclude future field investigations. The highest potential for this damage is in the areas referenced in Section 7.2.2, as well as around bents on the east side between SE 2nd Avenue and Martin Luther King Jr. Boulevard.

Vibrations from construction equipment have the potential for damaging historic buildings of unreinforced masonry depending on the type of equipment and distance from the buildings. Damage to character-defining features or substantial compromises to integrity would constitute adverse effects.

No Project effects are expected for the UPRR, Ankeny Pump Station, or Central Fire Station.

Replacement Alternatives

All three Replacement Alternatives would constitute an adverse effect on the Burnside Bridge as they would completely replace the bridge.

All of the Replacement Alternatives avoid any physical impacts to the Burnside Skatepark. However, the skatepark would be closed for up to 8 months during construction. Preliminary conversations with the skating community have indicated loss of access during construction could be considered an adverse effect.

The Short-span Alternative could affect the Harbor Wall from possible use of grouting for Bent 7 at Pier 1. As noted for the Retrofit Alternative, this is recommended as a no adverse effect as it would impact only 3 percent of the Harbor Wall. However, the character/appearance of the reconstructed segment would need to be addressed in terms of its effects on the integrity of the remainder of the Harbor Wall.

Vibrations from construction equipment have the potential for damaging historic buildings of unreinforced masonry depending on the type of equipment and distance from the buildings. Damage to character-defining features or substantial compromises to integrity would constitute adverse effects.

No Project effects are expected for the UPRR, Ankeny Pump Station, or Central Fire Station under the Replacement Alternatives.

Build Alternatives

All of the Build Alternatives have the potential to adversely affect archaeological resources. These potential effects would be:

1. Placement of new bents and removal of old bents have the potential for disturbing or exposing historic-period archaeological deposits, if present. That potential is highest in Waterfront Park and along W Burnside Street from SW/NW Naito Parkway west to between SW/NW 2nd Avenue and SW/NW 3rd Avenue. Of the Build Alternatives, the Long-span Alternative would involve the fewest new bents, although all the existing bents would be removed.
2. Proposed grouting associated with some bents could potentially damage archaeological deposits, as well as cementing them in a way that would preclude future field investigations. The highest potential for this damage is in the areas referenced above, as well as around bents on the east side between SE 2nd Avenue and Martin Luther King Jr. Boulevard. Proposed grouting and other ground improvements would be used more with the Short-span Alternative than with the other Replacement Alternatives.

Addressing archaeological resources in the Project Area is challenging given that it has experienced urban-scale development for almost 170 years. Few archaeological surveys or related studies have been conducted, and almost all have been limited to basic pedestrian surveys or responding to discoveries of archaeological deposits during construction or archaeological monitoring. As detailed previously in this report, the Project Area has substantial archaeological potential for resources that represent a historically important era in the development of Portland, dating back to the first settlement of the city.

Given the challenges for systematically addressing this potential and the very high probability that archaeological resources would be encountered during Project construction, the following actions would be implemented:

1. Develop a more refined archaeological sensitivity model that would not only define where archaeological resources may be present but also the types of artifacts and features that may be present.
2. Develop an Archaeological Rapid Assessment Methodology for inclusion in Project Programmatic Agreement/MOA which incorporates preconstruction field investigations. Preconstruction archaeological field excavations will be undertaken to determine if archaeological deposits are present (e.g., shovel test units, backhoe trenching, other mechanized approaches).
3. Prepare a research design that defines research questions that can potentially be addressed by archaeological resources in the Project Area. The research design would also define what artifacts and features are best for addressing the research questions.
4. Once a preferred alternative is defined, identify those locations at which ground-disturbing activity is proposed and are in areas defined as having a high potential for archaeological resources.
5. Define locations where the preconstruction ARAM will be implemented. These preconstruction field excavations will optimize gathering relevant archaeological data and minimize construction delays.
6. Define locations where archaeological monitoring would be required during construction or other ground-disturbing activity.
7. Define procedures or protocols to be followed when archaeological resources are encountered during construction. This should include monitoring, inadvertent discoveries when a monitor is not present, and the preconstruction ARAM field excavations.

8 Mitigation Measures

To meet the requirements of the NHPA and 36 CFR 800 for any Project adverse effects, FHWA would need to enter into a memorandum of agreement or Project Programmatic Agreement that defines how those adverse effects would be avoided or mitigated. The mitigation measures offered below are only possible measures. The determination of the measures to be actually implemented would be defined through consultation.

8.1 Burnside Bridge

All of the Build Alternatives would constitute adverse effects for the Burnside Bridge, with the greatest impacts resulting from the Replacement Alternatives. Potential mitigation could include:

- For the Retrofit Alternative, retain as many of the original design and engineering features of the bridge as feasible. For example, retain the octagonal form and Italianate architectural style of the retrofitted operator towers.

- For all of the Build Alternatives, consult with SHPO to determine if the 2000 HAER documentation of the bridge should be updated. Alternatively, documentation of the bridge prior to any alterations would be state-level documentation in consultation with the SHPO.
- Provide appropriate interpretation and education (I&E) measures: brochures and other publications, development of displays and exhibits, interpretive panels, websites, and phone apps.
- Organize events that recognize and celebrate the bridge's history.
- Salvage and reuse some architectural elements that would be removed or otherwise lost.

8.2 Burnside Skatepark

If the skatepark is demolished, mitigation measures could include:

- Extensive documentation of the skatepark in its current form, working with the skater community and others to recover and preserve as many images as possible of the evolution of the skatepark since 1990.
- Video documentation of activity at the skatepark.
- Collection of oral histories with past and present users of the skatepark about the history of the skatepark and its importance to the skating community, including Internet and social media postings, as well as outreach to other users who are not local residents.
- Appropriate I&E measures: brochures and other publications, development of displays and exhibits, interpretive panels, websites, and phone apps.
- Events that recognize and celebrate the skatepark's history.
- Determine if there are other opportunities to either establish a new DIY skatepark that would be accessible to the skater community or if support can be provided to other existing DIY skateparks.

If the skatepark is closed for 4 to 8 months, mitigation measures could include the following:

- Extensive documentation of the skatepark in its current form, working with the skater community and others to recover and preserve as many images as possible of the evolution of the skatepark since 1990.
- Video documentation of activity at the skatepark.
- Conduct oral histories with past and present users of the skatepark of the history of the skatepark and its importance to the skating community. This should include Internet and social media postings, as well as outreach to other users who are not local residents.
- Determine if there are other opportunities to support other existing DIY skateparks that are accessible to skatepark users.

- Explore design and/or construction approaches that substantially reduce the duration of skatepark closure.

8.3 Historic Buildings of Unreinforced Masonry Construction

These buildings would potentially experience damage from construction-related vibrations. Mitigation measures could include the following:

- Wherever practicable, use construction equipment that minimizes vibration impact when within 100 feet of a historic property of unreinforced masonry construction.
- For those buildings for which there is currently no available information on seismic retrofitting, contact building owners or managers to determine if seismic retrofitting has been undertaken or is planned.
- Conduct engineering assessments to better define the vulnerability to vibration damage for individual buildings.
- Further document those historic properties vulnerable to vibration impacts This would include photographically documenting buildings prior to construction activity initiating. This provides a record of current building conditions, including existing damage.
- Coordinate with the City of Portland and Prosper Portland on the *Old Town/Chinatown Five -Year Action Plan Extension, 2019–2024*, which defines an objective of rehabilitating historic buildings of unreinforced masonry construction. Funding is potentially available for seismic retrofitting of some historic properties.
- Develop a monitoring plan that defines the measures to be used to continuously monitor vibration levels and specify the response(s) should there be evidence that building damage is occurring or likely to occur. The latter may include revising construction methods as practicable and necessary to avoid impacts.
- Further information on vibration effects and potential mitigation measures are provided in Wilson, Ihrig & Associates, Inc. et al. (2012)

8.4 Properties Recommended Eligible for Listing on the NRHP

At this time, of the properties recommended eligible to the NRHP aside from the Burnside Bridge, we have recommended a no adverse effect for Project impacts to the Harbor Wall and the UPRR. The Ankeny Pump Station and Central Fire Station have been seismically retrofitted and therefore no adverse effects are anticipated at this time based on current data. The remaining property is the White Stag Sign. The sign is situated on the historic Willamette Tent and Awning Building, now part of the White Stag Block. The White Stag Block has been seismically retrofitted and the sign sits at least 40-50 feet above street level. It is therefore unlikely the sign would experience disturbance or damage from construction vibrations or other actions. However, it may be appropriate for an engineering analysis be undertaken to better determine the sign's vulnerability to Project effects.

8.5 Mitigation Measures for Archaeological Resources

No archaeological resources eligible to the NRHP have been identified to date within the APE. It is therefore not possible to define any specific mitigation measures. Mitigation measures for adverse effects to archaeological resources are usually defined by variables such as the age and type of resource, what the Project effects would be, and the NRHP criteria the resource qualifies under. Potential mitigation measures can range from I&E measures such as those referenced above to ethnographic studies to data recovery excavations. The planned Programmatic Agreement would address possible mitigation measures further. Also see discussion of proposed archaeological sensitivity model, Archaeological Rapid Assessment Methodology, and research design in Section 7.7.

9 Contacts and Coordination

The Project includes extensive public involvement and agency coordination, including local jurisdictions and neighborhoods within the Project Area. Potential cultural resource contacts that have been or would be contacted are listed below:

- Bob Hadlow, Senior Historian, ODOT Region 1
- Roy Watters, Archaeologist and Tribal Liaison, ODOT Geo-Environmental Section

10 Preparers

Name	Professional Affiliation	Education	Years of Experience
David V. Ellis	WillametteCRA	Archaeology	43
Elizabeth O'Brien	WillametteCRA	Historical Architecture	25
Breanne Taylor	WillametteCRA	Historical Research	5

11 References

Abbott, Carl

2019 Portland (Essay). Electronic document, https://oregonencyclopedia.org/articles/portlandaccessed July 23, 2019.

Adams, Ron L., and Judith A. Chapman

2018 *Archaeological Baseline Report, PBOT Downtown I-405 Pedestrian Safety and Operational Improvements, Portland, Multnomah County, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 30194. On file, Oregon SHPO, Salem.

Allen, Miss A. J.

1848 *Ten Years in Oregon*. Mack, Andrus, & Co., Ithaca, New York.

Applegate, Jesse

1914 *Recollections of My Boyhood*. Press of Review Publishing Company, Roseburg, Oregon.

Baker, R. Todd

2011 *Honeyman (PR43) Collocation Cultural Resource Survey*. SWCA Environmental Consultants, Portland, Oregon. SHPO Report No. 29405. On file, Oregon SHPO, Salem.

2015 *Archaeological Survey Report, POR Kerns, Portland, Multnomah County, Oregon*. Terracon Consultants, Inc., Mountlake Terrace, Washington. SHPO Report No. 27909. On file, Oregon SHPO, Salem.

Balster, Clifford A., and Rowen B. Parsons

1968 *Geomorphology and Soils, Willamette Valley, Oregon*. Oregon State University Agricultural Experiment Station Special Report 265, Corvallis.

Becker, Anisa, and Stephanie Butler

2013 *Cultural Resources Monitoring Report: PGE – River Mile 13.1 & 13. 5 Sediment Investigation, Portland, Multnomah County, Oregon*. URS, Portland, Oregon. SHPO Report No. 28933. On file, Oregon SHPO, Salem.

Beckham, Stephen Dow, and Rick Minor

2016 *Historical Archaeological Review for the Burnside Bridge Pier 1 Reinforcement, Portland, Oregon*. Heritage Research Associates, Eugene, Oregon. SHPO Report No. 28590. On file, Oregon SHPO, Salem.

Beeson, Marvin H., Terry L. Tolan, and Ian P. Madin

1991 *Geologic Map of the Portland Quadrangle, Multnomah and Washington Counties, Oregon, and Clark County, Washington*. State of Oregon Department of Geology and Mineral Industries, Portland, Oregon.

Bell, Chris

2013 Section 106 Documentation Form: Southern Pacific Railroad: The Siskiyou Line. Electronic document, Oregon Historic Sites Database, http://heritagedata.prd.state.or.us/historic/, accessed August 8, 2019.

Benito, Gerardo, and Jim O'Connor

2003 Number and Size of Last-Glacial Missoula Floods in the Columbia River Valley between the Pasco Basin, Washington, and Portland, Oregon. *Geological Society of America Bulletin* 115(5):624–638.

Bennett, Edward Herbert; Barbur, A. L.; and Dana, Marshall N.

1912 The Greater Portland Plan of Edward H. Bennett. *Portland City Archives*. Paper 25. Electronic document, http://pdxscholar.library.pdx.edu/oscdl_cityarchives/25, accessed December 31, 2019.

Blalock, Barney

2012 Portland's Lost Waterfront: Tall Ships, Steam Mills, and Sailors' Boardinghouses. The History Press, Charleston, South Carolina.

Blaser, Andrea, and Michele Punke

2011 *Archaeological Survey for the Portland-Milwaukie Light Rail Project, Multnomah and Clackamas Counties, Oregon. Addendum One: Supplemental Survey Area Along Naito Parkway*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 24492. On file, Oregon SHPO, Salem.

Blaser, Andrea, Cameron Walker, and Michele Punke

2011 *Cultural Resource Survey for the Portland-Milwaukie Light Rail Project, Multnomah and Clackamas Counties, Oregon. Addendum Two: Expanded APE Locations*. Archaeological Investigations Northwest, Inc., Portland. SHPO Report No. 25097. On file, Oregon SHPO, Salem.

Boos, Sydney, and Jeffrey D. Larson

2017 *Historic Properties Inventory and Documentation for the Union Pacific Railroad PORT.OR.57 Communications Tower*. Quality Services, Inc., Rapid City, South Dakota. SHPO Report No. 28932. On file, Oregon SHPO, Salem.

Boyd, Robert T.

1990 Demographic History, 1774-1874. In *Northwest Coast*, edited by Wayne Suttles, pp. 135–148. Handbook of North American Indians, Vol. 7, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

1996 Appendix 1, Original Documents – Document 1. Autobiography: Chapter 7, Wascopam, Spring 1838. In *People of The Dalles: A Historical Ethnography Based on the Papers of the Methodist Missionaries*, by Robert Thomas Boyd, pp. 221-232. University of Nebraska Press, Lincoln and London.

1999 *The Coming of the Spirit of Pestilence: Introduced Infectious Diseases and Population Decline among Northwest Coast Indians, 1774-1874*. University of Washington Press, Seattle.

Bredesen, Chris

2019 The Burnside Project. Burnside Project Blog. Electronic document, https://burnsideproject.blogspot.com/, accessed June 25, 2019.

Bureau of Planning and Sustainability

2016 New Chinatown/Japantown Historic District; Design Guidelines; Discussion Draft Report. Electronic document, https://www.portlandoregon.gov/bps/article/579251, accessed July 30, 2019.

Burns, William J., and Daniel E. Coe

2012 Missoula Floods – Inundation Extent and Primary Flood Features in the Portland Metropolitan Area, Clark, Cowlitz, and Skamania Counties, Washington, and Clackamas, Columbia, Marion, Multnomah, Washington, and Yamhill Counties, Oregon. Interpretive Map Series, IMS-36. Oregon Department of Geology and Mineral Industries, Portland, Oregon.

Cabebe, Teresa E.

2006 *Archaeological Survey of Bridge 09254D (U.S. Highway 26 Eastbound Connection to Southwest Market Street at Mile Point 73.94), Multnomah County*. State Museum of Anthropology, Museum of Natural and Cultural History, University of Oregon, Eugene. SHPO Report No. 20862. On file, Oregon SHPO, Salem.

Chapman, Judith A.

2008a *Archaeological Baseline Report: E. Burnside/Couch Couplet Project, Multnomah County, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 22084. On file, Oregon SHPO, Salem.

2008b *Archaeological Monitoring Plan for the E. Burnside/Couch Couplet Project, Multnomah County, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. Appended to SHPO Report No. 22084. On file, Oregon SHPO, Salem.

Chapman, Judith A., Andrea Blaser, Lucie Tisdale, Nicholas J. Smits, Sara Jenkins, and Jo Reese

2014 *Archaeological Monitoring and Site Testing for the Construction Phase of the Portland-Milwaukie Light Rail Project, Multnomah and Clackamas Counties, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 27121. On file, Oregon SHPO, Salem.

Chemotti, Lucas

2015 Burnside Skatepark Turns 25. Willamette Week. Electronic document, https://www.wweek.com/sports/2015/11/02/burnside-skatepark-turns-25/, accessed June 25, 2019.

Cheney, Chas H.

1921 Major Traffic Street Plan Boulevard and Park System for Portland Oregon. Bulletin No. 7. City Planning Commission, City of Portland, Oregon.

City of Portland

1921 *Bureau of Buildings; Report of Plumbing Inspection; 392 Davis Street, 1921; Permit 25013*. Electronic document, Portlandmaps.com searchable database, accessed May 19, 2020.

1925 *Topographic Map for the Construction of Front St. Intercepting Sewer with Pumping Plant and Concrete Harbor Wall*. Department of Public Works, Portland, Oregon.

1926 Bureau of Buildings; Report of Plumbing Inspection; 107 NE Grand Ave; Permit NO. 65393. Electronic document, www.Portlandmaps.com, searchable database, accessed May 19, 2020.

1983 *Terwilliger Parkway Corridor Plan*. Portland Planning Bureau, Portland, Oregon.

1991 *Special Design Guidelines for the Design Zone of the Central Eastside District of the Central City Plan*. Bureau of Planning, Portland, Oregon.

2008 Skatepark System Plan. Electronic document, https://www.portlandoregon.gov/parks/article/202401, accessed March 14, 2020.

2020 *Central City 2035*. Bureau of Planning and Sustainability, Portland, Oregon.

Claussen, Walter [sic] William

1915 Two- and Three-Room Apartments of the Pacific Coast. The American Architect. Electronic document, https://babel.hathitrust.org/cgi/pt?id=mdp.39015007552006&view=1up&seq=2, accessed November 19, 2019.

Claussen & Claussen

1911 Two Story Brick and Apartment Building to be Built for Mr. G.W. Jackson on the Corner of Union and Davis St., Claussen & Claussen, Job No. C-65; Sheets 1-8. Oregon Historical Society, MSS. 3016-78, Portland, Oregon.

Clohessy & Strengele

1890 *Portland, Oregon*. Lithographic Panorama Map. Clohessy & Strengele – Elliot Publishing Co., San Francisco, California.

Clyman, James

1984 *Journal of a Mountain Man*. Edited by Linda M. Hasselstrom. Mountain Press Publishing Company, Missoula, Montana.

Coe, Daniel E.

2011 *Stream Channels of the Tualatin Valley and Lower Willamette River, Clackamas, Multnomah, Washington, and Yamhill Counties, Oregon*. Open File Report O-11-06. Oregon Department of Geology and Mineral Industries, Portland, Oregon.

Corning, Howard McKinley

1989 *Dictionary of Oregon History*. Binford & Mort Publishing, Portland, Oregon.

Cox, Ross

2004 *Adventures on the Columbia River*. Originally published in 1832. The Narrative Press, Santa Barbara, California.

Curtis, Edward S.

1911 *The North American Indian*. Vol. 8. Plimpton Press, Norwood, Massachusetts.

David Evans & Associates, Inc.

2009 *OPR-N338-KR-08 Columbia River, Oregon. Survey: H11854 Descriptive Report*. David Evans & Associates, Inc., Portland, Oregon. SHPO Report No. 22741. On file, Oregon SHPO, Salem.

Deloria, Vine Jr., and Raymond J. DeMallie

1999 *Documents of American Indian Diplomacy; Treaties, Agreements, and Conventions, 1775-1979*. Vol. 2. University of Oklahoma Press, Norman.

Drucker, Philip

1934 Clackamas Chinookan Ethnographic Fieldnotes. Manuscript No. 4516(78), on file, National Anthropological Archives, Smithsonian Institution, Washington, D.C.

Dumond, Don E., and Richard M. Pettigrew

1980 *Report on the Archaeological Survey of the Banfield Transitway, Multnomah County, Oregon*. Oregon State Museum of Anthropology, Museum of Natural and Cultural History, University of Oregon, Eugene. SHPO Report No. 1519. On file, Oregon SHPO, Salem.

Dunbar-Ortiz, Roxanne, and Dina Gilio-Whitaker

2016 "All the Real Indians Died Off": And 20 Other Myths About Native Americans. Beacon Press, Boston, Massachusetts.

Ellis, David V.

1977 *An Assessment of the Cultural Resources to be Affected by the Proposed Southeast Relieving Interceptor Project, City of Portland, Oregon*. Department of Anthropology, Portland State University, Oregon. SHPO Report No. 312. On file, Oregon SHPO, Salem.

1986 *Portland General Mail Facility Parking Structure: Archaeological Literature Search*. Willamette Associates, Portland, Oregon. SHPO Report No. 7558. On file, Oregon SHPO, Salem.

2002 *An Assessment of the Potential for Archaeological Resources at the Northeast Corner of the Pioneer Courthouse Block, Portland, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 18457. On file, Oregon SHPO, Salem.

2003 *An Archaeological Plan for the Proposed Seismic Upgrade and Rehabilitation of the Pioneer Courthouse, Portland, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 18625. On file, Oregon SHPO, Salem.

2018 *Portland Gas Manufacturing Willamette River Debris Site*. Willamette Cultural Resources Associates, Ltd., Portland, Oregon. SHPO Report No. 30203. On file, Oregon SHPO, Salem.

Ellis, David V., Jason M. Allen, and Yvonne Hajda

2005 *Cultural Resource Analysis Report for the Portland Harbor Superfund Site, Portland, Oregon.* Submitted to the Lower Willamette Group. Archaeological Investigations Northwest, Inc., Report No. 1611, Portland, Oregon. On file, WillametteCRA, Portland, Oregon.

Ellis, David V., Judith S. Chapman, and John L. Fagan

1999 *Cultural Resources Reconnaissance Survey and Inventory of the Portland Segment of Level 3's Proposed Fiber Optic Line from Portland, Oregon to Seattle, Washington*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 17115. On file, Oregon SHPO, Salem.

Ellis, David V., and Matt Goodwin

2014 *Cultural Resource Survey for the Proposed Multi-Unit St. Francis Park Apartments, Portland, Oregon*. Willamette Cultural Resources Associates, Ltd., Portland, Oregon. SHPO Report No. 26802. On file, Oregon SHPO, Salem.

Engeman, Richard H.

2009 *The Oregon Companion: An Historical Gazetteer of the Useful, the Curious, and the Arcane*. Timber Press, Portland, Oregon.

Ewing, Ellen Mills

1941 Golden Age of Portland's Front. *Oregonian* 13 April:58. Portland, Oregon.

Flink, James T.

1972 Three Stages of Automobile Consciousness. *American Quarterly*, Vol. 24, No. 4, Oct: 451-473. Electronic document, https://www.jstor.org/stable/2711684, accessed June 2, 2020.

French, David, and Kathrine S. French

1998 Wasco, Wishram, and Cascades. In *Plateau*, edited by Deward E. Walker, pp. 360–377. Handbook of North American Indians, Vol. 12, William C. Sturtevant, general editor, Smithsonian Institution, Washington, D.C.

Fuld, Kristen A., and Nicholas J. Smits

2017 *Memo Regarding Pioneer Courthouse Drain Repair, Archaeological Monitoring Results, Portland, Oregon*. SHPO Report No. 29468. On file, Oregon SHPO, Salem.

Fulton, Terri P., and Philip A. Fulton

1999 *Supplemental Site Investigations for the FTV Western Build, Oregon*. Northwest Archaeological Associates, Inc., Seattle, Washington. SHPO Report No. 16745. On file, Oregon SHPO, Salem.

Gaston, Joseph

1911 *Portland, Oregon: Its History and Builders*. Vol. 1. The S. J. Clarke Publishing Co., Chicago & Portland.

General Land Office (GLO)

1852a *Cadastral Survey of Township 1 North, Range 1 East*. On file, Bureau of Land Management, Oregon State Office, Portland.

1852b *Cadastral Survey of Township 1 South, Range 1 East*. On file, Bureau of Land Management, Oregon State Office, Portland.

Gibbs, George

1853 *Indian Nomenclature of localities in Washington and Oregon Territories*. National Anthropological Archives, Smithsonian Institution, Washington, D.C.

Glover, E.S.

1879 *Portland, Oregon Looking East Towards the Cascade Mountains*. A.L. and Bancroft and Company, Lithographers, San Francisco.

Gough, Barry (editor)

1992 *The Journal of Alexander Henry the Younger, 1799-1814*. Volume II: The Saskatchewan and Columbia Rivers. The Champlain Society, Toronto, Canada.

Gurley, Lottie LeGett

1982 *Genealogical Material in Oregon Provisional Land Claims. Vols I-VIII 1845-1849*. The Genealogical Forum of Portland, Oregon.

Hart, Linda

2015 State of Oregon Archaeological Site Form for 35MU257. On file, Oregon State Historic Preservation Office, Salem.

Hawkins, William John

1976 *The Grand Era of Cast-Iron Architecture in Portland*. Binford & Mort Publishers, Portland, Oregon.

Holschuh, Dana L.

2013 Literature Review for the Flanders and NW 14th Telecommunications Facility (PD84) Project Area, Multnomah County, Oregon. Archaeological Services, LLC, Vancouver, Washington. SHPO Report No. 26094. On file, Oregon SHPO, Salem.

Huth, Hans

1990 *Nature and the American: Three Centuries of Changing Attitudes*. University of Nebraska Press, Lincoln and London.

Iversen, David R., Laura R. Murphy, Leonard A. Forsman, Lynn L. Larson, and Jason B. Cooper

2000 *Field Reconnaissance of Alternate Routes for the Proposed Fiber Optic Line Between Portland and Seattle Project, Cowlitz County, and Washington and Multnomah and Columbia Counties, Oregon*. Larson Anthropological Archaeological Services, Ltd, Gig Harbor, Washington. SHPO Report No. 17257. On file, Oregon SHPO, Salem.

Ives, Butler

1851 Field Notes of the Survey of the Subdivisional Lines of Township One North, of Range One East of the Willamette Meridian, in the Territory of Oregon. Microfiche copy on file, USDA Bureau of Land Management, Oregon State Office, Portland.

Ives, William

1851 Field Notes of the Base Line from Its Intersection with the Willamette Meridian East through Ranges One, Two, Three, Four, Five, and Six East to the Summit of the Cascade Mountains in the Territory of Oregon. Microfiche copy on file, USDA Bureau of Land Management, Oregon State Office, Portland.

Jones, Robert F. (editor)

1993 Astorian Adventure: The Journal of Alfred Seton, 1811-1815. Fordham University Press, New York.

Kappler, Charles J. (editor)

1904 *Indian Affairs, Laws, and Treaties*. 2 vols. Government Printing Office, Washington, D.C.

Keeler, Robert W.

1989 *An Archaeological Reconnaissance of the Westside Light Rail Transit Corridor Including Highway Improvements, City of Portland, Multnomah and Washington County, Oregon*. Robert Keeler, Portland, Oregon. SHPO Report No. 20027. On file, Oregon SHPO, Salem.

Kentta, Robert

2007 The Confederated Tribes of the Siletz Indians: Diverse Peoples Brought Together on the Siletz Reservation. In *The First Oregonians*, edited by Laura Berg, pp. 160-171. 2nd ed, Oregon Council for the Humanities, Portland, Oregon.

Kramer, George

2012 National Register of Historic Places Form, Burnside Bridge. Electronic document, Oregon Historic Sites Database, http://heritagedata.prd.state.or.us/historic/, accessed August 8, 2019.

Kuchel & Dresel

1858 *Portland, Multnomah County, Oregon, 1858*. Kuchel & Dresel, Lithographers, San Francisco, California.

Lamb, W. Kaye (editor)
1984 *A Voyage of Discovery to the North Pacific Ocean and Round the World 1791-1795*. Vol. 2. 4 vols. The Hakluyt Society, London, England.

Lansing, Jewel
2003 *Portland: People, Politics, and Power 1851-2001*. Oregon State University Press, Corvallis.

Laurgaard, Olaf
1921 Office of City of Engineer. In *Annual Report of the Department of Public Works for the Fiscal Year Ending November 30, 1921*, pp. 9-68. Department of Public Works, City of Portland, Oregon.
1933 *Treatise on the Design, Test, & Construction of the Front St. Intercepting Sewer and Drainage System in Portland, Oregon Including Intercepting Sewer, Pumping Plant, & Concrete Bulkhead-Wall on Gravel Filled Timber Cribs*. American Society of Civil Engineers, Reston, Virginia.

Libby, Brian
2017 Portland's Next Density Spurt. Electronic document, https://www.bloomberg.com/news/articles/2017-04-13/portland-s-next-density-spurt, accessed June 8, 2020.

Lockley, Fred
1928 *Oregon's Yesterdays*. The Knickerbocker Press, New York.

Lovejoy, A. L., and Henry E. Reed
1930 Lovejoy's Pioneer Narrative, 1842-1848. *Oregon Historical Quarterly* 31(3):237-260.

Lyman, H. S.
1900 Indian Names. *Oregon Historical Quarterly* 1(1):316–326.

MacColl, E. Kimbark
1976 *The Shaping of a City: Business and Politics in Portland, Oregon 1885 to 1915*. The Georgian Press, Portland, Oregon.
1979 *The Growth of a City: Power and Politics in Portland, Oregon 1915 to 1950*. The Georgian Press, Portland, Oregon.
1988 *Merchants, Money, and Power: The Portland Establishment 1843-1913*. The Georgian Press, Portland, Oregon.

Marshall, Burton
2004a State of Oregon Geotechnical Hole Report: Mult 73644. On file, Oregon Water Resources Department, Salem.
2004b State of Oregon Geotechnical Hole Report: Mult 73647. On file, Oregon Water Resources Department, Salem.

Merrill, Brent, and Yvonne Hajda
2007 The Confederated Tribes of the Grand Ronde Community of Oregon. In *The First Oregonians*, edited by Laura Berg, pp. 121–145. 2nd ed, Oregon Council for the Humanities, Portland, Oregon.

Mickel, Liza, Nicholas Starin, and Jeffery Uecker
2008 National Historic Landmark Nomination, Skidmore/Old Town Historic District (Revised Documentation). City of Portland. Electronic document, Oregon Historic Sites Database, http://heritagedata.prd.state.or.us/historic/, accessed June 20, 2918.

Minor, Rick
2004 State of Oregon Archaeological Site Form for 35MU122. On file, Oregon State Historic Preservation Office, Salem.

Minor, Rick, Linda P. Hart, and Chrisanne Beckner
2010 *Archaeology at the George L. Hibbard Houselot (1882-1908), Southwest Portland, Oregon*. Heritage Research Associates, Inc., Eugene, Oregon. SHPO Report No. 25823. On file, Oregon SHPO, Salem.

Mitchell Associates Planning
1977 *Portland Waterfront Park: Burnside/Morrison Development*. On file, City of Portland Archives and Records Management, Portland, Oregon.

Morning Oregonian
1863a City – Serious Combat. 29 January:3. Portland, Oregon.
1863b City – Removal of Indians. 30 January:3. Portland, Oregon.
1863c City – The Indians. 31 January:3. Portland, Oregon.
1863d City – The Indians. 6 May:3. Portland, Oregon.
1863e City – Those Indians Again. 20 April:3. Portland, Oregon.
1864a City – Stabbing Affray. 30 May:3. Portland, Oregon.
1864b City – The Indians. 21 June:3. Portland, Oregon.
1864c City – An Incident. 30 June:3. Portland, Oregon.
1864d City – Vagrants. 2 July:3. Portland, Oregon.
1864e City – Drunken Indians. 5 December:3. Portland, Oregon.
1864f Laws of Oregon. 22 November:3. Portland, Oregon.
1869a City – Drunken Indians. 1 February:3. Portland, Oregon.
1869b Local Brevities. 19 May:3. Portland, Oregon.
1870a City – Who is it? 7 February:3. Portland, Oregon.
1870b City – Drunken Indians. 20 December:3. Portland, Oregon.
1872a City – The Indians. 21 June:3. Portland, Oregon.
1872a Local Brevities. 29 January:3. Portland, Oregon.
1872b City. 24 December:3. Portland, Oregon.
1872c City – 6 December:3. Portland, Oregon.
1873a Local Brevities. 10 July:3. Portland, Oregon.
1873b Local Brevities. 14 July:3. Portland, Oregon.
1873c City – Wandered Away. 19 July:3. Portland, Oregon.
1873d Body Found. 30 September:3. Portland, Oregon.
1880a City – Have They Permission. 5 July:3. Portland, Oregon.
1880b City – Should Be Removed. 9 July:3. Portland, Oregon.
1880c City – Human Bones Exposed. 28 July:3. Portland, Oregon.
1887 Early Cemeteries. 26 April:2. Portland, Oregon.
1888 In Portland 58 Years Ago. 7 December:8. Portland, Oregon.

1924 Burnside Project Requires 3 Months. 2 December:22. Portland, Oregon.
1925a 4-Story Hotel to Move. 14 February:7. Portland, Oregon.
1925b Bridge Liability Issue. 3 April:8. Portland, Oregon.
1925c Property Owners Win Legal Battle. 18 April:5. Portland, Oregon.
1925d Wrecking Contract Suggested. 27 July:9. Portland, Oregon.
1925e City Opens Cement and Lighting Bids. 6 September:6. Portland, Oregon.
1927a Artery Widening Blocked by Mann. 20 April:6. Portland, Oregon.
1927b Street Widening Started. 23 March:11. Portland, Oregon.
1927c Bids on Paving Invited. 4 May:11. Portland, Oregon.
1927d Work Awaits Payment. 15 July:4. Portland, Oregon.
1927e Widening Award Urged. 18 August:8. Portland, Oregon.
1927f Widening Awards Due. 1 September:23. Portland, Oregon.
1928 New City Measures Effective at Once – Street Widening Studied. 8 November:10. Portland, Oregon.
1929a 2-Way Widening Asked. 13 March:16. Portland, Oregon.
1929b Burnside Widening Argued to Council. 15 March:6. Portland, Oregon.
1929c Burnside Widening. 16 March:8. Portland, Oregon.
1929d Burnside Street Project Held Up. 20 March:5. Portland, Oregon.
1929e Burnside Widening Figures Prepared. 5 May:14. Portland, Oregon.
1929f Council Votes Fifty-Foot Widening on South Side of Burnside Street. 14 May:1. Portland, Oregon.
1929g Burnside Study Wanted. 23 May:11. Portland, Oregon.
1929h Burnside Widening Cause of Warfare. 7 June:20. Portland, Oregon.
1929i Burnside Slices Cost Above Same. 20 June:1. Portland, Oregon.
1929j Burnside Project Hangs in Balance. 27 June:1. Portland, Oregon.
1929k Quarrel Causes Burnside Delay. 18 July:1. Portland, Oregon.
1929l Burnside Action Taken. 25 July:8. Portland, Oregon.
1930a Old Skeleton Found. 1 November:7. Portland, Oregon.
1930b Burnside Elements Reach Accord and Ask Help of City Engineer. 20 February:1. Portland, Oregon.
1930c Council to Move Fast in Widening. 13 March:1. Portland, Oregon.
1930d Street Widening Brought Nearer. 24 April:1. Portland, Oregon.
1930e Burnside Plan Adopted. 3 May:20. Portland, Oregon.
1930f Burnside Appeals Rushed at Closing. 23 May:14. Portland, Oregon.
1930g Burnside Widening Gets Prompt Start. 6 September:18. Portland, Oregon.
1931 Cars to Resume Routes. 10 April:9. Portland, Oregon.

Moulton, Gary E. (editor)
1991 *The Journals of the Lewis and Clark Expedition, March 23-June 9, 1806*. Vol. 7. 13 vols. University of Nebraska Press, Lincoln and London.
1990 *The Journals of the Lewis and Clark Expedition, November 2, 1805-March 22, 1806*. Vol. 6. 13 vols. University of Nebraska Press, Lincoln and London.

Murphy, Laura R., Dennis E. Lewarch, Michael J. Madson, David R. Iversen, and Lynn L. Larson

2000 *Fiber Optic Line Between Portland and Seattle: Cultural Resources Assessment, Clark, Cowlitz, Lewis, Thurston, Pierce, and King Counties, Washington, and Multnomah County, Oregon*. Larson Anthropological Archaeological Services, Ltd, Gig Harbor, Washington. SHPO Report No. 17215. On file, Oregon SHPO, Salem.

National Park Service

1997 *How to Complete the National Registration Form*. National Register Bulletin. USDI, National Park Service, Washington, D.C.

Nelson, Stub

1941 Front Avenue 'Conventrized' by Hand of Progress; Ruins Warlike; Old Buildings Coming Down. *Oregonian* 31 July:1. Portland, Oregon.

Next Portland.

2015 Under Construction in the Central Eastside: 107 NE Grand. https://www.nextportland.com/2015/01/13/107-ne-grand/

Northwest Heritage Property Associates

1989 National Register of Historic Places Registration Form, Portland New Chinatown/Japantown Historic District. Electronic document at searchable Oregon Historical Sites Database,

Oregonian

1926 Fields Gets New Home. 27 Feb:13. Portland, Oregon.

1966 Stark Vacuum Co. advertisement. 10 December:24. Portland, Oregon.

1928 Buildings Go in River. 12 September:16. Portland, Oregon.

1941 Bridge Overpass Rises Amid Front Avenue Rubble. 31 July:26. Portland, Oregon.

1942a Last Arbor Front Building Topples. 4 July:12. Portland, Oregon.

1942b Last Pioneer Building Down. 4 July:4. Portland, Oregon.

Ogle, Todd B., Ellis David V., and Paul S. Solimano

2008 *A Cultural Resource Survey for the Proposed North Runway Extension Project at Portland International Airport, Portland, Oregon*. Submitted to Reynolds, Smith & Hills, San Francisco, and the Port of Portland. WillametteCRA, Ltd., Report No. 07-10, Portland, Oregon.

Page, Chris

2014 State of Oregon Archaeological Site Form for 35MU249. On file, Oregon State Historic Preservation Office, Salem.

Palmer, Lex

2014 Section 106 Documentation Form: Southern Pacific/Union Pacific Railroad, Willamette Valley Mainline/Millersburg-Albany. Electronic document, Oregon Historic Sites Database, http://heritagedata.prd.state.or.us/historic/, accessed August 8, 2019.

Parker, Samuel

1967 *Journal of an Exploring Tour beyond the Rocky Mountains*. Originally published in 1838. Ross & Haines, Minneapolis, Minnesota.

Parsons, Rowen B.

1983 Geomorphic Surfaces and Soil Development. In *Soil Survey of Multnomah County, Oregon*, pp. 131–137. USDA, Soil Conservation Service and Forest Service, in cooperation with the Oregon Agricultural Experiment Station, Salem.

Pintarich, Paul

1973a Bureaucratic Snarls Slow Action to Thin City Traffic. *Oregonian* 18 July:91. Portland, Oregon.

1973b The Waterfront: It's Going to Change – Catalysts are Perking, and Problems Are Closer to Solution. *Oregonian* 19 August:76. Portland, Oregon.

Portland Development Commission

2010 *Burnside Bridgehead Framework Plan*. Portland Development Commission, Portland, Oregon.

Portland Maps

2019 107 NE Grand, Plumbing Permits. Portland Maps searchable database, https://www.portlandmaps.com/detail/permits/107-NE-GRAND-AVE/R150149_did/, accessed June 26, 2019.

Punke, Michele, Janna Tuck, Morgan Young, Justin Hopf, and Kelly Derr

2019 Archaeological Testing and Evaluation Excavations at Site 35MU197, NW 4th and Burnside, Portland, Oregon, Historical Research Associates, Inc., Portland, Oregon. SHPO Report No. 30860. On file, Oregon SHPO, Salem.

Reese, Jo, and Michael J. Boynton

2008 *Portland-Milwaukie Light Rail Project: Archaeological Resources Reconnaissance Study*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 22958. On file, Oregon SHPO, Salem.

Reps, John W.

1981 *The Forgotten Frontier: Urban Planning in the American West before 1890*. University of Missouri Press, Columbia and London.

1984 *Panoramas of Promise: Pacific Northwest Cities and Towns on Nineteenth-Century Lithographs*. Washington State University Press, Pullman.

Ritz, Richard Ellison

2002 *Architects of Oregon: A Biographical Dictionary of Architects Deceased – 19th and 20th Centuries*. Lair Hill Publishing, Portland, Oregon.

