

Attachment F

Agency Letters

(including SHPO DOE Concurrence Letter)

For information about this project in other languages or ADA accommodations (Americans with Disabilities Act), please call 503-988-5970 or email burnsidebridge@multco.us.

Para obtener información sobre este proyecto en español, ruso u otros idiomas, llame al 503-988-5970 o envíe un correo electrónico a burnsidebridge@multco.us.

Для получения информации об этом проекте на испанском, русском или других языках, свяжитесь с нами по телефону 503-988-5970 или по электронной почте: burnsidebridge@multco.us.





**UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10**

1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3188

REGIONAL
ADMINISTRATOR'S
DIVISION

May 14, 2020

Emily Cline, Manager
Environmental Program
Federal Highway Administration, Oregon Division
530 Center Street NE
Salem, Oregon 97301

Dear Ms. Cline:

The U.S. Environmental Protection Agency has reviewed the Federal Highway Administration's Notice of Intent to prepare an Environmental Impact Statement for the Earthquake Ready Burnside Bridge in Multnomah County, Oregon (EPA R10 Project Number 19-0009-FHW). Our comments are provided pursuant to Section 309 of the Clean Air Act and the National Environmental Policy Act.

According to the Notice, the FHWA, jointly with the Multnomah County and Oregon Department of Transportation, propose to evaluate the potential environmental impacts associated with a proposal to create a seismically resilient Burnside Street crossing of the Willamette River in downtown Portland, Oregon. The existing Burnside Bridge, which provides a key link in the Burnside Street lifeline route across the Willamette River is 90 years old and cannot fulfill its lifeline designation after predicted earthquakes in the area. The Burnside Corridor is reflected in regional plans as a primary east-west emergency transportation route. This action is therefore needed to ensure that the Burnside Bridge would remain fully operational and accessible for vehicles and other modes of transportation immediately after a major earthquake.

The EPA supports the overall purpose of the proposed project to improve regional emergency systems by addressing the Burnside Bridge seismic risks. We also appreciate the FHWA plan to analyze this project potential impacts on environmental resources within the analysis area using the NEPA process. In addition to issues and resources that would be analyzed in the anticipated EIS analysis for the project, we offer the enclosed scoping comments to inform the FHWA of issues the EPA believes are important to consider in the NEPA analysis for the project.

Thank you for the opportunity to provide scoping comments for this project proposal and we look forward to continued participation in the NEPA process. If you have questions about our comments, please contact Theo Mbabaliye of my staff at (206) 553-6322 or at mbabaliye.theogene@epa.gov, or me at (206) 553-1774 or at chu.rebecca@epa.gov.

Sincerely,

Rebecca Chu

Rebecca Chu, Acting Chief
Policy and Environmental Review Branch

U.S. Environmental Protection Agency Scoping Comments on Earthquake Ready Burnside Bridge Project Portland, Oregon

Environmental effects

Because the project could impact natural resources in the analysis area, we recommend that any associated NEPA document include information on the potential impacts and any necessary mitigation measures to reduce or cancel those effects. This would involve the delineation and description of the affected environment or analysis area, indication of the impacted resources, the nature of the impacts, and proposed mitigation measures to reduce those impacts. We recommend that providing adequate information in the document on the following topics would be especially helpful for decision makers and the public.

a) Water quality

Section 303(d) of the Clean Water Act requires the States and Tribes with the EPA-approved water quality standards (WQS) identify water bodies that do not meet WQS and develop water quality restoration plans to meet established water quality criteria and associated beneficial uses. We recommend that the NEPA document for the project include the following information:

- Impacted waters, the nature of the impacts, and specific pollutants likely to affect those waters;
- Water bodies potentially affected by the project that are listed on the State and most current EPA-approved 303(d) list;
- Existing restoration and enhancement efforts for those waters, how the proposed project would coordinate with on-going protection efforts, and any mitigation measures implemented to avoid further degradation of impaired waters; and
- How the project would meet the antidegradation provisions of the CWA. The provisions prohibit degrading water quality within water bodies that are currently meeting WQS.

Because the CWA also requires any construction project resulting in the disturbance of one or more acres to have authorization under the construction storm water discharge permit for industrial activities, please provide the following information in the NEPA document:

- Direct, indirect, and cumulative impacts from storm water discharges;
- How the project would meet the requirements of the National Pollutant Discharge Elimination System permit program under the CWA, including development of Storm Water Pollution Prevention Plans, reporting, and monitoring;
- Best management practices, erosion and sediment control, and other mitigation measures to minimize impacts;
- Considerations for zero or low impact development techniques in project design due to their potential to reduce storm water volumes, and mimic natural conditions. For example, consider avoiding and minimizing creation of new impervious surface and excavation; and
- Application of green construction and management practices, consistent with the federal “green” requirements and opportunities that may apply to design, operation, and maintenance of project-related facilities and equipment.

b) Aquatic resources and impacts

Because there may be aquatic resources in the planning area, we recommend including the following information in the NEPA document for the project:

- Description of all waters of the U.S., including wetlands that could be affected by the project alternatives. We recommend also identifying any navigable waters in the analysis area;
- Maps showing water locations and pathways of alternative routes through the planning area. We recommend that the maps show waterbody crossings and resources likely to be impacted by the crossings;
- Acreages and channel lengths, habitat types, values, and functions of these waters;
- Whether the project would result in discharge of dredged or fill materials into surface waters of the United States. If so, a CWA §404 permit from the U.S. Army Corps of Engineers would be required for the project, and we recommend that the EA describe this permit application process and recommended measures to protect aquatic resources from impacts resulting from the proposed project;
- Mitigation plans, including compensatory mitigation required under the CWA, to reduce impacts to surface waters of the U.S.; and
- Floodplain impacts and actions to be taken to minimize the impacts. Activities affecting Waters of the U.S. within floodplains are regulated under the CWA §404 and floodplains are addressed by Executive Order 11988, *Floodplain Management*.¹

c) Solid waste, hazardous materials, and wastewater management

As the proposed action may result in direct, indirect, and cumulative impacts due to use of hazardous and non-hazardous materials, we recommend that the NEPA document address these impacts. Hazardous materials such as compressed gas, petroleum products, and others may be used and/or stored in the community. Although proper management is presumed to be safe, concerns remain about the possibility of accidents resulting in the release of hazardous materials to the environment. Therefore, we recommend that the NEPA document:

- Describe measures that would be taken to minimize the chances of accidental spills or release of pollutants in the environment, and emergency response measures that would be taken should an accident occur;
- Address the applicability of state and federal hazardous materials, pollution prevention, and solid waste requirements, and appropriate mitigation measures to prevent and minimize the generation of solid and hazardous materials; and
- Assess the need to prepare and implement a Spill Prevention, Control, and Countermeasure and provide information addressing this SPCC.²

Because of past and ongoing industrial uses of the project area, there is need for careful attention to potentially contaminated sites in the area and sites that are being or have been under environmental cleanup, pollution source control, and restoration work. To the extent that the project may affect the sites, coordination with the EPA and Oregon Department of Environmental Quality, and other relevant entities will be essential. The EPA R10 Remedial Project Manager for the Portland Harbor Cleanup Site near the project area is Hunter Young who may be reached at (513) 326-5020 or young.hunter@epa.gov.

¹ <https://www.epa.gov/cwa-404/floodplain-management-executive-order-11988>

² https://www.epa.gov/sites/production/files/2014-04/documents/b_40cfr112.pdf

We recommend that the NEPA document discuss such coordination and recommended measures to protect human health and the environment.

d) Air quality impacts

Because the proposed action may result in impacts on air quality, we recommend that the NEPA document for the project include:

- A detailed discussion of ambient air conditions (baseline or existing conditions), National Ambient Air Quality Standards (NAAQS) and criteria pollutant non-attainment areas in the analysis area and vicinity, if applicable;
- Please estimate emissions of criteria pollutants for the analysis area and discuss the timeframe for release of these emissions from construction through the lifespan of the proposed project. For estimation of emissions, it would be helpful to specify all emission sources and quantify related emissions;
- Specific information about pollutants from mobile sources, stationary sources, and ground disturbance;
- A Construction Emissions Mitigation Plan that identifies actions to reduce diesel particulate, carbon monoxide, hydrocarbons, and oxides of nitrogen or NOx;
- Potential effects from air pollutants, including air toxics, to:
 - workers, ground crews, nearby residents, businesses;
 - sensitive receptor locations, such as, schools, medical facilities, senior centers and residences, daycare centers, outdoor recreation areas (e.g., parks); and
- Mitigation measures to minimize the proposed project impacts to air quality.

e) Threatened and endangered species

Because the proposed project may impact endangered, threatened or candidate species listed under the Endangered Species Act, their habitats, as well as state sensitive species, we recommend that the NEPA document for the project identify the endangered, threatened, and candidate species under ESA, and other sensitive species within the project corridor and surrounding areas. In addition, provide information in the NEPA document on the critical habitat for the species; impacts the project could have on the species and their critical habitats; and how the proposed project will meet all requirements under ESA, including consultation with the U.S. Fish and Wildlife Service and National Oceanographic Atmospheric Administration - Fisheries. The document may need to include a biological assessment and a description of the outcome of consultation with the USFWS under Section 7 of the ESA.

f) Seismic and other risks

As the primary goal of the proposed project is to minimize the potential seismic risks, we recommend that the NEPA document for the project:

- Discuss the potential for and approaches to evaluate, monitor and manage seismic risk in the area;
- Include an updated seismic map or a reference to one;
- Include information on seismic design and construction standards and practices to minimize seismic, landslide, and other risks; and
- Identify measures to be taken to avoid and mitigate the risks.

g) Cumulative effects

The proposed action should assess impacts over the entire area of impact and consider the effects of the proposed projects when added to other past, present and reasonably foreseeable future projects in and outside the analysis area, including those outside of FHWA's jurisdiction. Considering all the actions in this area together would help decision makers to understand more clearly what the cumulative impacts on environmental resources are likely to be. The EPA has issued guidance on how to provide comments on the assessment of cumulative impacts, *Consideration of Cumulative Impacts in EPA Review of NEPA Documents*.³ The guidance states that to assess the adequacy of the cumulative impact assessment, there are five key areas to consider:

- Resources, if any, that are being cumulatively impacted;
- Appropriate geographic area and the time over which the effects have occurred and will occur;
- All past, present, and reasonably foreseeable future actions that have affected, are affecting, or would affect resources of concern;
- A benchmark or baseline; and
- Scientifically defensible threshold levels.

Climate adaptation

The EPA recommends that the NEPA document for the project include a discussion of reasonably foreseeable effects that changes in the climate may have on the proposed program and the program area. This could help inform the development of measures to improve the resilience of the program. If projected changes could notably exacerbate the environmental impacts of the program, the EPA recommends these impacts also be considered as part of the NEPA analysis.

Coordination with land use planning activities

We recommend that the NEPA document for the project discuss how the proposed project would support or conflict with the objectives of federal, state, tribal or local land use plans, policies and controls in the analysis area and vicinity. Additionally, we recommend that the document address existing constraints in the analysis area, e.g., utility right-of-ways, floodplains, and how proposed land uses would be consistent and compatible with other land uses and identify any needed construction and operating permits and licenses.