Rollins, Philip Ashton (editor)

1995 *The Discovery of the Oregon Trail: Robert Stuart's Narratives of His Overland Trip Eastward from Astoria in 1812-13.* Originally published 1935, Charles Scribner's Sons, New York and London. University of Nebraska Press, Lincoln.

Ross, Alexander

1821 *Map of Columbia. Explanation and Remarks of the Map of Columbia, Notes Added 1849*. 1849 facsimile reproduction by Ellensburg Public Library, Ellensburg, Washington.

1986 *Adventures of the First Settlers on the Oregon or Columbia Rivers, 1810-1813*. Oregon State University Press, Corvallis, Oregon.

Roulette, Bill R., David V. Ellis, and Maureen Newman

1994 *Data Recovery at OR-MU-57, the U.S. Courthouse Site, Portland, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 14868. On file, Oregon SHPO, Salem.

Sanborn Map and Publishing Company

1889 *Insurance Maps of Portland, Oregon*. Sanborn Map & Publishing Company, New York, Portland, Oregon.

1901 *Insurance Maps of Portland, Oregon*. Sanborn Map & Publishing Company, New York, Portland, Oregon.

1908-1909 *Insurance Maps of Portland, Oregon*. Sanborn Map & Publishing Company, New York, Portland, Oregon.

Sanders, Paul H., and David A. Harder

1991 *A Cultural Resource Inventory of AT&T's Lightguide Fiber Optic Route, Portland, Oregon*. Center for Northwest Anthropology, Washington State University, Pullman. SHPO Report No. 13281. On file, Oregon SHPO, Salem.

Schablitsky, Julie

2002 *Profile of a Prominent Portland Family: The Archaeology and History of the John D. Coleman Family, ca. 1895*. Portland State University, Oregon. SHPO Report No. 18441. On file, Oregon SHPO, Salem.

Scott, Harvey S. (editor)

1890 *History of Portland, Oregon*. D. Mason & Co., Publishers, Syracuse, New York.

Seaman, N. G.

1946 *Indian Relics of the Pacific Northwest*. Binfords & Mort, Portland.

Sharma Ogle, Mini

2011a *Front & Ankeny PX55 Collocation Cultural Resource Survey*. SWCA Environmental Consultants, Portland, Oregon. SHPO Report No. 29416. On file, Oregon SHPO, Salem.

2011b *Stadium (PR48) Collocation Cultural Resource Survey*. SWCA Environmental Consultants, Portland, Oregon. SHPO Report No. 24684. On file, Oregon SHPO, Salem.

Sharp, Nancy D., Terri P. Fulton, Philip A. Fulton, and Kenneth E. Juell

1998 *Cultural Resources Inventory of the Proposed FTV Western Build. Part 1: Oregon, Volume I*. Northwest Archaeological Associates, Inc., Seattle, Washington. SHPO Report No. 16744. On file, Oregon SHPO, Salem.

SHPO (State Historical Preservation Office)

2001 107 NE Grand Ave., Oregon Historic Site Record. Electronic document, Oregon Historic Sites Database searchable database, accessed June 1, 2020.

Silverstein, Michael

1990 Chinookans of the Lower Columbia. In *Northwest Coast*, edited by Wayne Suttles, pp. 533–546. Handbook of North American Indians, Vol. 7, William C. Sturtevant, general editor. Smithsonian Institution, Washington, D.C.

Simpson, Sean

2017 *A Cultural Resources Assessment for Cellco Partnership and Its Controlled Affiliates Doing Business as Verizon Wireless (Verizon Wireless) Candidates, BOTTLES_8-A – Proposed Modification, Multnomah County, Oregon*. HELIX Environmental Planning, Inc., Irvine, California. SHPO Report No. 29150. On file, Oregon SHPO, Salem.

Smits, Nicholas J.

2011 State of Oregon Archaeological Site Form for 35MU246. On file, Oregon State Historic Preservation Office, Salem.

2014 *Archaeological Survey for the Block 8L Mixed-Use Development, Portland, Multnomah County, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 26856. On file, Oregon SHPO, Salem.

2015 *Memo Regarding Site 35MU253, Block 8L, Inadvertent Discovery of a Brick-Lined Cesspool*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 27738. On file, Oregon SHPO, Salem.

2018 *Memo Regarding Multnomah County Central Courthouse, Portland, Multnomah County, Oregon: Inadvertent Discovery 16/2458-1*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 29709. On file, Oregon SHPO, Salem.

Smits, Nicholas J., and Kelley Prince Martinez

2017 *Memo Regarding Portland Union Station (PDX) Security Fence and Gate Archaeological Monitoring Results*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 29348. On file, Oregon SHPO, Salem.

Smits, Nicholas J., and Jo Reese

2005 *Archaeological Exploration of Multnomah County's Morrison Property at SE 20th and Morrison, Portland, Oregon*. Archaeological Investigations Northwest, Inc., Portland, Oregon. SHPO Report No. 19579. On file, Oregon SHPO, Salem.

Snyder, Eugene E.

1970 *Early Portland: Stump-Town Triumphant*. Binford and Mort Publishing, Portland, Oregon.

1979 *Portland Names and Neighborhoods: Their Historic Origins*. Binford and Mort Publishing, Portland, Oregon.

Solimano, Paul S.

2009 *Assessment of Damage to 35MU197, Portland, Oregon*. Willamette Cultural Resources Associates, Ltd., Portland, Oregon. SHPO Report No. 22602. On file, Oregon SHPO, Salem.

Sperlin, O. B. (editor)

1931 Documents-Our First Horticulturist—The Brackenridge Journal. *Washington Historical Quarterly* 22(1):129–145.

Spores, Ronald

1993 Too Small a Place: The Removal of the Willamette Valley Indians, 1850-1856. *American Indian Quarterly* 17(2):171–191.

Stegner, Michelle

2008 *Portland Processing and Distribution Center at 715 NW Hoyt Street*. URS Corporation, Portland, Oregon. SHPO Report No. 22044. On file, Oregon SHPO, Salem.

Strong, Emory M.
1959 *Stone Age on the Columbia River*. Binfords & Mort, Portland, Oregon.

Sunday Oregonian
1923 Waterfront Plan to Go to Council – Improvement Proposed by Laurgaard Outlined – Advantages Are Shown. 18 March:16. Portland, Oregon.
1924a Bridge Approach Topic. 13 January:6. Portland, Oregon.
1924b East Side Taxpayers' League Schedules Meeting. 27 January:18. Portland, Oregon.
1925 Building to Be Remodeled. 13 September:10. Portland, Oregon.
1927a Engineering Costs on Burnside $8831. 12 June:14. Portland, Oregon.
1927b Burnside Widening Asked. 10 April:17. Portland, Oregon.
1928a Burnside Street Widening Urged. 29 July:19. Portland, Oregon.
1928b Street Widening Plan Advocated. 1 July:1. Portland, Oregon.
1928c Knell Sounded for Bottle Necks – Curtain Rises on Street-Widening Program Approved by Portland Voters; Gardner 120 Views Project. 18 November:63. Portland, Oregon.
1930a New West Burnside Street Plan Explained by Engineer Laurgaard. 16 February:1. Portland, Oregon.
1930b Street Contract Waits. 7 September:16. Portland, Oregon.
1930c Projects to be Started. 31 August:8. Portland, Oregon.
1930d Burnside to be Closed. 23 November:2. Portland, Oregon.
1931a Work is being Pushed. 11 January:11. Portland, Oregon.
1931b Burnside Opening 6 Weeks Distant. 1 February:24. Portland, Oregon.
1941a Wrecking Front Avenue. 2 November:33. Portland, Oregon.
1941b Wrecking Front Avenue Buildings. 22 June:30. Portland, Oregon.

Taylor, Fred G.
1929 Portland to Make Big Improvements. *Oregonian* 1 January:29. Portland, Oregon.

Townsend, John Kirk
1978 Narrative of a Journey Across the Rocky Mountains to the Columbia River. In *Early Western Travels*, edited by R. G. Thwaites, Vol 8. Originally published in 1839. University of Nebraska Press, Lincoln.

U.S. Census Bureau
1864 *Eighth Census – Volume I, Population*. Government Printing Office, Washington, D.C.
1872 *Ninth Census – Volume I, Population*. Government Printing Office, Washington, D.C.
1882 *Tenth Census – Volume I, Population*. Government Printing Office, Washington, D.C.

U.S. Census Office
1890 Instructions to Enumerators. Government Printing Office, Washington, D.C.

Western Construction
1951 *Complex Bridge Project at Portland for Oregon's Major Traffic Problem*. June (1951):67-69.

White, William, and Bill R. Roulette
2004 *The Results of Archaeological Monitoring and Salvage Excavations at Block 342 at the Helen Gordon Child Development Center Expansion Project Area, Portland State*

University Campus, Southwest Portland, Oregon. Applied Archaeological Research, Portland, Oregon. SHPO Report No. 20888. On file, Oregon SHPO, Salem.

Whitten, Harry

1941 Front Street Buildings Recall Old Days; Once Busy Structures Yield to Progress. *Oregonian* 16 June:8. Portland, Oregon.

Wiley, Bonnie

1942 Wreckers on River Front Revel in Pioneer History. *Sunday Oregonian* 21 June:14. Portland, Oregon.

Wilkes, Charles

1841 *Map of the Oregon Territory*. Lea & Blanchard, Philadelphia.

1844 *Narrative of the United States Exploring Expedition During the Years 1838, 1839, 1840, 1841, 1842*. Vol 4. 5 vols. C. Sherman, Philadelphia.

1858 *United States Exploring Expedition. Atlas of Charts. Vol. II*. C. Sherman & Son, Printers, Philadelphia.

Wilson, Ihrig & Associates, Inc., ICF International, and Simpson, Gumpertz & Heger, Inc.

2012 Current Practices to Address Construction Vibration and Potential Effects to Historic Buildings Adjacent to Transportation Projects. National Cooperative Highway Research Program (NCHRP) Project 25-25, Task 72.

Wood Wortman, Sharon

2006 *Portland Bridge Book*. 3rd edition. Urban Adventure Press, Portland, Oregon.

Work Projects Administration

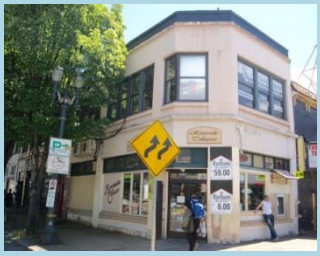
1940 Oregon End of the Trail: Compiled by Workers of the Writers Program of the Work Projects Administration in the State of Oregon. Binford & Mort, Portland, Oregon.

Appendix A.
Historic Resources Within APE

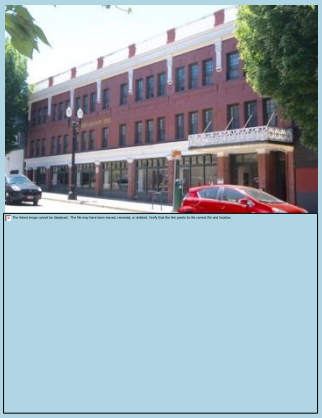
Table A-1. Above-Ground Historic Resources Within the APE.

Map ID No. Property Location State ID **Common Name** **(Historic Name)**	Construction Date **Resource Type**	Previous Evaluation National Register Status Local Landmark Status City of Portland Ranking **Recommendation**	**Photograph of Resource**
Map ID 1/ 26-32 NW 3rd Ave 1N1E34CA -09600 S. Ban Building (Old Town Café; Aldo Rossi Building)	1894 Richardsonian Romanesque Building; Storefront modifications	Skidmore Old Town Historic District National Landmark – Eligible Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 2 30-34 NW 1st Ave 1N1E34DB -00400 Blagen Block	1888 High Victorian Italianate Building - Warren H. Williams, architect and Neils Blagen, builder; Massive cast-iron façade; Storefront restoration after 1980 Fire	Skidmore Old Town Historic District National Landmark -Contributing Portland City Landmark Designated No change in NRHP status recommended	
Map ID 3 5 NW Naito Pkwy/ 10-32 NW 1st Ave. 1N1E34DB -00600 (White Stag Block)	1889 Italianate Sullivanesque Building; South Façade modified 1926 for Burnside Bridge Construction, ca. 2006 extensive renovations; consolidated into White Stag Block 2008	Skidmore Old Town Historic District National Landmark -Contributing Portland City Landmark Designated No change in NRHP status recommended	
Map ID 4 134 W. Burnside St/ 20 SW 2nd Ave 1N1E34CD -00300 Salvation Army Building	1905 Twentieth Century Classical Fraternal Building; Corner cut prior to 1925, storefront modifications reversible	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Rank III No change in NRHP status recommended	
Map ID 5 25-33 NW Naito Pkwy (also 5 NW Front St) 1N1E34DB -00600 Bickel Block (White Stag Block)	1883 High Victorian Italianate Building with Cast-Iron Storefront - Justus Krumbein, architect; Extensive renovations ca. 2006; Building consolidated 2008 with Skidmore Block and White Stag Building	Skidmore Old Town Historic District National Landmark –Contributing No Local Landmark Status Unranked No change in NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	**Construction Date** **Resource Type**	**Previous Evaluation** **National Register Status** **Local Landmark Status** **City of Portland Ranking** **Recommendation**	**Photograph of Resource**
Map ID 6 14-18 NW 3rd Ave 1N1E34CA -09900 Glade Hotel	1900 Twentieth Century Romanesque Building; First floor cornice removed and storefront some modifications	Skidmore Old Town Historic District National Landmark –Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 7 131 SW Ankeny St 1N1E34CD -00200 Young's Marble Works (Salvation Army Building)	1880 Brick Utilitarian Building; Modification of stucco application and some storefront modifications	Skidmore Old Town Historic District National Landmark –Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 8 6 SW 3rd Ave The Paris Theater	ca. 1890/1930 Mediterranean Theater Building, Marquee, and Neon Sign; Building façade cut back 20 feet and remodeled ca. 1930; façade restoration in 1991	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside period of significance) No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 9 31 NW 1st Ave 1N1E34DB -01000 Norton House	ca. 1875 Italianate Building; Third floor destroyed by fire; 1977-78 modifications include storefront modifications and replacing shed roof canopy with metal structure	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 10 10-26 SW 3rd Ave 1N1E34CD -00600	1908 Commercial Building, Loss of cornice and major storefront modifications	Skidmore Old Town Historic District National Landmark -Non-Contributing No Local Landmark Status Unranked No change in NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	**Construction Date** **Resource Type**	**Previous Evaluation** **National Register Status** **Local Landmark Status** **City of Portland Ranking** **Recommendation**	**Photograph of Resource**
Map ID 11 9-11 SW 2nd Ave 1N1E34CD -00400 Holm Hotel	ca. 1890 Italianate Commercial Building; Façade alterations likely from time of Burnside Street widening; storefront modifications ca. 1985.	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change in NRHP Status Recommended	
Map ID 12 15-27 SW 2nd Ave Western Rooms	1906 Second Renaissance Revival Commercial Building; Some alterations to storefronts	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 13 16-28 SW 1st Ave 1N1E34DC -90000 Reed Building (Packer-Scott Building, Skidmore Fountain Building)	1890 Richardsonian Romanesque Commercial Building - Whidden & Lewis Architects; Floor added in 1996; Addition (east) added ca. 2008	Skidmore Old Town Historic District National Landmark -Contributing Portland Historical Landmark Unranked No change in NRHP status recommended	
Map ID 14 223-225 SW Ash St 1N1E34CD -01700 Bickel Building (Wachsmuth Building)	1892 Italianate Commercial Building with ca. 1920 Commercial Addition	Skidmore Old Town Historic District National Landmark -Contributing Portland Historical Landmark Unranked No change in NRHP status recommended	
Map ID 15 219 W Burnside St 1N1E34CA -10100 Wax Building (United Clothing Building)	1926 Commercial Building - Harold Marsh, architect	Skidmore Old Town Historic District National Landmark –Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 16 222-224 W Burnside St 1N1E34CD -00800 Ray's Grocery	1926 Commercial Building; Altered during Burnside St. Widening project; Has infilled and modified storefront windows and entry	Skidmore Old Town Historic District National Landmark -Non-Contributing No Local Landmark Status Rank III No change in NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	Construction Date **Resource Type**	Previous Evaluation National Register Status Local Landmark Status City of Portland Ranking **Recommendation**	**Photograph of Resource**
Map ID 17 108 W Burnside St 1N1E34DC -00800	1890 Commercial Building; Altered during Burnside St. Widening; Other alterations in 1979	Skidmore Old Town Historic District National Landmark -Non-Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 18 67 W Burnside St White Stag Sign	1940 Former White Stag Sign, Object - Ramsay Sign Co., Builder	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside period of significance) Portland Historic Landmark Unranked Recommended individually NRHP eligible	
Map ID 19 67 W Burnside St Willamette Tent & Awning	1907 Brick Utilitarian Building; Altered in 1926 for construction of Burnside Bridge; Fifth floor addition; Rehabilitation of façade and storefronts	Skidmore Old Town Historic District National Landmark -Contributing Portland Historic Landmark Unranked No change in NRHP status recommended	
Map ID 20 50 SW Ankeny St Skidmore Fountain Plaza / Ankeny Square	ca. 1950 Park (Site); Modifications in 1979; Updated with cast-iron architectural elements ca. 1985	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside the period of significance) No Local Landmark Status Unranked Does not meet the 50 year threshold for eligibility at this time	
Map ID 21 100 SW Ankeny St Skidmore Fountain	1887 Classical granite and bronze fountain (Object) - Olin L. Warner, sculptor and J.M. Wells, architect; Restoration in 2005	Skidmore Old Town Historic District National Landmark -Contributing Portland City Landmark Unranked No change in NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	**Construction Date** **Resource Type**	**Previous Evaluation** **National Register Status** **Local Landmark Status** **City of Portland Ranking** **Recommendation**	**Photograph of Resource**
Map ID 22 9-15 SW 2nd Ave Thru-block building facing NW 2nd and 3rd 1N1E34CA -09400 Erickson's Saloon / Pomona Hotel / Fritz Hotel	1912 Twentieth Century Classical Building - Aaron H. Gould, architect; Rehabilitation ca. 1985 (Erickson's Saloon / Pamona Hotel) ca. 1985 Rehabilitation; 2015 Rehabilitation (Fritz Hotel)	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change in NRHP status recommended	
Map ID 23 55 SW Ash St 1N1E34DC -01400 Central Fire Station & Fire Museum	1952 Modern Building - Jones and Marsh, architects; Renovation and seismic upgrade 2008	Skidmore Old Town Historic District National Landmark -Non-Contributing (Out of Period) No Local Landmark Status Unranked Recommendation of NRHP Eligibility under Criteria A and C.	
Map ID 24 0 W Burnside St Burnside Bridge	1924-1926 Bascule Bridge, Structure - Kendrick/Kremers/Lindenthal	National Register No Local Landmark Status Rank II No change recommended in NRHP status	
Map ID 25 27-33 NW 2nd Ave Couch Street Building (Jazz De Opus Building)	1912 Commercial Building; Addition of some incompatible doors and windows in 1972	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 26 107 NW Couch St Fleischner Building (Norcrest China Co.)	1906 Twentieth Century Romanesque Building - Edgar Lazarus, architect; Renovations and signage mid-1980s	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 27 50 SW 2nd Ave 1N1E34DC -01100 New Market Theater	1872 High Victorian Italianate Building - Piper and Burton, architects; Sheldon/Eggleston/Reddick Architects 1982	Skidmore Old Town Historic District National Landmark -Contributing Portland Historic Landmark Unranked No change to NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	**Construction Date** **Resource Type**	**Previous Evaluation** **National Register Status** **Local Landmark Status** **City of Portland Ranking** **Recommendation**	**Photograph of Resource**
Map ID 28 205 NW Couch St 1N1E34CA -08500 Rich Hotel / Rich Block	1914 Commercial Building	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 29 225 NW Couch St 1N1E34CA -08400 Estate Hotel	1914 Commercial Building; Storefronts restored in 1988; Two stories added to the four-story building in 2006	Skidmore Old Town Historic District National Landmark -Non-Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 30 110 NW 2nd Ave 1N1E34CA -08900 Oregon Leather Company	ca. 1900 Commercial Building	Skidmore Old Town Historic District National Landmark -Non-Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 31 32 NW 2nd Ave 1N1E34CA -09100 Skidmore Development Company	1913 Commercial Building; Storefront modifications reversible, historical character intact	Skidmore Old Town Historic District National Landmark -Contributing No Landmark Status Unranked No change to NRHP status recommended	
Map ID 32 14-32 NW 2nd Ave 1N1E34CA -09100 Phillips Hotel (Captain Couch Square / Couch Block Building)	1904/1913 Commercial Building; Minor modifications to storefront	Skidmore Old Town Historic District National Landmark -Contributing No Landmark Status Unranked No change to NRHP status recommended	
Map ID 33 101-117 W Burnside St Bates Building	ca. 1885 Nineteenth Century Utilitarian Commercial Building; 1925 modifications, other storefront alterations reversible	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change to NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	**Construction Date** **Resource Type**	**Previous Evaluation** **National Register Status** **Local Landmark Status** **City of Portland Ranking** **Recommendation**	**Photograph of Resource**
Map ID 34 2-12 NW 2nd Ave 1N1E34CA -09200 Burnside Hotel (Shoreline Hotel)	ca. 1901 Twentieth Century Commercial building; 1926 Modifications to façade and corner canted; storefront modifications reversible	Skidmore Old Town Historic District National Landmark -Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 35 201-217 W Burnside St 1N1E34CA -09300 (Formerly Alexis Restaurant)	1926 Commercial Building, 1926 modifications include infilled storefronts and windows	Skidmore Old Town Historic District National Landmark-Non-Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 36 Naito Pkwy Harbor Wall	1929 Wood and concrete harbor wall, structure	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside period of significance) No Local Landmark Status Unranked Recommended Eligible for listing in NRHP under Criteria A, B, and C	
Map ID 37 30 SW Naito Pkwy 1N1E34DC-00100 Ankeny Pumping Station	1929/1951 Art Deco Concrete Building; Ornamental fencing in 2007	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside period of significance) No Local Landmark Status Unranked Recommended Eligible for listing in the NRHP under Criteria A, B and C	
Map ID 38 Naito Pkwy Tom McCall Waterfront Park	1975-1988 Park, (site); Open space replaced Harbor Drive; Constructed in five phases.	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside period of significance) No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 39 Within Tom McCall Park Japanese-American Historical Plaza	1990 Commemorative Park, site Constructed within Tom McCall Park	Skidmore Old Town Historic District National Landmark -Non-Contributing (outside period of significance) No Local Landmark Status Unranked No change to NRHP status recommended	

Map ID No. Property Location State ID **Common Name (Historic Name)**	Construction Date **Resource Type**	Previous Evaluation National Register Status Local Landmark Status City of Portland Ranking **Recommendation**	**Photograph of Resource**
Map ID 40 205 SE Ankeny St / 17 SE 3rd Ave 1N1E34DD -00800 Blake-McFall Company Building / Emmett Building	1915 Conventional Commercial Brick Warehouse Building MacNaughton & Raymond Architects	NRHP Individually Listed Portland Historical Landmark Rank III No change to NRHP status recommended	
Map ID 41 30 NE MLK Blvd 1N1E35CB -08800 Bank of Portland	1940 Modern Commercial Building; Fenestration altered on façades	Not Eligible/Not Contributing, 2001 Section 106 Evaluation No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 42 131 NE MLK Blvd 1N1E34DA -03100 Jackson Apartments (Union Arms Apartments)	1911 Late Nineteenth Century.-Early Twentieth Century Commercial Apartment Building; Claussen & Claussen Architects; G.W. Jackson Contractor/Owner; 20 ft. of east façade removed during 1930 Union Ave. widening, commercial spaces and storefronts reconfigured into apartments	Previously Determined Not Eligible/Not Contributing No Local Landmark Status Unranked Recommended Eligible for listing in the NRHP under Criteria A and C	
Map ID 43 107 NE Grand Ave 1N1E35CB -03900 Stark's	1922 Commercial Building; Stucco, brick, and concrete building; Newer storefront windows	Previously Determined Not Eligible/Not Contributing No Local Landmark Status Unranked Recommended Eligible for listing in the NRHP under Criteria A and C, C	
Map ID 44 230 E Burnside St 1N1E34DD -00700 Frigidaire Building (R.J. Templeton Building)	1929 Commercial Building - Knighton & Howell, architects	NRHP Individually Listed No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 45 100 NE MLK Blvd 1N1E35CB -03800 Alco Apartments (Vivian Apartments)	1912 Commercial Building - MacNaughton & Raymond, architects; 1939 remodel Currently under renovation (2019)	NRHP Individually Listed No Local Landmark Status Unranked No change to NRHP status recommended	

Map ID No. Property Location State ID **Common Name** **(Historic Name)**	**Construction Date** **Resource Type**	**Previous Evaluation** **National Register Status** **Local Landmark Status** **City of Portland Ranking** **Recommendation**	**Photograph of Resource**
Map ID 46 123 NE 3rd Ave 1N1E34DA -02800 Eastside Exchange (Ira F. Powers Warehouse & Factory)	1925 Commercial Building with Modernist Influences - Claussen & Claussen, architects	NRHP Individually Listed No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 47 UPRR (Oregon & California / Southern Pacific East-Side Division Railroad)	1868/1887 Railroad alignment (structure)	No Previous Evaluation No Local Landmark Status Unranked Recommended Eligible for listing in the NRHP under Criteria A and C	
Map ID 48 Burnside Skatepark	1990 Concrete Skatepark, (structure)	No Previous Evaluation No Local Landmark Status Unranked Recommended Eligible for listing in the NRHP under Criteria A, C and Criterion Consideration G	
Map ID 49 107 SE Grand Ave 1N1E35CC -03300 Talbot & Casey (Fields Motor Co.)	1918/1935 Commercial - Houghtaling & Dougan, architects (north half). South half built and north half remodeled in 1935 and later modernized.	East Portland/Grand Avenue Historic District – Historic Non-Contributing No Local Landmark Status Unranked No change to NRHP status recommended	
Map ID 50 118 NE MLK Blvd. 1N1E35CB -03900 Cup and Bar	1922/2015 Commercial Building; Stucco, brick, and concrete building; Remodeled street façade.	Previously Determined Not Eligible/Not Contributing as Included with Map ID 43 No Local Landmark Status Unranked As a building now separate from Map ID 43, no change to NRHP status recommended.	

Figure A-1. Correlation map for Above-Ground Historic Resources Table.

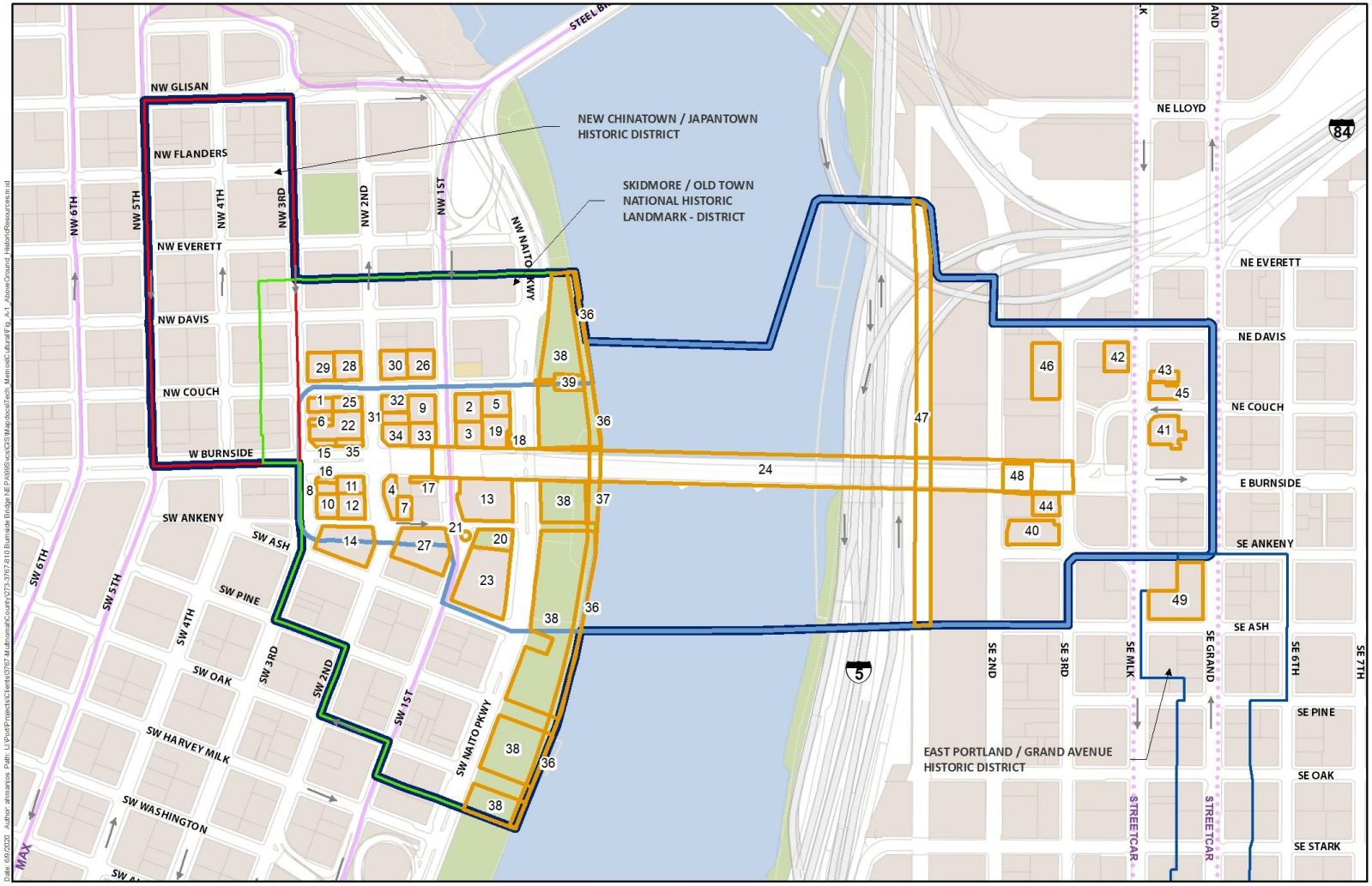


Figure A-1
Correlation Map for Above-Ground Historic Resources Table
Cultural Resources
Earthquake Ready Burnside

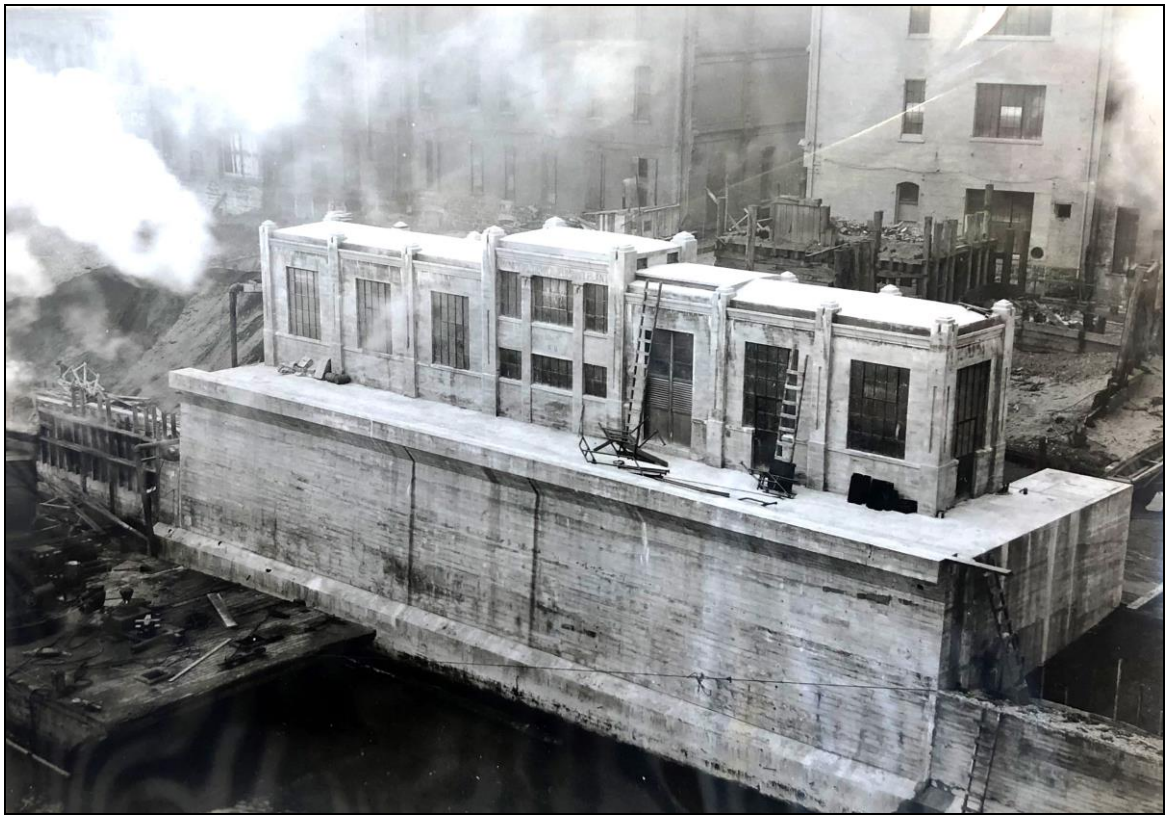
Appendix B.
Determination of Eligibility Forms for Newly Recorded Resources Within APE

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: Ankeny Pumping Station (now referenced as Ankeny Pump Station)	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Pumping Station	Construction Date: 1929/1951-1952
Architectural Classification / Resource Type: Art Deco/ Building	Alterations & Dates: 1951-1952, 1960s, 1990s, 2017
Window Type & Material: Multi-light/Metal	Exterior Surface Materials: Primary: Concrete Secondary: Decorative:
Roof Type & Material: Flat/ Membrane	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☒Excellent Good ☐Fair ☐Poor



Ankeny Pumping Station after completion in 1929, facing southwest.

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name: Ankeny Pumping Station		
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Olaf Laurgaard, City Engineer	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other	

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The Ankeny Pumping Station is a poured concrete pumping station building constructed in 1927-1929 as a part of the Front Street Intercepting Sewer project along Portland's waterfront. The project consisted of building a mile-long seawall along the Willamette River harbor line and an accompanying sewer system running from Jefferson Street to Glisan Street. The purpose of the intercepting sewer project was to consolidate stormwater outflow to the river from downtown Portland, with the seawall serving to minimize the threat of flooding in the city's central business district. The pumping station is situated on public property at the base of SW Ankeny Street, just south of the Burnside Bridge in Section 3, Township 1 North, Range 3 East, Willamette Meridian. The concrete building is situated next to the Willamette River and the seawall which was constructed at the same time as the pumping station. Today, the pumping station is incorporated into Tom McCall Waterfront Park (built 1974) and is bordered by a concrete retaining wall and walkway within the park.

The building was constructed in the Art Deco style expressed through vertical pilasters defining each bay and rising above the roofline topped by pyramidal caps. Each pilaster has a single rectilinear flute and base. The building is organized by a center mass slightly elevated above two flanking three-bay wings. The center mass projects westward in a third wing added in 1952. The central bay is framed by corner pilasters rising above the roof, subdivided into three bays defined by slightly smaller pilasters. Large, metal multi-light window bays rest on a continuous concrete sill. Some of the windows may be replacements but are similar in design to the original. Period (likely 1950s) metal-bracketed sconces with hanging acorn globes hang from each pilaster.

The building's original footprint measured approximately 100' x 20' with an approximate height of 30'. The 1929 building was constructed of poured concrete with a "4 foot concrete slab floor" resting on timber piles driven into a timber crib structure, "capped with a 2 foot concrete seal" (Laurgaard 1933). The pumping station was built into the harbor wall bulkhead and considered as an "integral" part of the seawall (Laurgaard 1933:17). The pump room is situated below ground level, and the main floor originally divided into three rooms. A comfort station was planned for the north room and the others devoted to electrical equipment and a control room (Laurgaard 1933:17). Five pumps were installed into the building operated by automatic "float controlled switches" (Laurgaard 1933:18).

The east façade is divided by the center bay and three-bay wide wings. Most of the detailing is original except for a metal retractable door in the north bay adjacent to the center bay. A pedestrian door is situated in the adjacent bay. Lighting sconces hang from each pilaster, near the top of the wing windows. Several of the windows have metal vents that do not appear in a 1928 photograph. The center bay is inscribed above the second floor windows with "MUNICIPAL SEWAGE PUMPING PLANT" and below "1929 AD."

The west primary façade is oriented towards SW Naito Parkway. A center projecting wing, constructed in 1952, is three bays in width, and the recessed north and south wings are two bays wide. The center bay is slightly elevated and subdivided into three bays with similar pilasters as the east façade. Multi-light windows light the first and second levels of the center bay. Modern steel fencing secures the space between the north and south wings.

The north façade consists of the single bay wide south wing and the single bay wide west wing. Each bay features double doors at the ground level and above metal multi-light transom windows. Modern metal fencing protects the area north of the building.

The south façade is a single bay wide with tall, metal double doors with four-light windows. Tall corner pilasters frame the south bay. The west projecting wing's south façade has a metal clad shed roof canopy protecting a pedestrian entry. Poured concrete walls topped by metal fencing enclose a service yard. The yard is accessed by massive metal, hinged gates.

Alterations

The west projecting wing was added in the early 1950s and completed in 1952, designed much in the manner as the original building. New equipment was added to meet the growing demands on the system and to pump sewage to a pumping station and sewage treatment plant on the east side of the Willamette River (*Oregonian* 1952:14). Other unspecified modifications occurred in the 1960s and 1990s. More recent changes are to the exterior setting of fencing (2007) and retaining wall in front

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

Description (continued)

the building. Tice Electric Company replaced the interior electrical system in 2017. Catena Consulting Engineers completed a recent seismic upgrade (Catena 2019). There are currently six pumps, two 250HP and four 200HP, housed in the pumping station (Tice Electric Company 2019).

Significance

The Ankeny Pumping Station is a part of important municipal project that the City of Portland undertook in 1927-1929, building an interceptor sewer project combining a sewer system, pumping station, and harbor wall. The massive project was built to improve stormwater flow and prevent flooding in the City's commercial core area which plagued Portland's waterfront. Two branches extended from Ankeny south to Jefferson and north to Glisan (Laurgaard 1933:5). Olaf Laurgaard, the City Engineer who served in an important period of the City's growth, conceived the project as the population was expanding, streets now had to accommodate automobile traffic, and to address the growing demands on the sewage system.

The Laurgaard Plan was a general plan proposed by Olaf Laurgaard in the early 1920s near the beginning of Laurgaard's career with the City. He proposed a number of improvements in a large scheme to improve the west harbor front, razing a number of buildings along Front, building a new railroad terminal along the waterfront, improving bridge approaches, and the elements of the interceptor project (Laurgaard 1921). The interceptor sewer project was constructed to consolidate the sewage drop from the west side into the river at one location and protect against flooding.

When work began, Laurgaard oversaw the construction of Ankeny Pumping Station. A local construction company, J.F. Shea Company, completed the construction. Consulting engineers were D.C. Henny and J.C. Stevens (*Oregonian* 1929:26).

A state sanitary authority organized in 1938 was mandated to bring local cities and industries into compliance with regards to the disposal of sewage into the public waterways. Many projects were undertaken to meet these new requirements including an expansion of the Ankeny Pumping Station in the early 1950s (Lambert 1952:1). Ankeny Pumping Station was enlarged doubling its capacity. New piping transferred waste to a new connecting pumping station on the east side of Willamette River where a sewage treatment plant would treat the sewage before dumping it into the Willamette River (*Oregonian* 1952:14). F. T. Neidmeyer stamped the addition's final as-builts. The 1952 date on the west façade notes the completion date of the expansion project.

Olaf Laurgaard

Olaf Laurgaard has strong associations with the planning and the implementation of the sewer interceptor project. He would later be known as the "father of the Portland waterfront" and the project was considered one of his greatest achievements while working for the City (*Oregonian* 1945:5). Laurgaard's sixteen years serving as Portland's City Engineer were productive and critical to the growing city's infrastructure. He was responsible for $60,000,000 of work including "the laying of some 400 miles of streets and sewers, and the widening of 47 miles of streets" (*Oregonian* 1945:5).

Laurgaard was born in Norway to Olaf Christian and Marie "Mary" Ciclie (Meinhardt) and came to the U.S. as an infant in 1880. His parents located in Wisconsin. Laurgaard obtained a civil engineering degree from University of Wisconsin in 1903 and also naturalized in that year. In Laurgaard's early professional career as a civil engineer, he worked on several waterworks projects: an Okanogan dam project at Conconully, Washington, and moved to a Carey Act project in Central Oregon in 1916 (Franklin 1913:337; *Semi-Weekly Spokesman-Review* 1916:6). He married Goldie while working in Conconully, and they would have two children.

Laurgaard oversaw many city projects and undertook many plans to improve the city's infrastructure. He oversaw many street-widening projects including: the Eastside plan to widen East Burnside, Couch, and Sandy Boulevard, (*Oregonian* 1923a:16, 1923b:65). The harbor improvement project is considered one of his most notable achievements while working with the City.

Laurgaard became embroiled in a high-profile case that involved the construction of a Public Market along the harbor wall. Mayor Baker, who was allegedly bribed, two City commissioners, and several others associated with the municipal market project including Laurgaard were indicted on lesser charges in 1932. Ultimately the officials and Laurgaard were acquitted of "charges of malfeasance in office," but politically the damage was irreparable, and Laurgaard was left no choice but to resign in 1933 (*Oregonian* 1933a:1; The Oregonian 1933b:3).

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

Significance (continued)

After his involvement with the Baker trial, Laurgaard relocated to Southern California where he worked as construction engineer for the Parker Dam project on the Colorado River (*Capitol Journal* 1934:7). He later worked for the Tennessee Valley Authority and during World War II as an engineer for the U.S. Maritime Commission in Alameda, California, where he became ill and died in 1945 (*Oregonian* 1945:5).

The Ankeny Pumping Station is recommended to be eligible for listing in the NRHP under Criterion A and Criterion C:

Criterion A – *Significant*

Under Criterion A, Ankeny Pumping Station is recommended eligible for listing at the local level, under Criterion A for its associations with events that have made a significant contribution to the broad patterns of our history in an important feature interceptor sewer system and a larger redevelopment of Portland's west waterfront. Constructed in 1929, the pumping station continues to function as a part of Portland's sewer system.

Criterion B – *Not Significant*

Under Criterion B, properties may be eligible for the NRHP if they are associated with the lives of significant people in our past. The primary person associated with the Ankeny Pumping Station is Olaf Laurgaard. However, as engineer of the project, it is more appropriate to evaluate his importance under Criterion C.

Criterion C – *Significant*

Under Criterion C, Ankeny Pumping Station is a good example of an Art Deco style pumping station constructed in the early 1930s embodying distinctive characteristics of a type and style. The pumping station is also a significant engineering feature of a major infrastructure project engineered and implemented by City Engineer Olaf Laurgaard who played a significant role in the City's development during the 1920s. The pumping station is therefore recommended eligible for listing in the NRHP under Criterion C.

Criterion D – *Not Significant*

Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites.

Integrity

The Ankeny Pumping Station continues to retain historical integrity to convey its significance. The Ankeny Pumping Station retains historical integrity of its location, riverfront setting and feeling; the pumping station's overall design, workmanship and materials remain intact and are representative of the period of its construction; and continues to maintain its associations with its original use, therefore, the Ankeny Pumping Station is recommended eligible for listing in the National Register of Historic Places.

Sources

Catena
2019 Ankeny Pump Station. Electronic document, https://www.catenaengineers.com/project.php?id=202, accessed July 25, 2019.

Capitol Journal
1934 Laurgaard To Build Big $20,000,000 Dam. 13 Apr:7. Salem, Oregon.

Harper, Franklin
1913 *Who's Who on the Pacific Coast: A Biographical Compilation of Notable Living Contemporaries West of the Rock Mountains*. Harper Publishing Company, Los Angeles, California.

Lambert, William
1952 Cities Face State Suits on Sewage; Pollution Campaign Declared Lagging In 10 Communities. *Oregonian*. 17 July:1. Portland, Oregon.

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

Sources (cont.)

Laurgaard, Olaf
1921 *Annual Report of the Department of Public Works; For the Fiscal Year Ending November 30, 1921*. City of Portland, Oregon.
1933 *Treatise on the Design, Test & Construction of the Front St. Intercepting Sewer and Drainage System in Portland, Oregon, Including Intercepting Sewer, Pumping Plant, & Concrete Bulkhead-Wall on Gravel filled Timber Cribs*. American Society of Civil Engineers, New York.

Oregonian
1922 One-Way Traffic Urged. 24 October:17. Portland, Oregon.
1923a Council to Get Burnside Estimate Wednesday. 14 Oct:16. Portland, Oregon.
1923b Project Benefits All City; Protest Made to Local Assessments for East Burnside Widening. 11 Feb:65. Portland, Oregon.
1929 Big Project Inspected. 22 May:26. Portland, Oregon.
1930 Glimpses of Oregon Country. 14 Oct:9. Portland, Oregon.
1933a Last of Market Case Indictments Wiped Off Slate by Circuit Judge. 6 Sept:1. Portland, Oregon.
1933b Laurgaard's Duties End, City Engineer To Quit His Official Desk Today. 21 Nov:3. Portland, Oregon.
1945 Ex-Engineer for City Dies; Olaf Laurgaard, 65, Held Job 16 Years. 25 June:5. Portland, Oregon.
1952 Pipe Starts Beneath Willamette to Carry Sewage. 18 July:14. Portland, Oregon.

Semi-Weekly Spokesman-Review
1916 Conconully. 6 May:6. Spokane, Washington.

Tice Electronic Company
2019 Ankeny Pump Station Upgrade. Electronic document, https://ticeelectric.com/project/ankeny/, accessed July 25, 2019.

U.S. Bureau of Census
1920 Fourteenth Census of the United States: 1920. On file, Ancestry.com.

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

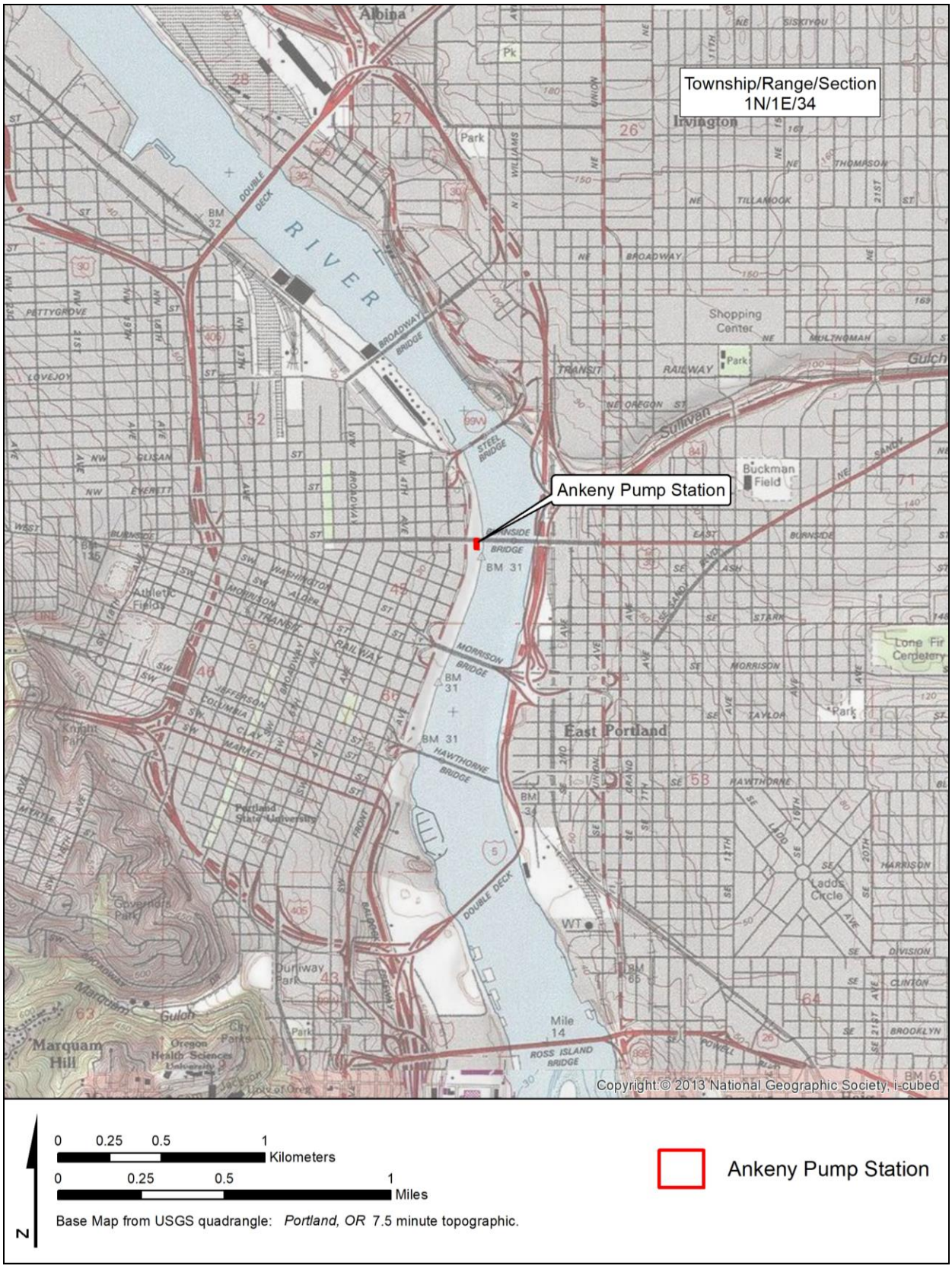


Figure 1. Ankeny Pumping Station location.

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

Figure 2. Current imagery depicting Ankeny Pumping Station and API.

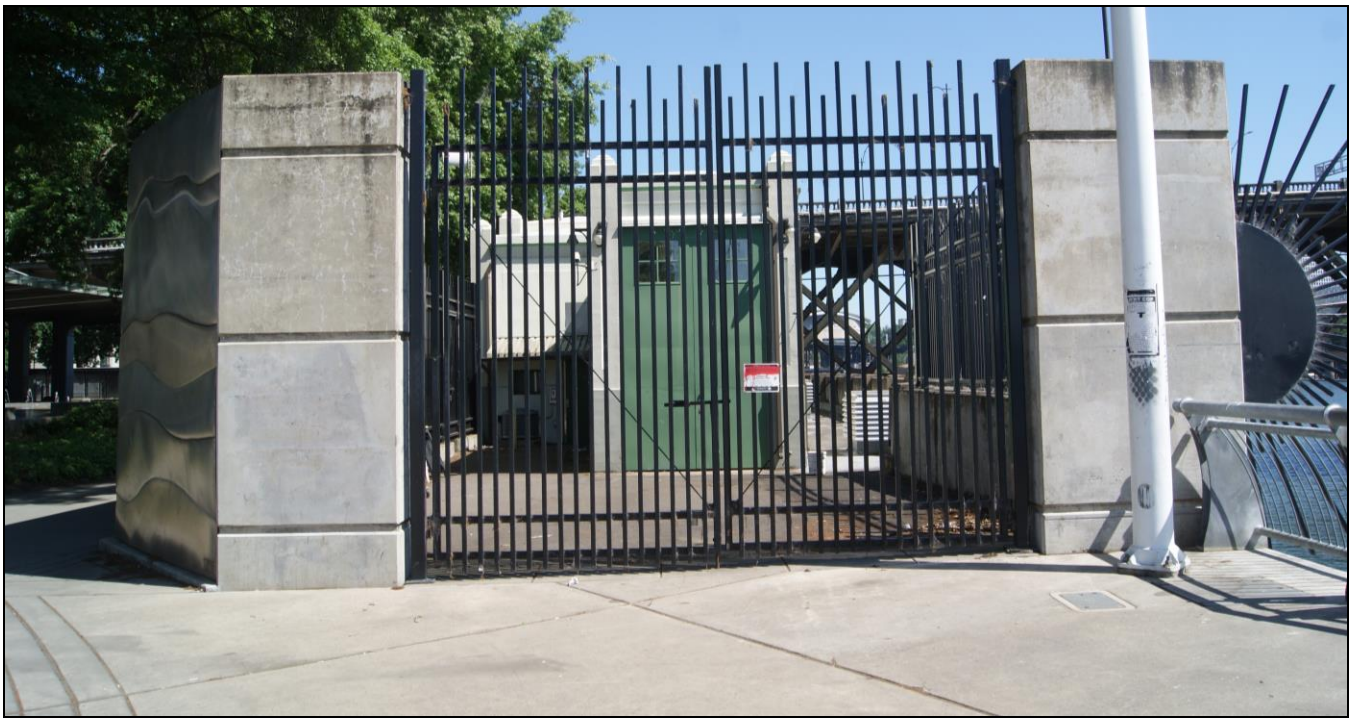
Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

View: The east and north facades of the Ankeny Pumping Station; the view is towards the southwest.

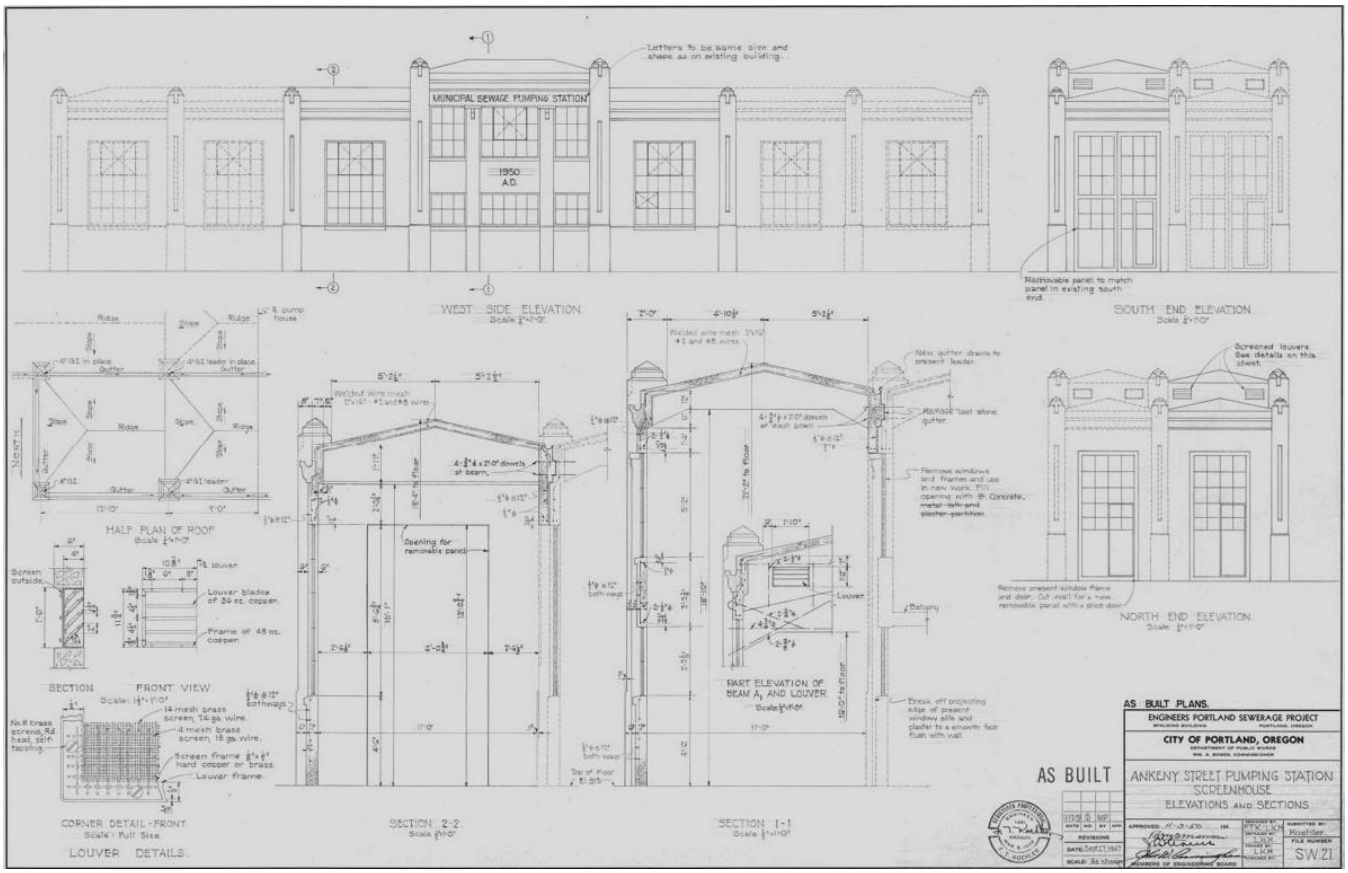
View: The Ankeny Pumping Station's east façade; the view is towards the southeast.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah



View: The south façade of the Ankeny Pumping Station; the view is towards the north.



View: The 1951 As Built plan for the expansion of Ankeny Pumping Plan (available at Building Permit Center).

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Ankeny Pumping Station	
Street Address: 30 SW Naito Parkway	City, County: Portland, Multnomah

View: Aerial view of Ankeny pump station in 1935, view is from the south.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name:	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah
USGS Quad Name: *Portland, Oregon*	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Commercial	Construction Date: ca. 1927
Architectural Classification / Resource Type: Early Twentieth Century, Street-car Era/Commercial/Industrial	Alterations & Dates: ca. 2015
Window Type & Material: six light and modern steel store front windows and doors	Exterior Surface Materials: Primary: brick Secondary: poured concrete Decorative: concrete detailing below parapet
Roof Type & Material: Flat with parapet; gable shaped parapet along façade	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

The building's west façade; the view is towards the east.

Preliminary National Register Findings: ☐**National Register listed**

☐**Potentially Eligible:** ☐Individually ☐As part of District

☒**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☒Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name:	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): unknown	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

118 NE Martin Luther King Blvd is a one-story, Street Car-era, Early Twentieth Century Commercial/Industrial building constructed ca. 1927. A 2001 Section 106 evaluation gave the building a ca. 1916 date, but based on Sanborn Fire Insurance Maps and other historical information it appears to date to ca. 1927 (SHPO 2001; Sanborn Fire Insurance Co. 1924-1928; R.L. Polk & Co. 1928). The auto-related industrial/commercial building is situated in the Central Eastside neighborhood, which is a mix of commercial, industrial, warehousing, and residential uses. The neighborhood has seen a recent rapid expansion in the changes of use in historic buildings and an increase in modern commercial and large-scale multi-family buildings.

Prior to the building's construction ca. 1927, the neighborhood was a mix of residential and commercial buildings. Most of the block was populated by residences, except for a blacksmith shop specializing in wagons and carriages at the block's northwest corner (Sanborn Fire Insurance Co. 1908-1909).

Physical

The ca. 1927 building has a 40' x 100' footprint and stands one-story tall on a poured concrete foundation. The building is constructed of poured concrete and the west façade is brick in a common bond above and running bond-clad pilasters. A flat roof with a parapet caps the building; along the west façade the parapet's center is gable-shaped. The building's exterior walls have been more recently painted.

The primary west façade is divided into three large bays with circa 2015 modern storefront windows and one overhead retractable door opening. Each bay retains the above transom light configuration. The primary entry is in the center bay, retaining the original recessed configuration with a modern door. A modern, metal-framed roof canopy shelters the center entry. Wood plank benches hang from the wall for outdoor restaurant seating. The south bay features the attached bollards belying the opening's former use as a vehicular entrance and has a modern, glazed retractable garage door. Detailing is minimal, a soldier brick course caps the openings and a bold shield motif is spaced below the parapet coping along the façade.

The north façade is utilitarian in design and construction. The poured concrete wall is imprinted with the wood plank formwork. Six-light, steel windows are spaced along the wall and a single steel door entry is situated east of the windows. Modern steel mechanical panels have been added to this wall. The building retains the original massing, parapet configuration, and windows bays along its west façade.

Alterations

Alterations to the building were made ca. 2015 as a part of plans produced by Hennerbery Eddy Architects, for the attached Stark Vacuum Company building. The alterations and details include the new storefront windows and entry awnings. The Interior improvements include reconfiguring the interior space into two units for tenant leasing (Nextportland 2015).

History

The introduction of motorized vehicles spurred a number of commercial enterprises replacing blacksmith shops and livery stables. Automobile ownership in Portland, and the U.S. would exponentially grow during the early Twentieth Century. Automobile ownership was spurred by Henry Ford's introduction of the Model T, in 1908 and the car's availability from Ford's mass production lines established in 1913. Ford's innovations in the Model T, how it was manufactured and its approachable cost, would significantly influence American culture (Flink 1972). In Portland, many early automotive businesses were attracted to Portland's eastside near Martin Luther King Blvd and Grand Avenue as car ownership grew in the 1910s and 1920s. This increase continued as Multnomah County, vehicle registration more than doubled from 36,000 in 1920 to 96,000 in 1930 (Abbott 1995:47).

As car ownership expanded in the U.S., the consumer desired more than the basic Ford production car. In the mid-1920s, General Motors established control of the American market by developing strategies to sell more cars through planned

Property Name:	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): unknown	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description (continued)

obsolescence, sales, marketing, and financing (Flink 1972). Locally, demands for auto services on Portland's east side encouraged the growth of parking garages, repair garages and auto dealerships along Grand Avenue and Martin Luther King Blvd (Union Avenue). The subject building replaced a residence ca. 1927 as a part of the demands in this growing commercial market.

The building's original owner and builder were not identified. By 1928, George C. Rupprecht, likely its earliest occupant, operated an auto top and upholstery business at this location. Overtime, Rupprecht adapted his business to include auto body and paint shop, as well. Rupprecht continued his operation at this location from circa 1928 until his death in 1940 (*Oregonian* 1940).

After Rupprecht's death, several other auto body shop type businesses occupied the building during the 1940s. Smith Lyons Motor Co. operated an auto body shop in the late 1940s and early 1950s (Oregonian 1947; R.L. Polk & Co. 1952). The building sat vacant several years circa 1963-1964 and was advertised as an industrial building (Oregonian 1964)

George C. Rupprecht

George C. Rupprecht, likely the building's first and one of its longest occupants, was an upholsterer. Rupprecht was born in Bavaria, Germany and came to the U.S. in 1896. He initially settled in Missouri where in 1900, he married Cecelia (Ancestry.com 2020). Rupprecht worked in the saddle making business before moving to Oregon in the 1920s (U.S. Bureau of Census 1920). Rupprecht operated his business at this location from ca. 1927 until his death in 1940 at the age of 74, adapted to the changing economy in the Great Depression (R.L. Polk & Co. 1928.

Significance

The commercial/industrial building at 118 NE Martin Luther King Blvd. is recommended to be not eligible for listing in the NRHP not meeting the below listed criteria for evaluation:

Criterion A, Not Significant: Under Criterion A, the building is recommended to be not eligible for listing for its historical associations. Although it has associations with the auto industry and the commercial enterprises that expanded Portland's east side it does not demonstrate significance in commercial history for this period, as such the building is recommended to be not eligible.

Criterion B, Not Significant: Under Criterion B, the building has no known associations with specific people important in history, it therefore is not considered eligible for listing in the NRHP under Criterion B.

Criterion C. Not Significant: Under Criterion C, although an auto-related industrial building, the building individually does not rise to the level of embodying distinctive characteristics of a type, design or engineering, nor does it represent the work of a master; as such the building is recommended to be not eligible listing in the NRHP.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites and in the case of this building, information can be yielded through written documentation.

The building complex retains integrity of location, setting, feeling and association; there is some loss of integrity in its design and materials with door storefronts altered on the north and west segments, though the bays are left intact; overall the building complex is representative of historic period from ca. 1927, except for modifications made ca. 2015.

Property Name:	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): unknown	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Sources

Abbott, Carl
1994 Settlement Patterns in the Portland Region: A Historical Overview. Report prepared for Metro Future Vision Commission. Electronic document, https://core.ac.uk/download/pdf/37775808.pdf, accessed June 1, 2020.

Ancestry.com
2020 Missouri Marriage Records, 1805-2002 for George C. Rupprecht. Searchable electronic database, Ancestry.com, accessed September 29, 2020.

Flink, James T.
1972 Three Stages of Automobile Consciousness. *American Quarterly* 24 (4): 451-473. Electronic document, https://www.jstor.org/stable/2711684, accessed June 2, 2020.

Oregonian [Portland, Oregon]
1929 Geo. C. Rupprecht Top Shop. 9 May:8.
1940 Carbon Monoxide Death Recorded. 20 March:12.
1947 Auto Painters Wanted. 3 June:23.
1964 Industrial Property. 27 March:42.

nextportland
2015 Under Construction In The Central Eastside: 107 NE Grand. Electronic document, http://www.nextportland.com/2015/01/13/107-ne-grand/, accessed June 2, 2020.

R.L. Polk & Co
1928 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1940 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1952 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

Sanborn Fire Insurance Company
1908-1909 Sanborn Fire Insurance Map.
1924-1928 Sanborn Fire Insurance Map.

State Historical Preservation Office (SHPO)
2001 118 NE Martin Luther King Blvd., Oregon Historic Site Record. Electronic document, Oregon Historic Sites Database searchable database, accessed June 1, 2020.

U.S. Bureau of Census
1920 Fourteenth Census of The United States. Government Printing Office, Washington, D.C.

Property Name	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

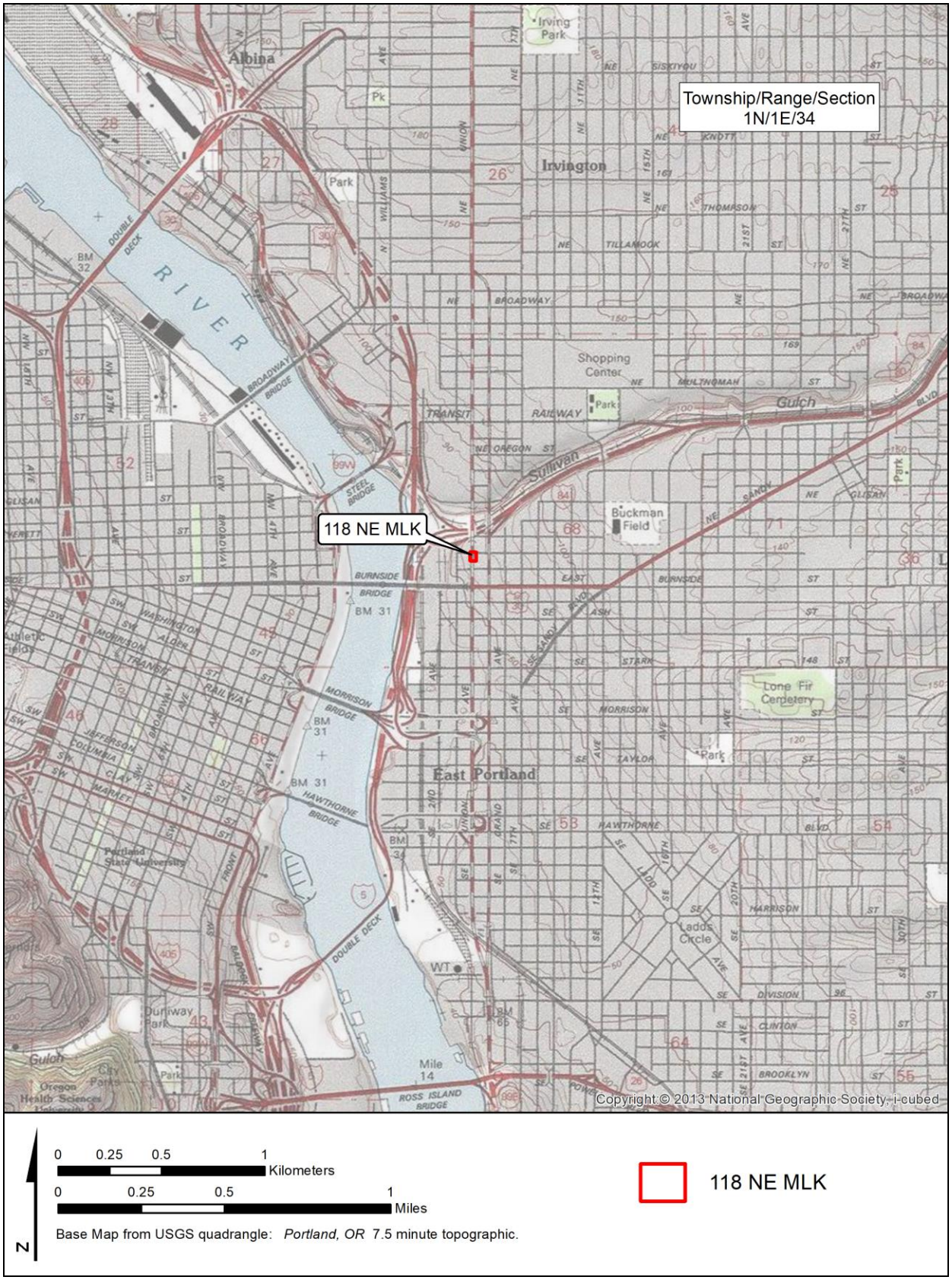


Figure 1. 118 NE Martin Luther King Blvd location.

Property Name	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

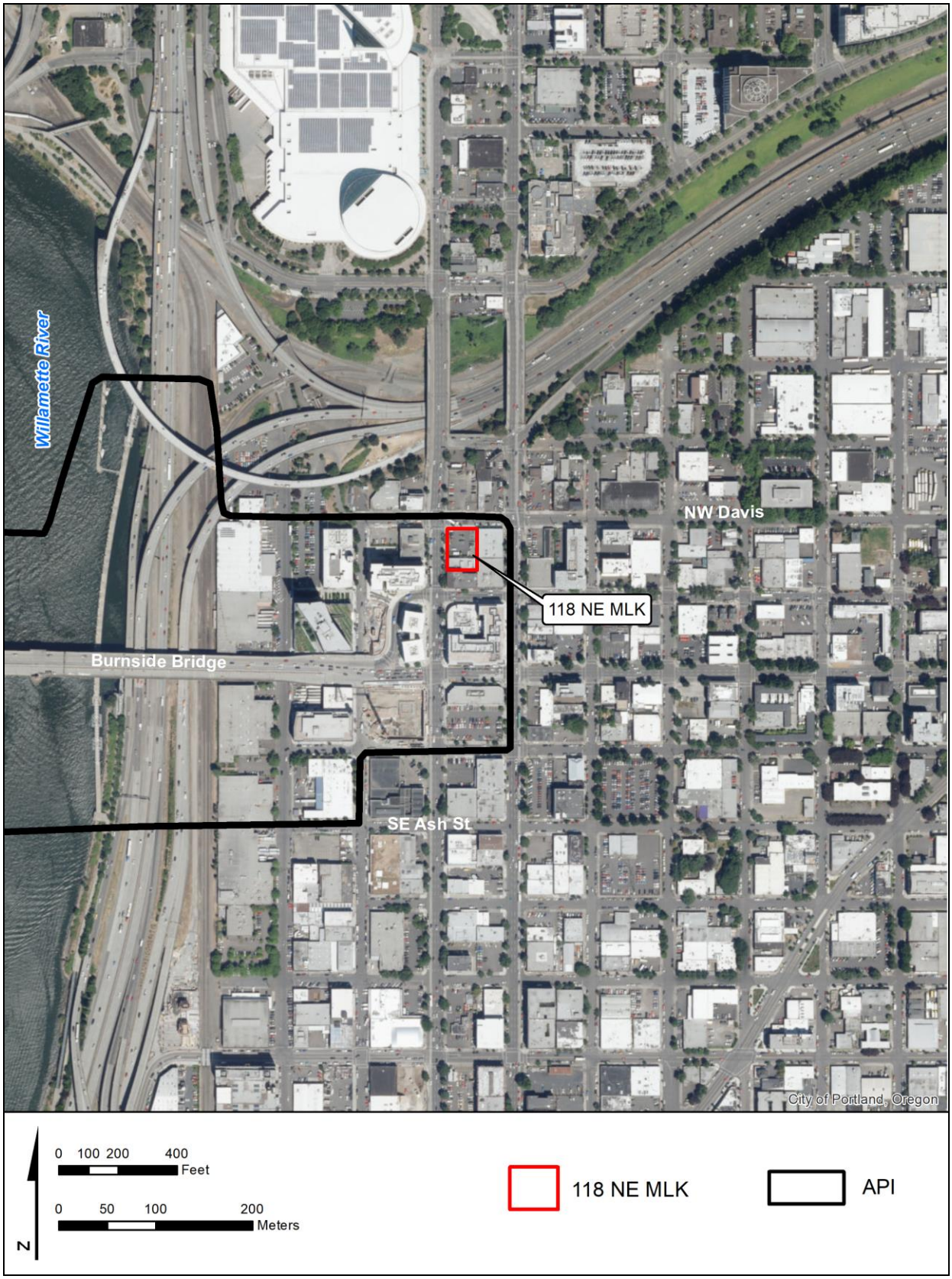


Figure 2. Current imagery depicting 118 NE Martin Luther King Blvd and API.

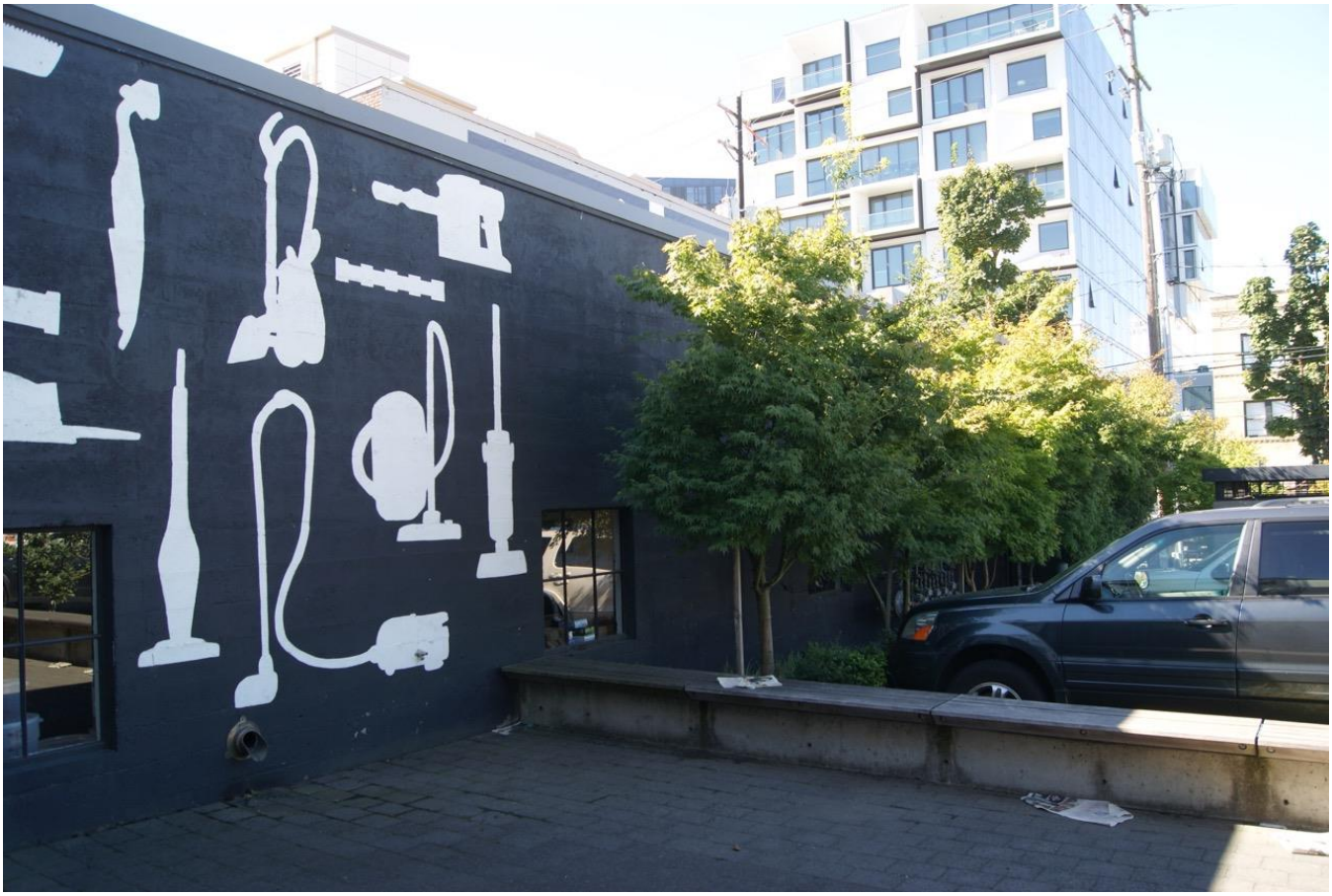
Property Name	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

View: A view of the building's west façade; the view is towards the east.

View: A view of the building's north façade; the view is towards the southeast.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah



View: A view of the building's north façade; the view is towards the southwest.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: Burnside Skatepark	
Street Address: Second Avenue and East Burnside	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Skatepark	Construction Date: 1990-present
Architectural Classification / Resource Type: Structure	Alterations & Dates: Ongoing changes
Window Type & Material: N/A	Exterior Surface Materials: Primary: poured concrete Secondary: Decorative:
Roof Type & Material: N/A	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

An overall view of the Burnside Skatepark; the view is towards the northeast.

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name: Burnside Skatepark		
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Multiple volunteers, see below	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other	

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The Burnside Skatepark is a poured concrete skatepark structure. Construction began in 1990 and has continued to evolve in design over time. It is situated on City of Portland property underneath the east side of the Burnside Bridge in Section 34, Township 1 South, Range 3 East, Willamette Meridian. The Skatepark occupies approximately 7,000 square feet. A concrete wall at the rear of the park faces NE/SE Second Avenue and a series of features such as bowls, banks, etc. The space below the bridge was completely built up by 1997 and since then, many of the features have been replaced since the park was first constructed excluding the concrete wall facing Second Avenue (Borden 2019:157).

Significance

The Burnside Skatepark, built in the early 1990s, is the first known do-it-yourself (DIY) skatepark constructed in the U.S. and was at the forefront of a new trend in skatepark design and community.

Historical Context: Skateboarding

This overview history of skateboarding is based primarily on Bruffett and Mattick (2013), Ellerbe (2018), Hamm (2004), Mortimer (2015), Vee (2020a), and Yochim (2010). It should be noted here that there are some different interpretations of the historical evolution of skateboarding among these sources.

Skateboarding developed in the 1950s and grew in the 1960s, initially associated with surfing culture in California. The first generation of skateparks were constructed in the 1970s. Most of these were privately owned and charged admission fees. The KonaUSA skatepark (1977) in Jacksonville, Florida, was and continues to be a private facility and is considered the oldest continuously operating skatepark in the world. A few public skateparks were also constructed in the 1970s, including the Bro Bowl (1978; officially the Perry Harvey Sr. Park Skateboard Bowl) in Tampa, Florida, which was listed on the NRHP in 2013 but subsequently demolished in 2015. This initial era of skateparks was short-lived, with the private parks closing due to liability issues. Many of this first generation of skateparks were designed and built with little input from skaters themselves. Although a few skateparks survived into the early 1980s, most skateboarders moved to street skating or building backyard ramps. Street skating contributed to negative public perceptions of skaters in the 1980s due to perceived damage to streets, sidewalks, curbs, and other public property, and many communities banned skateboarding. It was also associated with the evolution of "punk" culture in the 1970s and 1980s, which included elements of anti-authoritarianism and opposition to corporate and consumerist culture.

With the disappearance of most public and private skateparks by the late 1980s, a few skaters took the initiative of building skateparks that were publicly accessible and more expansive than backyard ramps. These do it yourself (DIY) parks were often constructed illegally on vacant lots without landowner knowledge or permission and at locations out of the public eye. These DIY skateparks represented an interest in "vert" or "tranny" skating, with an emphasis on skating vertical rather than the horizontal surfaces of street skating. Street skating dominated skating in the 1980s and 1990s, so vert skaters had few venues as few skateparks of this era had vertical surfaces.

The DIY parks initially attracted little interest among street skaters or the public with few exceptions (Burnside Skatepark is an important exception). The late 1990s saw a revived interest in skateboarding and a shift of focus from street skating to vert skating. ESPN's first X Games in 1995 sparked more public interest in the sport. The growing numbers of skaters led to a second wave of skatepark development, with a greater emphasis on public parks in response to provide more managed opportunities for vert skating. At the same time, DIY parks were seen as maintaining the punk character of skating in response to the mainstreaming and co-opting of skating culture.

The DIY skateparks of the early 1990s were major influences on the design of subsequent public skateparks, with skaters themselves engaged with design issues (although balanced with concerns for safety, security, and maintenance at public parks). Two of the biggest skatepark developers currently in the U.S.—Grindline and Dreamland—were founded by skaters who were involved in the initial construction of the Burnside Skatepark (Mark Scott established Dreamland in 1990; Mark "Monk" Hubbard first worked at Dreamland and then founded Grindline in 2002).