Public involvement in project planning and implementation

Because we anticipate that the proposed project would be of interest to a variety of stakeholders in the area, we strongly recommend that FHWA disclose in the NEPA document the efforts undertaken to ensure effective public participation in the scoping process and throughout the NEPA analysis process. For more information on effective public participation in the NEPA process, please consult the following resources:

- *The Citizen's Guide to the National Environmental Policy Act*;⁴
- *Community Guide to Environmental Justice and NEPA Methods*;⁵ and

³ <http://www.epa.gov/compliance/resources/policies/nepa/cumulative.pdf>

⁴ https://ceq.doe.gov/get-involved/citizens_guide_to_nepa.html

⁵ <https://www.energy.gov/sites/prod/files/2019/05/f63/NEPA%20Community%20Guide%202019.pdf>

- *Community Impact Assessment.*⁶

Environmental Justice

If the analysis area includes low income or minority populations, the NEPA document would need to address the potential for disproportionate adverse impacts to the populations. See Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations.*⁷ One tool available to locate minority and low income populations is the Environmental Justice Screening and Mapping Tool or EJSCREEN.⁸ You may also consult the Federal Interagency Working Group on Environmental Justice and NEPA Committee report, *Promising Practices for EJ Methodologies in NEPA Reviews* for additional information, particularly on determining whether the proposed project may result in disproportionately high and adverse impacts.⁹ We recommend that other vulnerable and disadvantaged populations, such as, the elderly, the disabled, and children, be included in the analysis.¹⁰

Permits and Authorizations

As construction of the project would likely require a variety of authorizations, we recommend that the NEPA document include a list of all permits/authorizations that the proposed project already has and will need including modification(s) to any existing permit or authorization, what activity and/or facility is regulated by the permit or authorization, entities that will issue each permit and authorization, when each will expire, and conditions to assure protection of human health and the environment. Such information, presented in a consolidated fashion, will assist agency decision-makers and the public in evaluating the proposed project's impacts and mitigation required to address those impacts.

Coordination with tribal governments

We recommend the NEPA document describe the process and outcome of government-to-government consultation between FHWA and each of the tribal governments that would be affected by the project, issues that were raised, if any, and how those issues were addressed. See Executive Order 13175, *Consultation and Coordination with Indian Tribal Governments.*¹¹

Monitoring and adaptive management

The proposed project has the potential to affect resources for an extended period. As a result, we recommend that the project design include an environmental inspection and mitigation monitoring program to ensure compliance with all mitigation measures and assess their effectiveness. We recommend that the NEPA document describe the monitoring program and its use as an effective feedback mechanism so that any needed adjustment can be made during construction, operation, and maintenance. As the Earthquake Ready Burnside Bridge project wouldn't be the first that the FHWA would build, we recommend that lessons learned from past practices in developing, building and managing similar projects, combined with the need to account for new challenges, such as climate change, be incorporated into the NEPA document to help inform the design and management of the currently proposed project.

⁶ <https://www.fhwa.dot.gov/livability/cia/index.cfm>

⁷ <https://www.archives.gov/files/federal-register/executive-orders/pdf/12898.pdf>

⁸ <https://www.epa.gov/ejscreen>

⁹ https://www.epa.gov/sites/production/files/2016-08/documents/nepa_promising_practices_document_2016.pdf

¹⁰ See Executive Order 13045, Protection of Children from Health Risks and Safety Risks, at <https://www.epa.gov/laws-regulations/summary-executive-order-13045-protection-children-environmental-health-risks-and>

¹¹ https://www.energy.gov/sites/prod/files/nepapub/nepa_documents/RedDont/Req-EO13175tribgovt.pdf



April 1, 2020

Mr. Phil Ditzler, Division Administrator
FHWA Oregon Division
530 Center Street NE, Suite 420
Salem, OR 97301

Dear Mr. Ditzler:

Metro supports Multnomah County's efforts to ensure that the Portland Metro region has a seismically sound connection across the Willamette River to support our region's economy, community health and safety in the future. The purpose of this letter is to attest to Metro's involvement in and support of the Earthquake Ready Burnside Bridge (EQRB) planning process. This effort includes the Feasibility Study and the early environmental review phase, which precede the FHWA's issuance of a Notice of Intent (NOI) to prepare an Environmental Impact Statement (EIS) under the National Environmental Policy Act (NEPA). The project's planning process to date has demonstrated robust public engagement and collaboration with Metro and other agencies, and has resulted in the development of a draft purpose and need statement, identification of issues of concern, and the identification, evaluation and screening of alternatives.

Metro has participated closely with Multnomah County and other local partners in the planning and environmental review phases of the project. Staff are participating in the Project Management Team, Senior Agency Staff Group, and through topic-specific working groups, as well as providing travel demand modeling. Through this engagement we have provided input and recommendations on the planning studies, the analytical methods, the findings and the planning products, and have provided guidance on the project's consistency with the Regional Transportation Plan (RTP). The County has been receptive to modifying methods, studies, and deliverables in response to feedback from Metro and other project partners. Members of the Metro Council have also participated on the project's Policy Group which has made final recommendations at major project milestones.

The planning process for the EQRB project has been consistent with the relevant policies and procedures outlined in the RTP for locally sponsored projects, and the project itself is included in the RTP. The project was first included in the RTP as part of Multnomah County's Bridge Capital Improvement Program (CIP) that identified the need for a seismically resilient Burnside Bridge. Based on the progress made since then through the Feasibility Study and other planning studies, Metro has updated the RTP project list to include two more phases of the project, including the current and upcoming phases.

Metro supports the use of these planning studies for informing decisions on the range of alternatives to carry into the NEPA EIS, as well as to support other decisions and requirements, such as analytical methods and the scope of analysis, as appropriate, in the NEPA process. We look



600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

forward to our continued partnership with Multnomah County and appreciate their leadership towards ensuring an earthquake ready Burnside Bridge.

Sincerely,

A handwritten signature in black ink, appearing to read "Elissa Gertler".

Elissa Gertler
Planning and Development Director

cc: Lynn Peterson, Metro Council President
Craig Dirksen, Metro Councilor representative on the EQRB Policy Group
Marissa Madrigal, Metro Chief Operating Officer
Malu Wilkinson, Metro Investments Area Manager
Mike Morrow, FHWA Oregon Senior Field Operations Engineer
Emily Cline, FHWA Oregon Environmental Program Manager
Megan Neill, Multnomah County Project Manager
Ian Cannon, Multnomah County Transportation Director and County Engineer

Concurrence Form for Purpose and Need

Lead Agencies	FHWA, Multnomah County, ODOT
Project	Earthquake Ready Burnside Bridge
Class	EIS
Highway	N/A (Local Street)
County	Multnomah County
Initial Review	Fall 2018
Concurrence Form Distributed	May 5, 2020
Signed Concurrence Due Date	May 19, 2020

FHWA, Multnomah County and Oregon DOT, as NEPA lead agencies for the Earthquake Ready Burnside Bridge project, are requesting formal concurrence from cooperating agencies on the Purpose and Need statement. Consistent with One Federal Decision guidelines, cooperating agencies have 10 days to concur or non-concur. Concurrence means confirmation by each agency that the information is sufficient for that stage in the process, and the environmental review process may proceed.

Analyses conducted and agency and public input gathered through the 2015 Willamette River Bridges Capital Improvement Program and the 2018 Earthquake Ready Burnside Bridge Feasibility Study, have helped define the project's purpose and need, and the identification and screening of alternatives.

Multnomah County and the Oregon DOT submitted this planning work to extensive agency and public involvement. Informal or early scoping included multiple public and agency meetings, held between August 2018 and February 2020, to invite comment on the statement of purpose and need, the range of alternatives, issues to be studied in the EIS, screening criteria, and evaluation criteria for selecting a preferred alternative. Multnomah County and the Oregon DOT held an online open house between September 3 and October 4, 2019. The first draft Purpose and Need statement was distributed to participating and cooperating agencies to review Fall 2018. A revised version was distributed Summer 2019 for public and agency review.

In accordance with 23 U.S.C. 168 and 23 U.S.C. 139(f)(4), FHWA intends to adopt the planning analyses, purpose and need, and decisions on the alternatives, and rely on them for the NEPA process.

Concurrence Point: Purpose and Need

Cooperating Agency	Agency Representative/Alternates
USCG	Steve Fischer
	Cc: Danny McReynolds
NOAA/NMFS	Barry Thom
	Cc: Tom Loynes, Kim Kratz, Marc Liverman, Dale Youngkin, Galeeb Kachra, Helen Chabot, Shelby Mendez, Elif Wilkins
USACE	Col. Aaron Dorf
	Cc: William Abadie, Valerie Higdon, Benny Dean

Concurrence Decision

Concur
 Non-Concur
 Non-Participating
 Comments Only

Comments (Use additional pages as necessary)

Agencies: Please respond to questions on page 3. If no response is provided, it will be assumed that your agency has no issues of concern at this point.

Name

Title

Marc Liverman, Willamette Branch Chief, West Coast Region, NOAA Fisheries (May 12, 2020)

Signature

Date

Name

Agency

Date

At this time, does your agency have any concerns or comments on the Purpose and Need statement for the Earthquake Ready Burnside Bridge project?

Other comments?

Concurrence Form for Range of Alternatives

Lead Agencies	FHWA, Multnomah County, ODOT
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Analyses developed and decisions reached during the transportation planning stage have helped narrow the range of alternatives and focus the NEPA evaluation for the project. These analyses and decisions, captured in the 2015 Willamette River Bridges Capital Improvement Program and the 2018 Earthquake Ready Burnside Bridge Feasibility Study, include the purpose and need, and the identification and screening of alternatives.

Multnomah County and the Oregon DOT submitted this planning work to extensive public involvement. This “informal” scoping included multiple public and agency meetings, held between August 2018 and February 2020, to invite comment on the statement of purpose and need, the range of alternatives, issues to be studied in the EIS, screening criteria, and evaluation criteria for selecting a preferred alternative. Multnomah County and the Oregon DOT held an online open house between September 3 and October 4, 2019. With the Feasibility Study and the informal scoping process, Multnomah County and the Oregon DOT evaluated over 100 potential alternatives and options, ultimately deciding to carry forward four build alternatives plus a No-build alternative for further analysis in an EIS.

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Signature

Date

Name

Agency

Date

With the information you have now, does your agency have any concerns related to how the Range of Alternatives was derived?

With the information you have now, does your agency have any concerns that a potentially less environmentally damaging reasonable alternative has been overlooked, or that the proposed alternatives may include impacts that could result in substantial delay or prevent your agency from granting a permit or approval?

At this time does your agency have any comments related to the Range of Alternatives?