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

Significance (continued)

Burnside Skatepark History

The beginning of Burnside Skatepark dates to 1990:

> The event that quietly helped to resurrect skateboarding from its third slump and that paved the way for the greatest skatepark revolution occurred under a cloak of darkness in the late summer or early fall of 1990 [Hamm 2004:217].

A small group of Portland skaters decided to construct a skatepark under the eastern approach to the Burnside Bridge. That location had already attracted skaters as it offered protection from the rain and featured a massive, slanting concrete wall good for vert skating. The overlooked derelict space provided the perfect opportunity for the unofficial skate project. In the beginning, the park was constructed of donated materials, with the skaters pouring several bags of concrete mix at a time (Bredesen 2019). Small-scale banks were created along a rear concrete wall. More banks and modifications were soon constructed by "a handful of disenfranchised skateboarders . . . in a city politically and climatically inhospitable to their way of life" (Hamm 2004:221). As the Skatepark expanded, a pier (bents) supporting the bridge was incorporated into the park's design. The land was and is owned by the City of Portland but was vacant in 1990. Of the first skaters involved with its construction, Mark "Red" Scott, Bret Taylor, Osage Buffalo, Sage Bolyard, and Chris Bredesen, several went on to form their own companies spawning a nationwide industry and an entirely new trend in skatepark design.

The Skatepark continued to physically evolve as a DIY park by skaters, using scavenged and donated materials. The Burnside skaters developed working relationships with local businesses, neighborhood organizations, the police, and City officials. Local businesses were especially pleased by the reduction in crime in the area around the skatepark. In 1992, the City Council unanimously adopted a resolution supporting "the community's desire to continue the skateboarding under the east end of the Burnside Bridge." Letters of support included the chief of police, three neighborhood and community organizations, and local businesses (Portland City Council Resolution 35009, 1992, on file, Portland City Archives and Records Management).

The Burnside Skatepark's allure is in the challenging ride that it offers, once noted in *Thrasher* magazine "one of the fastest, scariest, and punkest parks on the planet" (Borden 2019:158). And likewise:

> Burnside has never been an easy place to skate. And for that reason, among others, some skateboarders have chosen not to frequent the place. But skateboarders who over the years have dedicated a fair amount of time and blood to Burnside have found rich reward. Because it offers a spectrum of challenges—from bathtub-tight transitions to gigantic ones, from smooth metal coping to jagged concrete lips, from street-inspired pyramid hits to a yard of solid vert capped with pregnant pool coping, all linked by countless lines—any dedicated local with a natural supply of adrenaline and, perhaps, with slightly oversized *huevos* can become an exceptional skateboarder. Simply stated: If a skater can achieve and maintain speed and adaptability in good form at Burnside, he or she can go on to skate anything, anywhere, with outstandingly aggressive grace. For this envelope-pushing influence alone, the world of skateboarding owes a great debt to Burnside and the men who made it [Hamm 2004:229].

The defining character of Burnside Skatepark is that it is continuously evolving and that evolution is by the skaters themselves. It has achieved iconic status at local, regional, national, and international levels for its DIY construction. While it is on City land, it is not managed as a City park with all the typical bureaucratic requirements and controls of an official city facility. Another character-defining feature of Burnside Skatepark is its art, in the form of what is often termed graffiti continuously evolving images on banks, ramps, walls, and the bridge bent.

Burnside Skatepark's influence is reflected and acknowledged in numerous sources:

- "The Burnside Project is what many skaters across the country identify as one of, if not the, best skate facility in the United States" (Jones and Graves 2000).
- "The modern skatepark revolution began with the DIY construction of Burnside. Before Burnside, there were only a handful of skateparks, and it was painfully obvious that they weren't built by skateboarders. [Now we have] progressively constructed parks all over the world" (Hamm 2010).
- "Arguably the most famous do-it-yourself skatepark, Burnside has expanded and developed over the past 20 years and is now recognized by skaters all over the world" (Alex Z. 2013)
- "Burnside makes an unforgettable impression on anyone upon first encounter. As it should. Since it's superlative and the foundation, and that's not hyperbole, for everything that came after" (Weyland 2014).

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

Significance (continued)

- "Unsanctioned skate parks (or DIYs) below bridges are actually kind of a thing; among the most famous—and now officially municipally sanctioned—are Burnside, beneath the Burnside Bridge on the Willamette River in Portland, Oregon, and FDR Park, beneath I-95 in South Philadelphia" (Murtha 2017).
- "They have created their own community. Their own little slice of urban heaven, one that is significant enough to draw people in from all over the world . . . It exists not only in legend, but in the present" (LoveSkateMag 2018).
- "All the skatepark construction companies that came out of Burnside (Grindline, Evergreen, Dreamland, etc.) have been at the forefront of skatepark design and construction ever since. They deserve praise and recognition for the proliferation of facilities that have been built around the world in the last two decades. And, again, there probably wouldn't be a Vans Park Series if it weren't for the skatepark renaissance that began under a bridge in Portland. (It could even be argued that Burnside is partly responsible for the discipline of Olympic park skating. "Thanks Burnside!")" (Carnie 2019).
- "Burnside Skate Park has been featured in numerous skate magazines, video games and is considered a classic skate park by skateboarding pros" (Rudolph 2019).
- "It has become a paradigm for other parks that followed across the US . . . It's tough to describe Burnside with mere words—it may well be one of the greatest skateparks in the world, according to many" (Vee 2020b).
- "One of the most famous parks in the United States. Built by skaters on the east side of the river in downtown Portland. The city let them keep building and a masterpiece was born" (sk8parkatlas.com 2020).
- "Burnside's unique growth and evolution—through the sweat and blood of a handful of dedicated individuals—have matured into one of the best skateparks in the world. Burnside and its creators are true pioneers, setting the stage for community built skateparks across the country" (SKATEPARK.com 2020).
- "One of the best skateboard facilities in the world" (Eisenhour 2020).
- "Christened in 1990 under the east end of Burnside Bridge the project set the template for renegade DIY skatepark construction worldwide. Burnside remains one of the most culturally important, ATV influential, and gloriously difficult skateparks to master on the planet" (*TransWorld SKATEboarding* 2020).
- Burnside Skatepark "was a catalyst for the current public-skatepark boom" (The Skatepark Project 2020).

These references clearly establish the foundational role the Burnside Skatepark has played and continues to play, not only in skatepark design, but in the evolution of the sport itself. Skating and skaters initially developed as a popular recreational activity, then became marginalized in the later 1970s and 1980s with its associations with punk culture. The Skatepark reflects important features of punk culture in its DIY construction and design and its use of graffiti as artistic expression. With the mainstreaming of skating beginning in the late 1990s and into the present, Burnside Skatepark has become a definitive symbol of the punk origins of skating. Because it is designed, constructed, and managed by skaters, it is globally regarded as the ultimate skatepark for serious skaters. As Keith Hamm, a prominent chronicler of skating, observed (quoted above), "If a skater can achieve and maintain speed and adaptability in good form at Burnside, he or she can go on to skate anything, anywhere, with outstandingly aggressive grace." Burnside Skatepark can thus be seen as defining skateparks and skating itself; it has an unparalleled reputation.

Burnside Skatepark has been the subject of three documentaries:

- *Full Tilt Boogie: The Story of the Burnside Skatepark* (2012) https://vimeo.com/51164175
- *Under the Bridge:25 Years Fighting for Burnside Skatepark* (2015) https://vimeo.com/144192466
- *Socially Infamous: Skate Culture Under the Bridge* (2018) https://sbcskateboard.com/socially-infamous/

Five commercial films have included scenes shot at Burnside: *Free Willy* (1993), *Foxfire* (1996), *The Hunted* (2003), *Paranoid Park* (2007), and *Untraceable* (2008). The Skatepark was a relatively minor backdrop in *Foxfire, The Hunted,* and *Untraceable*; was more prominently featured in *Free Willy*; and was a major element in *Paranoid Park*, where it was featured as "Eastside Skatepark."

Tony Hawk's ProSkater1 video game features nine levels, only two of which are based on actual skateparks, Burnside and House of Vans in Chicago, which is an indoor skatepark. They are also included as levels in ProSkater 2X; Burnside is also included in one version of ProSkater3.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

Significance (continued)

Other skateparks recognized as historically significant include:

The Rom

The Rom in east London, England, was constructed in 1978 with a design by Adrien Rolt, a major skatepark designer in the 1970s. In 2014, it was designated a Grade II building in the National Heritage List for England (Historic England 2020)

"The Rom stakepark, built in 1978 to the designs of Adrian Rolt/G-force, is listed at Grade II for the following principal reasons: * Historic interest: this is agreed to be the best, and most completely preserved, of a small number of purpose-built skateparks to survive from the early years of British skateboarding; * Design and technical interest: devised by Adrian Rolt of G-force, the leading skatepark designer of the late 1970s, and executed in seamless pressurized concrete, the Rom is closely based on Californian prototypes which themselves derive from elements of the public realm (swimming pools, drainage conduits etc.) appropriated during the pioneering phase of the sport; * Cultural interest: an icon of the British skateboard scene, and thus an important and enduring strand in late-C20 and contemporary youth culture."

Bro Bowl

The Bro Bowl in Tampa, Florida, was listed on the NRHP in 2013. The Bro Bowl was not a skatepark but was a skateboard rink. In developing Peter Harvey Park, the City's initial plan was to include a swimming pool. When it was decided a pool was not feasible, the proposed pool location was redesignated for a skateboard rink. No one in Tampa had experience designing skateboard facilities. A City employee proposed a design based on a photograph he had seen of California skaters in a swimming pool; hence the bowl form. The bowl was constructed in 1978 and the park opened in 1979. The Bro Bowl soon attracted national attention, bringing noted professional skaters to the park, and being featured in Tony Hawk's Underground video game.

Major redevelopment of the park area began to be planned in 2006, including demolition of the Bro Bowl. In 2012, the City was awarded federal funding for the new park development (Bruffett and Mattick 2013). The Bro Bowl was demolished in 2015 with construction of the new park. The new park has included a new skatepark that incorporates design elements of the original Bro Bowl (Davis 2017).

The Bro Bowl was listed on the NRHP in 2012 under Criteria A and C and Criteria Consideration G.

Burnside Skate Park Eligibility

The Burnside Skatepark is eligible for the National Register under Criterion A (with Criteria Consideration G) and under Criterion C (with Criteria Consideration G) as an exceptionally important historic property that achieved its significance less than fifty years ago.

Criterion A with Criteria Consideration G – Significant and Exceptionally Important

Under Criterion A, with Criteria Consideration G, the Burnside Skatepark is significant and exceptionally important for its seminal role in the development and design of DIY skateparks in the U.S. and Europe. As referenced above, Burnside Skatepark has been cited as the exemplar of and model for all later DIY skateparks. Diligent research has failed to find any reference to an older DIY skatepark that is still being used. It has served as the impetus for the construction of public skateparks beginning in the late 1990s and early 2000s.The character of skating itself—especially park skating (which was scheduled to become a competition sport at the 2020 Olympics)—has been influenced not only by the physical features of Burnside Skatepark but the tricks required to successfully negotiate those features.

Under Criteria Consideration G, when defining "exceptional importance" for historic properties that have achieved their significance less than fifty years ago, one must consider "both the historic context and the specific property's role in that context" (National Park Service 1997:42). The historic context for addressing the Burnside Skatepark is the development of skateboarding and the associated construction of skateparks. Burnside Skatepark was constructed at a critical moment in the history of skateboarding, with the sport transitioning from a period of declining public support and few skateparks to one of a growing number of skaters and a greater need for skateparks. Construction of DIY parks by skaters was a crucial response and one that spurred a new wave of development of public parks. Construction of Burnside Skatepark is considered to have been formative in that new era, shaping both the character of later skateparks and helping to shape the entire sport. Its role in this context cannot be understated and its influence is widely recognized at national and international levels

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

Significance (continued)

Criterion B – Not Significant

Under Criterion B, the Burnside Skatepark is not associated with a single or several individuals significant to our past, but by the nature of its construction as a DIY project was a community effort, and therefore is not significant under Criterion B.

Criterion C with Consideration G – Significant and Exceptionally Important

Under Criterion C, with Criteria Consideration G, the Burnside Skatepark is significant and exceptionally important for its pivotal role in establishing the DIY skatepark type, its community-based DIY methods of construction, and its continuing pivotal role in influencing skatepark feature designs that have been incorporated into later DIY and public skateparks. The Burnside Skatepark helped establish the current standard of all concrete construction for the both DIY and public skateparks. The Burnside Skatepark was a pioneer in developing a challenging complex of features now widely used such as vert walls, bowls, cradles, humps, pyramids, and lumps into one park. The most defining physical feature of the Skatepark is its dynamic character; it is continuously evolving as features are added, removed, and modified. The use of graffiti as artistic expression also helps define Burnside Skatepark. Not surprisingly, graffiti is a common feature of DIY skateparks but is usually prohibited at public parks, where commissioned murals may be installed (although such works may capture some of the design elements of graffiti).

Criterion D – Not Significant

Under Criterion D the Burnside Skatepark offers no information potential not already available in written and visual media and therefore is not significant under Criterion D.

Integrity

The Burnside Skatepark retains historical integrity of location, setting, materials, workmanship, feeling, and association. Although the design of the skatepark continues to evolve, this is an integral part of the Burnside Skatepark culture which strives to continually enhance the skating experience.

Sources

Alex Z.
2013 The 25 Best Skateparks in the World. Electronic document, https://www.complex.com/sports/2013/08/25-best-skateparks-in-the-world/, accessed October 25, 2020.

Borden, Iain
2019 *Skateboarding and the City: A Complete History*. Bloomsbury Publishing, London, UK.

Bredesen, Chris
2019 The Burnside Project. Electronic document, https://burnsideproject.blogspot.com/, accessed July 20, 2019.

Bruffett, Shannon, and Barbara E. Mattick
2013 National Register of Historic Places Registration Form for Perry Harvey Sr. Park Skateboard Bowl/Bro Bowl. Electronic document, https://www.nps.gov/nr/feature/places/pdfs/13000811.pdf, accessed October 25, 2020.

Carnie, Dave
2019 Happy Burnday, Birthside: Halloween Marks the 29th Birthday of Burnside, the Most Iconic DIY Park in Skate History. Electronic document, https://www.vansparkseries.com/posts/85847/happy-burnday-birthside, accessed October 25, 2020.

Chemotti, Lucas
2015 Burnside Skatepark Turns 25. Willamette Week. Electronic document, https://www.wweek.com/sports/2015/11/02/burnside-skatepark-turns-25/, accessed July 20, 2019.

Davis, Andrew
2017 An Historic Skatepark is Replicated–and Memorialized–in Tampa. Electronic document, https://www.archpaper.com/2017/05/bro-bowl-tampa/, accessed October 25, 2020.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

Dreamland Skateparks, LLC
2019 About. Electronic document, https://www.dreamlandskateparks.com/about, accessed July 21, 2019.

Eisenhour, Mackenzie
2020 The Best Skateparks around the World. Electronic document, https://www.westjetmagazine.com/story/article/skateparks-around-the-world, accessed October 25, 2020.

Ellerbe, Hames
2018 Socially Infamous: Individual Community Culture at the Notorious Burnside Skatepark. Master's Research Project, University of Oregon, Eugene. Electronic document, https://scholarsbank.uoregon.edu/xmlui/bitstream/handle/1794/23321/AAD_Ellerbe_FinalProject_2018.pdf?sequence=1&isAllowed=y, accessed October 25, 2020.

Hamm, Keith David
2004 *Scarred for Life: Eleven Stories about Skateboarders*. Chronicle Books, San Francisco.
2010 Burnside Turns 20. Electronic document, https://www.espn.com/action/skateboarding/news/story?id=5741014, accessed October 25, 2020.

Historic England
2020 The Rom Skatepark. Electronic document, https://historicengland.org.uk/listing/the-list/list-entry/1419328, accessed October 25, 2020.

Jones, Stanton, and Arthur Graves
2000 Power Plays in Public Space: Skateboard Parks as Battlegrounds, Gifts, and Expressions of Self. Electronic document, http://users.clas.ufl.edu/msscha/landarch/readings/casestudy_skateboard_parks.pdf, accessed October 25, 2020.

LoveSkateMag
2018 The Burnside DIY Documentary. Electronic document, http://www.mtlmediagroup.com/loveskatemag/www/?p=704, accessed October 25, 2020.

Mortimer, Sean
2015 Tony Hawk Talks About Surviving the Early 90s When Skating Died. Electronic document, http://www.jenkemmag.com/home/2015/09/08/tony-hawk-talks-about-surviving-the-early-90s-when-skating-died/, accessed October 25, 2020.

Murtha, Lisa
2017 The Lords of Newport. Electronic document, https://www.cincinnatimagazine.com/citywiseblog/newport-diy-skate-park/, accessed October 25, 2020.

National Park Service
1997 National Register Bulletin; How to Apply the National Register Criteria for Evaluation. National Park Service, Washington, D.C.

Rudolph, Greg
2019 Best Skateparks in the U.S. Electronic document, https://boardblazers.com/blogs/all/95374086-best-skateparks-in-the-u-s, accessed October 25, 2020.

Salo, Adam
2008 Concrete Wonderland. Electronic document, http://www.xgames.com/expn/2008/skate/article/3549123/concrete-wonderland, accessed July 23, 2008.

sk8parkatlas.com
2020 Burnside – Portland Oregon. Electronic document, http://www.sk8parkatlas.com/burnside-portland.html, accessed October 25, 2020.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

SKATEPARK.com
2020 Burnside Skatepark. Electronic document, http://skatepark.com/skateparks/Portland/Oregon/Burnside+Skatepark/497, accessed October 25, 2020.

The Skatepark Project
2020 Gazing into the Crystal Ball Bearings. Electronic document, https://skatepark.org/2020/01/gazing-into-the-crystal-ball-bearings/, accessed October 25, 2020.

TransWorld SKATEboarding
2018 20 of the Best Skateparks in the World. Electronic document, https://skateboarding.transworld.net/videos/the-best-skateparks-in-the-world/, accessed October 25, 2020.

Vee, Ruben
2020a 100 Years of Skateboarding History | Scooters Came 1st? Electronic document, https://www.skateboardershq.com/skateboard-history/, accessed October 25, 2020.
2020b 13 Best Skateparks in the U.S. You Need to Visit. Electronic document, https://www.skateboardershq.com/best-skateparks-usa/, accessed October 25, 2020.

Weyland, Jocko
2014 Chipped Teeth and Bloody Gobs. In *DIY/Underground Skateparks*, edited by Richard Gilligan, pp. 13-16. Prestel Publishing, Munich, Germany.

Yochim, Emily Chivers
2010 *Skate Life: Re-Imagining White Masculinity*. University of Michigan Press, Ann Arbor.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

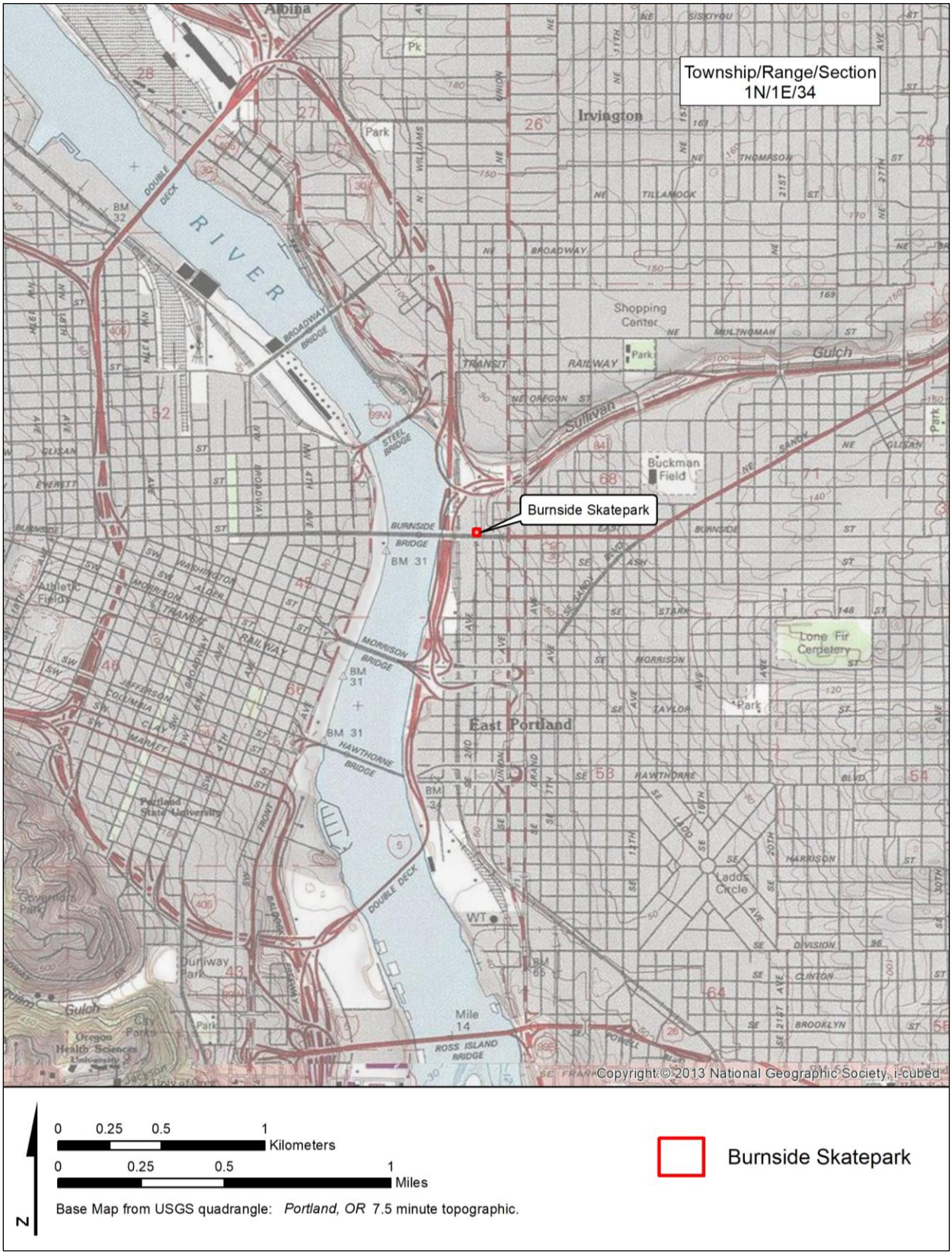


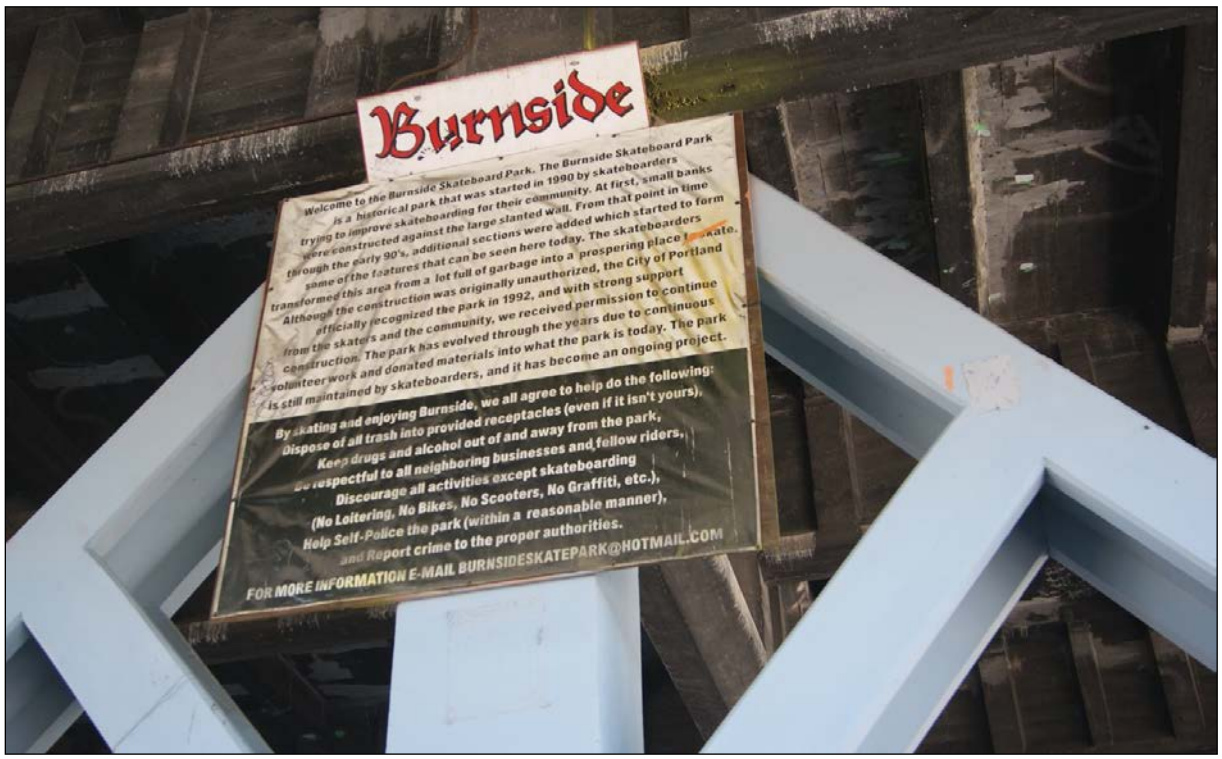
Figure 1. The Burnside Skatepark location.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

Figure 2. Current imagery depicting the Burnside Skatepark and API.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

View: A view showing how the Burnside Bridge's columns have been incorporated into skating features. Looking southwest (Photo courtesy www.burnsideproject.org, used with permission).



View: A sign mounted at the Burnside Skatepark, the view is towards the east.

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

View: The first development of the Skatepark circa 1990-1991. The view is to the north. (Photo courtesy www.burnsideproject.org, used with permission).

View: DIY construction at the Skatepark, circa 1990-1993. The view is towards the south. (Photo courtesy www.burnsideproject.org, used with permission).

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

View: DIY construction at the Skatepark, dated to 1990-1993, The view is towards the south. (Photo courtesy www.burnsideproject.org, used with permission).

View: Past example of Skatepark art. The view is towards the east (photo courtesy of Burnside Skatepark Facebook).

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

View: Example of Skatepark art, The view is towards the southeast (photo courtesy of Burnside Skatepark Facebook).

View: Past example of Skatepark art, The view is towards the east (photo courtesy of Burnside Skatepark Facebook).

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Fire Station and Administrative Office	Construction Date: 1950-1951
Architectural Classification / Resource Type: Modernist/ Building	Alterations & Dates: Ca. 1980; 2008-2010
Window Type & Material: Vertical sash with below horizontal/likely metal frame	Exterior Surface Materials: Primary: Brick Secondary: Decorative: Limestone and Granite
Roof Type & Material: Flat with parapet/ Unknown	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

Historic Photo of Portland Central Fire Station (Fire Station 1) from the 1950s (*Portland Online Photo*).

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Property Name: Central Fire Station/ Station No. 1		
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Jones & Marsh, architects	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other	

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The Central Fire Station (Station No. 1) is a three-story building with a basement constructed in 1951 on tax lot 1N1E34DC 1400 Portland, Multnomah County, Oregon in Section 34, Range 1 North, Range 1 East, Willamette Meridian. The most recent modifications made to the building were in 2008-2010. The building has an approximate 80' x 180' footprint and, is constructed of reinforced concrete with a brick veneer. Exterior trim work is limestone and granite. Original features include a six-story drill/hose tower and a parking area west of the building (*Oregonian* 1950:9). A circa 1980 single story addition is attached to the north façade adjacent to Ankeny Plaza. The building has a flat roof with parapet.

The overall design by architects Jones & Marsh is a Modernist style expressed through the building's horizontal massing, ribbons of windows, and sparse detailing. The building's restrained detailing appears to be inspired by the earlier work of Pietro Belluschi who in the 1930s designed the Portland Art Museum while working for A.E. Doyle (Hartwig 1970). While the Central Fire Station is more modernistic in its horizontal form and composition, in both buildings, their red brick exterior is contrasted with bands of lighter material for window and door trim. The restrained use of detailing gives the Central Fire Station an elegant and sustaining aesthetic quality.

The primary façades include the main pedestrian entry on the south façade facing SW Ash and the east façade oriented towards SW Naito Parkway where the emergency vehicles emerge from six vehicular bays within the main mass and a seventh within a circa 1980 one-story north addition. The east façade at the ground level provides access to the street from the vehicular bays, also includes a pedestrian door with an above octagonal light, and a window bay to the far south. The south bay windows are replacements in a configuration similar to the original windows. Horizontal ribbons of windows span the second and third floors of the east façade. The windows are replacement vertical lights above a smaller horizontal light that appear to be in metal frames. Although the windows' inner configuration is different than the original, they do not compromise the overall historical integrity of the façades. A limestone molding surrounds each band of windows, with a slightly broader continuous horizontal sill. Granite trim surrounds the vehicular doors, octagonal light, and pedestrian door. The retractable vehicular doors are replacements but maintain the gridded light pattern similar to the original doors. The letters above the pedestrian door read: PORTLAND FIRE & RESCUE.

The south façade has a single-story projecting brick entry at the ground level. The entry recess is faced with granite. Windows on the second and third levels are single, paired, and in threes, trimmed by limestone bands.

The north façade features a single-story circa 1980 addition that is home to the Fire Museum. The brick clad addition has a flat roof and a vehicular bay facing SW Naito Parkway. Belgian block cobbles pave the interior floor where historic firefighting equipment is displayed. Salvaged cast-iron artifacts are embedded into the exterior brick wall facing Ankeny Plaza.

The west façade has groups of three, single windows with a vertical sash above narrow horizontal lights. Bands of limestone trim surrounding the windows contrasting with the exterior red brick veneer walls. The six-story tower is attached to the exterior wall and has vertical window openings on five of the six levels all trimmed with limestone sills. Ribbons of windows are situated on the north section of the building on the second and third floors, above a newer vehicular bay on the first floor. A single-story projection houses the rear entry, supported by a single metal column on the north opening.

Alterations

Construction of a single story museum addition began in 1978 and was completed over several years as funds became available. A renovation and seismic upgrade was completed in 2008-2010 funded by a 1998 Bond Measure. Peck Smiley Ettlin, architects who had extensive experience in designing firefighting related buildings, completed the drawings (Mortenson 2008). Degenkolb Engineers undertook the seismic engineering for the building. Retaining the overall historic appearance of the building was important to the process. A number of improvements were made to the interior to meet current standards for physical disabilities, offices, and separate dorms for men and women (Leeson 2007:11-12).

Permit records show that solar facilities were installed on roof in 2018.

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

Significance

Portland's fire fighters were essential from the time the city began as a frontier settlement on the Willamette River in 1850. Initially, volunteer fire fighters provided protection. Pioneer Fire Company No. 1 was recognized as a city volunteer fire department in 1851 (Lansing 2003:44). All able male citizens were expected to participate when the alarm was sounded. A levy passed in 1856 to purchase a steam engine drawn by manpower (Hoover 1950:8-9). Cisterns were built underneath street intersections to draw water for fighting fires. The first approved for construction in 1856 were wood structures built below the city streets (Lansing 2003:77). By 1860, three fire stations served the small city along the west bank of the Willamette River. Two city fires in the 1870s impressed upon civic leaders that firefighting equipment must be improved. Eventually horse drawn equipment was introduced in the 1880s and the City's forces were completely motorized by 1920 (Hoover 1950:8-9).

Fire Station No. 1, constructed 1950-1951, replaced the prior Central Fire Station located at SW 4th and Taylor (*Oregonian* 1952). One of the reasons for relocating the station to its current location was because of traffic congestion at city intersections impeded a quick response to emergencies. It was hoped that the new fire station's proximity to Harbor Drive and Front Avenue would allow emergency vehicles better access to Portland's east side and east-west streets in west side Portland (*Oregonian* 1949c:1)

Construction on the Central Fire Station was carried out 1950-1951. Jones & Marsh Architects designed and completed the architectural drawings for the facility. The building permit for the project was issued less than two months before the death of Jones. Their design included a landscaping plan relocating the Skidmore Fountain near the front entry, though public sentiment prevented this from happening (Oregonian 1949a). The building contractor C.M. McCorkum Company was awarded the contract submitting the lowest bid of $448,144.00 (*Oregonian* 1949b). The first floor included equipment storage, a kitchen, recreation room, and handball court. Dormitories including a "snore room", locker rooms, and a library were situated on the second floor, and administrative offices, photo laboratory and lecture hall were located on the third floor (*Oregonian* 1951b:15). The interior featured a tile mural of an old horse-drawn steam engine that had been relocated from a fire station in NE Portland (*Oregonian* 1951a). The latest equipment was used in the station including an alarm system that when sounded automatically opened the fire truck doors.

Fire Chief Edward Grenfell was in charge of the station when it first opened in 1951. Three fire stations were consolidated into this single building and five firefighting companies (*Oregonian* 1951b:15). About the time Central Fire Station opened the Korean War had intensified. During this period, Central Fire Station served as an important meeting place for civic and government officials in strategizing and providing basic training for civil defense which was a major topic during the Cold War era (*Oregonian* 1951).

A one-story brick building attached to the north façade was started in 1978 to house the Jeff Morris Fire Fighting Museum. The museum officially opened in 1985 after a series of fundraising efforts to complete the museum honoring former firefighter Jeff Morris (Zaitz 1978:17). After closing in 2008 for fire station renovations, the museum was reopened in 2018 (Portland Fire and Rescue 2018).

As the mission of the firefighting evolved and included emergency services, the name Portland Bureau of Fire, Rescue, and Emergency Services (FD&R) was adopted in 1988. By this time all fire fighters were also trained in emergency services and the majority of fire fighters work centered on responding to emergency situations.

In 1998, a significant bond measure was passed to improve seismic issues within the fire bureau. Work on the Central Fire Station began in 2008-2010.

Station No. 1 continues to maintain an important presence within the community as an operating fire station, main administrative office of the chief and deputies, and operating much as it was originally intended.

Jones & Marsh

Jones & Marsh were a highly competent architectural firm made up of partners George H. Jones and Harold D. Marsh. The Central Fire Station was one of the last buildings completed by the Jones & Marsh partnership before the death of Jones in 1950. During their early collaboration and later partnership, Jones & Marsh worked on a number of civic and educational buildings maintaining a solid reputation for their projects. Jones and Marsh's collaboration began in the mid-1930s and would continue until Jones died at the age of 62 while working at their office in 1950. One of Jones and Marsh's early collaborations was the Public Works Administration (PWA) -funded Canby City Hall (1936), which gained national attention in 1939, "as an

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

Significance (continued)

ideal modest city hall" (Oregon Historical Sites Database 2014). The Linnton Fire Station, completed in 1938, hinted to their later work at Portland Central Fire Station. During World War II, the Jones & Marsh partnership was part of a select group of architects working on public housing projects for Portland Housing Authority. They were also responsible for civic and educational buildings. Near the end of their partnership they completed work at Concordia College (Luther Hall) and at Oregon State College (OSU), notably Gill Stadium, an exuberant, Art Deco-styled building, which opened in 1949, and also the Neo-Classical-styled Dearborn Hall (1947) (Atwood 1989; SHPO 2019). Jones & Marsh's versatility in architectural styles and design are well represented in these last projects. The Portland Fire Station will be remembered as one of Jones & Marsh's last projects before Marsh's death January 9, 1950. The fire station's plans were complete by September 1949 and ground broken in early November 1949 (Oregonian 1949:7; Oregonian 1949:10).

Both Jones and Marsh had solid reputations prior to joining together. George Jones had previously worked for the Portland Public Schools as the Superintendent of Buildings, as had his father Thomas J. Jones (Entrix 2009). George Jones is one of the most influential architects of Portland's public schools in the early 20th century (Entrix 2009). Harold D. Marsh had worked on many residential projects and civic buildings, several of which were located in Klamath Falls (Atwood 1989).

George Howell Jones was born in Portland in 1887 and would eventually follow in his father, Thomas Jones, footsteps as an architect for Portland School District No. 1. Jones studied engineering and architecture at Oregon State College for two years (1907-1909) and in 1913 completed a degree at Massachusetts Institute of Technology (*Oregonian* 1950:15). Jones worked in an architectural office in New York City before serving in World War I. Jones gained further architectural experience in New York City after the war before returning to Portland. Jones gained employment as a draftsman for Portland School District. No. 1 and by 1923, he was listed as an architect for the school district (R.L. Polk & Co 1921; 1923). Jones worked for Portland's school district through part of the Great Depression and by 1934 had opened an office in the Woodlark Building sharing an office with H.D. Marsh (R.L. Polk & Co. 1933, 1934; Ritz 2002). Jones worked independently and also collaborated with Harold D. Marsh before forming a partnership, Jones & Marsh, in 1940 (Ritz 2002). The Central Fire Station would be one of Jones' last buildings, as he died of a heart attack while Jones & Marsh were engaged in the Central Fire Station's construction phase.

Harold Dickson Marsh was about the same age as Jones. Marsh was born in 1889 to Robert K. Marsh and Marie Geer Marsh. Like Jones, Marsh attended Oregon State College, then Oregon Agricultural College, and obtained a Master of Science degree at MIT in 1913 (Atwood 1989; Ritz 2002). Jones practiced architecture, but for a period of time during the Great Depression served as president of his father's printing company, Marsh Printing Co. (R.L. Polk & Co 1932,1933). Eventually Marsh was able to work full time as an architect, moving to the Woodlark Building, where he collaborated with Jones and formed a partnership (R.L. Polk & Co. 1938). After the death of Jones in 1950, Marsh continued working independently on other projects. Marsh died in 1969 (Atwood 1989).

Criterion A, Significant: Under Criterion A, the Central Fire Station (Station No. 1) is recommended eligible for listing at the local level, under Criterion A for its associations with events that have made a significant contribution to the broad patterns of our history. Constructed in the Post World War II period, the Central Fire Station continues to serve the community as the central Fire Department and Rescue (also called FD&R) administrative building, a working fire station, and as a community meeting place.

Criterion B, Not Significant: The Central Fire Station is not associated with specific people important in history, therefore it is not considered eligible for listing in the NRHP under Criterion B.

Criterion C, Significant: Under Criterion C, the Central Fire Station is a good example of a Modernist style fire station constructed in the mid-twentieth century. The fire station embodies distinctive characteristics of a type and style as applied by architects Jones & Marsh, and is therefore recommended eligible for listing in the NRHP under Criterion C.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites.

Integrity

The Central Fire Station retains excellent historical integrity of location, design, setting, workmanship, and feeling. Also, the building retains its strong associations with its original use as a working fire station, central administrative office, and community meeting place for issues related to emergency services. Window alterations, door replacements and the north addition have been done sympathetically and do not compromise the overall historical integrity of the building.

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

Sources

City of Portland
2019 Firefighting in Portland through the Years. Fire and Rescue. Electronic document, https://www.portlandoregon.gov/fire/article/127380, accessed July 19, 2019.

Entrix
2009 Oregon Historic Site Form. Irvington School. Electronic document, https://oregondigital.org/downloads/oregondigital:df67rn72v, accessed July 18, 2019.

Hartwig, Paul and D.W. Powers III
1974 National Register of Historic Places Inventory Form – Nomination Form, Portland Art Museum. Oregon Historical Sites Database, heritagedata.prd.state.or.us/historic/index.cfm?do=v.dsp_siteSummary&resultDisplay=49351, accessed July 21, 2019.

Hoover, Helen
1950 One Hundred Years of Smoke Eating. *Oregonian*. 8 October:8-9. Portland, Oregon.

Lansing, Jewell
2003 *Portland, People, Politics, and Power; 1851-2001*. Oregon State University Press, Corvallis, Oregon.

Leeson, Fred
2007 This old building will survive the Big One. *Oregonian*. Metro Portland Neighbors: In Portland. 10 May:10. Electronic document, https://proxy.multcolib.org:2489/apps/news/document-view?p=AMNEWS&t=pubname%3AORGB%21Oregonian%252C%2BThe%2B%2528Portland%252C%2BOR%2529&sort=YMD_date%3AD&maxresults=20&f=advanced&val-base-0=%22Peck%20Smiley%22&fld-base-0=alltext&bln-base-1=and&val-base-1=2007%20to%202010&fld-base-1=YMD_date&docref=news/1191116863C977F0, accessed July 19, 2019.

Mortenson, Eric
2008 New fire station aims for LEED Gold. *Oregonian*. 19 Dec. Electronic document, https://proxy.multcolib.org:2489/apps/news/document-view?p=AMNEWS&t=pubname%3AORGB%21Oregonian%252C%2BThe%2B%2528Portland%252C%2BOR%2529&sort=YMD_date%3AD&maxresults=20&f=advanced&val-base-0=%22Peck%20Smiley%22&fld-base-0=alltext&bln-base-1=and&val-base-1=2007%20to%202010&fld-base-1=YMD_date&docref=news/1253372ACA9BB2C0, accessed July 21, 2019.

Oregon Historical Sites Database
2014 Canby City Hall. Oregon Historical Sites searchable database, http://heritagedata.prd.state.or.us/historic/ accessed July 20, 2019.

Oregon State Historic Preservation Office (SHPO)
2019 Oregon Historic Sites Database. Searchable electronic database, https://heritagedata.prd.state.or.us/historic/index.cfm?do=v.dsp_main, accessed October 10, 2019.

Oregonian
1942 Firms Choses for FHA Plans. 10 April 1942. Portland, Oregon.
1949a Fire Station Bid Call Due. 17 September:7. Portland, Oregon.
1949b Contract Awarded. 4 November:19. Portland, Oregon.
1949c City Officials Break Ground on Central Fire Station. 8 November:1. Portland, Oregon.
1950 Architect George Jones, 62, Succumbs to Heart Attack. 11 January:15. Portland, Oregon.
1951a New Central Fire Station. 3 March: 4.
1951b New Central Fire Quarters Set to Efficiency, Comfort. 5 March:15. Portland, Oregon.
1951c Civil Defense Recruits Lag. 27 April:14. Portland, Oregon.
1952 Old Fire Station Being Remodeled. 17 February:20. Portland, Oregon.

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

Sources (continued)

Portland Fire and Rescue
2018 Portland Fire and Rescue Celebrates Opening of Historic Fire Museum. Electronic document, https://www.portlandoregon.gov/fire/news/read.cfm?id=128908, accessed July 21, 2019.

R.L. Polk & Co.
1920 Portland City Directory, Portland, Oregon.
1921 Portland City Directory, Portland, Oregon
1923 Portland City Directory, Portland, Oregon
1933 Portland City Directory, Portland, Oregon
1934 Portland City Directory, Portland, Oregon
1938 Portland City Directory, Portland, Oregon

Redden, Jim
2018 Historic Portland firefighting museum reopens. 8 March. Electronic document, https://pamplinmedia.com/pt/9-news/388804-279629-historic-portland-firefighting-museum-reopens, accessed July 20, 2019.

Ritz, Richard
2002 *Architects of Oregon*. Lair Hill Publishing, Portland, Oregon.

Zaitz, Leslie
1978 Officials lay bricks for fire museum. *Oregonian*. 19 Sept.:17. Portland, Oregon.

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

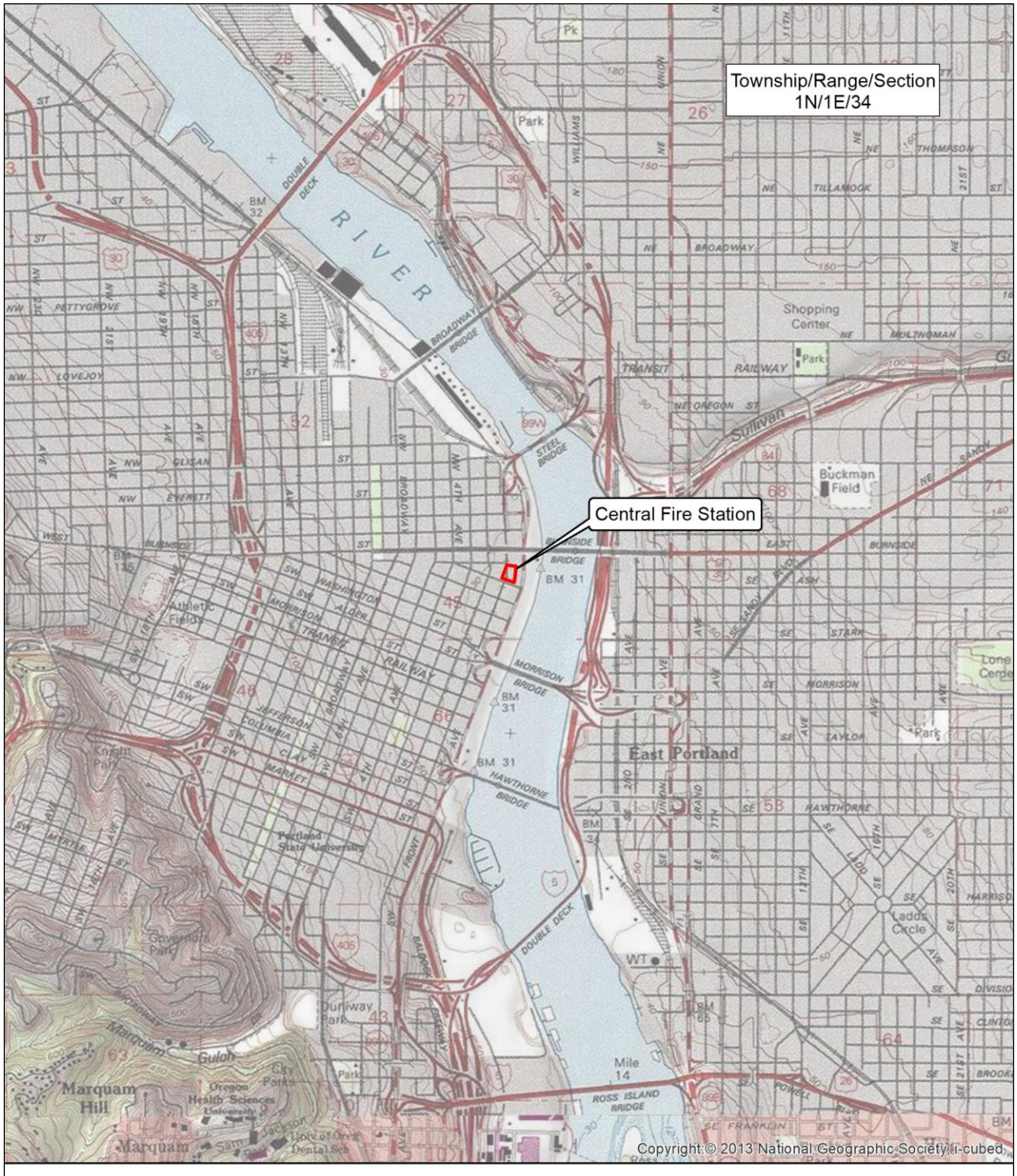


Figure 1. Central Fire Station location.

SECTION 106: SUPPLEMENTAL MAPS

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

Figure 2. Current imagery depicting Central Fire Station and API.

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

View: Central Fire Station's south and east facades. The view is towards the northwest.

View: The rear (west) façade of the Central Fire Station. The view is towards the northeast.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

View: The north façade of the circa 1980 addition built to house the Fire Museum. The view is towards the southeast.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: Federal Highway Administration/ Burnside Bridge	
Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oreg.	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Social Services Building	Construction Date: 1941
Architectural Classification / Resource Type: Streamline Moderne Commercial- altered/ Building	Alterations & Dates: 1957; ca. 1960s; 1976-1977; ca. 2015
Window Type & Material: store fronts/ steel	Exterior Surface Materials: Primary: brick veneer Secondary: steel vertical panels Decorative:
Roof Type & Material: flat with parapet, unknown	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor

The north and west facades of 30 NE Martin Luther King Blvd looking southeast.

Preliminary National Register Findings: ☐**National Register listed**

☐**Potentially Eligible:** ☐Individually ☐As part of District

☐**Not Eligible:** ☒In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): J.G. Killgreen and Flynn (builder)	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

The former Joe Fisher Co. /Bank of Portland Building/Hooper Detoxification Center/ Jeanne Rivers Building is a 1941 two-story Streamlined Modern Commercial building that has had a series of remodels over the course of its lifetime. In 1957, the auto showroom was converted into a bank. More exterior improvements were made at a later date, and again in 1977 when was converted into the Hooper Detoxification Center. The building sits at the northwest corner of the intersection of NE Martin Luther King Boulevard and NE Couch Street in Portland, Oregon. The neighborhood is a commercial/industrial neighborhood that is rapidly being redeveloped with commercial and large-scale multi-family buildings. Portland architect Don Byers, designed the 1957 updates when the building was converted from an auto showroom to a bank. Don Byers was an active local architect best known for his Universal Plan Service plan books. Wolf Zimmer Gunsul Frasca, Partneship prepared further design updates in 1976, when Multnomah County purchased the building and converted the former bank into a detox center.

Physical

The Bank of Portland building is situated on a 100' x 100' lot and stands two stories high on a poured concrete foundation with basement. The building is essentially square in plan except for a rounded corner oriented to the northwest; the roof is a flat roof with parapet. Originally designed in the Streamlined Moderne style, the building has generally maintained an element of its streamline character despite receiving fairly extensive modifications in the late 1950s, 1960s and 1977. It currently reflects the character of the 1970s-1980s with the design influence of the architectural firm Wolff Zimmer Gunsul Frasca, Partnership when the building was reconfigured for use as a detox center. Already a prominent architectural firm, the architectural office would shortly in 1977 become known as Zimmer Gunsul Frasca (ZGF) and would exponentially grow into one of Portland's architectural powerhouses influencing the Portland city skyline (Oregonian 1976a; Ritz 2002 451-453).

The building's north façade is bisected by the original monolithic brick-clad pier that rises above the north parapet acting as a transition element between two building segments: a brick faced building segment to the east and the curving, stream-lined design of the west segment. The north façade's east half at street level, is divided into three slightly recessed windows bays, former vehicular access bays, with horizontal ribbons of vertical glass panels and corresponding horizontal window bays with steel-framed windows, and center sections that have been infilled. The east segment is clad with brick. A recessed entrance is situated at the transition between the two building segments. A concrete planter wraps around the stream-lined segment at the storefront base facing the corner and NE Martin Luther King Blvd.

The west section begins on the north façade and curves around the corner and straightens along the west facade. The second floor overhanging the first floor, is lit with evenly spaced windows of vertical metal-framed panels consisting of one large pane and one vertical. Ca. 1970s vertical metal panels clad the second floor. A ribbon of vertical, metal-framed storefront windows light the ground level. Several brick clad column supports are spaced along the west façade. Another entrance is at the south end of the building's west façade.

The building, constructed in 1941, was a partially open on the west façade as used-car showroom. The building was constructed for an estimated cost of $50,000. It was proudly noted when it was built as a "New Streamlined Automotive Building" (Oregonian 1941:18). The east segment was open on both floors and the three bays on the north façade were also open for parking cars.

Alterations

In 1947, the auto dealership was converted into a bank. The open areas on the first and second floors facing NE MLK were enclosed and a ribbon of what appears to be glass block wrapped around the west façade on the second floor. Architect Don C. Byers prepared the plans for the bank remodel and Lorenz Bruun was the contractor (Oregonian 1957:28). The realities of heat gain from a continuous ribbon of glass along the west façade were rectified sometime in the 1960s-early 1970s. A 1976 Oregonian photograph shows the ribbon of glass replaced by evenly spaced windows shaded by a continuous metal awing (Oregonian 1976b:D2). Wolf Zimmer Gunsul Frasca Partnership, Architects prepared plans for Multnomah County converting the building into a detox center (Oregonian 1976:B1).

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah

More recent remodel plans for owner Central City Concern was prepared by Merryman Barnes Architects including a rooftop addition and what appears to be interior modifications (City of Portland 2020).

History

The building over the course of its lifetime has served several functions in part reflecting changing community cultural patterns. Portland auto distributor, Joe Fisher, constructed the building for used auto sales. Fisher's overall business history highlights some of phases of the retail auto industry of the Mid-Twentieth Century. In the first decades of the Twentieth Century the introduction of motorized vehicles spurred a number of commercial enterprises replacing blacksmith shops and livery stables on Portland's east side. Automobile ownership in Portland, and the U.S. would exponentially grow during the early Twentieth Century. Automobile ownership was spurred by Henry Ford's introduction of the Model T, in 1908 and the car's availability from Ford's mass production lines established in 1913. Ford's innovations in the Model T, how it was manufactured and approachable cost would significantly influence American culture (Flink 1972).

In Portland, many early automotive businesses were attracted to Portland's eastside near Martin Luther King Blvd (Union Ave) and Grand Avenue as car ownership grew in the 1910s and 1920s. This increase continued as Multnomah County, vehicle registration more than doubled from 36,000 in 1920 to 96,000 in 1930 (Abbott 1995:47). By 1929, car production reached its highest numbers reaching a saturation point (Flink 1972). Locally, demands for auto services on Portland's east side encouraged the growth of parking garages, repair garages and auto dealerships along Grand Avenue and former Union Avenue. Used cars sales gained momentum during the 1930s, and were the only option when new motor vehicle production for the general public stopped in 1942 due to World War II. Joe Fisher's 1941 Used Car Center would fill this market during the war years making a striking and unapologetic design choice for displaying used cars. When the war ended, new car sales again took off (Flink 1972).

When Joe Fisher, then Dodge-Plymouth distributor, constructed the used-car sales building, he also has several previous eastside locations including at the location of the D.P. Thompson Co. Investment building situated at 107 NE Grand Avenue. The new building was constructed with a ramp along the east wall leading to the second floor for parking cars and featuring open walls on the west façade facing NE Martin Luther King Blvd. showcasing two floors of used cars (Sanborn Map 1950; Oregonian 1941:23).

Along with a changing car market and Joe Fisher 's interest in banking, Fisher offered his building for the construction of an independent local bank that he organized with other local businessmen. Fisher took a great interest in the financial market in the late 1950s, also establishing the Bank of St. Helens, where he served as the president, and also Bank of Klamath Falls (Oregonian 1957:20). Fisher and a group of business leaders chartered the new Bank of Portland in 1956-1957. The new bank incorporated some the benefits of open vehicular bays along NE Couch Street for a drive-thru teller (Oregonian 1957:1). When The Bank of Portland opened in July 1957, S.L. Gardner served at the bank's president (Oregonian 1957:17). Within two years of opening in 1959, the bank merged with Security Bank of Oregon ca. 1959 becoming the East Portland Branch of the Security Bank of Oregon (Oregonian 1965:17). The bank building served the community into the early-to mid-1970s.

Multnomah County purchased the building ca. 1976 for social services converting the building into a treatment center. Remodeling began in 1977 for the David Hooper Detoxification Center (Oregonian 1976:D2). The remodel building has been used for social services for following decades and more recently named the Jeanne Rivers Building.

Currently, the building houses services for Multnomah County including the Crisis Assessment and Treatment Center (CATC) (Multnomah County 2020).

Joe Fisher

James O. Fisher, Sr. "Joe" began working in the automobile business in 1925 in Portland. When opportunity struck, he opened Dodge dealerships in Oregon, Washington and farther afield, finally landing back in Portland in 1939. He began his Portland auto dealer career with a Dodge dealership. Over the course of time he would sell Fords, and several lines of import cars. His son, Jim Fisher joined him in the business and would purchase the west side location on W. Burnside where he transformed the location into service center. Joe Fisher played an early role in the building's construction and the later conversion into The Bank of Portland. He took an interest in banking and would be instrumental in the three banks, including the Bank of Portland, situated within the subject building (Oregonian 1983:107; Oregonian 1987:13).

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah

Significance

Criterion A, Significant: Under Criterion A, the Bank of Portland building has historical associations with the auto industry and the commercial enterprises that grew from the introduction of the automobile. Constructed the 1941, the building reflects a time that used car sales replaced new car ownership due to a saturated market. As the building has been remodeled extensively, it no longer adequately reflects this period in its design, materials, workmanship, feeling and associations and is therefore recommended not eligible for listing under Criterion A.

Criterion B, Not Significant: Under Criterion B, the Bank of Portland building has associations with Portland car dealer. James O. Fisher, Sr. who had the building construction in 1941 and was influential in its conversion into a bank in 1957. Although having these associations with Fisher, the building has been remodeled and no longer reflects the period of his influence and history, therefore the building is recommended not eligible for listing in the NRHP under Criterion B.

Criterion C. Significant: Under Criterion C, the Bank of Portland is no longer representative of the auto dealership/garage type of building constructed in the 1940s, nor no longer is representative of the Mid-Century period, when it was converted into a bank. Although designed by Don Byers, the building as a remodel and not the best representation of his work, nor does the bank building reflect is original use as auto-garage building. Further modifications made in the 1977, by architects, Wolff Zimmer Gunsul Frasca, are less the 45 years and as such, the building is recommended to be not eligible for listing under Criterion C.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites and in the case of the Bank of Portland building, information related to the building can be yielded through existing documentation and records.

Sources

Abbott, Carl
1994 Settlement Patterns in the Portland Region: A Historical Overview. Report prepared for Metro Future Vision Commission.
Electronic document, https://core.ac.uk/download/pdf/37775808.pdf, accessed June 1, 2020.

City of Portland
2020 Electronic document, https://www.portlandoregon.gov/bds/appeals/index.cfm?action=entry&appeal_id=12788, accessed June 10, 2020.

Flink, James T.
1972 Three Stages of Automobile Consciousness. American Quarterly, Vol. 24, No. 4, Oct: 451-473. Electronic document, https://www.jstor.org/stable/2711684, accessed June 2, 2020.

Houser, Michael
2005 Donovan C. Byers. Electronic document, https://multco.us/mhas/crisis-assessment-and-treatment-center-catc, accessed June 8, 2020.

Multnomah County
2020 Crisis Assessment and Treatment Center (CATC). Electronic document, https://multco.us/mhas/crisis-assessment-and-treatment-center-catc, accessed June 8, 2020.

Oregonian [Portland, Oregon]
1941a New Streamline Automotive Building Projected. 1 Sept:18.
1941b Fisher Opens New Used Car Center. 19 Jan:23.
1957a New Independent Bank of Portland Slated to Open for Business June 1. 22 March:28.
1957b Group Plans Local Bank. 7 Jan:1.
1957 Prospective Customers Stand in Line As New Bank of Portland Opens Doors. 9 July:17.

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah

Oregonian [Portland, Oregon] (cont.)
1965 In The News. 4 July:17.
1976a Detoxification center move delayed by Varying Construction Estimates. 3 Dec:B1.
1976b Alcoholic recovery center gets new home from county. 8 Oct:D2.
1977 County board allots funds for rebate of license 11 March:25.
1983 Pioneering auto dealer dies. 24 April:107
1987 Heart attack fells car dealer Fisher. 3 February:13.

Ritz, Richard Ellison
2002 Architects in Oregon. Lair Hill Publishing.

Sanborn Fire Insurance Maps
1950 Sanborn Fire Insurance Map, 1908-1950.

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

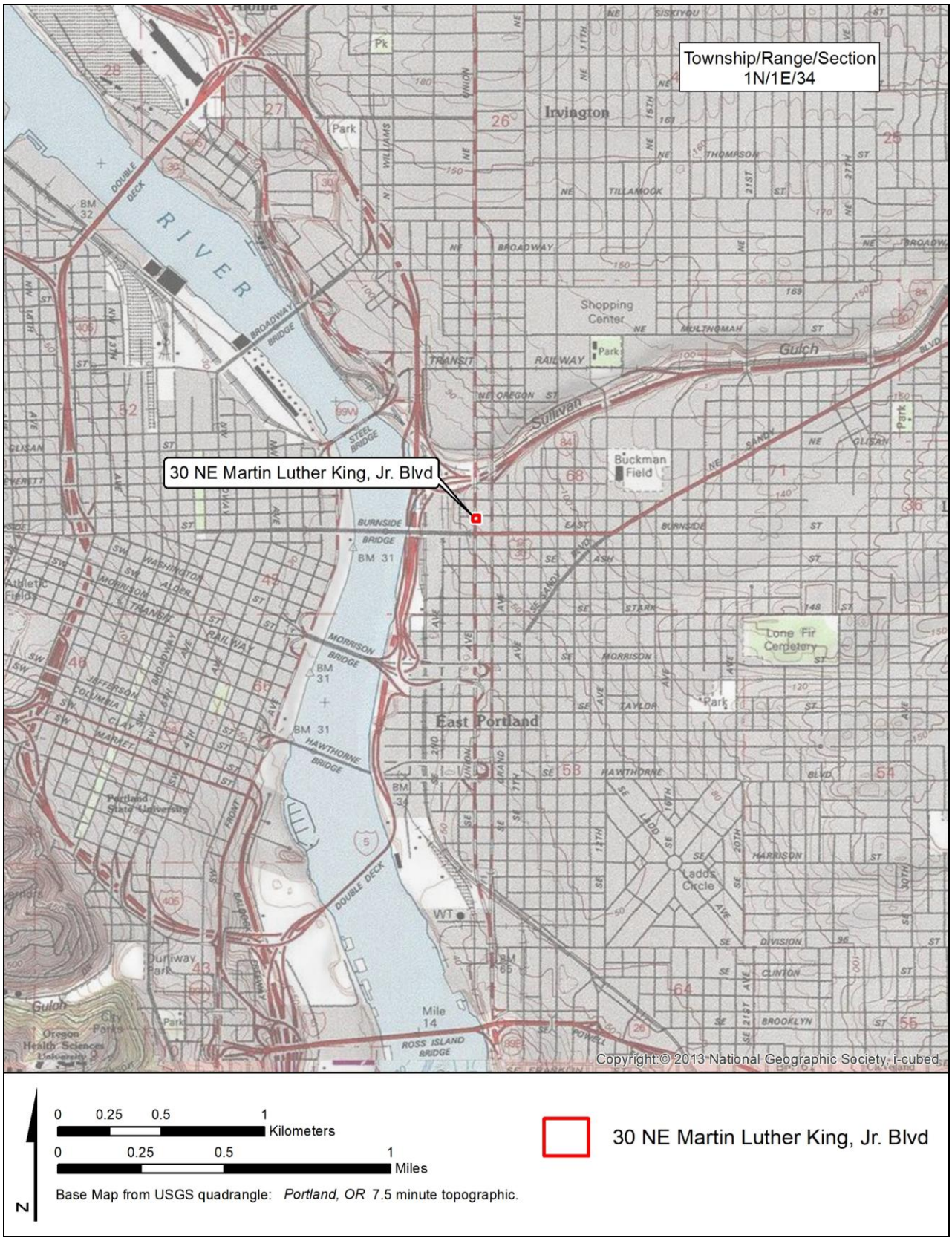


Figure 1. Location of 30 NE Martin Luther King, Jr. Blvd

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

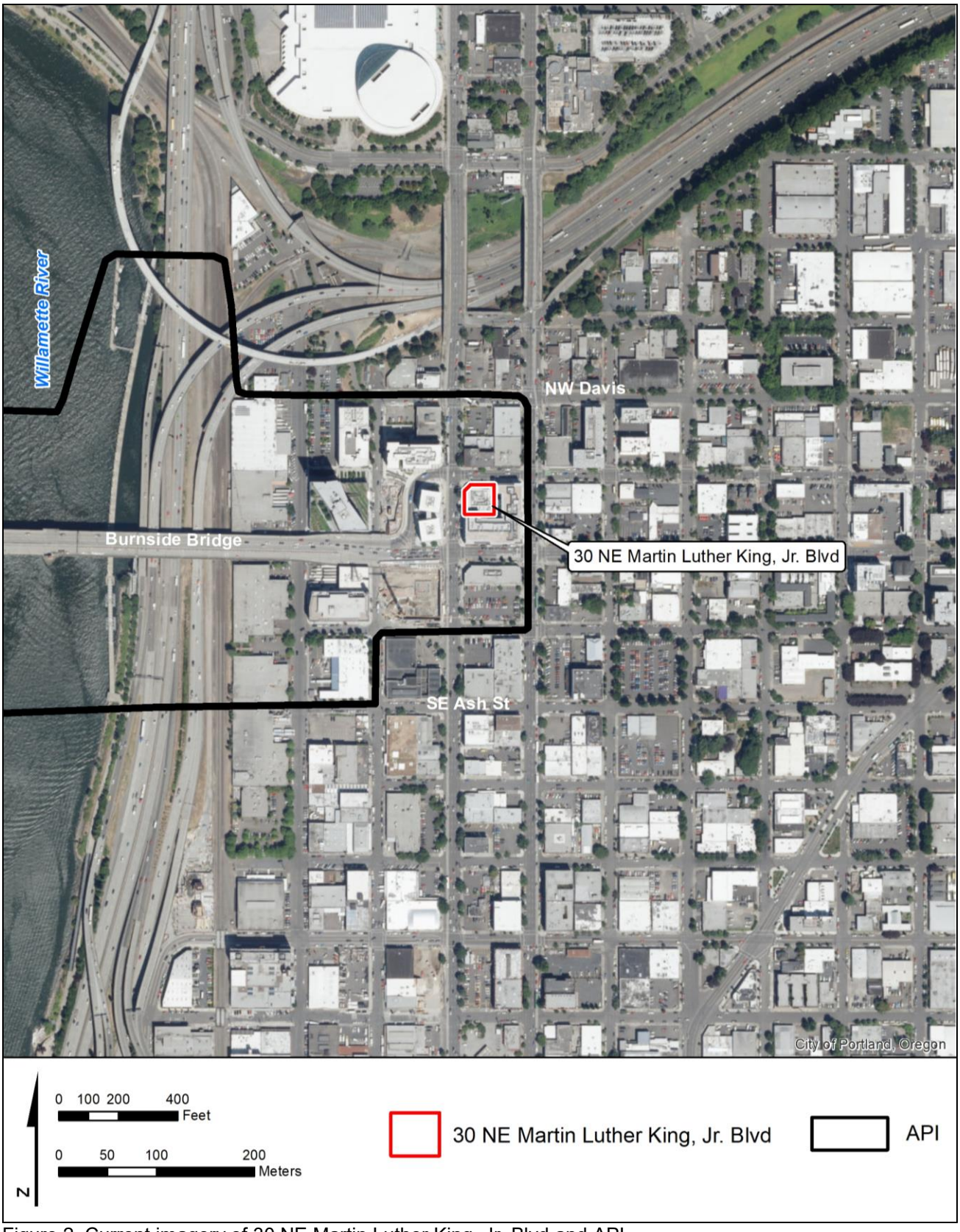


Figure 2. Current imagery of 30 NE Martin Luther King, Jr. Blvd and API.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah

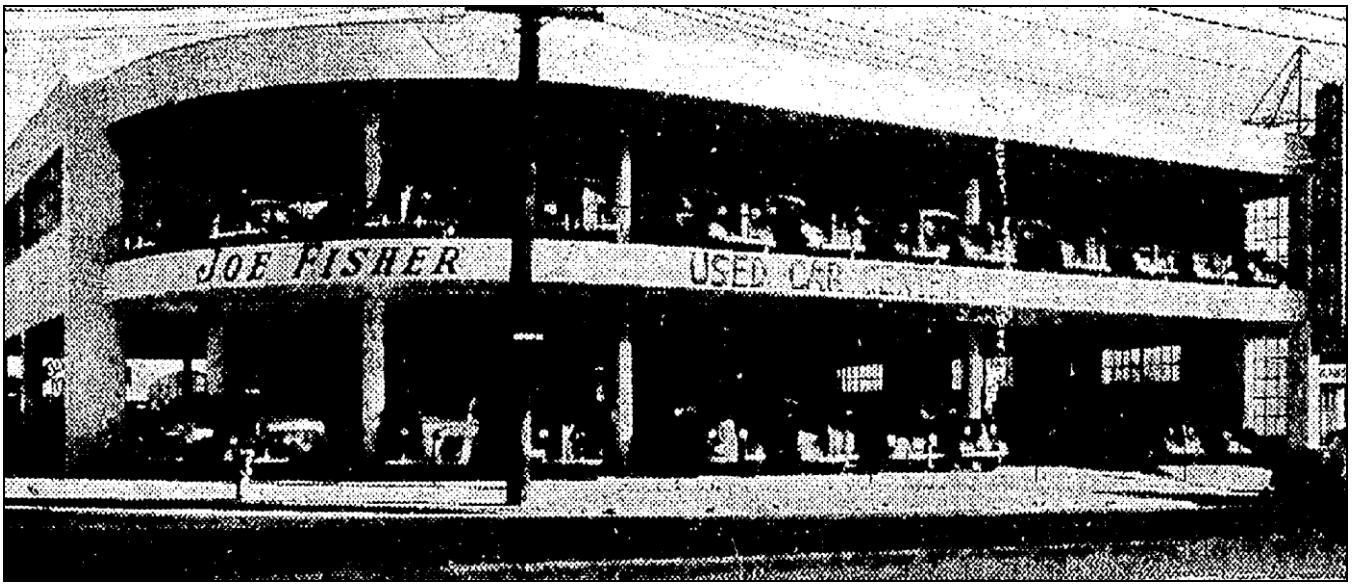
View:. The north façade of 30 NE Martin Luther King Blvd. Building looking southwest.

View: A closer view of the transition between the east and west building segments; the view is to the southeast.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah

View:. The west building segment's west façade; the view is towards the southeast.



View: A 1941 *Oregonian* photo showing Joe Fisher's used car showroom after it was completed (*Oregonian* 1941).

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah

View:. A 1957 *Oregonian* photo showing the building converted into The Bank of Portland (*Oregonian* 1957).

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: Oregon & California R.R./ Southern Pacific East Side Division Railroad/ UPRR	
Street Address: First Avenue NE and SE (segment of RR)	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1 North Range: 1 East Section: 34
This property is part of a ☒District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: Oregon & California R.R./ Southern Pacific East Side Division Railroad/ UPRR	
Number and Type of Associated Resources in Grouping/Ensemble: Within the segment, the alignment	

Current Use: Railroad	Construction Date: 1868
Architectural Classification / Resource Type: Structure	Alterations & Dates: 1878 to Roseburg; 1887 to Ashland
Window Type & Material: N/A	Exterior Surface Materials: Primary: Poured Concrete Secondary: Timber Decorative: Concrete and Steel Railing
Roof Type & Material: N/A	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

A view of the historic alignment of the Oregon and California RR where it travels along SE First Avenue. The view is towards the south with Interstate 5 to the right.

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☐Individually ☒As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Property Name: Oregon & California RR/Southern Pacific East Side Division Railroad/UPRR		
Street Address: First Avenue NE and SE (segment location)	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Oregon & California Railroad	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other	

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The Oregon & California RR/ Southern Pacific East Side Division Railroad/UPRR railroad segment within the project area in Portland, Oregon, is located within Township 1 North, Range 1 East, Section 34, Willamette Meridian. Within the project area the railroad segment runs from SE Ash Street north to a mid-point in Sullivan's Gulch. The area is a mix of industrial and warehousing that was established next to the railroad. Interstate 5 and approaches to Interstate 84 are situated near the rail corridor. More recently, an influx of multi-family housing is growing near the Burnside Bridge.

The alignment consists of two lines of standard-gauge track running north to south on First Avenue on a bed of timbers and rock ballast and, in places, asphalt. An abandoned siding is situated east of the two sets of actively used track. Other features visible at the north end of the segment include a switch track and wye. Trestles depicted in historic photographs are no longer evident. The trackage, ballast, and other associated features have been maintained and replaced over time, and as such are non-historic. The historic alignment on First Avenue within the project area is what is recommended significant.

Significance

The UPRR alignment, earlier known as the Oregon & California Railroad and later the Southern Pacific East-Side Division Railroad, is not officially recorded in the Oregon Historical Sites Database in the east Portland area although it is recorded in other segments of the state. The rail line has strong associations with settlement in Oregon and was instrumental in building Oregon's statewide economy.

Initiated as the Oregon & California Railroad (O&C) or East Side Company, the rail line was planned for construction on the east bank of the Willamette River in competition with its rival, the West Side Company. The two companies fought to obtain land rights approval and a grant from the Oregon State Legislature. After considerable political maneuvering and legal battles, the East Side Company with its leader Ben Holladay built the east side railroad (Cain 2003; Ganoe 1924). Construction began in 1868 and continued in several phases. It reached Roseburg in 1872 and connected to the Southern Pacific rail line in Ashland in 1887 and eventually absorbed into the Southern Pacific Railroad (Corning 1989).

An 1879 panoramic view of Portland, Oregon depicts the railroad not more than a decade after it was built. The railroad was then situated on the west boundary of the East Portland plat on First Avenue near the water's edge. At that time, the rail line was built up on what appears to be a raised berm and in other places a timber trestle. The line was noted as the "Oregon & California R.R." at that time (Glover 1879). The 1889 Sanborn Map shows the railroad running along First Avenue, the immediate area not yet built up and the waterline not more than a block away (Sanborn Map 1889). In the 1920s, a number of tracks, including spurs and sidelines, paralleled the early alignment from First to Second Avenues serving local businesses and industry (Sanborn Maps Sanborn Map 1924-1928).

Benjamin Holiday was influential in the initial stages of building the Oregon & California Railroad. Before coming to Portland, he built successful businesses supplying and freighting goods. He took on the East Side Railroad to see it built (Oregon Historical Society 2019). Known for questionable business practices and reckless spending, he eventually lost his interest in the railroad, but was unquestionably influential in the early railroad development of Oregon.

The Oregon & California RR/UPRR is recommended eligible for listing in the NRHP under Criteria A and B.

Criterion A – *Significant*

The Oregon & California RR/UPRR alignment has strong associations with the settlement in Oregon and was instrumental in supporting growing local commerce north and south into California similarly as the Southern Pacific Railroad ; The Siskiyou Line's recommendation and as concurred by SHPO in 2013 (Bell 2013). The Oregon & California RR/UPRR alignment is recommended to be eligible under Criterion A for its strong associations with the development of the railroad system supporting Oregon commerce and settlement.

Criterion B – *Significant*

The Oregon & California Railroad has strong associations with Benjamin Holiday, an early railroad investor, who was highly influential in building the rail alignment. His involvement was critical and as such the railroad is recommended eligible under Criterion B demonstrating his achievement.

Property Name: Oregon & California RR/Southern Pacific East Side Division Railroad/UPRR	
Street Address: First Avenue NE and SE (segment location)	City, County: Portland, Multnomah

Significance (continued)

Integrity

The UPRR segment within the project area retains historical integrity of alignment and is able to convey to significance through its location, its design in retaining its historical associations and alignment, and use of similar materials that were used overtime, and its associations of maintaining its original use.

Sources

Bell, Chris
2013 Section 106 Documentation Form: Southern Pacific Railroad: The Siskiyou Line. Electronic document searchable database at http://heritagedata.prd.state.or.us/historic/, accessed August 7, 2019.

Cain, Allan
2003 Oregon and California Railroad. The Oregon History Project. Electronic document, https://oregonhistoryproject.org/articles/historical-records/oregon-and-california-railroad/#.XT92J1AkpuU, accessed July 29, 2019.

Corning, Howard McKinley
1989 *Dictionary of Oregon History*. Binford & Mort Publishing, Portland, Oregon

Ganoe, John Tilson.
1924 The History of the Oregon and California Railroad. *Oregon Historical Quarterly* 25: 236-283, 330-352.

Glover, E.S.
1879 *Portland, Oregon*. A.L. Bancroft & Co., Lithographer, San Francisco, CA.

National Park Service
1990 National Register Bulletin, How to Apply the National Register Criteria for Evaluation. U.S. Department of the Interior.

Oregon Historical Society
2019 Ben Holladay (1819-1887). The Oregon History Project. Oregon Historical Society. Electronic document, accessed July 20, 2019.

PDXHistory.com
2019 Oregon Railroads. Electronic document, http://www.pdxhistory.com/html/railroads.html, accessed June 26, 2019.

Sanborn Map and Publishing Company
1889 *Insurance Maps of Portland, Oregon*. Sanborn Map & Publishing Company, New York, Portland, Oregon.
1901 *Insurance Maps of Portland, Oregon*. Sanborn Map & Publishing Company, New York, Portland, Oregon.
1924-1928 *Insurance Maps of Portland, Oregon*. Sanborn Map & Publishing Company, New York, Portland, Oregon.

Property Name: Oregon & California RR/Southern Pacific East Side Division Railroad/UPRR	
Street Address: First Avenue NE and SE (segment location)	City, County: Portland, Multnomah

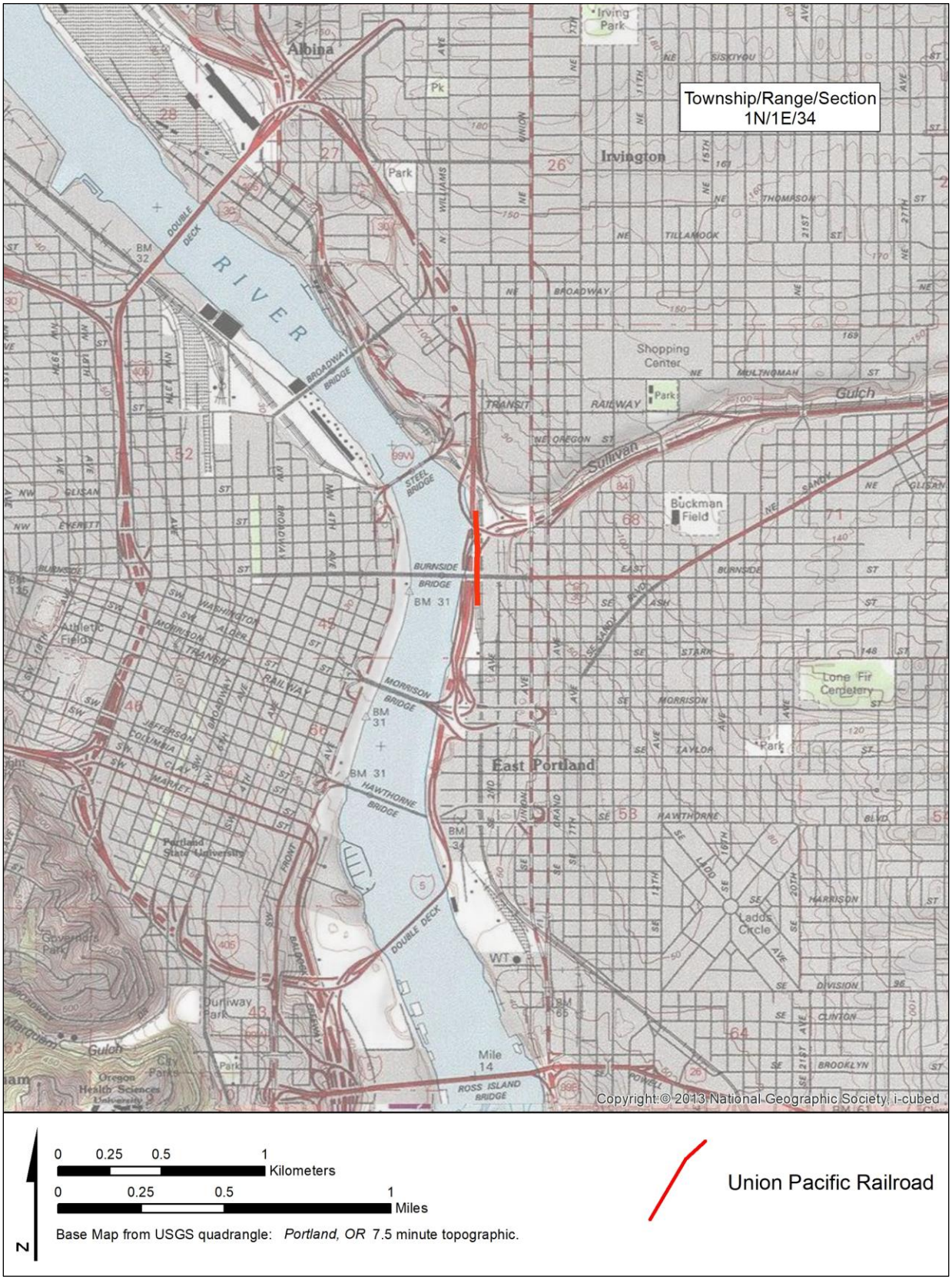


Figure 1. UPRR location.