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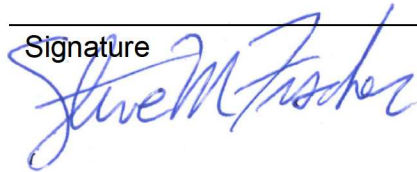
Name

Steven M. Fischer

Title

USCG 13th District Bridge Administrator

Signature



Date

3 June 2020

Name

Agency

Date

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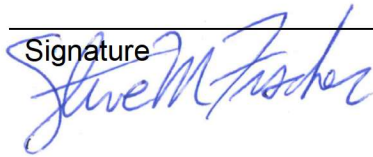
Name

Steven M. Fischer

Title

USCG 13th District
Bridge Administrator

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3 June 2020

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DEPARTMENT OF THE ARMY
U.S. ARMY CORPS OF ENGINEERS, PORTLAND DISTRICT
PO BOX 2946
PORTLAND, OR 97208-2946

15 May 2020

SUBJECT: Earthquake Ready Burnside Bridge, Corps No. NWP-2018-00486

Mr. Philip A. Ditzler
Federal Highway Administration
Division Administrator
530 Center Street NE, Suite 420
Salem, Oregon 97301
phillip.ditzler@dot.gov

Dear Mr. Ditzler:

This letter constitutes the U.S. Army Corps of Engineers (Corps), Portland District's response to the Federal Highway Administrations' (FHWA) email and letter request dated May 5, 2020 for the first and second concurrence points, which is the purpose and need statement and the alternatives to be carried forward for evaluation, specific to Executive Order 13807 for the above referenced project.

The *Memorandum of Understanding Implementing One Federal Decision Under Executive Order 13807* (MOU) establishes concurrence points at which the lead agency, in this case FHWA, must request written concurrence from the cooperating agencies whose authorizations are required for the project. The first concurrence point is the purpose and need statement (statement) to be used in the Environmental Impact Statement (EIS); the second concurrence point is specific to the alternatives to be carried forward for the evaluation in the EIS. Per the MOU, the cooperating agency will "either confirm its concurrence or inform the lead agency that it cannot yet concur." In accordance with the Corps' implementation guidance for Executive Order 13807, as the District Commander, I retain the responsibility and authority for concurrence point decisions.

The Corps concurs with the project purpose and need as identified in the letter request dated May 5, 2020 at this stage in the National Environmental Policy Act (NEPA) process.

The Corps also concurs with the suite of alternatives identified in the letter request dated May 5, 2020 at this stage in the NEPA process. We understand these alternatives will be carried forward for further analysis in the draft EIS.

This response to the first and second concurrence points pertain only to the NEPA process and does not reflect any future determinations the Corps may make under its statutory authorities, including the Clean Water Act 404(b)(1) Guidelines and the identification of the least environmentally damaging practicable alternative.

We remain committed to working with your staff in our role as a cooperating agency so that we may successfully fulfill our responsibilities under both NEPA and the Clean Water Act. If you have any questions, please contact Mr. Bill Abadie of my staff. He can be reached by phone at (503) 808-4370, or by email at william.d.abadie@usace.army.mil.

Sincerely,

DORF.AARON.
LAWRENCE.10
28790380

Digitally signed by
DORF.AARON.LAWRENCE
.1028790380
Date: 2020.05.15 15:52:15
-07'00'

Aaron L. Dorf
Colonel, Corps of Engineers
District Commander

cc:

Federal Highway Administration (Emily.Cline@dot.gov)
Multnomah County (Megan.Neill@multco.us)
U.S. Army Corps of Engineers (Valerie.W.Higdon@usace.army.mil)

EARTHQUAKE READY BURNSIDE BRIDGE

COORDINATION PLAN

The information in this document, and the public and agency input received, may be adopted or incorporated by reference into a future environmental review process to meet the requirements of the National Environmental Policy Act.



U.S. Department
of Transportation

**Federal Highway
Administration**

Oregon Department of Transportation



Contents

1. Introduction	1
Purpose of the Coordination Plan.....	1
2. Project Background and Description	1
3. Project Vicinity Map.....	2
4. Agency and Public Participation	2
Agency Roles and Responsibilities	2
Agency Coordination.....	3
Lead Agencies	3
Cooperating Agencies	3
Participating Agencies.....	4
Agency Contact Information	6
Proposed Public Involvement Plan	8
Tribal Coordination	8
5. Coordination Points and Responsibilities	9
6. Revision History	10
7. Other Information.....	11

1. Introduction

Purpose of the Coordination Plan

Title 23 Section 139(g) requires that the National Environmental Policy Act (NEPA) lead agencies establish a plan for coordinating public and agency participation and comment during the environmental review process. This Coordination Plan defines how Multnomah County, the Oregon Department of Transportation (ODOT) and the Federal Highway Administration (FHWA) will communicate about the Earthquake Ready Burnside Bridge Project with the participating agencies, cooperating agencies, and the public during the early NEPA process and during preparation of an Environmental Impact Statement (EIS).

This plan also identifies how input from agencies and the public will be solicited and considered. The coordination plan is meant to promote an efficient and streamlined process and good project management through coordination, scheduling, and early resolution of issues. This coordination plan accomplishes the following:

- Identifies early coordination efforts
- Identifies participating and cooperating agencies to be involved in agency coordination
- Establishes the timing and methods for agency involvement in defining the project's purpose and need and study area, the range of alternatives to be investigated, and methods and data reports, as well as reviewing the draft EIS and the selection of the preferred alternative and mitigation strategies.
- Describes the timing and basic methods for the public to be involved in defining the project's purpose and need, study area, and the range of alternatives to be investigated; providing input on issues of concern and environmental features; and commenting on the findings presented in the draft EIS.

2. Project Background and Description

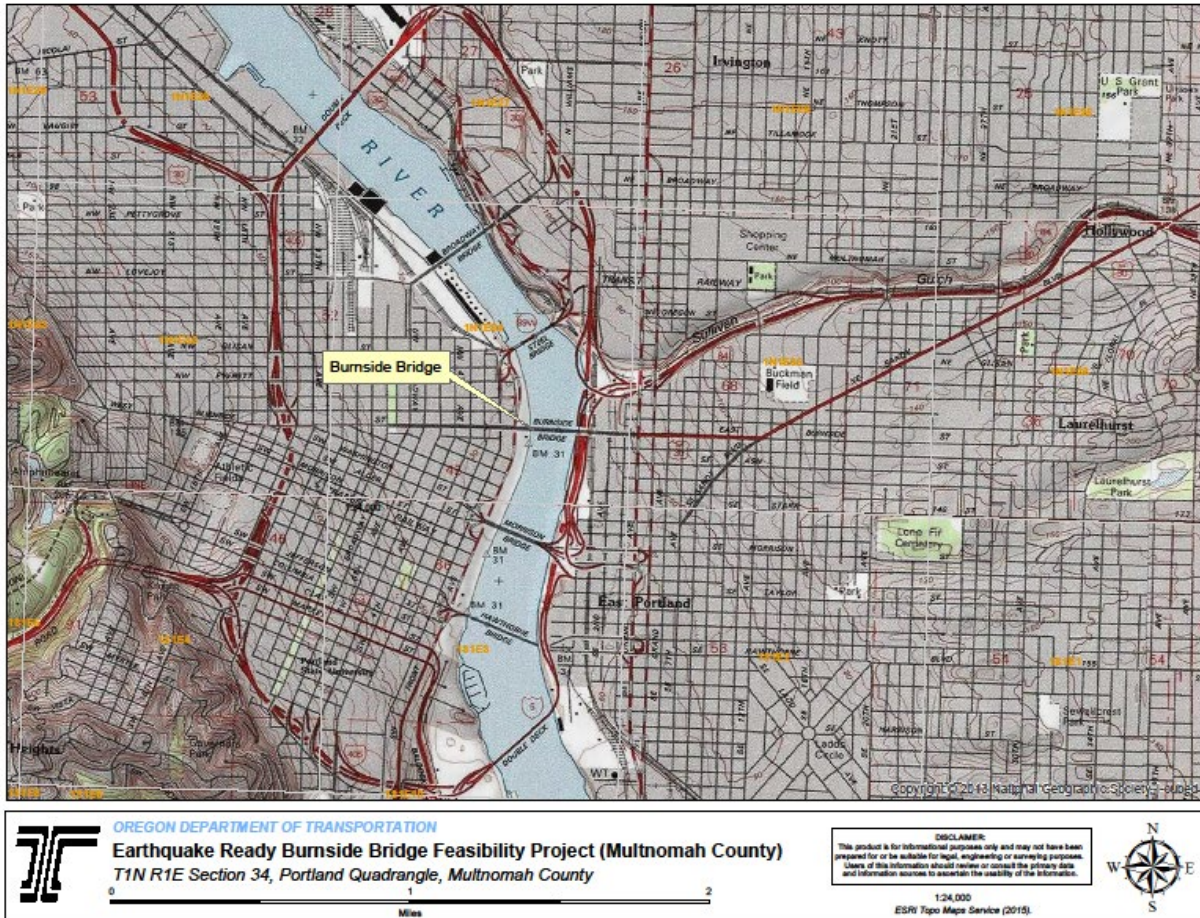
The Burnside Bridge crosses the Willamette River in downtown Portland, Oregon, providing four lanes for motor vehicles, one lane for transit only, as well as bike lanes and sidewalks. Located in the center of the city, the bridge is a critical connection between the east and west sides of Portland. Burnside Street, which connects Gresham, Oregon (east of Portland) to Washington County (to the west of the city) is a designated regional "lifeline" transportation route, meaning it is expected to enable emergency response, evacuation, and recovery after a major disaster. Multnomah County's 20-year Willamette Bridges Capital Improvement Plan (CIP) identified the Burnside Bridge as a top priority for major seismic retrofit or replacement due to its designation as the only County-owned Priority 1 lifeline route across the Willamette River in downtown Portland. Like the other aging downtown bridges, the Burnside Bridge, constructed in 1926, is not expected to withstand the next major seismic event (Cascadia Subduction Zone earthquakes range from magnitude 8.0 to over 9.0).

In 2016, Multnomah County initiated the Earthquake Ready Burnside Bridge project to identify options for either seismically retrofitting or replacing the existing bridge, with the intention of supporting the regional need for a seismically resilient Burnside Street lifeline crossing of the Willamette River that will remain fully operational and accessible for vehicles and other modes immediately following a major Cascade Subduction Zone earthquake. To date, the project team, with agency and public input, has identified and evaluated over 100 possible alternatives and options, narrowing it to four alternatives recommended for further evaluation. Each of the recommended alternatives would include

Earthquake Ready Burnside Bridge

improvements at either end of the bridge and may require additional right of way as well as temporary detours during construction. All of the build alternatives would require in-water work. During fall 2018, the public was invited to review and comment on the recommendations before a decision was made on which alternatives will be studied in detail in a NEPA process and document.

3. Project Vicinity Map



4. Agency and Public Participation

Agency Roles and Responsibilities

Federal regulations (23 USC 139) require that opportunities be provided for federal, state, and local agencies that have jurisdiction by law or a special interest in the project to formally participate in the project’s environmental review process. Three categories of agencies are involved: lead, cooperating, and participating.

- FHWA is the lead federal agency for NEPA compliance on this project. Serving as joint lead agencies with FHWA, Multnomah County and ODOT will share in the responsibility to prepare the environmental impact statement.
- A cooperating agency is any federal agency, other than a lead agency, that has jurisdiction by law or special expertise with respect to any environmental impact involved in a proposed project or project alternative. FHWA invites cooperating agencies to consult with Multnomah

Earthquake Ready Burnside Bridge

County, ODOT, and FHWA on relevant technical studies required for the project, conduct joint field reviews, review project information including study results, and to use the EIS to express agency views on subjects within their jurisdiction or expertise. All cooperating agencies are also considered participating agencies. Cooperating agencies would also use the EIS for their own decision-making in accordance with Executive Order 13807. That order requires Federal agencies to process environmental reviews and authorization decisions for “major infrastructure projects” as One Federal Decision (OFD).