Property Name: Oregon & California RR/Southern Pacific East Side Division Railroad/UPRR	
Street Address: First Avenue NE and SE (segment location)	City, County: Portland, Multnomah

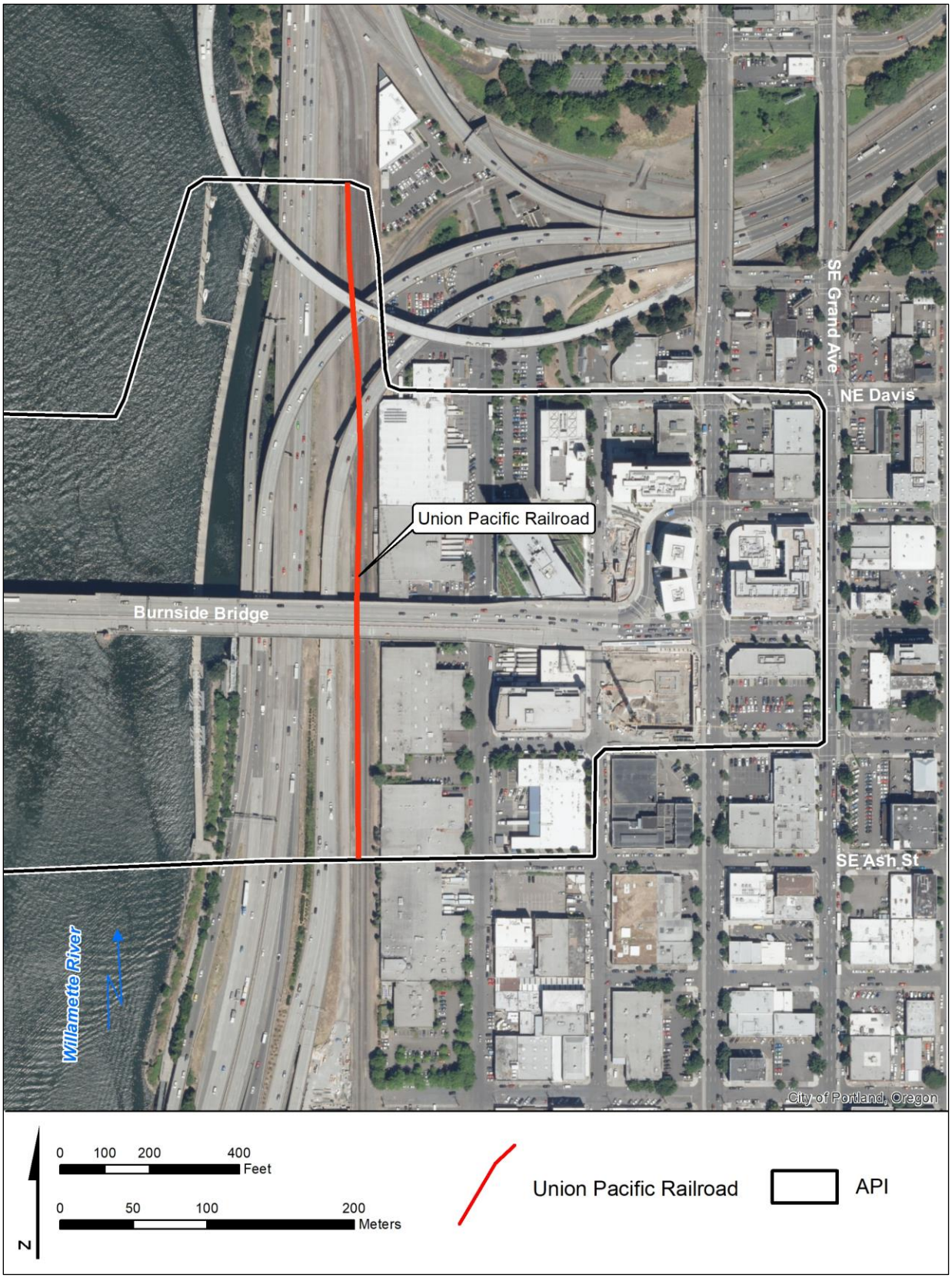
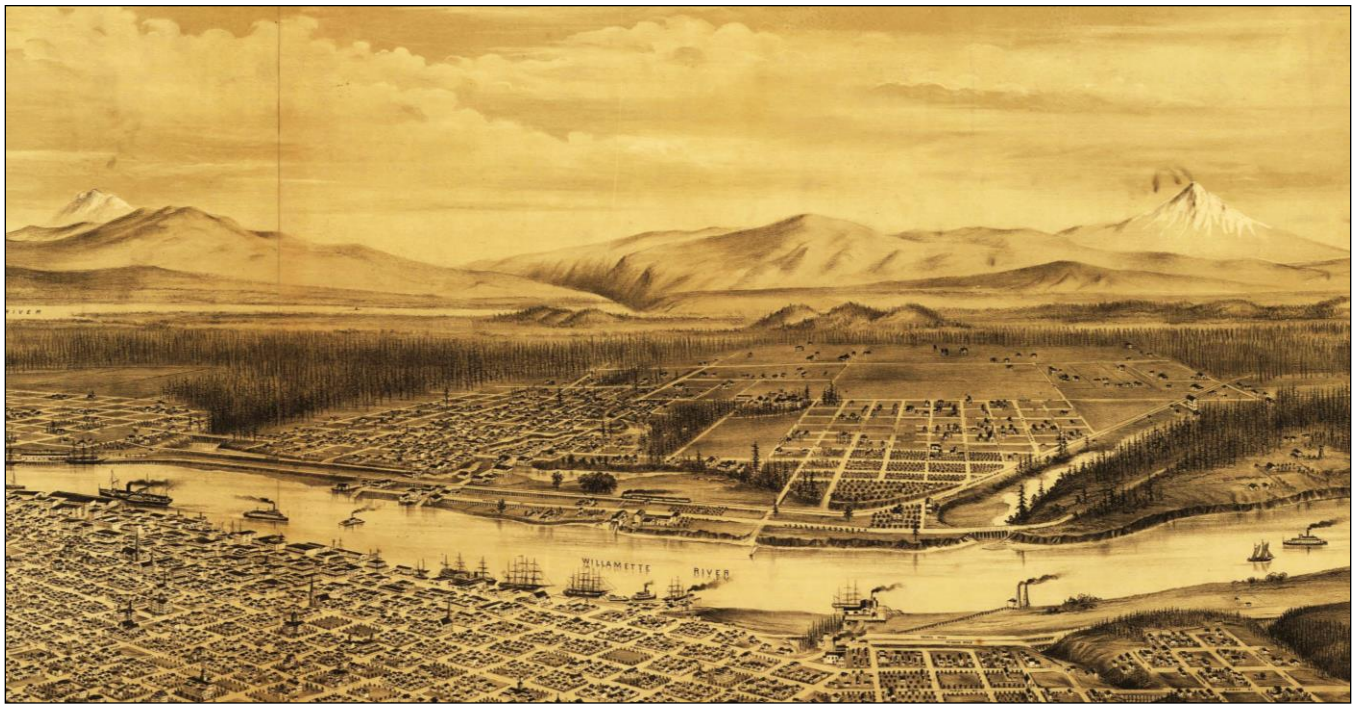


Figure 2. Current imagery depicting UPRR and API.

Property Name: Oregon & California RR/Southern Pacific East Side Division Railroad/UPRR	
Street Address: First Avenue NE and SE (segment location)	City, County: Portland, Multnomah



View: 1879 panorama with Oregon & California Railroad depicted on east bank of Willamette River.

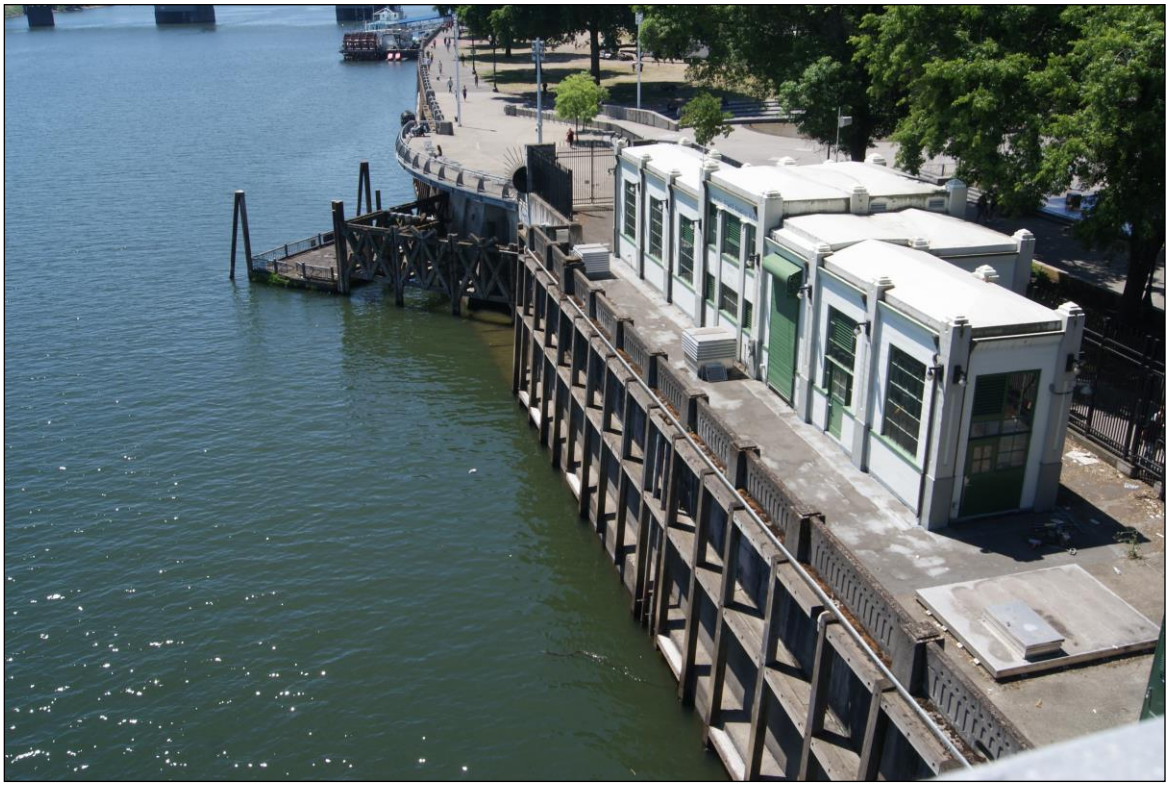
View: View of the historic railroad alignment (ca. 1918), view is to the east. The eastern approach of the original Burnside Bridge is on the right (Oregon Historical Society OrHi44795).

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Seawall	Construction Date: 1928-1929
Architectural Classification / Resource Type: Utilitarian/ Structure	Alterations & Dates: Railing-1977
Window Type & Material: N/A	Exterior Surface Materials: Primary: Poured Concrete Secondary: Timber Decorative: Concrete and Steel Railing
Roof Type & Material: N/A	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☒Excellent ☐Good ☐Fair ☐Poor



A view of the Portland Harbor Wall and the Ankeny Pumping Station taken from the Burnside Bridge; the view is towards the southwest. Note the original concrete rail panels adjacent to the pumping station.

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name: Portland Seawall / Harbor Wall		
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Olaf Laurgaard, City Engineer	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other	

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The Portland Harbor Seawall/Harbor Wall is a wood and concrete structure constructed in 1928-1929 as a part of the Front Street Intercepting Sewer project along Portland's waterfront. The project consisted of building a mile-long wall along Willamette River harbor line and an accompanying sewer system running from Jefferson to Glisan Streets. The purpose of the system was to consolidate the city business center's stormwater lines to a single outflow to the Willamette River and to minimize the risk of flooding in the downtown area. The Harbor Wall is situated on public property along the Willamette River harbor line and extends from the foot of SW Jefferson to NW Glisan Streets. The subject segment contained within this evaluation extends from NW Couch Street to SW Ankeny Street, Section 3, Township 1 North, Range 3 East, Willamette Meridian. The Harbor Wall adjacent to the park walkway is incorporated into today's Tom McCall Waterfront Park (built 1974).

Physical Description

The Harbor Wall extends from NW Glisan Street, south to SW Jefferson Street, measuring approximately 5400-feet long. Regularly spaced concrete battered piers are spaced between steel railings. Wood 12" x 12" timber fenders protect the Harbor Wall from marine vessels anchored along the waterfront. Originally, concrete panels with vertical scoring and above diamond shaped impressions fit between the piers. Built by Works Progress Administration (WPA) workers in the 1930s, the concrete rails were replaced with a metal railing in the 1970s as a part of Portland's Waterfront Plan. The Harbor Wall's substructure is poured concrete and rests on a timber crib structure "filled with coarse river sand and gravel" and secured by piling (Laurgaard 1933:5). When the wall was constructed, it was built around the massive concrete pier of Burnside Bridge (Pier 1). At this location, the wall and rails retain most of their original appearance including the concrete panels, railing and a small concrete structure situated at the south corner of the wall where the wall begins to project around Pier 1. The concrete structure sits atop a massive pipe that descends into the water.

The bulkhead wall was an integral part of constructing a gravity-fed sewer along the waterfront, park of the interceptor plan allowing the gravity-fed sewer to flow in high flood stages (Laurgaard 1933:2).

Alterations

Alterations to the wall have been minimal, until the 1970s when the City under took a major plan to revamp Portland's waterfront removing Harbor Drive and creating what would become Tom McCall Waterfront Park, opening up the waterfront to the public. Mitchell Associates created the design plans for replacing the seawall columns similar in design to the original. Steel railings with 1" x 1" balusters visually opened the wall to the river (Mitchell Associates 1977). The overall structure has not been altered since constructed.

Significance

The City of Portland's Harbor Wall is a part of a larger project that the City of Portland undertook in the 1920s building an interceptor sewer project combining a sewer system, pumping station, and the seawall. The overall project saw the removal of buildings along Front Street and derelict wharves along the harbor front completely changing the character of Portland's harbor. Olaf Laurgaard, the City Engineer who served in an important period of the City's growth, conceived the project as the population was expanding, streets now had to accommodate automobile traffic, and the growing demands on the sewage system.

The Laurgaard Plan, as it was commonly known, was a general plan proposed by Olaf Laurgaard in 1920 near the beginning of Laurgaard's career with the City (Laurgaard 1933:1). Laurgaard proposed a number of improvements in a large scheme to improve the west harbor front, razing a number of buildings along Front, building a new railroad terminal along the waterfront, improving bridge approaches, and the elements of the interceptor project (Laurgaard1921).

The interceptor sewer project was constructed to consolidate the sewage drop of "20 west side sewers" into the river at one location and protect against flooding in the City's commercial area near Portland's waterfront (Taylor 1929:31). Two branches

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

Significance

of the sewer line and the seawall extended from Ankeny south to Jefferson and north to Glisan (Laurgaard 1933:5). The harbor wall project followed the harbor line along the waterfront and added a 25-foot wide esplanade adjacent to the wall (*Oregonian* 1930:9).

Work on the Harbor Wall proceeded after a series of legal proceedings and the acquisition of land stalled the project. Some questioned the legitimacy of the Harbor Wall as a part of the sewer interceptor project, but it was proven to be an integral part of the project. The Harbor Wall was recognized as the most significant engineering and construction achievement of the project and a testament to Olaf Laurgaard, the project's Engineer of Record (Barbur 1921:27).

J. F. Shea Company was awarded the construction contract in November 1926 with the lowest bid of $2,135,000 (Laurgaard 1933:4). After the death of the company's owner, John F. Shea, the construction project was sublet to Pacific Bridge Company operated by F. W. Swigert who completed the work with oversight from J.F. Shea Company (*Oregonian* 1926:18). City Bridge Engineer, F.T. Fowler oversaw the project under Laurgaard (Taylor 1929:31).

The Harbor Wall's construction entailed a major excavation along the waterfront and building the wooden cribbing for the base structure. From the beginning the excavation crews encountered ground conditions of quicksand, varying sand types, and in other segments "sawmill refuse and miscellaneous fill" (Laurgaard 1933:10). The engineers and construction crews devised creative methods to mitigate for the challenges, which included special machinery for the construction of the wood framed cribs and dumping rock (Taylor 1929:31). Experimental engineering data was put to the test in constructing the base cribs walls and the fill stabilizing the structures (Laurgaard 1933:33). A barge was set up as a concrete plant where the materials were mixed and poured for the concrete bulkhead which was poured in two layers (Laurgaard 1933:64). When the project was completed in 1929, the overall project was hailed as a success and the engineers and contractors were recognized for their efforts.

In 1943, Harbor Drive opened as the downtown route of US 99W travelling near the waterfront. With time, new alternative freeways navigated through the city essentially replacing the older road (Lloyd 2014). With the completion of the Fremont Bridge and the 405 freeway loop, which bi-passed the city's commercial core, Harbor Drive could be closed for waterfront development (*Oregonian* 1973:22; CH2M 1972:42). The Waterfront Plan of the 1970s proposed a complete revamping of the waterfront, eliminating Harbor Drive and creating a parkway along the waterfront, originally known as Waterfront Park. Included in the plan were improvements to the Harbor Wall of replacing the concrete railing with an open metal rail allowing an improvement visual connection to the river. This work was completed in phases from 1975 to 1988, opening officially in 1978.

Over time, the Harbor Wall was tested with success. During the 1948 flood, sandbags were placed in open rail sections and at the base of the concrete panels and held. Again in 1996, volunteers joined city workers in installing plywood panels alongside the railings successfully protecting the city's waterfront. Steel panels have since been constructed to provide a temporary barrier during future flooding (Portland Online 2019).

Olaf Laurgaard

Olaf Laurgaard has strong associations with the planning and the implementation of the 1920s sewer interceptor project as the Engineer of Record. He would later be known as the "father of the Portland waterfront" and the project was considered one of his greatest achievements while working for the City (*Oregonian* 1945:5). Laurgaard's sixteen years serving as Portland's City Engineer were productive and critical to the growing city's infrastructure. He was responsible for $60,000,000 of work including "the laying of some 400 miles of streets and sewers, and the widening of 47 miles of streets" (*Oregonian* 1945:5).

Laurgaard was born in Norway to Olaf Christian and Marie "Mary" Ciclie (Meinhardt) and came to the U.S. as an infant in 1880. His parents located in Wisconsin. Laurgaard obtained a civil engineering degree from University of Wisconsin in 1903 and also naturalized in that year. In Laurgaard's early professional career as a civil engineer, he worked on several waterworks projects: an Okanogan dam project at Conconully, Washington, and moved to a Carey Act project in Central Oregon in 1916 (Franklin 1913:337; *Semi-Weekly Spokesman-Review* 1916:6). He married Goldie while working in Conconully, and they would have two children.

Laurgaard oversaw many city projects and undertook many plans to improve the city's infrastructure. He oversaw many street-widening projects including: the Eastside plan to widen East Burnside, Couch, and Sandy Boulevard, (*Oregonian* 1923a:16, 1923b:65). The harbor improvement project is considered one of his most notable achievements while working with the City.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

Significance (continued)

Laurgaard became embroiled in a high-profile case that involved the construction of a Public Market along the harbor wall. Mayor Baker, who was allegedly bribed, two City commissioners, and several others associated with the municipal market project including Laurgaard were indicted on lesser charges in 1932. Ultimately the officials and Laurgaard were acquitted of "charges of malfeasance in office, " but politically the damage was irreparable, and Laurgaard was left no choice but to resign in 1933 (The Oregonian 1933a:1; The Oregonian 1933b:3). After his involvement with the Baker trial, Laurgaard relocated to Southern California where he worked as a construction engineer for the Parker Dam project on the Colorado River (*Capitol Journal* 1934:7). He later worked for the Tennessee Valley Authority and during World War II as an engineer for the U.S. Maritime Commission in Alameda, California where he became ill and died in 1945 (*Oregonian* 1945:5).

The Portland Harbor Wall is recommended to be eligible for listing in the NRHP under Criteria A and C as outlined in U.S. Department of the Interior's National Register Bulletin, How to Apply the National Register Criteria for Evaluation.

Criterion A – *Significant*

Under Criterion A, Portland Harbor Wall is recommended eligible for listing at the local level for its associations with events that have made a significant contribution to the broad patterns of our history as an important feature of the interceptor sewer system and the overall redevelopment of Portland's west waterfront during the 1920s. Completed in 1929, Portland's Harbor Wall continues to function as it was intended.

Criterion B – *Not Significant*

Under Criterion B, properties may be eligible for the NRHP if they are associated with the lives of significant people in our past. The primary person associated with the Portland Harbor Wall is Olaf Laurgaard. However, as engineer of the project, it is more appropriate to evaluate his importance under Criterion C.

Criterion C – *Significant*

Under Criterion C, Portland Harbor Wall is significant as an important engineering project and one of the most notable City projects associated with Portland City Engineer, Olaf Laurgaard and also associated with his proposal known as the Laurgaard Plan that was pivotal in the redevelopment of Portland's waterfront. Portland Harbor Wall embodies distinctive characteristics of a type, methods of construction and engineering as applied by Olaf Laurgaard, and is therefore recommended eligible for listing in the NRHP under Criterion C.

Criterion D – *Not Significant*

Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites and the Portland Harbor Wall can be best interpreted through Olaf Laurgaard's extensive written documentation.

Integrity

Portland Harbor Wall continues to retain historical integrity to convey its significance: Small sections have been altered but overall the alignment and the structure are intact. The Harbor Wall retains historical integrity of its location; its overall structural design; workmanship in terms of the structure; and its riverfront setting; modifications were made to the railing in the 1970s but the majority of materials remain in place as engineered in the 1920s.

Sources

Capitol Journal
1934 Laurgaard To Build Big $20,000,000 Dam. 13 Apr:7. Salem, Oregon.

CH2M/Hill
1972 *Planning Guildelines: The Downtown Plan*. Electronic document, https://www.portlandoregon.gov/bps/article/94718, acessed October 1, 2019.

Harper, Franklin
1913 Who's Who on the Pacific Coast: A Biographical Compilation of Notable Living Contemporaries West of the Rock Mountains. Harper Publishing Company, Los Angeles, California.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

Sources (continued)

Lambert, William
1952 Cities Face State Suits on Sewage; Pollution Campaign Declared Lagging In 10 Communities. *Oregonian*. 17 July:1. Portland, Oregon.

Laurgaard, Olaf
1921 *Annual Report of the Department of Public Works; For the Fiscal Year Ending November 30, 1921*. City of Portland, Oregon.
1933 T*reatise on the Design, Test & Construction of the Front St. Intercepting Sewer and Drainage System in Portland, Oregon, Including Intercepting Sewer, Pumping Plant, & Concrete Bulkhead-Wall on Gravel filled Timber Cribs*. American Society of Civil Engineers, New York.

Lloyd, Michael
2014 Portland's Harbor Drive was an urban development landmark, before going away. The Oregonian. Electronic document, https://www.oregonlive.com/multimedia/2014/05/portlands_old_harbor_drive_was.html, accessed July 29, 2019.

Mitchell Associates Planning
1977 Portland Waterfront Park: Burnside/Morrison Development. On file, City of Portland Archives and Records Management, Portland, Oregon.

National Park Service
1990 National Register Bulletin, How to Apply the National Register Criteria for Evaluation. U.S. Department of the Interior, Washington, D.C.

Oregonian
1922 One-Way Traffic Urged. 24 October:17. Portland, Oregon.
1923 Project Benefits All City; Protest Made to Local Assessments for East Burnside Widening. 11 Feb:65. Portland, Oregon.
1923 Council to Get Burnside Estimate Wednesday. 14 Oct:16. Portland, Oregon.
1926 Obituary, John F. Shea. The Morning Oregonian. 20 Dec:18. Portland, Oregon.
1929 Big Project Inspected. 22 May:26. Portland, Oregon.
1930 Glimpses of Oregon Country. 14 Oct:9. Portland, Oregon.
1933a Last of Market Case Indictments Wiped Off Slate by Circuit Judge. 6 Sept:1. Portland, Oregon.
1933b Laurgaard's Duties End, City Engineer To Quit His Official Desk Today. 21 Nov:3. Portland, Oregon.
1945 Ex-Engineer For City Dies; Olaf Laurgaard, 65, Held Job 16 Years. 25 June:5. Portland, Oregon.
1952 Pipe Starts Beneath Willamette to Carr Sewage. 18 July:14. Portland, Oregon.
1973 Fremont Bridge opens with a wheeze. 16 Nov:22. Portland, Oregon.

Portland Online
2019 The Seawall. Electronic document, http://www.portlandonline.com/shared/cfm/image.cfm?id=83414, accessed July 26, 2019.

Semi-Weekly Spokesman-Review
1916 Conconully. 6 May:6. Spokane, Washington.

Taylor, Fred G.
1929 Along Portland Waterfront Where Harbor Wall is Rising. *Morning Oregonian*. 1 Jan:31. Portland, Oregon.

U.S. Bureau of Census
1920 Fourteenth Census of the United States: 1920. On file, Ancestry.com.

SECTION 106: SUPPLEMENTAL MAPS

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

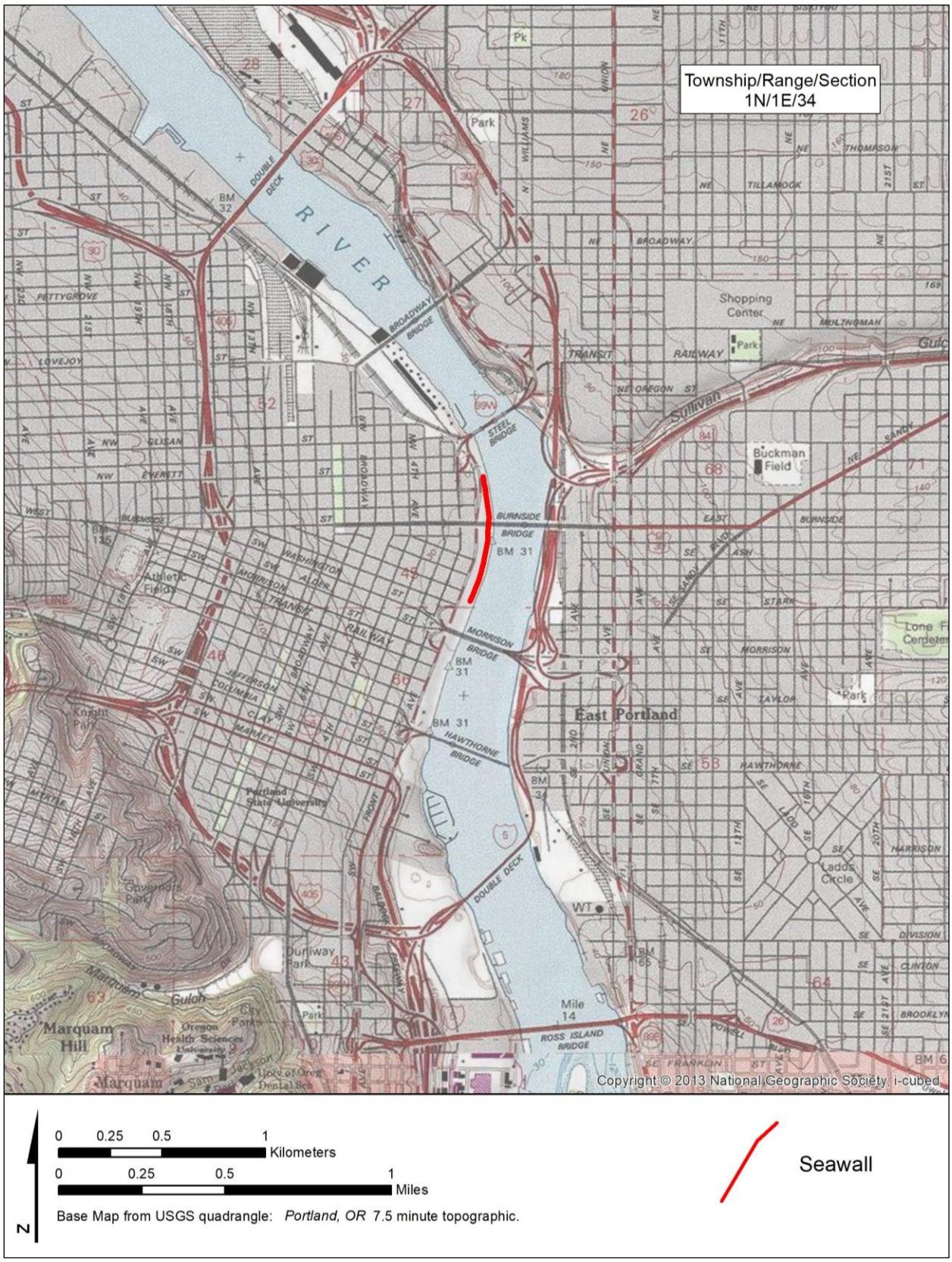


Figure 1. Harbor Wall location within API. *Note*: Harbor Wall extends both north and south outside the API.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

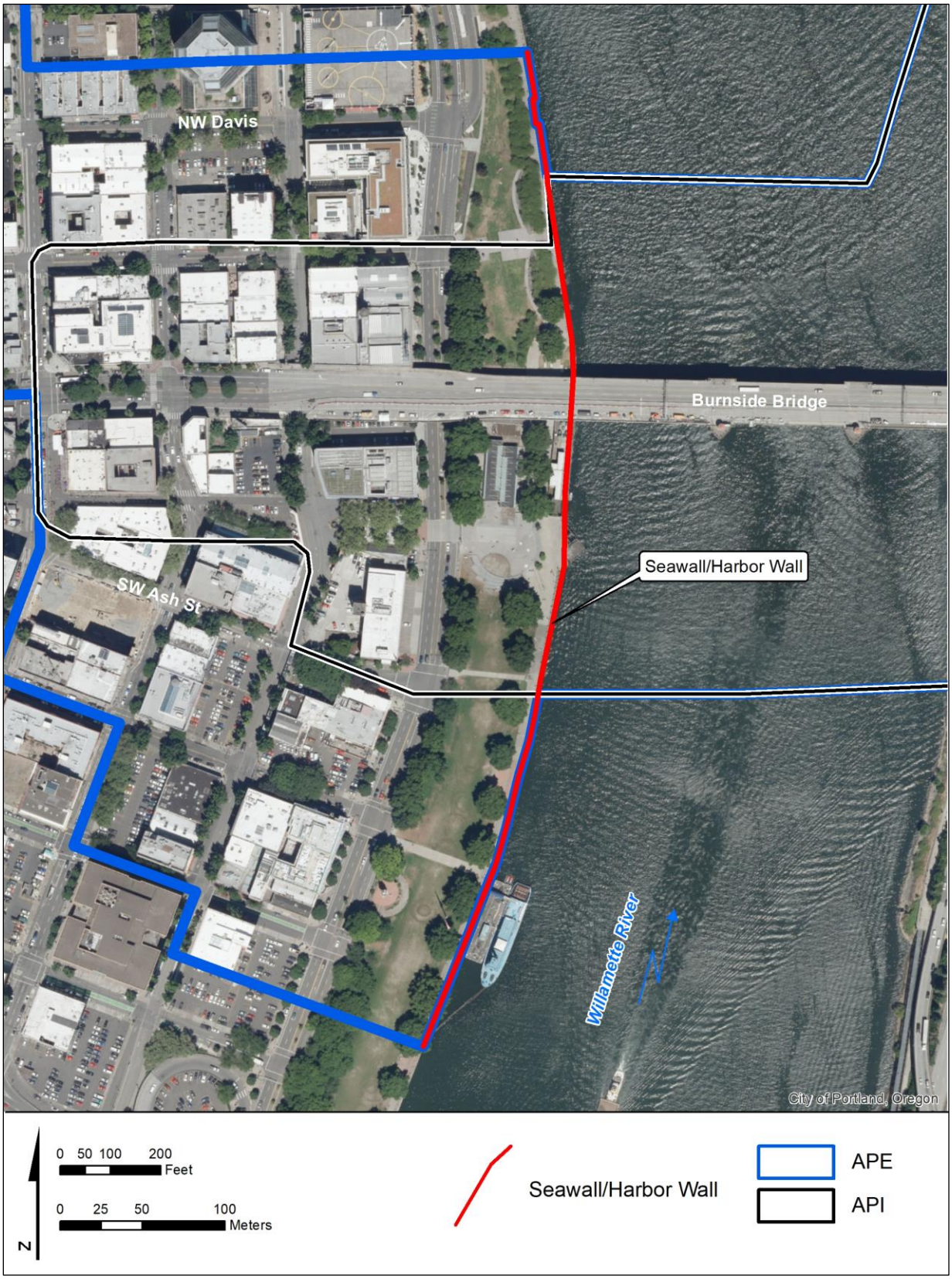


Figure 2. Current aerial depicting Harbor Wall and API. *Note*: Harbor Wall extends outside the API.

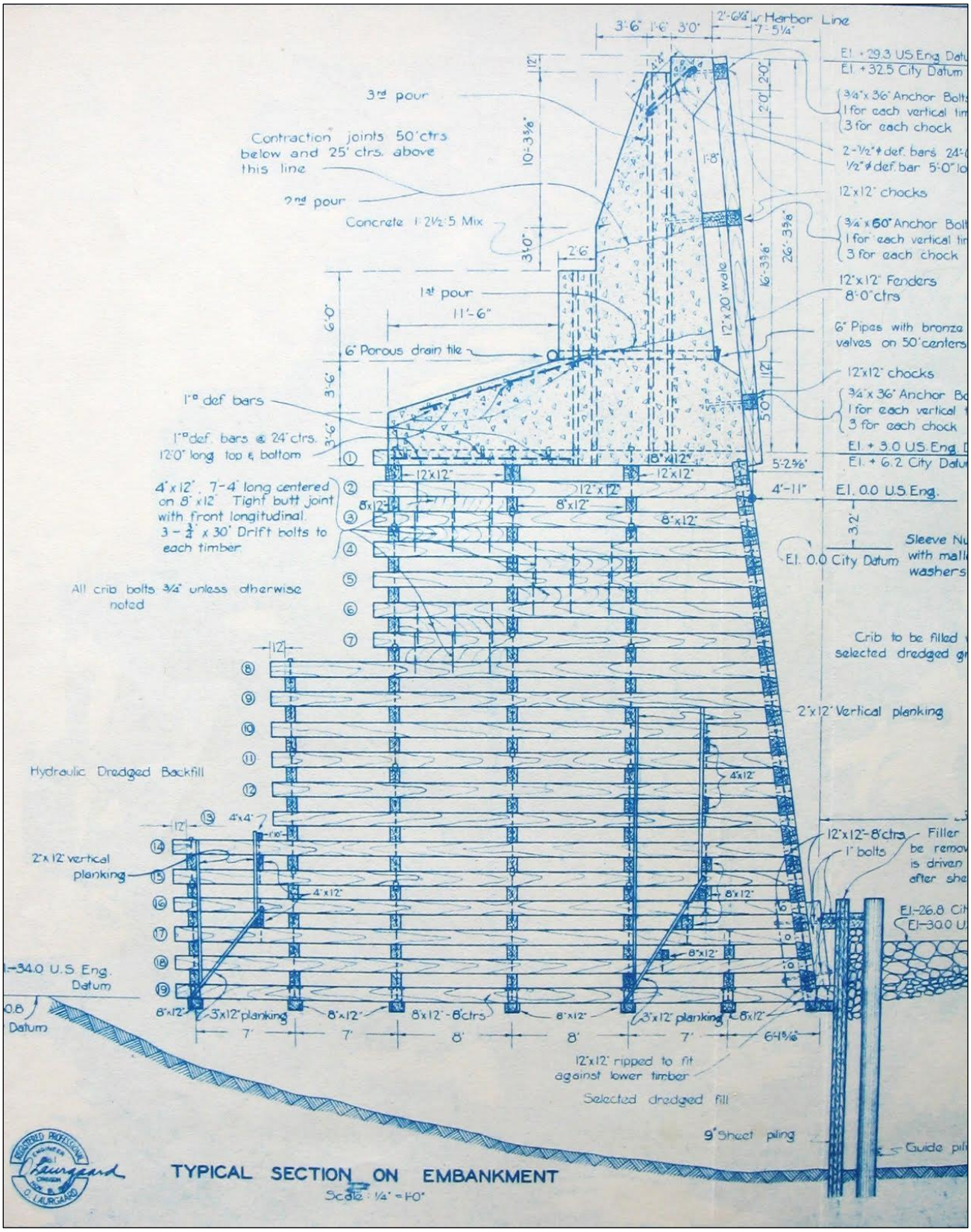
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

View: Portland Harbor Wall and an example of the 1977 railing modification; the view is towards south.

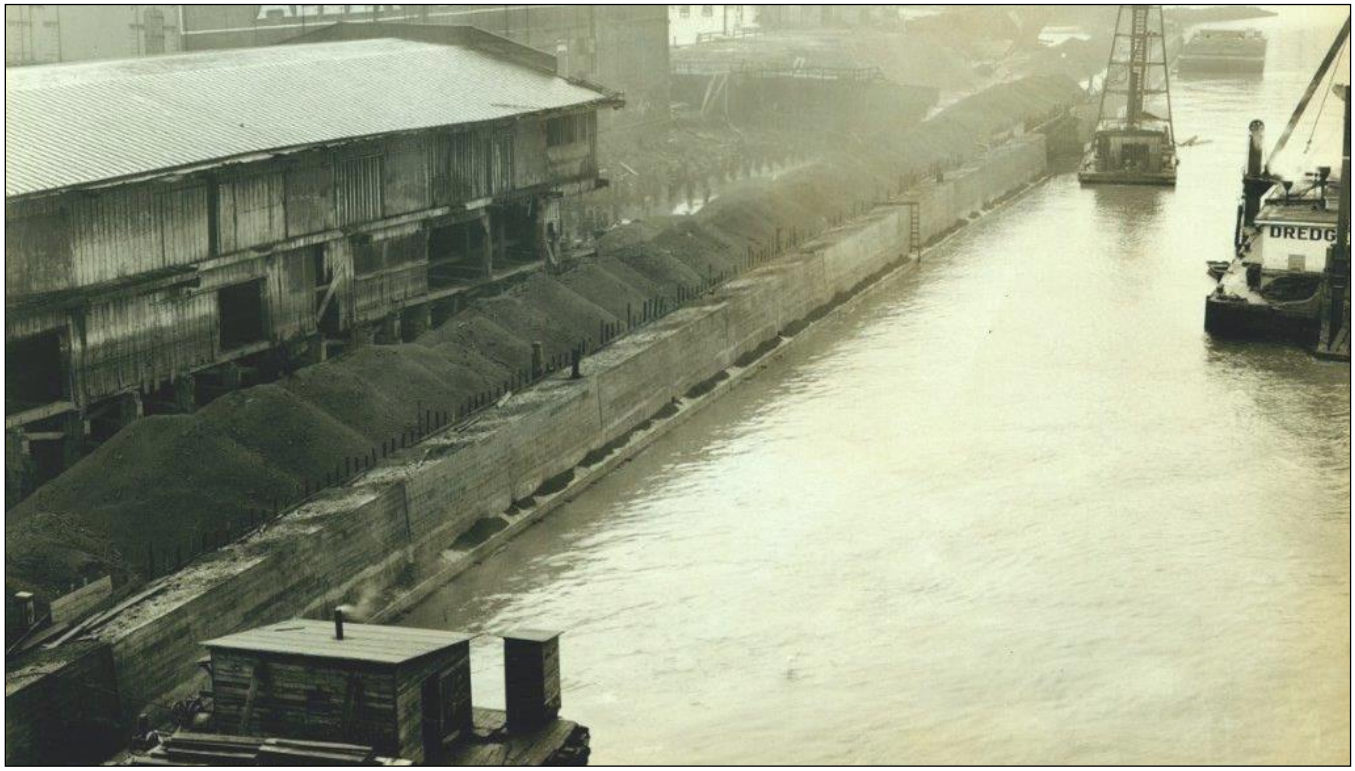
View: A typical cross section of Portland Harbor Wall cribbing from Olaf Laurgaard's (1933) treatise.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah



View: A typical cross-section of the Harbor Wall in Laurgaard's (1933) project report.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah



View: Portland Harbor Wall under construction in 1928, view facing northwest.

View: Portland Harbor Wall prepared for the 1948 Flood. Burnside Bridge is viewed to the north.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

View: The Harbor Wall where it is built around Pier 1 of the Burnside Bridge, view facing southeast.

View: A small concrete structure built on the Harbor Wall south of Burnside Bridge's Pier 1, view to east.

Property Name: Portland Seawall / Harbor Wall	
Street Address: Foot of SW Jefferson to Foot of NW Glisan	City, County: Portland, Multnomah

View: The Harbor Wall's original concrete bulkhead and railing where it faces Pier 1, view towards southwest.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Company	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
USGS Quad Name: *Portland, Oregon*	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Commercial Building	Construction Date: 1921; 1926; 1927
Architectural Classification / Resource Type: Late 19th and Early Twentieth Century Commercial/ Building	Alterations & Dates: 2015
Window Type & Material: store fronts/ steel	Exterior Surface Materials: Primary: stucco Secondary: Decorative: Tile work
Roof Type & Material: flat with parapet, unknown	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

Stark's Vacuum Company's south building segment showing the south and east facades; view to the northwest.