- Participating agencies (that are not cooperating agencies) are those that have a specific interest in the project. They are also invited to participate in the project. Their responsibilities are listed below.

Agency Coordination

The following tables list the lead, cooperating and participating agencies and their respective responsibilities.

Lead Agencies

Agency	Responsibilities
FHWA	Manage NEPA and other regulatory compliance processes; prepare EIS; provide opportunity for public and participating/cooperating agency involvement
Multnomah County (joint lead)	
ODOT (joint lead)	

Cooperating Agencies

Federal agencies with decision authority or key expertise related to the project are invited to be cooperating agencies. All cooperating agencies with authorization responsibilities will be provided with an opportunity to review and comment at the following project milestones and activities:

- Coordination plan
- Purpose and need
- Range of alternatives
- EIS methodologies related to the agency’s area of jurisdiction
- Evaluation criteria and measures related to their area of jurisdiction
- Preferred alternative
- Participate in project scoping meetings, open houses and workshops

Agencies Invited to be Cooperating Agencies

Agency	Responsibilities	Status
US Coast Guard (USCG)	Section 9 Bridge Permit, Rivers and Harbors Act	Coop.
National Marine Fisheries Service (NMFS)	Federal Endangered Species Act (Biological Opinion and Incidental Take permit) Magnuson-Stevens Fishery Conservation Management Act Marine Mammal Protection Act	Coop.
US Army Corps of Engineers (USACE)	Clean Water Act (CWA), Section 404 Permit Section 408 Navigation, Rivers and Harbors Act	Coop.

Agency	Responsibilities	Status
National Park Service*	Conversion of Land and Water Conservation Act Section 6(f) encumbered land	Part.
Federal Emergency Management Agency (FEMA)*	Potential Flood Insurance Rate Maps revision; Letter of Map Revision – depends on hydraulic and hydrologic impacts)	Part.

*It has not yet been determined if these agencies will have permitting authority for the project. This will be determined through coordination with these agencies.

Participating Agencies

Each participating agency will have the opportunity to identify any issues of concern regarding the project's potential environmental or socioeconomic impacts related to its area of jurisdiction, to participate in project scoping meetings, open houses and workshops, and will have the opportunity to review and provide comments on the following project milestones and activities:

- Coordination plan
- Purpose and need
- Range of alternatives
- EIS methodologies related to their area of jurisdiction
- Evaluation criteria and measures related to their area of jurisdiction
- Preferred alternative
- Various draft documents

Agencies Invited to be Participating Agencies

Agency	Potential Responsibility	Status
Advisory Council on Historic Preservation	Section 106	Part.
US Fish and Wildlife Service*	Federal Endangered Species Act Fish and Wildlife Coordination Act Migratory Bird Treaty Act	Part.
US Environmental Protection Agency*	EIS review Expertise and potential action with Portland Harbor Superfund site downstream of Fremont Bridge	Part.
National Park Service*	Conversion of Land and Water Conservation Act Section 6(f) encumbered land	Part.
Federal Emergency Management Agency (FEMA)*	Potential Flood Insurance Rate Maps revision; Letter of Map Revision – depends on hydraulic and hydrologic impacts)	Part.
Federal Aviation Administration*	Possible action if construction cranes extend into the protected airspace of the heliport on the parking garage at NW Naito and NW Davis	Declined Part.
Confederated Tribes of Warm Springs Reservation of Oregon	Government-to-government consultation Section 106 National Historic Preservation Act	Part.

Agency	Potential Responsibility	Status
Confederated Tribes of Grand Ronde Community of Oregon	Government-to-government consultation Section 106 National Historic Preservation Act	Part.
Confederated Tribes of Siletz Indians	Government-to-government consultation Section 106 National Historic Preservation Act	Part.
Confederated Tribes of the Umatilla Indian Reservation	Government-to-government consultation Section 106 National Historic Preservation Act	Part.
Cowlitz Indian Tribe	Government-to-government consultation Section 106 National Historic Preservation Act	Part.
Confederated Tribes and Bands of the Yakama Nation	Government-to-government consultation Section 106 National Historic Preservation Act	Part.
Nez Perce Tribe	Government-to-government consultation Section 106 National Historic Preservation Act	Declined (deferred to downstream tribes)
Oregon Dept of Environmental Quality	Clean Water Act, Section 401	Part.
Oregon State Historic Preservation Office	Section 106 National Historic Preservation Act	Part.
Oregon Dept of State Lands	Oregon Removal/Fill Act Easement for State-Owned Waterway	Part.
Oregon Dept of Fish and Wildlife	Oregon Fish Passage Act	Declined but still engaged
Oregon Office of Emergency Management	Coordinates statewide emergency services system for emergency and disaster communications.	Part.
Oregon State Marine Board	Recreational waters coordination (no wake zones and other recreational boater restrictions)	Part.
City of Portland, including: Parks, Transportation, Development Services, Planning and Sustainability, Environmental Services, Emergency Management, Fire and Rescue, Historic Landmarks Commission	The City has local policy authority, including land use and transportation planning and regulation, and owns and administers various facilities in the project area including Burnside Street, parks, fire and rescue (Harbor Master – Title 19), water and stormwater facilities, streetcar and others.	Part.
Portland Streetcar	Long-term Streetcar plan includes a future line across the Burnside Bridge.	Part.
Prosper Portland	Manages urban renewal areas including areas in or near the project area.	Part.
TriMet	Bus and light rail transit facilities and service	Part.
Metro	Regional land use and transportation planning	Part.
Washington County	Interest in regional transportation and post-earthquake evacuation, emergency services and recovery	Declined but still engaged

Agency	Potential Responsibility	Status
Clackamas County	Interest in regional transportation and post-earthquake evacuation, emergency services and recovery	Part.
City of Gresham	Interest in regional transportation and post-earthquake evacuation, emergency services and recovery	Part.
City of Beaverton	Interest in regional transportation and post-earthquake evacuation, emergency services and recovery	Part.

*It has not yet been determined if these agencies will have permitting authority for the project. This will be determined through coordination with these agencies.

Agency Contact Information

The following contacts are current as of April 29, 2020. (This list includes primarily regional/division directors, or equivalent. See also agency staff contact information in Section 7.)

Agency	Contact Person/Title	Phone	E-mail
FHWA	Phil Ditzler	503-399-5749	Phillip.Ditzler@FHWA.dot.gov
Multnomah County	Jessica Vega Pederson, Commissioner and Co-chair	503-988-4576	District3@multco.us
ODOT	Rian Windsheimer, Region 1 Manager	503-731-8256	Rian.m.windsheimer@odot.state.or.us
USCG	Steve Fischer, 13 USCG District, Waterways Management, Bridge Program Administrator/Chief	203-220-7282	Steven.m.fischer3@uscg.mil
USACE	William Abadie, Portland District Regulatory Branch Chief	503-808-4370	William.D.Abadie@usace.army.mil
NMFS	Barry Thom, National Oceanic and Atmospheric Administration (NOAA)	503-231-6266	barry.thom@noaa.gov
National Park Service	Elaine Jackson-Retondo, Ph.D., Preservation Partnerships and History Programs Manager	415-623-2368	Elaine_Jackson-Retondo@nps.gov
Federal Aviation Administration	Paul Holmquist, Air Traffic Organization (ATO), Airspace Evaluation Group		Paul.holmquist@faa.gov
FEMA, Region 10	Mark Eberlein Regional Environmental Officer	425-487-4735	Mark.Eberlein@fema.dhs.gov
US Department of Fish and Wildlife	Paul Henson, State Supervisor	503-231-6179	Paul_Henson@fws.gov
US Environmental Protection Agency	Anthony Barber, Oregon Operations Office Director Theogene Mbabaliye	503-326-6890	Barber.Anthony@epa.gov Mbabaliye.Theogene@epa.gov
Advisory Council on Historic Preservation	John M. Fowler, Executive Director	202-517-0200	jfowler@achp.gov

Agency	Contact Person/Title	Phone	E-mail
Oregon Marine Board	Larry Warren, Marine Board Director	503-378-2617	Larry.Warren@oregon.gov
Oregon Department of Fish and Wildlife (ODFW)	Monica Blanchard, ODFW Interim District Fish Biologist	971-673-6044	Monica.R.Blanchard@state.or.us
Oregon Department of Environmental Quality	Richard Whitman, Director	503-229-5300	Richard.Whitman@state.or.us
Oregon Department of State Lands	Russ Klassen, DSL Liaison	503-986-5244	Russ.Klassen@state.or.us
Oregon Office of Emergency Management	Althea Rizzo, GeoHazards Program Coordinator	503-378-3936	Althea.Rizzo@state.or.us
Oregon State Historic Preservation Office (SHPO)	Christine Curran, Associate Deputy SHPO	503-986-0684	Chrissy.Curran@state.or.us
Confederated Tribes of Warm Springs Reservation of Oregon	Raymond Tsumpti, Tribal Chairman	541-553-3257	raymondtsumpti@wstribes.org
Confederated Tribes of Grand Ronde Community of Oregon	Cheryle Kennedy, Tribal Chairwoman	503-879-2352	Cheryle.Kennedy@grandronde.org
Confederated Tribes of Siletz Indians	Delores Pigsley, Tribal Chairman	541-444-8203	dpigsley@msn.com
Cowlitz Indian Tribe	Chairman William Lyall, Tribal Chairman	253-351-7095	wiyall@cowlitz.org
Confederated Tribes of the Umatilla Indian Reservation	Kat Brigham, Board of Trustees Chairman	541-429-7380	bot@ctuir.org
Confederated Tribes and Bands of the Yakama Nation	Virgil Lewis Sr., Tribal Chairman	509-865-5161	Virgil_lewis@yakama.com
Washington County	Roy Rogers, Commissioner	503-846-8302	Royr@rascpas.com
Clackamas County	Paul Savas, Commissioner	503-655-8581	bcc@clackamas.us
City of Portland	Chloe Eudaly, Commissioner	503-823-4682	Chloe@portlandoregon.gov
City of Gresham	Karylenn Echols, Councilor	503-618-2584	Karylenn.Echols@greshamoregon.gov
City of Beaverton	Cate Arnold, Councilor	503-526-2508	Councilorcate@gmail.com
Metro	Lynn Peterson, President	503-797-1700	Lynn.Peterson@oregonmetro.gov
TriMet	Doug Kelsey, General Manager	503-962-4831	Kelseyd@trimet.org
Prosper Portland	Kimberly Branam, Executive Director	503-360-4555	BranamK@prosperportland.us
Portland Streetcar	Dan Bower	503-869-0820	Dan.Bower@portlandstreetcar.org
Port of Portland	Curtis Robinhold, Executive	503-415-6000	Curtis.Robinhold@portofportland.com

Proposed Public Involvement Plan

The project has a detailed public involvement plan for the environmental phase of the project which builds upon the public and stakeholder outreach that was conducted during the Feasibility Study and includes:

- Agency, citizen, and policy committees that will provide input at the following key milestones:
 - Purpose and need
 - Scope of environmental analysis
 - Range of alternatives to be evaluated during the NEPA process
 - Refinement of alternatives
 - Criteria and measures
 - Alternatives evaluation and identification of the preferred alternative
- Stakeholder interviews and briefings
- Focus groups and workshops
- Equity and environmental justice engagement – Diversity, Equity and Inclusion plan
- Project website
- e-Newsletters
- Social media, project videos, and animations
- Public open houses and online open house at key project milestones
- Participation in community-wide events

Several of the key committees and working groups that provide agency, citizen and other stakeholder input include:

- Policy Group (lead agency and partner agency leaders; congressional staff)
- Senior Agency Staff Group (senior staff to the policy group members)
- Community Task Force (community and other key stakeholders including neighborhoods, social service providers and other users that could be affected)
- Natural resources working group (federal, state and local resource agency representatives)
- Cultural resources working group (FHWA, ODOT and SHPO historic resource and tribal liaisons)
- Multi-modal working group (agencies and NGOs representing different modal interests)
- Seismic design working group
- Social Services working group
- Diversity, Equity and Inclusion working group
- Urban Design working group
- Multiple additional working and focus groups

Tribal Coordination

Tribal coordination is being facilitated by ODOT's tribal liaison at the discretion of FHWA and with support from Multnomah County. Project coordination with tribes has begun through regular meetings to discuss a variety of projects as part of the ongoing government-to-government consultation relationship between the tribes, ODOT and FHWA. This coordination will continue through the NEPA phase. Following formal NEPA scoping and the initiation of detailed analysis for the draft EIS, the type and frequency of coordination could change beyond the routine meetings, depending on feedback and interests of the tribes.

5. Coordination Points and Responsibilities

Coordination Point	Agency Responsible for providing information	Information or Activity Provided	Agency Responsible for commenting	Comments Provided or Activity Conducted	Anticipated timeframe
Purpose and Need (P&N)*	FHWA/ODOT/ Multnomah County	Provide agencies and public with draft P&N via public meetings, website and other communication Early scoping - Invite public and agencies to meetings and open house	Participating/ Cooperating Agencies	Reviewed and commented Will seek Concurrence	Fall 2018 Spring 2020
Range of Alternatives*	FHWA/ODOT/ Multnomah County	Provide agencies and public with information regarding alternatives/ options being considered** • Solicit comments** • Hold early scoping meeting/project open house**	Participating/ Cooperating Agencies	Reviewed and commented on draft and revised draft Will seek Concurrence	Fall 2018 Spring 2020
Coordination Plan	FHWA/ODOT/ Multnomah County	Provide agencies and public with a draft Coordination Plan for review and comment**	Participating/ Cooperating Agencies	Reviewed and commented Updated Plan	Fall 2018 Spring 2020
Collaboration on impact assessment methodologies	FHWA/ODOT/ Multnomah County	Provide agencies with draft methodologies for evaluation and review	Participating/ Cooperating Agencies	Reviewed and commented	Summer 2019
Notice of Intent (NOI)	FHWA/ODOT/ Multnomah County	• Prepare a copy of the NOI • Publish NOI in Federal Register	FHWA		Spring 2020
Built, natural and cultural resource impacts	FHWA/ODOT/ Multnomah County	Identification of resources located within project area and general location of alternatives/ options	Cooperating Agencies		Winter 2020
Identification of the Preferred Alternative/Option*	FHWA/ODOT/ Multnomah County	Provide Cooperating/ Participating Agencies and public with the identified preferred alternative	Participating/ Cooperating Agencies		Summer 2020

Coordination Point	Agency Responsible for providing information	Information or Activity Provided	Agency Responsible for commenting	Comments Provided or Activity Conducted	Anticipated timeframe
Circulation of draft EIS with PA identified	FHWA/ODOT/ Multnomah County	Provide draft EIS to Cooperating and Participating Agencies, Public Public Hearing**	Participating/ Cooperating Agencies		Winter 2021
Biological Opinion for Endangered Species Act	FHWA (with Multnomah County and ODOT support)	Section 7 consultation and Biological Assessment	NMFS	Issue BO and ITP	Spring/ Summer 2021
Memorandum of Agreement (MOA) for Section 106	FHWA (with Multnomah County and ODOT support)	106 analysis and draft MOA	FHWA, OR SHPO (Multnomah County)	Sign MOA	Spring/ Summer 2021
Circulation of joint final EIS/Record of Decision (ROD)	FHWA/ODOT/ Multnomah County	Provide final EIS**	Participating/ Cooperating Agencies		Fall 2021

* These are concurrence points for cooperating agencies per the March 20, 2018 OMB/CEQ Memorandum of Understanding for Implementing Executive Order 13807.

** Public coordination and participation activities.

*** As per 40 CFR 1506.10(b) and 40 CFR 1504.

Major Post-ROD Permits and Responsibilities

Permit	Applicant Agency	Information to Provide	Permitting Agency	Permitting Agency Action	Anticipated Timeframe
CWA 404 permit	Multnomah County	Section 404 permit application	USACE	Issue 404 permit	January 2022
Section 9 Bridge Permit	Multnomah County	Section 9 permit application	USCG	Issue Section 9 permit	January 2022
Section 408 Navigation Permit	Multnomah County	Section 408 findings and request	USACE	Grant 408 permission	January 2022
CWA 401 Water Quality Certification	Multnomah County	Permit application (JPA)	Oregon Department of Environmental Quality	Issue 401 Certification	Fall 2021

6. Revision History

Revised September 2019

- Updated agency representative information
- Updated progress and timelines

Earthquake Ready Burnside Bridge

Revised April 2020

- Updated agency representative information
- Updated agency status (NMFS and ACHP)
- Updated progress
- Updated timeline to match Federal Permitting Timeline agreements with cooperating agencies

7. Other Information

Other attached information includes:

- Agency staff contact list

Agency Staff Contact List

Agency	Contact Person/Title	Phone	E-mail
Federal Highway Administration	Emily Cline, Environmental Program Manager	503-939-3742	Emily.Cline@dot.gov
	Shaneka Owens	503-316-2553	Shaneka.Owens@dot.gov
	Cindy Callahan, ESA Coordination	503-316-2562	Cindy.Callahan@dot.gov
	Mike Morrow	503-316-2552	Mike.Morrow@dot.gov
Multnomah County	Megan Neill, Project Manager	503-988-0437	Megan.Neill@multco.us
ODOT	Sam Hunaidi, Project Services Manager	503-731-8472	Sam.h.hunaidi@odot.state.or.us
	Tom McConnell	503-731-8535	thomas.e.mcconnell@odot.state.or.us
USCG	Danny McReynolds, Bridge Management Specialist	203-220-7234	Danny.G.McReynolds@uscg.mil
USACE	Benny Dean, USACE Liaison	541-465-6769	Benny.A.Dean@usace.army.mil
	Valerie Higdon, Section 408	503-808-4694	Valerie.W.Higdon@usace.army.mil
National Marine Fisheries Service (NMFS)	Tom Loynes, NOAA Liaison	503-986-3742	Thomas.M.Loynes@odot.state.or.us
	Kim Kratz		Kim.Kratz@noaa.gov
	Marc Liverman		Marc.Liverman@noaa.gov
	Dale Youngkin		Dale.Youngkin@noaa.gov
	Galeeb Kachra		Galeeb.Kachra@noaa.gov
	Helen Chabot		Helen.Chabot@noaa.gov
	Shelby Mendez		Shelby.Mendez@noaa.gov
Elif Wilkins	Elif.Wilkins@noaa.gov		

Agency	Contact Person/Title	Phone	E-mail
National Park Service	Elaine Jackson-Retondo, Ph.D., Preservation Partnerships and History Programs Manager	415-623-2368	Elaine_Jackson-Retondo@nps.gov
Federal Aviation Administration	Paul Holmquist, ATO, Airspace Evaluation Group		Paul.holmquist@faa.gov
FEMA, Region 10	Mark Eberlein Regional Environmental Officer	425-487-4735	mark.eberlein@fema.dhs.gov
U.S. Department of Fish and Wildlife	Kevin Maurice, Wildlife Biologist	503-231-6179	Kevin_maurice@fws.gov
U.S. Environmental Protection Agency	Yvonne Vallette	503-326-2716	Vallette.yvonne@epa.gov
Advisory Council on Historic Preservation	Mandy Ranslow, FHWA Liaison/Program Analyst	202-517-0218	mranslow@achp.gov
Oregon State Marine Board	Ashley Massey, Legislative Coordinator and Public Information Officer	503-378-2623	Ashley.Massey@oregon.gov
	Joe Severson, Planning and Mapping Coordinator	503-378-2629	Joe.Severson@oregon.gov
Oregon Department of Fish and Wildlife	Monica Blanchard, ODFW Interim District Fish Biologist	971-673-2040	Monica.R.Blanchard@state.or.us
Oregon Department of Environmental Quality	Sara Christensen	541 633 2007	Sara.CHRISTENSEN@state.or.us
	Jeffrey Brittain		Brittain.Jeffrey@deq.state.or.us
Oregon Department of State Lands	Russ Klassen, DSL Liaison	503.986.5244	Russ.klassen@state.or.us
Oregon Office of Emergency Management	Althea Rizzo, GeoHazards Program Coordinator	503-378-3936	althea.rizzo@state.or.us
Oregon State Historic Preservation Office	Sarah Jalving, ODOT/SHPO Liaison	503-986-0661	Sarah.Jalving@oregon.gov
	Kurt Roedel, ODOT/SHPO Liaison	503-986-0577	Kurt.W.ROEDEL@oregon.gov
Confederated Tribes of Warm Springs Reservation of Oregon	Robert Brunoe, THPO Christian Nauer	541-553-2002	Robert.brunoe@ctwsbnr.org christian.nauer@ctwsbnr.org thpo@ctwsbnr.org
Confederated Tribes of Grand Ronde Community of Oregon	Michael Karnosh, Ceded Lands Program Manager David Harrelson, THPO	503-879-5211	Michael.Karnosh@grandronde.org David.Harrelson@grandronde.org thpo@grandronde.org
Confederated Tribes of Siletz Indians	Robert Kentta, Cultural Resources Director,	541-444-2204	rkentta@ctsi.nsn.us
	Peter Hatch	541-444-2532	peterh@ctsi.nsn.us

Agency	Contact Person/Title	Phone	E-mail
Cowlitz Indian Tribe	Nathan Reynolds, Interim Director	360-577-8140	Nreynolds@cowlitz.org permitreview@cowlitz.org
Confederated Tribes of the Umatilla Indian Reservation	Catherine Dickson, CRPP	541-429-7964	catherinedickson@ctuir.org
Confederated Tribes and Bands of the Yakama Nation	Casey Barney Gregg Kiona Noah Oliver Jessica Lally	509-865-5121	Casey_Barney@yakama.com gregg@yakama.com noah_oliver@yakama.com jessica_lally@yakama.com
Washington County	Deffebach, Chris Policy Analyst from Land Use and Transportation	503-846-3406	Christina_Deffebach@co.washington.or.us
Clackamas County	Mike Bezner, Assistant Director for Transportation	503-742-4651	MikeBez@clackamas.us
City of Portland	Patrick Sweeney	503-823-4829	Patrick.Sweeney@portlandoregon.gov
City of Gresham	Brian Monberg, Transportation Policy Director	503-618-2418	Brian.Monberg@greshamoregon.gov
City of Beaverton	Jean Senechal Biggs, Transportation and Planning Manager	503-526-2424	jbiggs@beavertonoregon.gov
Metro	Malu Wilkinson, Metro	503-797-1680	Malu.Wilkinson@oregonmetro.gov
Tri-Met	Steve Witter, Executive Director of Capital Projects and Construction	503-962-2169	WitterS@trimet.org
Prosper Portland	Justin Douglas	503-823-4579	DouglasJ@prosperportland.us
Portland Streetcar	Dan Bower	503-869-0820	dan.bower@portlandstreetcar.org
Port of Portland	Greg Theisen		greg.theisen@portofportland.com



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION 10
1200 Sixth Avenue, Suite 155
Seattle, WA 98101-3140

OFFICE OF
ENVIRONMENTAL REVIEW
AND ASSESSMENT
RECEIVED

October 15, 2018

OCT 18 2018

**FHWA
OREGON DIVISION**

Phillip A. Ditzler, Division Administrator
US Department of transportation
Federal Highway Administration
530 Center Street North East, Suite 420
Salem, Oregon 97301

Dear Mr. Ditzler:

Thank you for extending an invitation to the U.S. Environmental Protection Agency to participate as a NEPA cooperating agency during preparation of an Environmental Impact Statement for the Burnside Bridge Seismic Retrofit or Replacement in downtown Portland, Multnomah County, Oregon.