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

The former D.P. Thompson Company Investment property is a one-story, Street Car-era, Early Twentieth Century Commercial building. The brick and concrete building complex was constructed in two phases, during the 1920s, and one circa 1916. The complex takes up the east half of the block facing NE Grand Avenue and includes the attached ca. 1916 building facing west onto NE Martin Luther King Blvd. in Portland, Oregon. The building complex is situated in the Central Eastside neighborhood, which is a mix of commercial, industrial, warehousing, and residential uses. The neighborhood has seen a recent rapid expansion in the changes of use in historic buildings and an increase in modern commercial and large-scale multi-family buildings. Local builder, J.G. Killgreen constructed two building sections in the 1920s for The D.P. Thompson Company, an investment company that built a number of commercial buildings and warehouses during the early Twentieth Century. Portland architect, John G. Wilson, prepared the drawings for south half of the building.

The D.P. Thompson Company constructed the northern building segment in 1921 on the northeast quarter block facing NE Grand Avenue and NE Davis Street. The building originally housed a trucking company. New building occupants, Fields Motor Car Company, took over the building in 1926-1927 and an addition constructed on the southeast quarter block facing NE Couch Street and NE Grand Avenue.

The D.P. Thompson Company, as owners, let out contracts for at least two phases of work on the building in the 1920s. The building was constructed on land held by the Thompson family, "J.N. Teal et al", and then transferred to The D.P. Thompson Company in 1909. The plot consisted of the east half of the block, Lots 5, 6, 7 & 8 of Block 108, East Portland (Oregonian 1909:14). At that time, the area was a mix residential and commercial, most of the block was populated by residences, except for a blacksmith shop specializing in wagons and carriages at the northwest corner (Sanborn Fire Insurance Co. 1908-1909).

Physical

The former D.P. Thompson Company investment property complex has a rectangular footprint consisting of two separate building episodes. The north building was built in 1921; the south half built several years later in 1926. The entire building complex stands one-story tall. Each phase has a flat roof with parapet and stands on a concrete foundation. The two segments are similar in design, scale, and detailing with some slight variations. The east segments feature shaped parapets with shallow gables. The exterior walls are brick and concrete, covered with stucco and the floors are concrete. The south building segment has more detailing as it was intended at an auto showroom. The south building bays are defined by capped pilasters, sign band, and above cornice. Remnants of decorative tile work are present in the sign band. The parapet's gable motif incorporates an elongated shield motif.

The north facade is divided into six large window bays with modern storefronts. One bay features trim work surrounding the former vehicular entrance. The east façade's north half has modern ca. 2015 steel storefront windows, as well. Modern, metal flat canopies shelter the entrances. A large vehicular bay centered in the east façade's north half is surrounded by trim and protected by attached bollards at the former door opening's base. The windows on the south half are circa 1960s metal-framed storefronts and older canvas awnings. A neon wall sign and blade sign of Stark's Vacuum Company faces NE Grand Avenue above the retail store's main entrance.

The south façade is divided into four bays defined by capped pilasters. The two western most bays are further subdivided in half by narrow pilasters. The windows feature ca. 1960s storefronts. The panels above feature diamond-patterned tile work centered within the main four bays. Another Stark's neon sign hangs from the corner.

The north segment's west wall is utilitarian showing a mix of masonry materials: concrete, painted brick and stucco clad parapet. Some former openings are infilled openings and others have modern steel storefront windows, and canopies over modern entries. The south building is attached to the west neighboring building.

The northwest quarter of the block is an open parking lot that serves the north building's current occupant. The 1950 Sanborn map depicts the open space as a used car lot also containing four small structures projecting from the north building's west wall providing associated auto services: tire service, washing, steam cleaning, polishing and repairing (Sanborn Fire Insurance Co. 1908-1950).

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description (continued)

The D.P. Thompson Auto Building was an investment property constructed for the commercial transportation industry in a period of expansion of the industry. Initially used for a trucking company, Purple Trucking Company, within several years, auto dealership, Fields Motor Car Company took over the facility, and in this time period expanded into three connected building segments. The D.P. Thompson Company retained ownership of the building while leasing it to various dealerships through the 1920s-1940s.

The D.P. Thompson Co. hired Killgreen & Young contractors in 1921 to build the first building on the northern half of the land plot for an estimated $16,000. A lease was set up with The Purple Trucking Company to move into the building, once it was completed. The truck company's east side operation remained in the building until circa 1925-1926 (Oregonian 1921:9; R.L. Polk & Co. 1925; 1926; City of Portland 1921).

The D.P. Thompson Company again contracted J.G. Killgreen for the construction of a second building in 1926. Architectural drawings were prepared by John G. Wilson. The new building, constructed directly south of the original building was similar in design and scale (City of Portland 1926). J.G. Killgreen teamed up with J.K. Flynn under the company name, Killgreen & Flynn (R.L. Polk & Co. 1925). The plan was to have the building completed in time for the opening of the Burnside Bridge (*Oregonian* 1926).J.G. Killgreen completed additional repair work in 1927 for a cost of $5,000 (Oregonian 1927:10).

Fields Motor Car Co., a Chevrolet car dealership, moved into the new building complex, under the terms of a lease with The D.P. Thompson Company. The newly completed building became the dealership's company's headquarters. The Chevrolet dealership operated a number of lots and showrooms spread across the city, several of them relatively close in and near the headquarters (Lockley 1928; R.L. Polk & Co. 1930). The transition to the new building may reflect the company's change in leadership from Leroy R. Fields, the company's president who died in 1927, to his brother and former vice-president, Arthur L. Fields (Lockley 1928). The completion of the Burnside Bridge may have been another factor.

Polk's Portland City Directories demonstrate that several different car dealerships occupied the building complex in the years following Fields Motor Company relocation further south by 1937. W.W. Shipley Co., another auto dealership, took over the facilities by 1937 and in the early 1940s; Joe Fisher Dodge-Plymouth Distributor housed its east side shop within the building (R.L. Polk & Co. 1937, 1943). Lee Cosart Motor Company followed from ca. 1952 to ca. 1959, and Dodge City, Inc. by 1960 (R.L. Polk & Co. 1952, 1959, 1960). A 1947 photo of NE Grand Avenue shows the building's south end. The Plymouth–Dodge dealership is painted white and covered with painted signage advertising their products graphics above the windows and the south east corner pilaster is emblazoned with "Plymouth" "Dodge". A neon-lit blade sign hung near the building's southeast corner "Plymouth, Dodge, Trucks."

Starks Vacuum Company later moved into the building. The building was a local fixture with its iconic neon signage and vacuum museum through the last half of the twentieth century. Stark's used the north half for warehouse storage. A photo depicting the building prior to the 2015 remodel shows the east façade window and door bays boarded up, while retaining several vehicular bays on the north wall.

Stark's Vacuum Company recently subdivided the building space redeveloping the north half into retail/creative office spaces in 2015. Stark's vacuum showroom is situated in most south half. Hennerbery Eddy prepared design improvements (nextportland 2015).

The northwest quarter of the block is an open parking lot that serves the north building's current occupant. The 1950 Sanborn map depicts the open space as a used car lot also containing four small structures projecting from the north building's west wall providing associated auto services: tire service, washing, steam cleaning, polishing and repairing. Auto Upholstery services were situated in the west facing building (Sanborn Fire Insurance Co. 1908-1950).

History

The D.P. Thompson Co. Building is situated in the former city of East Portland, constructed several decades after the annexation of East Portland with City of Portland in 1891. The completion of the first Burnside Bridge in 1894, and the

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description (continued)

addition of streetcar lines encouraged residential and commercial growth in the immediate area making land in the vicinity attractive to investors like D.P. Thompson Company. As the east side of Portland grew and demands and services made it ripe for development, residences near the east of bridge no longer represented the highest and best land use and were replaced by commercial buildings in the 1910s- 1920s (Sanborn Fire Insurance Co. 1909; 1924-1928)

The introduction of motorized vehicles spurred a number of commercial enterprises replacing blacksmith shops and livery stables. Automobile ownership in Portland, and the U.S. would exponentially grow during the early Twentieth Century. Automobile ownership was spurred by Henry Ford's introduction of the Model T, in 1908 and the car's availability from Ford's mass production lines established in 1913. Ford's innovations in the Model T, how it was manufactured and approachable cost would significantly influence American culture (Flink 1972).

In Portland, many early automotive businesses were attracted to Portland's eastside near Martin Luther King Blvd and Grand Avenue as car ownership grew in the 1910s and 1920s. This increase continued as Multnomah County, vehicle registration more than doubled from 36,000 in 1920 to 96,000 in 1930 (Abbott 1995:47).

As car ownership expanded in the U.S., the consumer desired more than the basic Ford production car. In the mid-1920s, General Motors established control of the American market by developing strategies to sell more cars through planned obsolescence, sales, marketing, and financing (Flink 1972). It was at this pivotal time that Fields Motor Company began expanding its business and made the subject building its headquarters for selling Chevrolets. By 1929, car production reached its highest numbers and Fields place in the market made them a successful local business enterprise (Flink 1972;). Locally, demands for auto services on Portland's east side encouraged the growth of parking garages, repair garages and auto dealerships along Grand Avenue and Martin Luther King Blvd (Union Avenue). The D.P. Thompson Company building was built in the 1921 on cusp of this, and continued to expand the building to meet the needs the growing commercial market. City Directories demonstrate that auto businesses typically populated several blocks with new car sales, used cars, and repair services.

The D.P. Thompson Company

The D.P Thompson Company was a family business originating from the estate of David P. Thompson, a leading businessman who died in December 1901. Both Mr. and Mrs. Thompson had long ties to Oregon both arriving as young people in the 1840s and early 1850s. Mr. Thompson travelled overland to Oregon City in 1853 where he worked to build a new life. Thompson initially cut wood and would find work as a surveyor eventually marrying the daughter of another surveyor, and later managed a mill. Mr. Thompson eventually developed a thriving construction company that built the Oregon Railway & Navigation Railroad through Eastern Oregon. He became heavily involved in banking and Republican politics. Over the course of his career, Thompson served temporarily as the governor of the Idaho Territory (1875-1876), as Portland's mayor, in the State Legislature, and an unsuccessful run for the State governor. Thompson's last political post was an appointment as an Emissary to Turkey in 1892-1893 (Oregonian 1892:10; Oregonian 1893:10). Thompson's wife, Mary R. Meldrum, had ventured west with her parents, John and Susan Meldrum, in 1845, also landing in Oregon City. She and Thompson married in 1861 (Oregonian 1901:1,10). They had a son, Ralph, and two daughters, Bessie M. and Genevieve (Oregonian 1938:4).

Mr. Thompson left a sizable estate when he died in 1901. His estate was split between Mrs. Thompson, their two daughters, and provisions were made for Ralph, who apparently had disabilities. Investment funds, to be used in real estate ventures, were set aside to ensure continued financial support of Ralph (Oregonian 1901:10). The D.P. Thompson Company may have worked for this purpose, while also maintaining the family's wealth. Son-in-law, Joseph N. Teal, married to their daughter, Bessie M., was the executor of Thompson's estate (Oregonian 1909:6). Teal, an attorney and as a trusted member of the family's business holdings, was the leading force behind the D.P. Thompson Company, serving as its president. Thompson's widow, Mary R., was the company's vice-president (R. L. Polk & Co. 1913). The company operated into the 1940s, the daughter later becoming the company president. The company actively invested in numerous projects constructing commercial, and industrial buildings on the west and east sides of the Willamette River. When Mrs. Thompson died in 1938, she also left a sizable estate valued at $750,000. The bulk of the estate was passed to the daughters (Oregonian 1938:4).

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description (continued)

Joseph N. Teal

Joseph Nathan Teal, the Thompsons' son-in-law, also came from a prominent, Portland pioneer family. His father, Joseph Teal, had successful dealings in Portland's real estate market. In 1870, the young Teal lived in his parent's large household with a number of servants and business staff all living under the same roof (U.S. Bureau of Census 1870). Teal worked as a rancher in Eastern Oregon, and later obtained a law degree. As an attorney, Teal was instrumental in waterway issues related to shipping rates along the Columbia River. In the 1920s, he was a U.S. Shipping Commissioner (Corning 1989:239). Teal married Bessie N. in 1894 and by the time of the 1900 Census, their home also sheltered Bessie's parents and her sister, Genevieve, who was still in school (U.S. Bureau of Census 1900). After Thompson died in 1901 the family formed the D.P. Thompson Company, Teal serving as president.

Fields Motor Car Company

In the early years of the building, circa 1927, the building became the headquarters of Fields Motor Car Company, a successful, car dealership. Taking advantage of the growing auto market, the company began as Regner & Fields selling Fords. Brothers, Leroy R. Fields and Arthur L. Fields, formed their own company, Fields Motor Car Company in 1919 selling Chevrolets (Lockley 1928; U.S. Bureau of Census 1910). By 1927, their operations were spread across the city with "9 Stores and Lots", many of which were situated on Portland's east side (Oregonian 1927:27). Arthur Lewis Fields took over the company after the death of his older brother, Leroy R. Fields in 1927.

Arthur L. Fields

Arthur Lewis Fields was born and raised in Portland. Born to Lewis R. and Lillie Fields in 1887. He would spend to two years studying at Stanford University before settling in Portland to establish a career. Fields took on several jobs before partnering with his brother in the car business in 1916. They joined A.W. Regner in Regner & Fields and eventually established their own company in 1919 (S.J. Clark 1928). A.L. Fields developed into a noted civic leader. He was involved in many Portland activities and eventually became the president of the Portland Chamber of Commerce. His business continued to prosper on the Portland's Eastside, near the end of his career the business was known for its large neon sign at the west of the Burnside Bridge, "Fields Chevytown." Fields died in 1969 and for a while his wife took over the business with the company manager.

John G. Wilson

John Graham Wilson, a Portland-based architect, worked in the Portland from the early 1900s until his death in 1941. Though not well recognized, Wilson was responsible a fair number of buildings in the Portland area. Those noted in the *Oregonian* included mostly commercial buildings: retail stores, garages, industrial buildings, and at least a few hotels. Of the few known works, most have been lost with time or are heavily remodeled. Of the buildings investigated, the subject building is one of his nicest, intact examples. Hesse-Martin Iron Works (1917), a utilitarian industrial building located between SE 9th and 10th Avenue on SE Taylor remains fairly intact. Hotel Gratton (1912) in Milwaukie was demolished in 2000 (*The Oregon Daily Journal* 1911; City of Milwaukie 2020).

Born to Charles and Isabelle Wilson in 1871 in Illinois, John G. Wilson moved with his parents to Portland circa 1880 (1910 U.S. Bureau of Census). Of the family's six children, three would follow their father, Charles, into the building trades. John G. Wilson worked as an architect and his two brothers James and Edward, a contractor and carpenter (U.S. Bureau of Census 1920). John gained experience working as a draftsman for Whidden and Lewis circa 1902 and in Emil Schact's architectural office circa 1905 (Ritz 2002; R.L. Polk & Co. 1902; 1903; 1905). He soon ventured out on his own, briefly working with William Travis Jr. circa 1910 (Ritz 2002). Practicing architecture in the early Twentieth Century, Wilson was grandfathered in as a registered architect (Ritz 2002). He worked with both the D.P. Thompson Co. and Killgreen and Flynn on several construction projects in addition to the subject building. His work after this work in the 1920s, was not apparent in local news outlets although he maintained an office until his death in 1941 (Findagrave.com 2020).

J.G. Killgreen

John G. Killgreen was an active Portland building contractor from the late 1890s into the late 1930s. He also briefly operated a lumber mill near Milwaukie (Oregonian 1898:7; U.S. Bureau of Census 1920). He constructed a number of

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Description (continued)

houses, commercial buildings, churches, and schools in Portland (Morrison/Hayden 1986). Several of these were fairly substantial commercial projects for D.P. Thompson Co. during 1908-1909; similarly was the former D.P. Thompson Company Investment property built in the 1920s (Shellenbarger 1992). His two sons would carry on the contracting profession forming separate construction companies in the 1920s.

Killgreen hailed from Iowa, and his wife, Mabel Scott, emigrated from Canada in 1900 (U.S. Bureau of Census 1920). The family lived in northeast Portland and by 1920 lived in Milwaukie, in a home added onto in a Craftsman style circa 1910, perhaps by Killgreen (Morrison/Hayden 1984). The family later moved back to Portland in the late 1930s. Killgreen died in 1944 (Oregonian 1944:7).

Significance

The D.P. Thompson Company building complex is recommended to be eligible under Criteria A and C.

Criterion A, Significant: Under Criterion A, the D.P. Thompson Company building complex is recommended to be eligible for listing for its historical associations with the auto industry and the commercial enterprises that expanded Portland's east side as vehicular ownership increased. Constructed during the 1920s, the building reflects a time that auto ownership doubled in the Portland area.

Criterion B, Not Significant: Under Criterion B, the D.P. Thompson Company building complex has no associations with specific people as it was constructed and owned by a company made up of family members, although named for a significant deceased person, D.P. Thompson. As the building was not found to have associations with specific people important in history, it therefore is not considered eligible for listing in the NRHP under Criterion B.

Criterion C. Significant: Under Criterion C, the D. P. Thompson Company is representative of the auto dealership/garage type of building constructed in the 1920s. Constructed by J.G. Killgreen and designed by Portland architect John G. Wilson, the building complex is a good example of an auto-garage building of this period, as such the building is recommended for listing in the NRHP.

Criterion D, Not Significant: Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites and in the case of the D.P. Thompson Company Automobile garage information can be yielded through written documentation.

The building complex retains integrity of location, setting, feeling and association; there is some loss of integrity in its design and materials with door storefronts altered on the north and west segments, though the bays are left intact; overall the building complex is representative of historic period from 1921 to the 1960s.

Sources

Abbott, Carl
1994 Settlement Patterns in the Portland Region: A Historical Overview. Report prepared for Metro Future Vision Commission. Electronic document, https://core.ac.uk/download/pdf/37775808.pdf, accessed June 1, 2020.

Bureau of Planning and Sustainability
2020 Portland's Central Eastside. Electronic document, https://cpb-us-e1.wpmucdn.com/blogs.uoregon.edu/dist/5/2739/files/2015/03/Portlands-Central-Eastside-29rm1tz.pdf, accessed June 1, 2020.

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Sources (continued)

City of Portland
1921 Bureau of Buildings; Report of Plumbing Inspection; 392 Davis Street, 1921; Permit 25013. Electronic document, Portlandmaps.com searchable database, accessed May 19, 2020.
1926 Bureau of Buildings; Report of Plumbing Inspection; 107 NE Grand Ave; Permit NO. 65393. Electronic document, Portlandmaps.com searchable database, accessed May 19, 2020.

Findagrave.com
2020 John G. Wilson. Electronic document, https://www.findagrave.com/memorial/129025173/john-g-wilson, accessed September 24, 2020.

Flink, James T.
1972 Three Stages of Automobile Consciousness. *American Quarterly* 24(4): 451-473. Electronic document, https://www.jstor.org/stable/2711684, accessed June 2, 2020.

Morrison, Jane and Pam Hayden
1986 Clackamas County, Oregon, Inventory of Historic Resources, John G. Killgreen House. Searchable electronic database, https://heritagedata.prd.state.or.us/historic/, accessed May 20, 2020.

nextportland
2015 Under Construction In The Central Eastside: 107 NE Grand. Electronic document, http://www.nextportland.com/2015/01/13/107-ne-grand/, accessed June 2, 2020.

Oregon Daily Journal [Portland, Oregon]
1922 Contract is Let for Hotel in Milwaukie. 17 Dec:22.

Oregonian [Portland, Oregon]
1892 Will Go To Turkey. 16 Nov:10.
1893 Back from Turkey. 3 June:10.
1898 Advertisement. 18 March:7
1901 D.P. Thompson Dies. 14 Feb: 1,10.
1901 D.P. Thompson's Will. 18 Dec:10.
1909 Real Estate Transfers. 10 March:14.
1921 $16,000 Building Under Way. 11 Dec:9
1926 Fields Gets New Home. 27 February:13..
1927 Building Permits More Than $1000. 8 Nov:10.
1927 For Sale-Automobiles. 18 Sept:22.
1938 Thompson Heirs to Get $750,000. 10 March:4.
1944 Obituary, James G. Killgreen. 7 Nov:7.

R.L. Polk & Co
1902 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1903 Portland City Directory. R.L. Polk & Co., Portland, Oregon
1905 Portland City Directory. R.L. Polk & Co., Portland, Oregon
1913 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1925 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1930 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1937 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1943 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1952 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1959 Portland City Directory. R.L. Polk & Co., Portland, Oregon.
1960 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

Ritz, Richard Ellison
2002 *Architects of Oregon*. Lair Hill Publishing, Portland Oregon.

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other

Sources (continued)

Lockley, Fred
1928 Arthur L. Fields. In History of the Columbia River Valley From the Dalles to the Sea, pp. 389-390. Vol. III, S. J. Clarke Publishing, Chicago, Illinois.

Sanborn Fire Insurance Company
1908-1909 Sanborn Fire Insurance Map.
1924-1928 Sanborn Fire Insurance Map.
1908-1950 Sanborn Fire Insurance Map.

Shellenbarger, Michael
1992 An index and summary of Oregon building information in the Portland Daily Abstract : 1906-1910. Electronic document, https://scholarsbank.uoregon.edu/xmlui/handle/1794/10838, accessed May 23, 2020.

State Historical Preservation Office (SHPO)
2001 118 NE Martin Luther King Blvd., Oregon Historic Site Record. Electronic document, Oregon Historic Sites Database searchable database, accessed June 1, 2020.

U.S. Bureau of Census
1870 United States Census. Portland, Multnomah County, Oregon.
1900 Twelfth Census of the United State. Portland, Oregon.
1910 Thirteenth Census of the United States: 1910- Population. Portland, Oregon.
1920 Fourteenth Census of the United States. Portland, Oregon.

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah

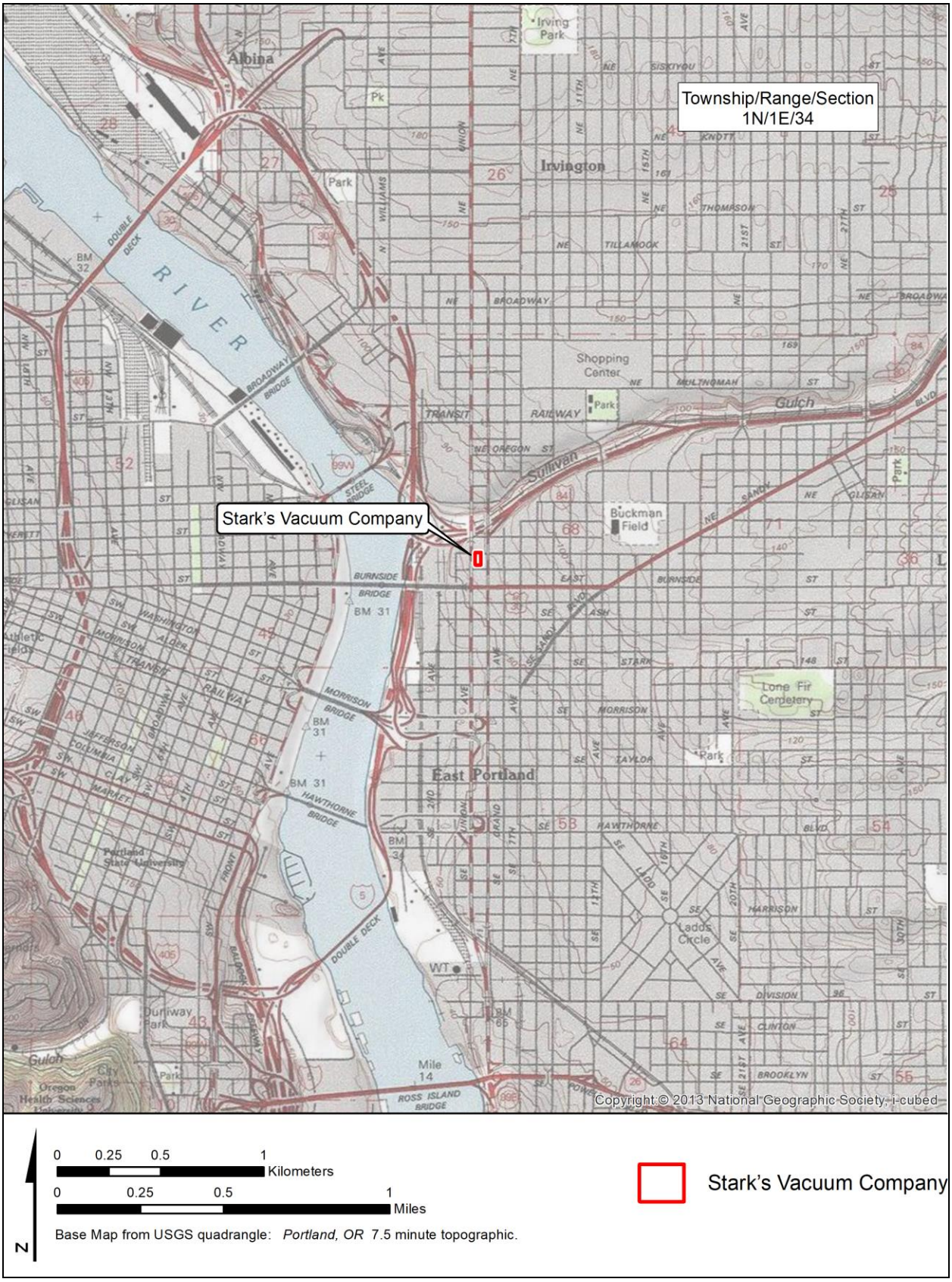


Figure 1. Location map.

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah

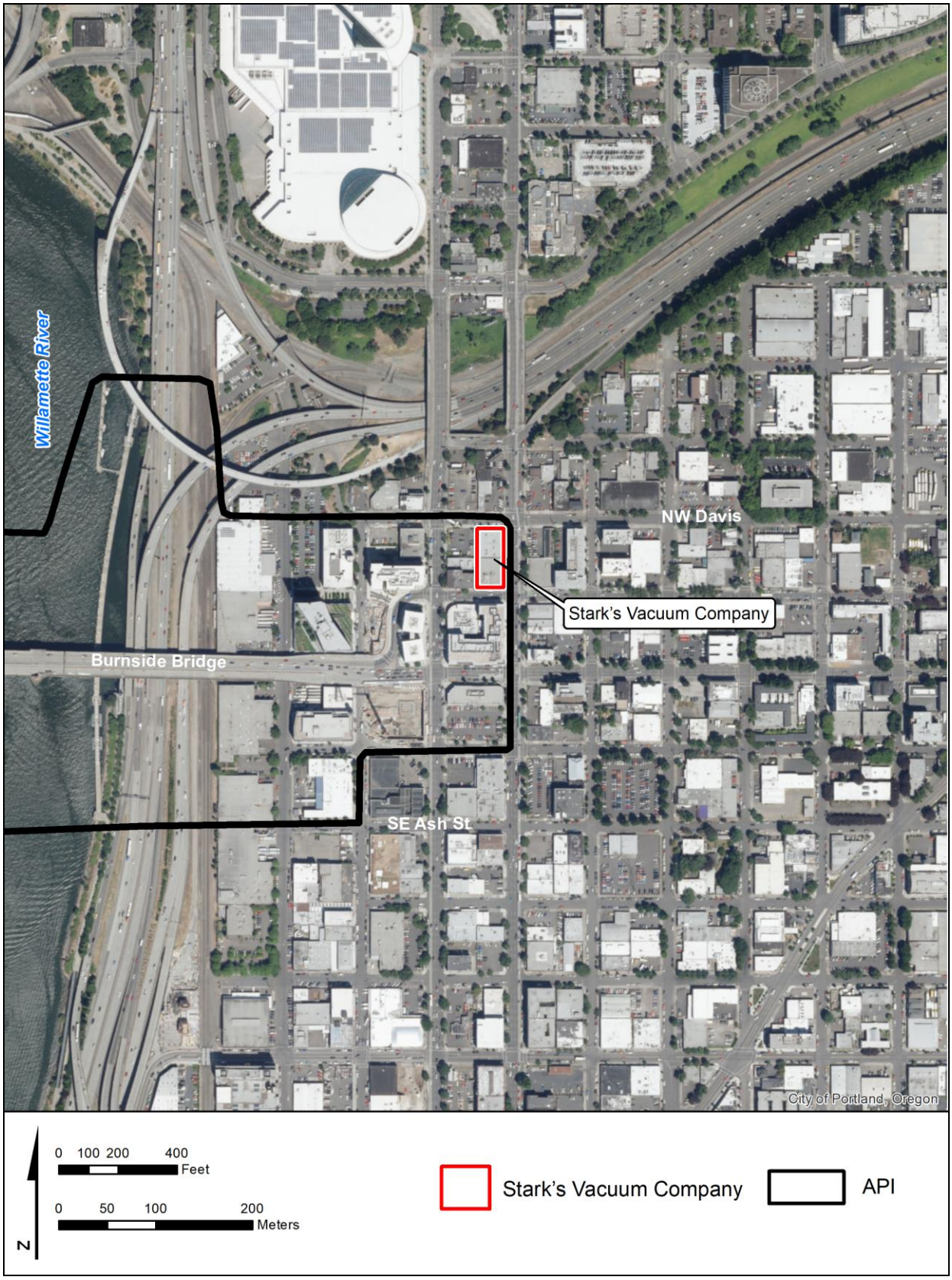


Figure 2. Current imagery of Stark's Vaccum Company building and API.

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah

View: The north building segment (1921) showing the east and north facades; view to the southwest.

View: The south building segment (1926) showing the south façade; the view is to the north-northwest.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah

View: The Stark's Vacuum Company neon sign (ca. 1960s) that hangs above the east entrance; the view is towards the northwest.

View: The north building segment's west façade; the view is towards the southeast.

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building	
Street Address: 107 NE Grand Avenue	City, County: Portland, Multnomah

View: Stark's before 2015 remodel. The building's east and north facades as it appeared prior to 2015 remodel (loopnet.com).

View: A 1941 photograph showing the southeast corner of the building in the distance (cropped). Source: OHS PhotoOrglot284_0276-13; Al Monner. Photographer.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Agency/Project: Federal Highway Administration/Burnside Bridge (Federal-Aid No. C051(111))	
Property Name: Jackson Apartments/Union Arms Apartments	
Street Address: 131 NE Martin Luther King, Jr. Blvd	City, County: Portland, Multnomah
USGS Quad Name: *Portland, Oregon*	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble:	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Apartment Building	Construction Date: 1911; 1930
Architectural Classification / Resource Type: Late 19th and Early Twentieth Century Commercial building	Alterations & Dates: 20 feet removed from east façade in 1930
Window Type & Material: 1-over-1, awning, single pane wood sashes, beveled glass at entry	Exterior Surface Materials: Primary: tan brick/painted brick Secondary: Decorative: Tile work
Roof Type & Material: Flat with parapet, unknown	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor

A historic photo of the Jackson Apartments showing the commercial storefronts that faced Union Avenue (NE Martin Luther King Blvd.) The view is towards the southwest. (Photo from www.unionarmspdx.com).

Preliminary National Register Findings: ☐**National Register listed**

☐**Potentially Eligible:** ☐☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Surveyor/Agency: Elizabeth O'Brien, WillametteCRA Date Recorded: December 13, 2019; revised 9/28/20

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Property Name: Jackson Apartments/Union Arms Apartments		
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Claussen & Claussen Architects; G.W. Jackson (builder)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other	

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

Union Arms Apartments, formerly Jackson Apartments, is a 1911 three-story Street-Car-era, Late 19th and Early Twentieth Century Commercial, tan pressed-brick building. The building sits at the southwest corner of the intersection of NE Martin Luther King Boulevard and NE Davis Street in Portland, Oregon. The neighborhood is a commercial/ industrial neighborhood that is rapidly being redeveloped with commercial and large-scale multi-family buildings. Local architects Claussen & Claussen designed the combination commercial/apartment building in 1911 for G.W. Jackson, a local contractor and investor. Claussen & Claussen Architects are historically a notable local architectural firm who built many Portland hotels, apartment buildings and residences, some of which are currently listed in the National Register of Historic Places.

Originally, the Jackson Apartments had four storefronts facing the street level along then, Union Avenue (NE Martin Luther King Blvd.). The windows on the second and third floors remain the original appearing one-over-one hung wood sashes, as well as the brickwork laid in a Common Bond that includes brick dentil bands at the second and third floor window lines, and an above Flemish bond (diamond patterned) frieze. The details along the east facade were rebuilt and the first floor reconfigured from storefronts to apartment units as a part of the 1930 Union Avenue widening project. The apartment building was constructed within a period of great expansion on Portland's eastside following the 1905 Lewis and Clark Exposition. The mixed-use apartment/commercial building was a popular choice on Portland's eastside for investors at this time as the living spaces filled more quickly allowing for a more immediate cash flow (Oregonian 1911a:8).

The Union Arms Apartment originally known as the Jackson Apartments was built as a mixed-use building with stores on the east half of the ground level (first floor) and apartment units.

The Jackson Apartments were designed for G.W. Jackson by Claussen & Claussen Architects and constructed in 1911 for an estimated cost of $45,000. The building was noted to be a "substantial" improvement for the east side (Oregonian 1911b:8). Four shops were housed on the ground level, apartments in the west half of the first floor, and the second and third floors designed for flats or offices. An entrance on the east façade provided access to the apartments on the second and third floors, and another entrance on the north façade provided access to the first floor apartments. Claussen and Claussen prepared two alternative plans for G.W. Jackson for either a two-story or three-story apartment building. The apartment building plan depicted a mix of two- and three-room units with wall beds that pulled out into the living room space. Each unit had a living room, kitchen, bathroom, and closet. The three-room units featured a dining room (Claussen & Claussen 1911).

Claussen & Claussen apparently promoted the compact two and three-room plan, which eliminated the bedroom. Locally, the concept was a fairly new trend in apartment design that Claussen and Claussen incorporated into their projects. An article by Walter [sic] Claussen written for a professional architect's journal, The American Architect in 1915, "Two and Three-Room Apartments of the Pacific Coast," demonstrated the architects' enthusiasm for the concept (Claussen 1915). In the article, Claussen explained the concept of eliminating the bedroom and using a pull out bed likely originated in Los Angeles for long-term visiting tourists and had gained acceptance for full-time residents. Claussen noted the design concept was trending on the West Coast since about 1910-11. About the time of his article, a 1914 Oregonian article noted that the two- and three-room apartment to be the prevailing apartment type under construction in Portland (Oregonian 1914:8). The compact room arrangements reduced the square footage of each unit, reducing the rent price and with more units per square footage, a greater return for the investor (Claussen 1915). Claussen further conveyed in the article that the level of architectural detailing should be based on the neighborhood in which that apartment is built, although always providing maximum light and ventilation (Claussen 1915). Claussen and Claussen designed several of these types of apartment buildings early in its career in Portland. One known example is the NRHP-listed Brown Apartments (1915) (Demuth and Mayfield 1991; Tess 1991). The Brown Apartments is an excellent example of this type with a higher level of architectural stylistic detailing. Other projects contemporary to the Brown Apartments included several by R.H. Wassell at Rex Arms and Royal Arms Apartments, and by John V. Bennes at Carlotta Court (Oregonian 1914:8). The Jackson Apartment/Union Arms Apartments is an excellent, modest example of this type and differ in that it also contained commercial spaces at the ground level. The Jackson Apartment is an early use of this concept, by Claussen & Claussen, but not the earliest.

The Jackson Apartments name was retained until circa 1947. The earliest noted use of Union Arms Apartment in the Oregonian was in 1948 near the deaths of the original owners, George W. and Edith C. Jackson (Oregonian 1948:11).

Property Name: Jackson Apartments/Union Arms Apartments		
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Claussen & Claussen Architects; G.W. Jackson (builder)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other	

Description (continued)

Physical

The Jackson Apartments/Union Arms Apartments has an 80' x' 100' footprint and stands three stories tall on a poured-concrete basement. Tan pressed bricks, laid in a common bond, clad the east and north facades. The south and west façades are clad with a painted, utilitarian brick. The public east and north facades are subdivided by brick dentil belt courses at the second and third floor window lines and topped above the third floor windows by soldier brick course and above, a diamond-patterned frieze. The roof is essentially flat with a parapet with a centered sky-lit atrium.

The primary (east) entrance features polychrome tile work and beveled glass in the door, transom and sidelights, that would have been replaced at the time of the 1930 street widening. The original storefronts and shops were converted into apartments and opened up to Union Avenue with Chicago-type of windows with above transom lights. The wood-framed windows have center one-over-one hung sashes with single-light sidelights. The north façade features a second entrance at the ground level.

The south and west façades are modest in appearance, clad with utilitarian painted brick. The south and west facing windows of the three floors are topped by segmented brick arches with mostly paired and several single, wood-framed, one-over-one sashes. The third floor center south and west façade wall sections are slightly recessed and clad with sheet metal. Most of the windows appear to be the original one-over-one wood sashes.

Alterations

Several changes were apparently made to the plans prior to the building's construction, as the original inked elevations depict Classical detailing at the entry.

The Jackson Apartment building was extensively altered in 1930 for the widening of Union Avenue. Building Permit No. 209479 notes that twenty feet of the building's east end was removed and the apartments reconfigured (City of Portland 1930). At that time, Edith C. Jackson was listed as the apartment owner, and her husband, G.W. Jackson, as the building contractor. Reconstruction estimates totaled $10,000. The east façade's exterior, although modified during the 1930 widening of Union Avenue, was fairly well matched to the original detailing on the second and third floors, except for the ground level storefronts and interior shops that were converted into apartments. The new apartment units opened onto Union Avenue with Chicago-style windows and a recessed primary entrance in the same location. An arch and updated cable-detailed surround gave the building a modern look for that time period.

City of Portland Building permit records show that more recently, the atrium roof was rebuilt in 1990 and fire escapes repaired in 2012. Additional interior work has been done to improve the light within the public interior spaces. Online photos of one of the apartment units show that at least some of the units feature the original plan configuration and spare, wood trim work.

George W. Jackson

George Washington (G.W.) Jackson was a local businessman who overtime worked as an investor, building contractor, and apartment manager. Jackson commissioned Claussen and Claussen to provide the architectural plans for the apartment building on lots he acquired along Union Avenue in 1907. He and his wife, Edith C., lived in a nine-room cottage situated on the lots before replacing the cottage with the three-story apartment building in 1911 (Oregonian 1907:8; R.L. Polk & Co. 1909; Oregonian 1911:8). The Jacksons resided in and managed the apartment building, later relocating to an eastside residence circa 1920 (R.L. Polk & Co. 1914,1915,1917, 1921). When the building was subject to the 1930 Union Avenue widening project, Jackson acted as the building contractor for the removal of 20 feet from the east façade while Edith C. was recorded as the building owner. George and Edith died within a year of each other, George in 1948 and Edith in 1947 (Oregonian 1948:22). By this time, the apartment is noted in building permit records to be managed by trustee, David C. Watson of Tigard, Oregon. About this same time, the apartment building's name changed to Union Arms.

Claussen & Claussen

Claussen & Claussen were a respected Portland architectural firm composed of brothers H. (Hans) Fred Claussen and William E. (Emil) Claussen. The Claussen brothers ventured to Portland from Chicago in 1908 and set up an architectural practice. They worked together until Fred Claussen's death in 1942 (Ritz 2002). They completed a number of notable buildings in Portland, of which twenty-one have been previously recorded and are listed in the SHPO Oregon Historic Sites Database.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Property Name: Jackson Apartments/Union Arms Apartments		
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Claussen & Claussen Architects; G.W. Jackson (builder)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other	

Description (continued)

The Jackson Apartments/Union Arms Apartments, one of their earlier works, although listed in the Oregon Historic Sites database, was not previously attributed to Claussen & Claussen. Five of the brothers' apartment/hotels are currently listed on the National Register of Historic Places and the Oregon Historic Sites database; the NRHP-listed properties are all located on Portland's west side; they include:

1. Brown Apartments - 807 SW 14th Ave., 1915
2. Brentnor Apartments - 931 NW 20th Ave., 1912
3. Palace Court Apartments – 2207 NW Flanders St., 1926
4. Roosevelt Hotel – 1005 SW Park Ave., 1924
5. The Heathman Hotel – 723 SW Salmon St., 1926

The Brown Apartments included the two and three-room design concept and was one of the Claussens' most prominent projects of this type as it was the example selected for William Claussen's 1915 article on the subject. Claussen & Claussen designed at least one other mixed-use commercial/apartments building with the two- and three-room design in 1910 prior to designing the Jackson Apartment. L.R. Fairchild commissioned Claussen & Claussen to build a no longer standing three-story brick building at the SW corner of SE 11th and Hawthorne (Oregonian 1910:6). Where most of the above Claussens' buildings are noted for their exuberance in detailing and style, the Jackson Apartment is a more modest Claussen & Claussen building design, using belt courses and a frieze pattern to subdivide the public east and north facades. A small flourish of geometric patterns surrounded the Union Avenue entry was not a part of original more Classical elevation and was updated during the 1930 Union Avenue widening project. The Jackson Apartment is an excellent representative example of a more modest Claussen and Claussen design, representing their work on Portland's eastside.