Our decision to be a formal cooperating agency is usually based on special expertise and jurisdiction by law above and beyond our review role under Section 309 of the Clean Air Act. It requires us to sign an agreement between our agencies and a commitment of resources beyond our routine involvement for information and review purposes. Currently, we do not have resources to participate as a formal cooperating agency and decline this invitation. However, we would be happy to participate informally in the EIS development process as schedules and resources allow. This could be by attending meetings, engaging in site visits, and/or reviewing draft materials as appropriate. Please be aware that the EPA is actively involved in cleanup of Portland Harbor through the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), commonly known as Superfund, and we will continue those efforts. In addition, the EPA coordinates with the U.S. Army Corps of Engineers and the State of Oregon on reviewing Clean Water Act Section 404 permit applications and related documents. We will be coordinating amongst these EPA programs as the EIS develops.

The EPA always appreciates early involvement opportunities in NEPA project development because it allows us to identify important project issues and work collaboratively with agencies to resolve the issues and protect human health and the environment. If a situation emerges where aspects of alternatives come under our jurisdiction or expertise, we will reassess our decision to be a cooperating agency in consultation with the proposing agency. Please note that the EPA's status as a cooperating agency does not affect our independent responsibilities under Section 309 of the Clean Air Act to review and comment publicly on all Draft EISs.

Please contact Theogene Mbabaliye at (206) 553-6322 or Jill Nogi at (206) 553-1841 to discuss the EPA's participation. We look forward to continuing our work with the Federal Highway Administration on this important planning effort.

Sincerely,

R. David Allnutt, Director
Office of Environmental Review and Assessment




Megan NEILL <megan.neill@multco.us>

[Earthquake Ready Burnside Bridge] Reminder: Cooperating Agency Invitation FAA

Paul.Holmquist@faa.gov <Paul.Holmquist@faa.gov>
 To: megan.neill@multco.us
 Cc: emily.cline@dot.gov, JHeilman@parametrix.com, Heather.Catron@hdrinc.com

Tue, Dec 11, 2018 at 7:14 AM

 **External Sender** - Be Suspicious of Attachments, Links, and Requests for Payment or Login Information.

I already responded to this request to Jeff Heilman. See attached email.

Thanks, Paul

206-231-2990

<https://oeaaa.faa.gov>

From: Megan NEILL <megan.neill@multco.us>
Sent: Monday, December 10, 2018 4:15 PM
To: Holmquist, Paul (FAA) <Paul.Holmquist@faa.gov>
Cc: Cline, Emily (FHWA) <emily.cline@dot.gov>; Jeff Heilman <JHeilman@parametrix.com>; Catron, Heather <Heather.Catron@hdrinc.com>
Subject: [Earthquake Ready Burnside Bridge] Reminder: Cooperating Agency Invitation FAA

[Quoted text hidden]

 This email was encrypted for your privacy and security

----- Forwarded message -----

From: <Paul.Holmquist@faa.gov>
 To: <JHeilman@parametrix.com>
 Cc:
 Bcc:
 Date: Tue, 11 Sep 2018 16:51:52 +0000
 Subject: RE: mailing address for NEPA participating agency invitation letter

I'm familiar with what it means to be a participating agency. We will not be a Cooperating/Participating agency for NEPA. The only participation I will partake in is any aeronautical study that is filed with us. If you are required to notify me by letter, my agency mailing address is

Federal Aviation Administration
 FAA Northwest Mountain Region
 2200 S 216th Street
 Des Moines, WA 98198

Thanks, Paul

206-231-2990

<https://oeaaa.faa.gov>

From: Jeff Heilman <JHeilman@parametrix.com>
Sent: Tuesday, September 11, 2018 9:44 AM
To: Holmquist, Paul (FAA) <Paul.Holmquist@faa.gov>

F-44

Cc: Cline, Emily (FHWA) <emily.cline@dot.gov>

Subject: RE: mailing address for NEPA participating agency invitation letter

Thank you Paul for the information. The letter FHWA is sending isn't intended to initiate an aeronautical study quite yet, just to notify you that FHWA is doing early scoping in preparation to start an EIS in 2019 and to invite FAA to consider being either a Cooperating/Participating agency for NEPA, or just a Participating Agency. Any requests for an aeronautical study would occur, I believe, sometime after NEPA scoping. After you receive the letter it might be helpful to talk by phone to answer any questions you might have about what it means to be a Participating Agency or about the project, and to help us understand the drivers for an aeronautical study and any other requirements that the project might trigger.

Jeff Heilman

EQRB Consultant Team

From: Paul.Holmquist@faa.gov [mailto:Paul.Holmquist@faa.gov]

Sent: Tuesday, September 11, 2018 9:34 AM

To: Jeff Heilman <JHeilman@parametrix.com>

Subject: RE: mailing address for NEPA participating agency invitation letter

The FAA requires a representative of the project to e-file the bridge proposal at <https://oeaaa.faa.gov> in order for the FAA to conduct an aeronautical study on the impact to the National Airspace System (NAS).

Filing with the FAA will initiate an official FAA review and will conclude with a written determination on the impact to the NAS -- which you can use in your EIS.

A letter will not be sufficient for the FAA to conduct a review.

Thanks, Paul

206-231-2990

<https://oeaaa.faa.gov>

From: Jeff Heilman <JHeilman@parametrix.com>

Sent: Friday, September 07, 2018 3:47 PM


To: Holmquist, Paul (FAA) <Paul.Holmquist@faa.gov>

Cc: Cline, Emily (FHWA) <emily.cline@dot.gov>

Subject: mailing address for NEPA participating agency invitation letter

Hi Paul, I'm working on an environmental impact statement for FHWA and Multnomah County for a proposed major retrofit or replacement of the Burnside Bridge in Portland. We are getting ready to send letters to agencies who may have an interest in the project. Your name is listed as the contact for FAA. What mailing address should FHWA send the letter to? They will also be sending the letter via email. Thanks very much.

Jeff Heilman

 **noname.eml**
16K



Megan NEILL <megan.neill@multco.us>

[Earthquake Ready Burnside Bridge] Reminder: Cooperating Agency Invitation NMFS

Marc Liverman - NOAA Federal <marc.liverman@noaa.gov>

Wed, Dec 12, 2018 at 3:49 PM

To: "Cline, Emily (FHWA)" <emily.cline@dot.gov>, megan.neill@multco.us

Cc: Elizabeth Babcock - NOAA Federal <elizabeth.babcock@noaa.gov>, Kim Kratz <Kim.Kratz@noaa.gov>, Tom Loynes <Tom.Loynes@noaa.gov>, Barry Thom <Barry.Thom@noaa.gov>, Eric Murray <eric.murray@noaa.gov>, JHeilman@parametrix.com, Heather.Catron@hdrinc.com



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Ms. Cline,

Thank you for the invitation to be a cooperating agency during NEPA compliance for the Earthquake Ready Burnside Bridge Project. However, because NMFS is not a permitting or funding agency, per se, we cannot benefit from the opportunity to adopt the EIS that FHWA intends to prepare. Moreover, we do not wish to lead development of an environmental analysis for that EIS. Therefore, we decline your invitation.

Nonetheless, please continue to consider us as a participating agency. We look forward to taking part in the development of your EIS, including providing comments on the draft Purpose and Need statement and the Alternatives Screening memo, and identification of issues of concern to regarding the project's potential impacts on ESA-listed species or essential fish habitat as described in fishery management plans developed by the Pacific Fishery Management Council.

If you have questions or would like to discuss this project in more detail, please contact Tom Loynes at 503.986.3742, or me, at 503.231.2336.

Best regards,

Marc Liverman
Willamette Branch Chief
West Coast Region
NOAA Fisheries

On Tue, Dec 11, 2018 at 6:19 AM Elizabeth Babcock - NOAA Federal <elizabeth.babcock@noaa.gov> wrote:

Are either of you involved in this? If so, do you know whether NMFS intended to respond to the September invitation?

Thank you,
Elizabeth

----- Forwarded message -----

From: **Barry Thom - NOAA Federal** <barry.thom@noaa.gov>

Date: Monday, December 10, 2018

Subject: Fwd: [Earthquake Ready Burnside Bridge] Reminder: Cooperating Agency Invitation NMFS

To: Kim Kratz <kim.kratz@noaa.gov>, Elizabeth Babcock <Elizabeth.Babcock@noaa.gov>

Kim,

I think this is your shop.

- Barry

[Quoted text hidden]



This email was encrypted for your privacy and security

--

Barry Thom
Regional Administrator
Office: 503-231-6266



Find us online

www.westcoast.fisheries.noaa.gov

--

Elizabeth Babcock
Branch Chief, North Puget Sound
NOAA National Marine Fisheries Service
[7600 Sandpoint Way NE](#)
[Seattle, WA 98040](#)
Office (206) 526-4505
Mobile (206) 276-7029
Fax (206) 526-6426

Tomaselli, Christina

From: Jeff Heilman <JHeilman@parametrix.com>
Sent: Friday, April 24, 2020 3:31 PM
To: Tomaselli, Christina
Subject: FW: EQRB milestones (NMFS-NOAA Cooperating Agency Status)

Follow Up Flag: Follow up
Flag Status: Flagged

CAUTION: [EXTERNAL] This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

This is email where Tom says they need to be a cooperating agency

From: Tom Loynes - NOAA Affiliate <tom.loynes@noaa.gov>
Sent: Wednesday, March 11, 2020 2:25 PM
To: Jeff Heilman <JHeilman@parametrix.com>; Bauman, Brian S. <Brian.Bauman@hdrinc.com>
Subject: EQRB milestones

Hi Jeff and Brian,

NOAA is asking me to fill in some blanks for them on this project since it is a OFD project that requires consultation. I have some milestone dates from Monday's meeting, but I wasn't sure how verified they were. I talked with Emily and she said that NOAA can become a cooperating agency by replying differently to her original email. Now I understand that NOAA has not been involved in the discussions about timelines, but the dates discussed at Mondays meeting seem to be in line with what NOAA would have asked for had they been a cooperating agency. Some of the milestones below are likely in the document Brian sent me this morning, but just in case they are not please help me

Preferred alternative being reviewed. June ??, 2020

Submittal of the BA and EFH analysis January ?? 2020

Submittal of the MMPA (if it is determined it is needed) ????

NOAA's receipt of a complete consultation package January ?? 2020

NOAA signed BO and EFH July ??, 2020

NOAA Approved MMPA (LOA, IHA, Justification letter for the file) July ?? 2020

I appreciate your help, Tom

U.S. Department of
Homeland Security

United States
Coast Guard



Commander
United States Coast Guard
Thirteenth District

915 Second Avenue (RM 3510)
Seattle, WA 98174-1067
Staff Symbol: dpw
Phone: 206-220-7282
Email: steven.m.fischer3@uscg.mil

16591
March, 08 2019

Emily Cline
FHWA Environmental Specialist
Federal Highway Administration
530 Center Street NE, Suite 420 Salem
OR 97301

Subj: Project Initiation Acknowledgement Letter and NEPA Cooperating Agency Acceptance for the Earthquake Ready Burnside Bridge Project.

Dear Ms. Cline:

This letter will serve to acknowledge and document project initiation, and acceptance as a NEPA Cooperating Agency for the Earthquake Ready Burnside Bridge Project on the Willamette River in Portland OR. My office is standing by to assist with any questions you may have as you develop a Coast Guard Bridge permit application.

As we discussed on our meeting this week first steps would be to develop a Navigation Impact Report (NIR), which will inform our (USCG) preliminary navigation clearance determination. Concurrently, as a Cooperating Agency for NEPA, we can participate in the NEPA process as required. My Coast Guard NEPA lead will be Mr. Carl Smith csmith@sawdeysolutionservices.com 206-220-7277 and I will be your contact for overall USCG Bridge Permitting.

Thank you and we look forward to working with you.

Sincerely,

A handwritten signature in blue ink, appearing to read "Steven Fischer".

STEVEN FISCHER
Bridge Administrator
U.S. Coast Guard

Copy: USCG, MSU Portland
USCG, Bridge Program (BRG-2)



DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, PORTLAND DISTRICT
PO BOX 2946
PORTLAND, OR 97208-2946

NOV 07 2018

SUBJECT: Burnside Bridge Corps No. NWP-2018-00486

Mr. Phillip A. Ditzler
Federal Highway Administration
Division Administrator
530 Center Street NE, Suite 420
Salem, Oregon 97301

Dear Mr. Ditzler:

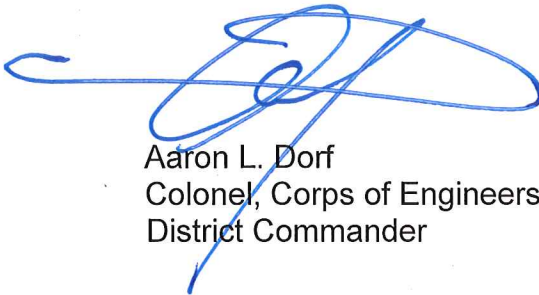
This letter is in response to the Federal Highway Administration's (FHWA) September 19, 2018, request for the U.S. Army Corps of Engineers, Portland District (Corps) to become a cooperating agency and assist in the development of an Environmental Impact Statement (EIS) to seismically retrofit or replace the existing Burnside Bridge in Multnomah County, Portland, Oregon. The Corps agrees to participate as a cooperating agency on the project.

Under Section 404 of the Clean Water Act and Section 10 of the Rivers and Harbors Act of 1899 (RHA), the Corps regulates activities and/or discharges into the waters of the United States. Under Section 14 of the RHA (also known as Section 408), permission from the Corps is required for projects that would alter or occupy a Corps civil works project. The level of the Corps participation as a cooperating agency and the authorization that may be required will depend on the design of the project.

At this time, the Corps requests information on the behalf of the Section 408 Team. By providing this information, the Section 408 team will determine the need to participate in the early coordination meetings. This information needed can be found on our Section 408 webpage at the following link:
<http://www.nwp.usace.army.mil/Business/Altering-Corps-Projects-Section-408/>. The needed information is then submitted electronically at section408nwp@usace.army.mil.

We look forward to coordinating with the FHWA on the development of the EIS to ensure a complete and acceptable EIS that may be adopted by the Corps, as appropriate. Questions regarding the Corps' permit process should be directed to Ms. Natalie Edwards by telephone at (503) 808-4426, or by e-mail at Natalie.M.Edwards@usace.army.mil. Questions regarding Section 408 permission review should be directed to Ms. Marci Johnson, by telephone at (503) 915-3551, or by e-mail at Marci.E.Johnson@usace.army.mil.

Sincerely,

A handwritten signature in blue ink, appearing to read 'A. Dorf', with a long horizontal flourish extending to the left.

Aaron L. Dorf
Colonel, Corps of Engineers
District Commander

cc:
Federal Highway Administration (Emily Cline)
Multnomah County (Megan Neill)
US Coast Guard (Steve Fischer)

Hon. Aimee K. Jorjani
Chairman

Leonard A. Forsman
Vice Chairman

John M. Fowler
Executive Director



April 10, 2020

Ms. Nicole Nason
Administrator
Federal Highway Administration
1200 New Jersey Ave., SE
Washington D.C. 20590

Ref: *Proposed Replacement of the Burnside Bridge
City of Portland, Multnomah County, OR
ACHP Connect No. 015181*

Dear Ms. Nason:

On March 9, 2020, the Advisory Council on Historic Preservation (ACHP) received an invitation from the Oregon Division of the Federal Highway Administration (FHWA) to be a participating agency under the One Federal Decision (OFD) review coordination process for the referenced undertaking. The ACHP is pleased to accept this invitation.

Our involvement as a participating agency will allow us to advise FHWA on efforts to “identify and resolve issues that could delay completion of an environmental review or an authorization required for the project under applicable law,” and more specifically, those steps necessary for compliance with Section 106 of the National Historic Preservation Act and its implementing regulations, “Protection of Historic Properties” (36 CFR Part 800). We note that the requirements of these regulations also include consultation with the Oregon State Historic Preservation Officer, Tribes, and other parties with an interest in the effects of this undertaking on historic properties.

We also evaluated this invitation to participate in accordance with the *Criteria for Council Involvement in Reviewing Individual Section 106 Cases*, contained within the regulations, “Protection of Historic Properties” (36 CFR Part 800) implementing Section 106 of the National Historic Preservation Act. The criteria are met for this proposed undertaking because the undertaking presents questions of policy.

Section 800.6(a)(1)(iii) of these regulations requires that we notify you as the head of the agency of our decision to participate in consultation. By copy of this letter, we are also notifying Emily Cline, Environmental Specialist in the Oregon Division Office, of this decision. Our involvement as a participating agency and a consulting party will allow us to advise FHWA on efforts to identify and resolve issues that could delay completion of an environmental review or an authorization required for the project under applicable law, and more specifically, those steps necessary for compliance with Section 106.

Our participation in this consultation will be handled by Mandy Ranslow, who can be reached at 202-517-0218 or via e-mail at mranslow@achp.gov. We look forward to working with your agency and other consulting parties to develop an approach to effectively address potential impacts to an historic property and comply with the requirements of Section 106 as this project is developed.

Sincerely,



John M. Fowler
Executive Director



Megan Neill <megan.neill@multco.us>

FW: [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Warm Springs

2 messages

Cline, Emily (FHWA) <emily.cline@dot.gov>

Mon, Jan 7, 2019 at 9:05 AM

To: Megan Neill <megan.neill@multco.us>, "Catron, Heather" <Heather.Catron@hdrinc.com>

**External Sender** - Be Suspicious of Attachments, Links, and Requests for Payment or Login Information.

FYI

Emily Cline | Environmental Specialist

Federal Highway Administration | Oregon Division

emily.cline@dot.gov | O 503.316.2547

From: Christian Nauer [mailto:christian.nauer@ctwsbnr.org]**Sent:** Wednesday, January 2, 2019 12:06 PM**To:** Cline, Emily (FHWA) <emily.cline@dot.gov>; WATTERS Roy <Roy.WATTERS@odot.state.or.us>**Cc:** Robert Brunoe <robert.brunoe@ctwsbnr.org>**Subject:** [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Warm Springs

Hi Emily and Roy,

Thank you for the opportunity to comment on the Earthquake Ready Burnside Bridge Project. I wanted to make sure that you keep us in the loop on this Project as it progresses. I am commenting on behalf of our General Manager and Tribal Historic Preservation Officer (THPO) Bobby Brunoe. Continuing correspondence for this Project can be sent electronically to myself and CC'ed to Bobby at robert.brunoe@ctwsbnr.org.

General Comment:

As the technical reviewer for NHPA Section 106 and other cultural resource issues for the Confederated Tribes of the Warm Springs Reservation of Oregon (CTWSRO), the CTWSRO Tribal Historic Preservation Office (THPO) has concerns with the potential effects to historic properties or cultural resources within the Project Area of Potential Effects (APE). The Project APE is within the areas of concern for the CTWSRO.

Project-specific Comment(s):

Please keep this office in the loop on the Earthquake Ready Burnside Bridge Project as it proceeds.

Thanks again for your consideration,

Christian

Christian Nauer, MS

Archaeologist
Confederated Tribes of the Warm Springs Reservation of Oregon
Branch of Natural Resources

christian.nauer@ctwsbnr.org

Office 541.553.2026

Cell 541.460.8448

Standard Disclaimers:


*The Confederated Tribes of the Warm Springs Reservation of Oregon have reserved treaty rights in Ceded Lands, as well as Usual and Accustomed and Aboriginal Areas, as set forth through the Treaty with the Middle Tribes of Oregon, June 25, 1855.

*Please know that review by the Tribal Historic Preservation Office does not constitute Government-to-Government consultation. Please ensure that appropriate Government-to-Government consultation is made with the Confederated Tribes of the Warm Springs Tribal Council.

 **PastedGraphic-1.pdf**
17K

Catron, Heather <Heather.Catron@hdrinc.com>
To: "Cline, Emily (FHWA)" <emily.cline@dot.gov>, Megan Neill <megan.neill@multco.us>

Mon, Jan 7, 2019 at 9:15 AM

 **External Sender** - Be Suspicious of Attachments, Links, and Requests for Payment or Login Information.

Thank you Emily

Heather J. Catron

Senior Vice President

HDR

1050 SW 6th Ave, Suite 1800

Portland, OR 97204

D 503-423-3724 **M** 503-318-5611

1/8/2019

Multnomah County Mail - FW: [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Warm Springs

heather.catron@hdrinc.com

hdrinc.com/follow-us

From: Cline, Emily (FHWA) [mailto:emily.cline@dot.gov]

Sent: Monday, January 7, 2019 9:05 AM

To: Megan Neill <megan.neill@multco.us>; Catron, Heather <Heather.Catron@hdrinc.com>

Subject: FW: [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Warm Springs

[Quoted text hidden]

Tomaselli, Christina

To: Davis, Cassie
Subject: RE: EQRB Joint Agency Evaluation Criteria and Measures Workshop 9/25 & 9/26

Christina Tomaselli

D 503-423-3830

hdrinc.com/follow-us

From: Davis, Cassie
Sent: Thursday, September 12, 2019 11:02 AM
To: Jeff Heilman <JHeilman@parametrix.com>; Catron, Heather <Heather.Catron@hdrinc.com>; Wilbur, Lauren <Lauren.Wilbur@hdrinc.com>; Tomaselli, Christina <Christina.Tomaselli@hdrinc.com>
Subject: FW: EQRB Joint Agency Evaluation Criteria and Measures Workshop 9/25 & 9/26

FYI – Nez Perce Tribe would like to be removed from our email list and engagement.