Significance

Criterion A –*Significant*

Under Criterion A, the Jackson Apartment/Union Arms Apartment is recommended eligible for listing to the NRHP as it has significant historical associations with the development of apartments on Portland's Eastside and is representative of a new apartment building type in Portland promoted by architects Claussen and Claussen. Façade and first floor modifications made during the 1930 Union Avenue widening project demonstrate the types of adaptations necessary during this period of growth in Portland's major transportation routes.

Criterion B – *Not Significant*

Under Criterion B, the Jackson Apartments/Union Arms Apartments was not found to have associations with specific people important in history, and therefore it is not considered eligible for listing in the NRHP under Criterion B.

Criterion C – *Significant*

Under Criterion C, the Jackson Apartments/Union Arms Apartments is an excellent early example of a two- and three-room unit apartment building type promoted at the national level by the architects Claussen & Claussen. The building is also an excellent representative example of Claussen & Claussens' work on the Portland's Eastside. For these reasons, the Jackson Apartment/ Union Arms Apartment is recommended to be eligible for listing under Criterion C.

Criterion D – *Not Significant*

Under Criterion D, properties may be eligible for the National Register if they have yielded, or are likely to yield information to contribute to our understanding of human history. This criterion is most commonly associated with archaeological sites and in the case of Jackson Apartments/ Union Arms Apartments important information can be yielded through written documentation.

Integrity

The Jackson Apartments/Union Arms Apartments retains historical integrity of location, design, setting, materials, workmanship, feeling, and association from the historic period from 1911 and the 1930 widening project. Although the building has lost historic integrity from its original design and association as a 1911 commercial/apartment building it retains the modifications made to its design during the historic period and as such is recommended to be eligible for listing in the NRHP.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106 DOCUMENTATION FORM

Individual Properties

Property Name: Jackson Apartments/Union Arms Apartments		
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Claussen & Claussen Architects; G.W. Jackson (builder)	Owner: ☒Private ☐Local Government ☐State ☐Federal ☐Other	

Sources

Ancestry.com

1942 U.S. World War II Draft Registration Cards, 1942 for William Emil Claussen. Ancestry.com. Electronic database, https://www.ancestry.com/interactive/1002/31887_B016811-00266?pid=10358321&treeid=&personid=&rc=&usePUB=true&_phsrc=pNB26&_phstart=successSource, accessed December 13, 2019.

Claussen, Walter [sic] William

1915 Two- and Three-Room Apartments of the Pacific Coast. The American Architect. Electronic document, https://babel.hathitrust.org/cgi/pt?id=mdp.39015007552006&view=1up&seq=2, accessed November 19, 2019.

Claussen & Claussen

1911 Two Story Brick Apartment and Store Building To Be Built for Mr. G.W. Jackson on the corner of Union & Davis St; Claussen & Claussen; Job No. C-65; Sheets 1-8. Oregon Historical Society, MSS. 3016-78, Portland, Oregon.

City of Portland

1930 Portland Building Permits, Permit No. 209479. City of Portland Permit Center, Portland, Oregon.

Demuth, Kimberly and David Mayfield

1991 National Register of Historic Places Registration Form, Brown Apartments. Oregon Historic Sites Database. Electronic database, http://heritagedata.prd.state.or.us/historic/, accessed December 13, 2019.

R.L Polk & Co.

1909 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

1914 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

1916 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

1917 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

1921 Portland City Directory. R.L. Polk & Co., Portland, Oregon.

Ritz, Richard Ellison

2002 Architects of Oregon. Lair Hill Publishing, Portland, Oregon.

Oregonian [Portland, Oregon]

1907 Eastside Realty is Booming. 3 March: 8.

1910 East Side Builds Many Big Blocks. 29 May:6.

1911 Union Avenue Building Rises At Cost of $45,000. 17 Sept:8.

1911 East Side Makes Building Growth. 31 Dec:8.

1914 Apartment Habit Grows Here. 26 July:8.

1948 Mail Rifled. 3 May:11.

1948 Funeral Notices; Jackson. 9 Sept:22.

Sanborn Fire Insurance Maps

1950 Sanborn Fire Insurance Map, 1908-1950.

Tess, John

1991 National Register of Historic Places Registration Form, Bretnor Apartments. Oregon Historic Sites Database. Electronic database, http://heritagedata.prd.state.or.us/historic/, accessed November 19, 2019.

Property Name: Jackson Apartments/Union Arms Apartments	
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

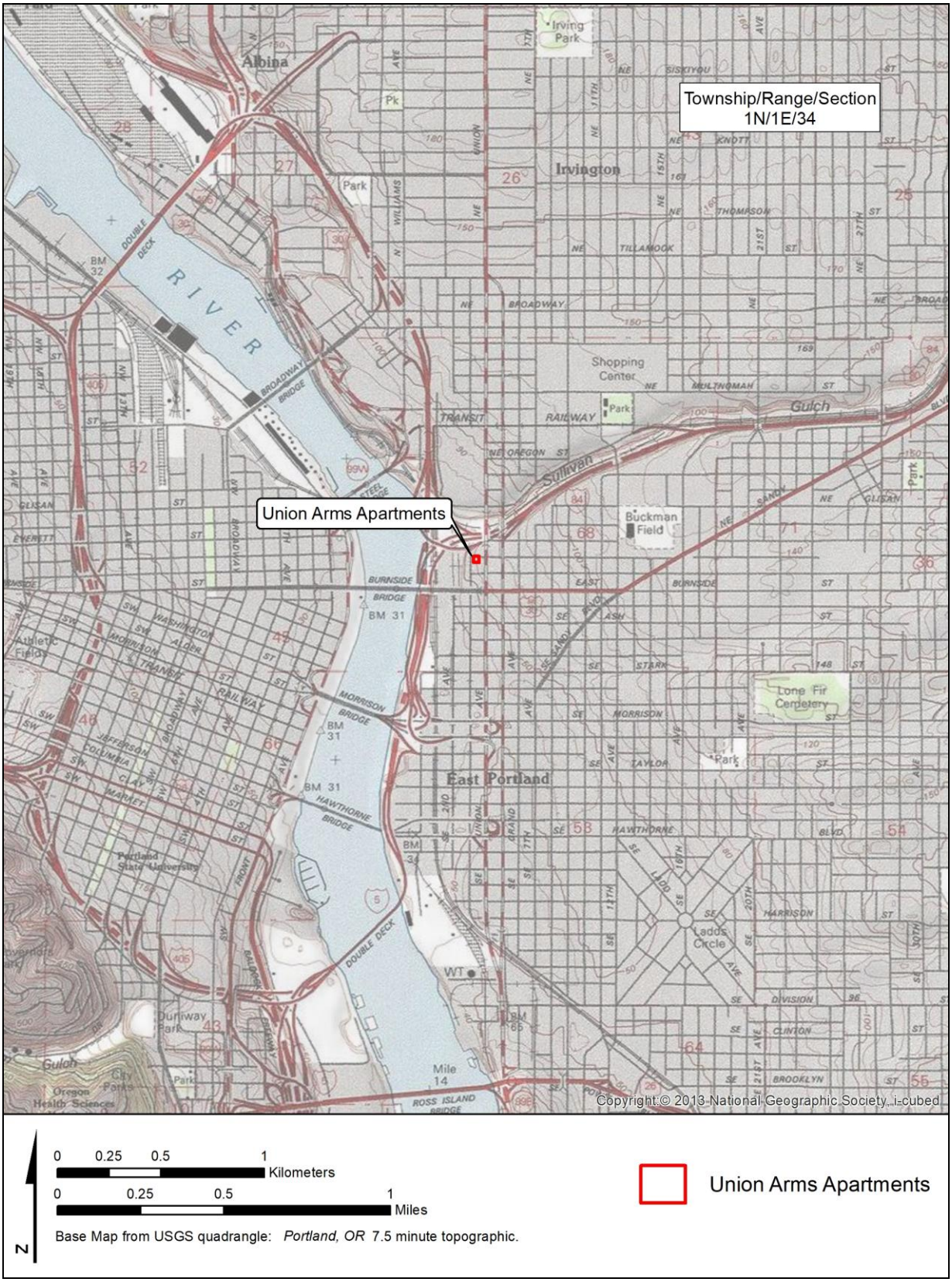


Figure 1. Jackson Apartments/Union Arms Apartments location.

Property Name: Jackson Apartments/Union Arms Apartments	
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

Figure 2. Current imagery depicting Jackson Apartments/Union Arms Apartments and API.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Jackson Apartments/Union Arms Apartments	
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

View: The east façade of the present Union Arms Apartments showing the 1930 modifications that removed 20 feet the building's east end replacing the storefronts with apartments. The view is towards the west.

View: The north and west facades showing the differences from the detailed north façade and the utilitarian west façade. The view is towards the southeast.

Surveyor/Agency: Elizabeth O'Brien, WillametteCRA Date Recorded: December 13, 2019; revised 9/28/20

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Jackson Apartments/Union Arms Apartments	
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

View: The north and west facades showing the differences from the detailed north façade and the utilitarian west façade. The view is towards the southeast.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Jackson Apartments/Union Arms Apartments	
Street Address: 131 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

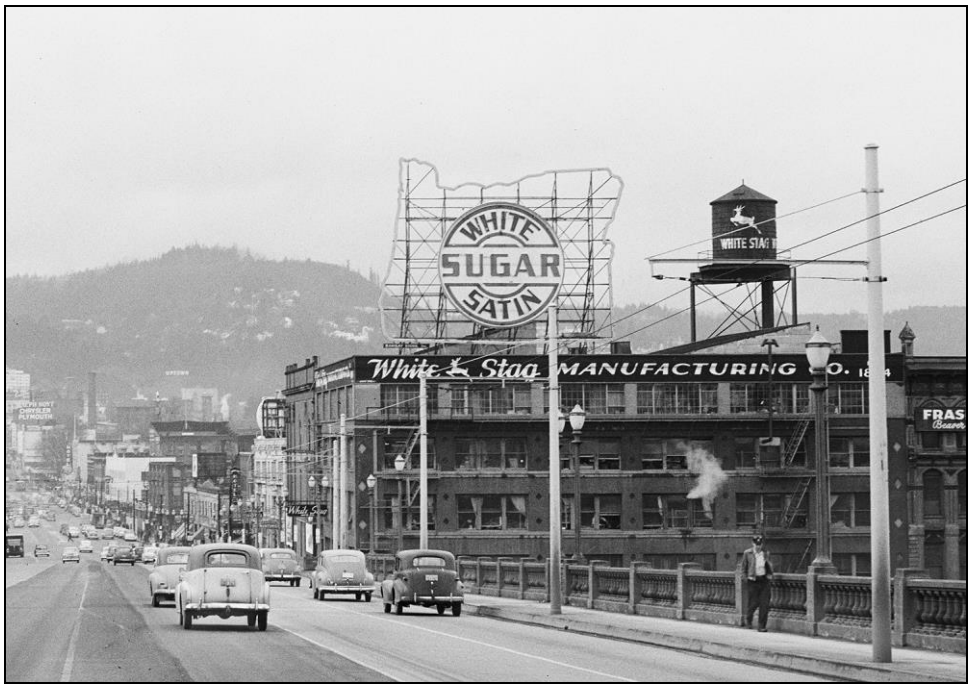
View: A detail of the main entry on the east façade showing the cable surround, colorful tile, and leaded glass sidelights and transom. The view is towards the west.

OREGON INVENTORY OF HISTORIC PROPERTIES

SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Agency/Project: Federal Highway Administration/ Burnside Bridge	
Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah
USGS Quad Name: Portland, Oregon	Township: 1 North Range: 1 East Section: 34
This property is part of a ☐District ☐Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: Skidmore/Old Town Landmark Historic District	
Number and Type of Associated Resources in Grouping/Ensemble:	

Current Use: Sign	Construction Date: 1940
Architectural Classification / Resource Type: /Object	Alterations & Dates: 1951; 1957; 1959; 1997; 2011
Window Type & Material: N/A	Exterior Surface Materials: Primary: angle iron frame Secondary: Neon and light bulbs Decorative:
Roof Type & Material: N/A	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐ Poor



The original configuration of the White Satin Sugar/White Stag sign in 1947 (courtesy of Jeff Kunkle of Vintage Roadside, Portland, Oregon).

Preliminary National Register Findings: ☐**National Register listed**

☒**Potentially Eligible:** ☒Individually ☐As part of District

☐**Not Eligible:** ☐In current state ☐Irretrievable integrity loss ☐Lacks Distinction ☐Not 50 Years

State Historic Preservation Office Comments:

☐**Concur** ☐**Do Not Concur:** ☐Potentially Eligible Individually ☐Potentially Eligible as part of District ☐Not Eligible

Signed _____ Date _____

Comments:

Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Ramsay Sign Co. and A. Young and Sons, Inc. (1940)	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

The White Stag Sign is a metal-framed neon rooftop sign that sits atop the present White Stag Block building at 5 NW Naito Parkway on tax lot 1N1E34DB -00600 Portland, Multnomah County, Oregon in Section 34, Township 1 North, Range 1 East, Willamette Meridian.

The White Stag sign is approximately 50 feet by 50 feet and faces east at the Burnside Bridge's west approach. The sign is classified as a standing roof type sign. The sign design is composed of neon and lamps and is supported on "angle iron framing." The graphics include the original 1940 neon-lit state of Oregon outline, the 1957 leaping stag, and 1959 seasonal neon-lit red nose. More recent additions include the 1997 "OLD TOWN" graphic at the base from its days of representing the Made in Oregon stores, and the newest graphic heading installed in 2011, "Portland, Oregon," lit by neon and bulbs.

The original sign was constructed for White Satin Sugar under Permit No. 253709, issued in September 1940 and completed in February 1941. A. Young and Son, Inc. constructed the sign for the owner, Ramsay Sign Co. The sign's total cost was $4000.00.

Alterations

White Satin Sugar Co. replaced the older circular sign logo and added new animation in 1951 keeping only the neon-lit Oregon state outline (City of Portland, 1951). The new graphic consisted of letters that read out: "IT'S WHITE SATIN SUGAR OREGON'S OWN AND ONLY." The phrase was animated in a five-part sequence as described in the 1951 Ramsay Sign, Inc. sign order (Davis 1951):

1. IT'S WHITE
2. IT'S WHITE SATIN
3. IT'S WHITE SATIN SUGAR
4. IT'S WHITE STAIN SUGAR OREGON'S OWN AND ONLY
5. IT'S WHITE STAIN SUGAR OREGON'S OWN AND ONLY, additionally animated with "sparkling lamps and lights to flash on"

White Stag Co. transformed the rooftop sign into the White Stag sign in 1957. It was officially lit July 5, 1957. The White Stag sign design was outlined in white neon and filled with white light bulbs "flashing in sequence" (Signs of the Times 1957). Ramsay Sign Company's neon artist Gordie Hays and another created the neon sign modifications (Mayer 2010). The state of Oregon outline was maintained while adding the leaping white stag, "HOME OF WHITE STAG" and at the base of the sign "SPORTSWEAR." The famous red nose became a tradition when it was added in 1959. Early 1980s photos show that "Home of" lettering was removed from the White Stag sign. In 1997, the sign graphic changed to advertise the Made in Oregon Company, a subsidiary of the H. Naito Corp. The sign retained the leaping white stag and the Oregon state outline, while replacing the White Stag logo with the "Made in Oregon" graphic and "Old Town" replacing the "SPORTSWEAR" graphic at the sign's base (Levenson 1997). The "Made in Oregon" and "Old Town" lettering was constructed to match what was replaced. The new letters matched by using open pan letters of double tube neon and chasing incandescent bulbs (City of Portland 1997). When the sign ownership was transferred, the sign was rehabilitated and the main sign graphic of "Made in Oregon" was changed in 2011 to read "Portland, Oregon."

Despite periodic changes, the sign retains from the period of significance (1940-1970): the Oregon state outline (1940), the leaping white stag (1957), and the tradition of transforming the white stag during the holidays into Rudolph the Red Nose Reindeer by adding a red nose (1959). These character-defining design features retained from the period of significance convey the White Stag sign's historic significance.

History

The iconic Portland sign originally advertised White Satin Sugar bearing the graphic outline of the state of Oregon and the Amalgamated Sugar Company's circular White Satin Sugar logo. A 1940 Sunday Oregonian article noted the sign "tells its story in five separate changes, the purport of which is "White Satin Sugar, Oregon's Own and Only", in the animation depicting a pouring sugar sack (Sunday Oregonian 1940:59). A sketch submitted for review in 1940 depicts a sack of sugar

Property Name: White Satin Sugar/White Stag Sign		
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Ramsay Sign Co. and A. Young and Sons, Inc. (1940)	Owner: ☐Private ☐Federal ☒Local Government ☐Other	☐State

History (cont.)

that pours, although a 1947 photograph shows the circular White Satin Sugar logo. It is not clear if the pouring sugar element is present. Erected by Ramsay Sign Co. in 1940, the sign was noted to be "the largest sign of its kind" constructed within the last five years (Sunday Oregonian 1940:59). The sign was modified in 1951 for Amalgamated Sugar Co. with an updated logo and modified neon animation while maintaining the original Oregon state outline.

White Satin Sugar is a brand name of the Amalgamated Sugar Co. that began in Ogden, Utah in 1897 as Ogden Sugar Company. In 1902, several sugar companies formed the Amalgamated Sugar Company. The company expanded by building manufacturing plants in Utah and Idaho in the next two decades. In the mid -1930s the company acquired the White Satin Sugar trademark for marketing their product. The name White Satin Sugar was important for branding, ensuring the consumer that beet sugar was no different than cane sugar. A manufacturing plant was constructed in Nyssa, Oregon in 1938 for the eastern Oregon sugar beet growers. The White Satin Sugar brand was marketed to Oregonians as a local state product and promoted through newspaper recipes and food preparation seminars. Ramsay Sign Co. installed the original sign in 1940; a 1947 photograph depicts the original design with the Oregon state outline and the original circular White Satin Sugar logo. In 1950, a warehouse and distribution depot was constructed on NE Columbia Boulevard Portland and the sign modified in 1951 with an updated logo and neon animation while keeping the Oregon state graphic (Amalgamated Sugar Company 2019; The Sunday Oregonian 1950:67).

Hirsch-Weiss/White Stag Co. took over the sign situated on the top of their building in 1957. The local sportswear clothing company occupied the building from 1924 to 1973. The White Stag Co. was a respected local sportswear manufacturing company recognized internationally. Displaying the White Stag logo on the sign on the city's skyline was a demonstration of the company's success (Sign of the Times 1957). The Oregon state outline remained the same adding the White Stag lettering, the leaping white stag, and SPORTWEAR at the base. Rudolph's red nose became a Portland holiday fixture when it was first added in 1959 to the white stag. The red nose appeared each and every holiday season at the suggestion of Harold Hirsch's wife Elizabeth Blair Hirsch (Rose 2019).

The sign's survival has meant several rounds of negotiating over time. When the White Stag parent company moved its location in the early 1970s, it agreed to maintain the sign and the stag's familiar red nose during the holidays. The sign's survival was again jeopardized in the mid-1990s with disagreements over maintenance. An agreement was reached in 1996 between Ramsay Sign Co. and building owner for its maintenance (Statesman Journal 1996:18). H. Naito Corp., another well-respected local company, had taken over the Hirsch-Weiss Co. building and reinvented the sign with one of their companies' name, "Made In Oregon" in 1997, retaining the leaping white stag and adding "Old Town" at the bottom of the sign (Levenson 1997). The building's occupants have changed in recent years and the building extensively improved by its then new owner, Art DeMuro. When the University of Oregon took over the building, they planned to change the sign graphic to read "University of Oregon" or a big "O." City Commissioner Randy Leonard and other local citizens were against associating the sign with the Eugene-based educational institution. Ultimately, the sign is graced with "Portland, Oregon" while keeping the state outline, white stag, the seasonal red nose and "OLD TOWN" at its base (Hallman 2010a).

Ramsay Sign Company constructed and owned the sign from when it was originally constructed in 1940 until it was donated to the City of Portland in 2010. Ramsay Sign Company has been responsible for the sign designs and construction since the White Stag sign was first constructed in 1940. The Portland-based company was established by A.G. (Arch Gibson) Ramsay in 1911 and continues its operation through a succession of owners. In order to survive the Great Depression, the company initiated a lease program to assist businesses in building signs (Ramsay Signs 2020). The White Satin Sugar/White Stag Sign is one example of this business model.

Ramsay Sign Company donated the sign to the City of Portland in 2010 and historic preservationist Art DeMuro and then owner of the building donated $200,000 for the new design reading Portland, Oregon (Hallman 2010a). The City retains control of how the sign is used commercially. As a Portland icon and the recent uptick in Portland's national identity, the sign has gained national attention and recognition.

Property Name: White Satin Sugar/White Stag Sign		
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): Ramsay Sign Co. and A. Young and Sons, Inc. (1940)	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other	

Significance

The White Stag Sign was designated a Portland City Landmark in 1978. When adopted as a Portland City Landmark, the neon-lit sign was recognized to be "one of a few remaining examples of a type and scale which are no longer utilized for outdoor advertising (Bellinger 1978). From its beginning in 1940 in the heyday of neon signs, the sign has been a graphic beacon at Burnside Bridge's west approach visible as far as the Portland's eastside.

The White Stag sign has undergone several transformations since it was installed in 1940 and yet continues to be recognized as a Portland city icon. Constructed and owned by the Ramsay Sign Co., the sign has advertised several important local Oregon companies including White Satin Sugar, White Stag (Hirsch-Weiss Co.), and Made in Oregon (a subsidiary of H. Naito Corp.). Most recently the sign is emblazoned with "Portland, Oregon" while retaining the 1940 Oregon outline and the leaping white stag installed in 1957. Each company has played an important role in preserving the heritage of the sign throughout its alterations.

It is noted in National Park Service's Preservation Brief 25 that some signs become more important to the community than the commercial entity it represents over time; "they accumulate rich layers of meaning (Auer 1991). Portland's White Stag Sign, while serving over time as a beacon for several important local businesses, it has also become a local holiday tradition retaining the leaping white stag that is lit up as Rudolph the Red Nose Reindeer for the holidays. The sign remains a familiar icon to those crossing Portland's bridges or traveling along Interstate 5. The sign is a significant feature of Portland's cultural landscape.

The White Stag Sign is recommended to be eligible for listing in the NRHP under Criterion A and C. The sign's period of significance ranges from its construction in 1940 to the 50-year threshold of 1970.

Criterion A – *Significant*

The White Stag sign is recommended eligible for listing at the local level for its continued associations with important local Oregon companies of White Satin Sugar, White Stag (Hirsch-Weiss Co.), Made in Oregon (a subsidiary of H. Naito Corp.), as well as sign's former longtime owner Ramsay Sign Company. Most recently, the sign is emblazoned with "Portland, Oregon" while retaining the 1940 Oregon outline and the leaping white stag installed in 1957. Each company has played an important role in preserving the heritage of the sign retaining certain features, while adapting it for its own uses.

Criterion B – *Not Significant*

The White Stag Sign is not associated with specific people important to history, or are otherwise best represented by other property types.

Criterion C – *Significant*

The sign is recommended eligible under Criterion C for its distinctive characteristics of a type representing the period of rooftop neon signs that have grown rare with the passage of time. Although the company logo has been modified over the time, the sign retains recognizable historic elements and the original neon aesthetic.

Criterion D – *Not Significant*

Under Criterion D the sign would not yield any interpretative information not already available in other forms of media.

Integrity

The White Stag sign retains historical integrity of location, setting, materials, feeling and association. Although the design has been altered over time, it continues to retain the overall type of metal angled framework, materials of neon and white bulbs, and the recognizable design elements of the neon-lit Oregon state outline and leaping stag, and seasonal red nose. The sign remains a significant cultural landmark of Portland's waterfront, retaining character-defining features while adapting to the City's evolving culture and economy.

Sources

Amalgamated Sugar Company
2019 History. Electronic document, http://amalgamatedsugar.com/about-us/history.html, accessed October 16, 2019.

Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): Ramsay Sign Co. and A. Young and Sons, Inc. (1940)	Owner: ☐Private ☒Local Government ☐State ☐Federal ☐Other

Sources (cont.)

Auer, Michael J.
1991 Preservation Brief 25; The Preservation of Historic Signs. Electronic document, https://www.nps.gov/tps/how-to-preserve/briefs/25-signs.htm, accessed October 17, 2019.

Bellinger, Dick
1978 Portland Historical Landmarks Commission Inventory Form, White Stag Sign. On file, Portland Historic Landmarks Commission, Portland, Oregon.

City of Portland
1951 Bureau of Buildings, Application for Sign Permit, Permit No. 26773. On file, Historic Landmarks Commission, Portland, Oregon.
1997 Bureau of Buildings, Sign Permit Application, Permit No. 22466. On file, Building Permit Center, Portland, Oregon

Davis, J.W.
1951 Ramsay Signs, Inc., Order for Amalgamated Sugar Co. On file, Portland Landmarks Commission, Portland, Oregon.

Hallman, Jr., Tom
2010a Extreme Makeover, Well, Quick Anyway, for 'Made in Oregon.' *Oregonian*. 16 Sept: Local News.
2010b City Owns 'Made in Oregon' Sign and Hopes to Have It Ready for Holiday Season. Electronic document, https://www.oregonlive.com/portland/2010/09/city_owns_made_in_oregon_sign.html, accessed January 16, 2020.

Levenson, Lisa
1997 White Stag Reindeer Will Change Name, Shine More Brightly. *Oregonian*. 26 July: A01.

Mayer, James
2010 Neon Artists Work is Still Up in Lights. *Oregonian* 17 April: Metro Portland News Section.

Medford Mail Tribune
1943 J'ville Grange Boosts Sugar. 29 Sept. 6. Medford, Oregon

Ramsay Signs
2020 Our History: A Lot Can Change in a Hundred Years. Electronic document, http://ramsaysigns.com/history/, accessed January 13, 2020.

Rose, Joseph
2019 Joseph Rose; the Love Story behind the White Stag Sign's Glowing Read Nose. Oregonlive. Electronic document, https://www.oregonlive.com/history/2015/12/white_stag_signss_red_nose_was.html, accessed October 16, 2019.

Signs of the Times
1957 "The Cover". *Signs of the Times* 147 (1):Cover Page.

Sunday Oregonian
1940 Huge Sign Sugar Ad. 3 Nov: 59. Portland, Oregon.
1950 Utah Company Acquires Site. 7 May: 67. Portland, Oregon.

Warner, Mike
2014 You know Christmas is here when they add the red nose to the deer on the Portland sign! Happy Holidays! #LiveOnK2. November 28, 2014, 5:43 am. https://twitter.com/mikekatu/status/538327197648310272.

Property Name: White Satin Sugar/ White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah

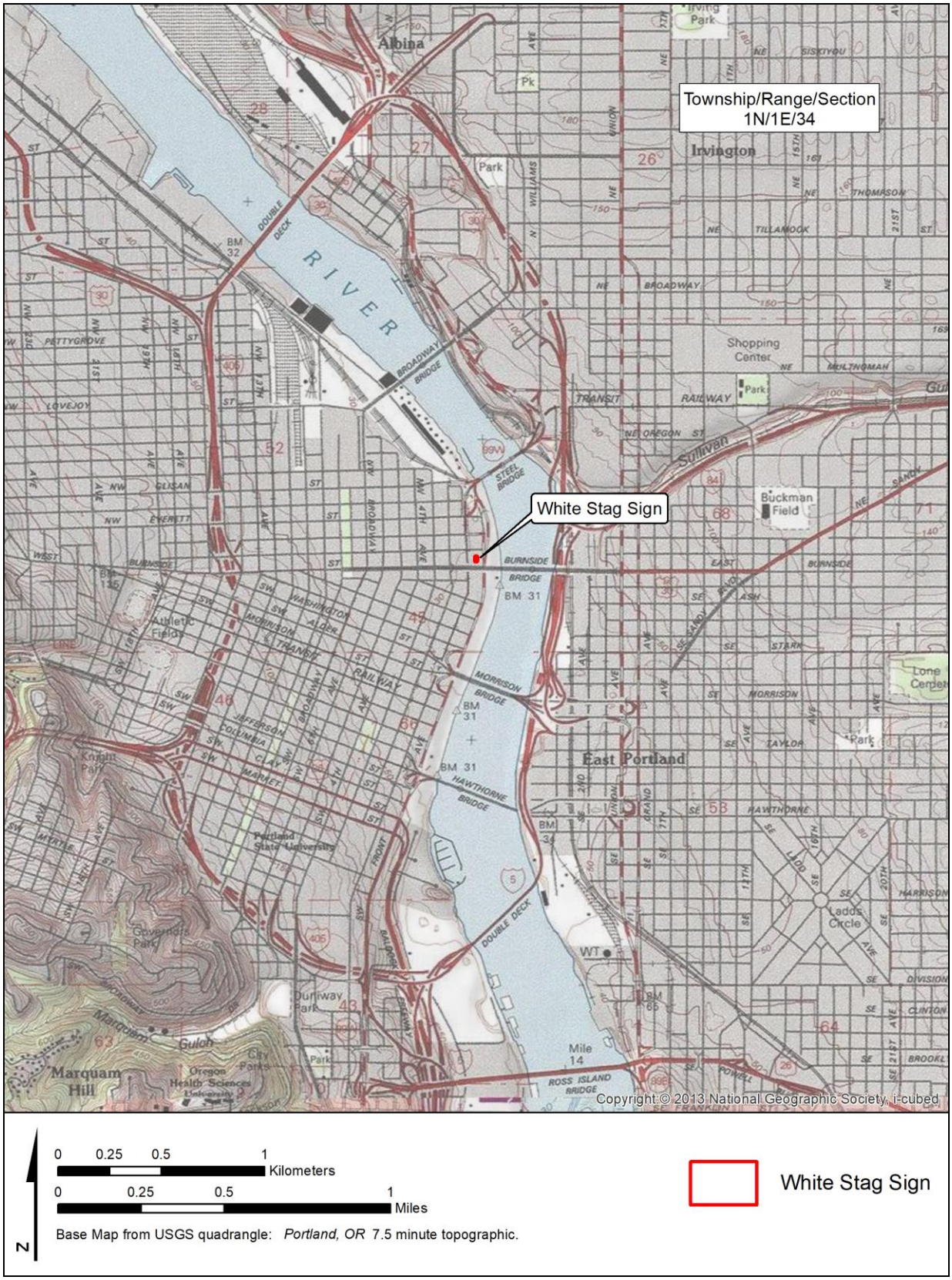


Figure 1. Location map.

Property Name: White Satin Sugar/ White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah

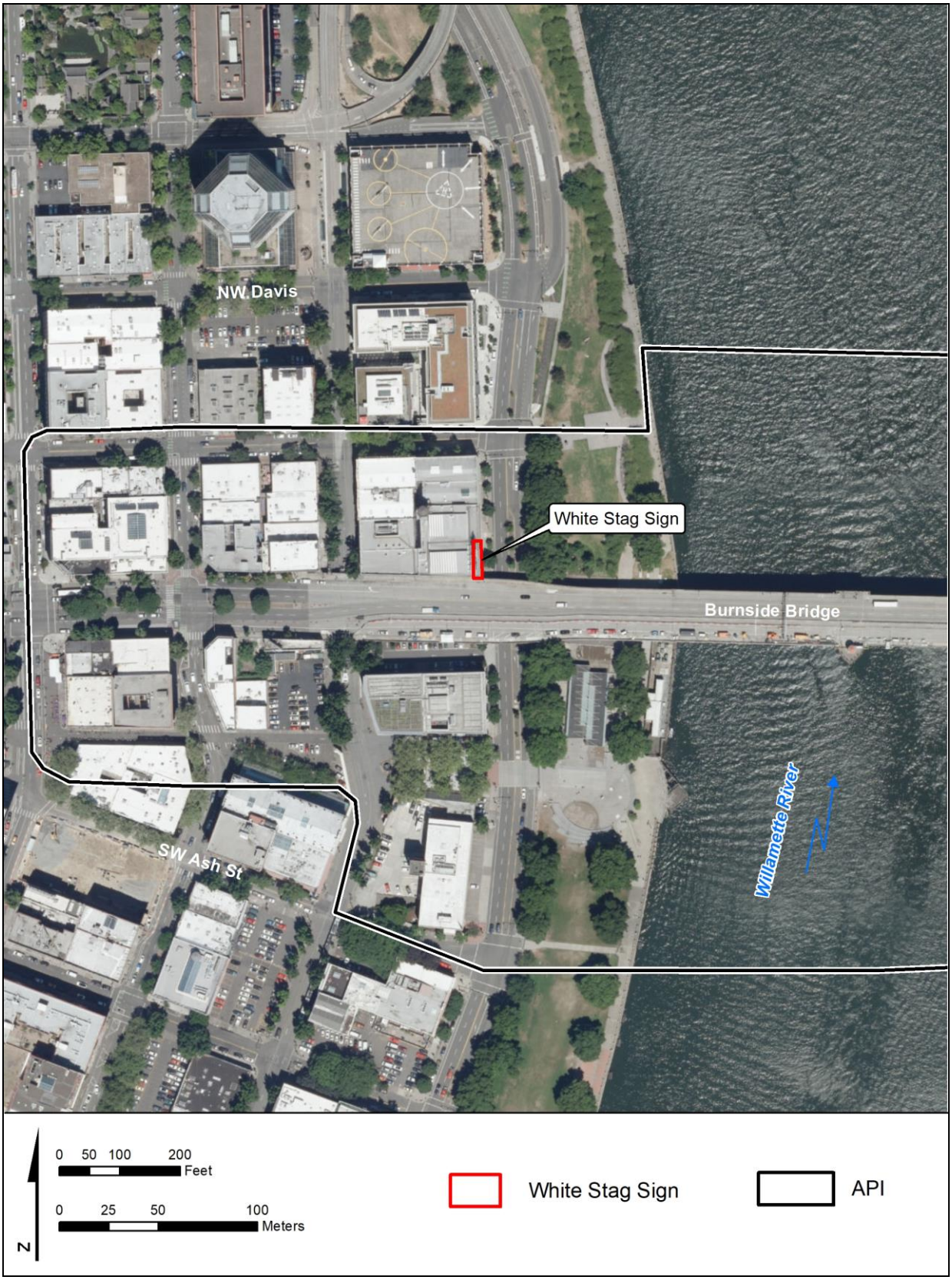
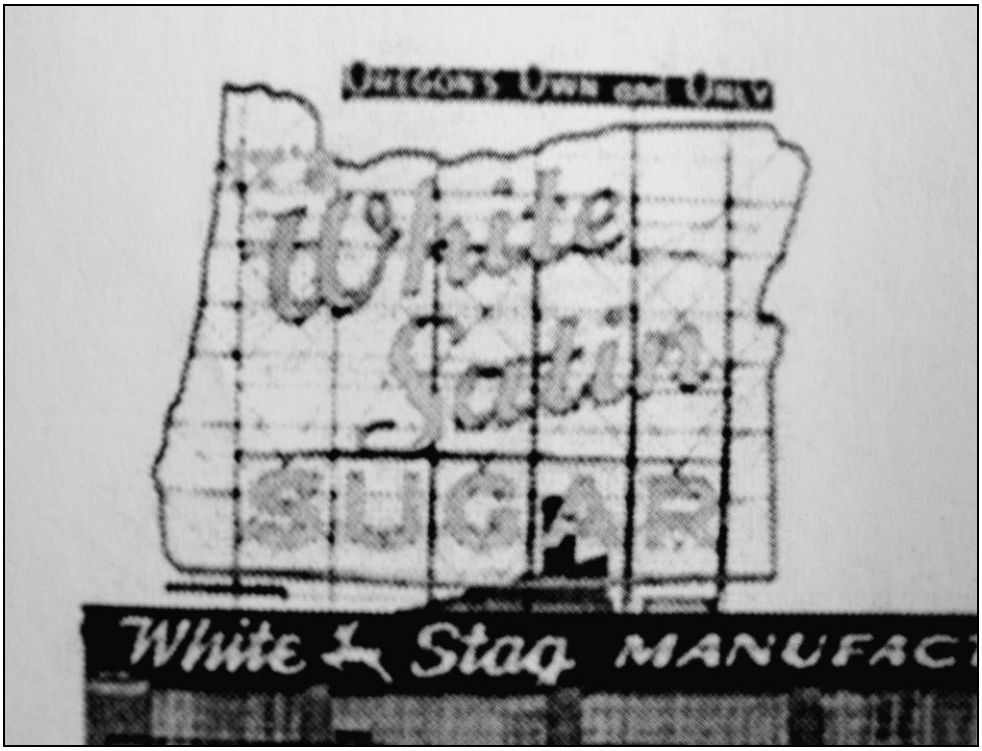


Figure 2. Aerial imagery of White Stage Sign.

Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah

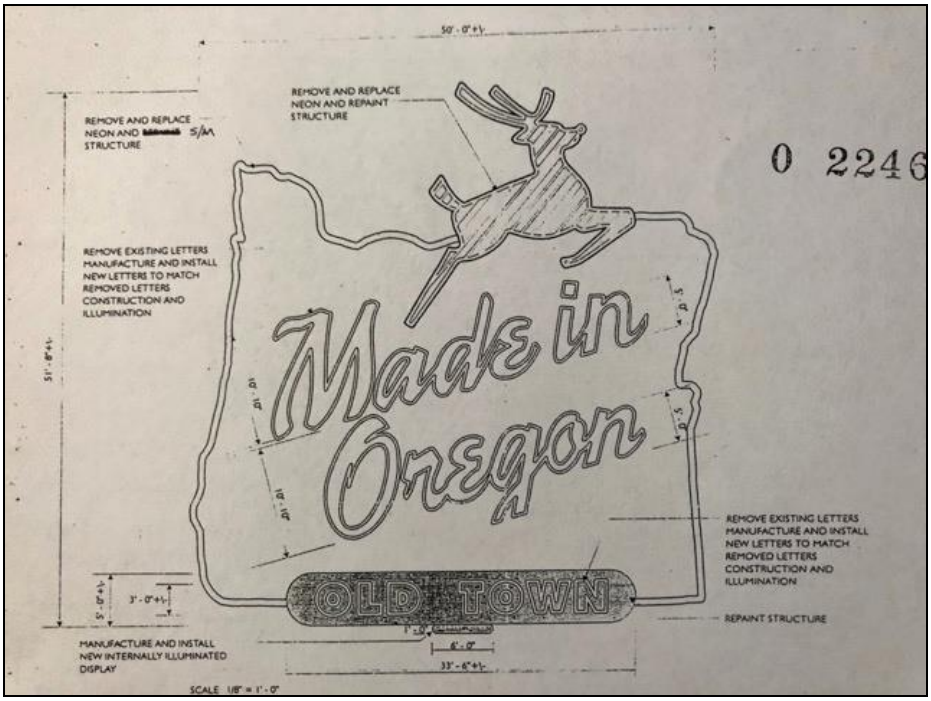


View: The 1951 version of the White Satin Sugar Sign (Courtesy of *Amalgamated Sugar Co.*).

View: The White Stag Sign as it was constructed in 1957 (*Sign of the Times* 1957*).*

Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah

View: A 1989 photo of the White Stag Sign depicting the sign without the "Home of" lettering (Oregon Historical Society Photo #1749).



View: A 1997 design drawing for the construction of the "Made in Oregon" sign (City of Portland Sign Permit Application SCN 97-00758).

Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah

View: A 2010 photo of the "Made in Oregon" sign (from Hallman 2010b).

View: The White Stag sign in its current configuration that maintains the original 1940 Oregon state outline, the 1957 leaping stag, and the 1997 "Old Town" signage at its base.

SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: White Satin Sugar/White Stag Sign	
Street Address: 5 NW Naito Parkway	City, County: Portland, Multnomah

View: A more recent photo of the white stag's nose lit for the holidays (from Warner 2014).