Lauren, please remove from relevant lists.

Thanks,

Cassie Davis

D 503.727.3922 C 503.333.7906

From: Keith P Baird [<mailto:keithb@nezperce.org>]
Sent: Thursday, September 12, 2019 9:08 AM
To: Davis, Cassie <Cassie.Davis@hdrinc.com>
Subject: RE: EQRB Joint Agency Evaluation Criteria and Measures Workshop 9/25 & 9/26

Hi Cassie,
Please take me off this mailing list. I indicated over a year ago that we were deferring to the downriver tribes on this project.
Thanks, Pat

Patrick Baird
Tribal Archaeologist/ Tribal Historic Preservation Officer
Nez Perce Tribe
Cultural Resource Program
P.O. Box 365
Lapwai, ID 83540
208-621-3851

From: Davis, Cassie [<mailto:Cassie.Davis@hdrinc.com>]
Sent: Wednesday, September 11, 2019 5:17 PM
To: Teresa.Boyle@portlandoregon.gov; Wendy.Cawley@portlandoregon.gov; Ningsheng.Zhou@portlandoregon.gov; Patrick.Sweeney@portlandoregon.gov; David.D.WARRICK@odot.state.or.us; Doug.A.STANLEY@odot.state.or.us;

GriffitJ@trimet.org; megan.neill@multco.us; roger.geller@portlandoregon.gov; michelle.marx@portlandoregon.gov; Matthew.Kelly@portlandoregon.gov; tate.white@portlandoregon.gov; Andrew.Plambeck@portlandstreetcar.org; Anthony.Buczek@oregonmetro.gov; Alex.Oreschak@oregonmetro.gov; Basil.R.CHRISTOPHER@odot.state.or.us; katherine.mcquillan@multco.us; Cameron.Glasgow@portlandoregon.gov; Magnolia.M.BARTLEY@odot.state.or.us; Katherine.E.BELL@odot.state.or.us; Zachary.HOROWITZ@odot.state.or.us; Jennifer.MORA@odot.state.or.us; Robert.K.WATTMAN@odot.state.or.us; Scott.TURNOY@odot.state.or.us; shaneka.owens@dot.gov; ian.b.cannon@multco.us; Clay.Veka@portlandoregon.gov; Kathryn.Levine@portlandoregon.gov; Aaron.Breakstone@oregonmetro.gov; brendon.haggerty@multco.us; Liantao.R.XU@odot.state.or.us; albert.nako@odot.state.or.us; Kaitlin.Lovell@portlandoregon.gov; dave.nunamaker@portlandoregon.gov; Thomas.M.LOYNES@odot.state.or.us; devin.l.simmons@odot.state.or.us; russ.klassen@state.or.us; Natalie.M.Edwards@usace.army.mil; Cheryl.Grabham@state.or.us; Tom.Murtagh@state.or.us; monica.r.blanchard@state.or.us; Roy.WATTERS@odot.state.or.us; Robert.W.HADLOW@odot.state.or.us; richard.grant@portlandoregon.gov; Jonna.Papaefthimiou@portlandoregon.gov; Katy.Wolf@portlandoregon.gov; laura.hanson@portlandoregon.gov; Talia.JACOBSON@odot.state.or.us; geoffrey.l.bowyer@odot.state.or.us; Kim.Ellis@oregonmetro.gov; Brandon.Spencer@portlandoregon.gov; mark.raggett@portlandoregon.gov; Rachael.Hoy@portlandoregon.gov; randygragg@gmail.com; paddy.tillett@zgf.com; DouglasJ@ProsperPortland.us; dotte@holstarc.com; WitterS@trimet.org; peter@finleyfry.com; Magnus.U.BERNHARDT@odot.state.or.us; Millicent.Williams@portlandoregon.gov; Corrine.Montana@portlandoregon.gov; Taylor.Campi@portlandoregon.gov; Max.G.BERNSTEIN@odot.state.or.us; Kelly.M.BALL@odot.state.or.us; GardnerJ@trimet.org; Steven.Nakana@portofportland.com; Clifford.Higgins@oregonmetro.gov; mike.j.pullen@multco.us; mark.lear@portlandoregon.gov; david.mceldowney@portlandoregon.gov; Mike.Saling@portlandoregon.gov; Don.Russ@portlandoregon.gov; ken.mcgair@portlandoregon.gov; Irene.Marion@portlandoregon.gov; nishant.parulekar@portlandoregon.gov; Lake.McTighe@oregonmetro.gov; robert.j.devassie@odot.state.or.us; john.wasiutynski@multco.us; andrea.hamberg@multco.us; Amanda.kraus@oregonlegislature.gov; zoe.bluffstone@oregonlegislature.gov; nelsonA@oregonlegislature.gov; Brian.Monberg@greshamoregon.gov; Christina_Deffebach@co.washington.or.us; dan.bower@portlandstreetcar.org; mike.morrow@dot.gov; Greg.Theisen@portofportland.com; Malu.Wilkinson@oregonmetro.gov; MikeBez@co.clackamas.or.us; sam.h.hunaidi@odot.state.or.us; haacks@prosperportland.us; jbiggs@beavertonoregon.gov; Brett.Horner@portlandoregon.gov; tjuhasz@beavertonoregon.gov; Chris.Warner@portlandoregon.gov; arthurpgraves@gmail.com; thpo@grandronde.org; Michael.Karnosh@grandronde.org; rkentta@ctsi.nsn.us; peterh@ctsi.nsn.us; catherinedickson@ctuir.org; thpo@ctwsbnr.org; johnson@yakama.com; Keith P Baird <keithb@nezperce.org>; Sara.Christensen@state.or.us; Ashley.Massey@oregon.gov; sarah.a.jalving@odot.state.or.us; carrie.L.Bond@usace.army.mil; Danny.G.McReynolds@uscg.mil; Kevin_maurice@fws.gov; Vallette.yvonne@epa.gov; Barry.Thom@NOAA.gov; Elaine_Jackson-Retondo@nps.gov; Richard.Whitman@state.or.us; Althea.Rizzo@state.or.us; Chrissy.Curran@state.or.us; Curtis.Robinhold@portofportland.com; Maya.Agarwal@PortlandOregon.gov; Aaron.L.Dorf@usace.army.mil; William.d.Abadie@usace.army.mil; steven.m.fischer@uscg.mil; Paul_Henson@fws.gov; Barber.Anthony@epa.gov; Mbabaliye.Theogene@epa.gov; Royr@rascpas.com; jessica.berry@multco.us; Kristen.A.Hafer@usace.army.mil; marci.e.johnson@usace.army.mil
Cc: Heather.Catron@hdrinc.com; Drahota, Steve M. <Steven.Drahota@hdrinc.com>; Jeff Heilman <JHeilman@parametrix.com>; Tomaselli, Christina <Christina.Tomaselli@hdrinc.com>; Wilbur, Lauren <Lauren.Wilbur@hdrinc.com>; Josh Channell <JChannell@parametrix.com>; Jennifer Hughes <JHughes@parametrix.com>

Subject: RE: EQRB Joint Agency Evaluation Criteria and Measures Workshop 9/25 & 9/26

Good evening,

If you haven't already, this is a friendly reminder to please let me know which criteria workshop sessions you are interested in attending. Please see email below and let me know at your earliest convenience. This will help us plan accordingly. We will follow up with calendar invites for the sessions you identify.

Thank you and please reach out if you have questions.

Kind regards,

Cassie

Cassie Davis

Public Involvement & Communications Lead

HDR
1050 SW 6th Avenue, Suite 1800
Portland, OR 97204-1134
D 503.727.3922 C 503.333.7906

Cassie.Davis@hdrinc.com

hdrinc.com/follow-us

From: Davis, Cassie

Sent: Friday, August 30, 2019 3:23 PM

To: 'Teresa.Boyle@portlandoregon.gov' <Teresa.Boyle@portlandoregon.gov>; 'Wendy.Cawley@portlandoregon.gov' <Wendy.Cawley@portlandoregon.gov>; 'Ningsheng.Zhou@portlandoregon.gov' <Ningsheng.Zhou@portlandoregon.gov>; 'Patrick.Sweeney@portlandoregon.gov' <Patrick.Sweeney@portlandoregon.gov>; 'David.D.WARRICK@odot.state.or.us' <David.D.WARRICK@odot.state.or.us>; 'Doug.A.STANLEY@odot.state.or.us' <Doug.A.STANLEY@odot.state.or.us>; 'GriffitJ@trimet.org' <GriffitJ@trimet.org>; 'megan.neill@multco.us' <megan.neill@multco.us>; 'roger.geller@portlandoregon.gov' <roger.geller@portlandoregon.gov>; 'michelle.marx@portlandoregon.gov' <michelle.marx@portlandoregon.gov>; 'Matthew.Kelly@portlandoregon.gov' <Matthew.Kelly@portlandoregon.gov>; 'tate.white@portlandoregon.gov' <tate.white@portlandoregon.gov>; 'Andrew.Plambeck@portlandstreetcar.org' <Andrew.Plambeck@portlandstreetcar.org>; 'Anthony.Buczek@oregonmetro.gov' <Anthony.Buczek@oregonmetro.gov>; 'Alex.Oreschak@oregonmetro.gov' <Alex.Oreschak@oregonmetro.gov>; 'Basil.R.CHRISTOPHER@odot.state.or.us' <Basil.R.CHRISTOPHER@odot.state.or.us>; 'katherine.mcquillan@multco.us' <katherine.mcquillan@multco.us>; 'Cameron.Glasgow@portlandoregon.gov' <Cameron.Glasgow@portlandoregon.gov>; 'Magnolia.M.BARTLEY@odot.state.or.us' <Magnolia.M.BARTLEY@odot.state.or.us>; 'Katherine.E.BELL@odot.state.or.us' <Katherine.E.BELL@odot.state.or.us>; 'Zachary.HOROWITZ@odot.state.or.us' <Zachary.HOROWITZ@odot.state.or.us>; 'Jennifer.MORA@odot.state.or.us' <Jennifer.MORA@odot.state.or.us>; 'Robert.K.WATTMAN@odot.state.or.us' <Robert.K.WATTMAN@odot.state.or.us>; 'Scott.TURNOY@odot.state.or.us' <Scott.TURNOY@odot.state.or.us>; 'shaneka.owens@dot.gov' <shaneka.owens@dot.gov>; 'ian.b.cannon@multco.us' <ian.b.cannon@multco.us>; 'Clay.Veka@portlandoregon.gov' <Clay.Veka@portlandoregon.gov>; 'Kathryn.Levine@portlandoregon.gov' <Kathryn.Levine@portlandoregon.gov>; 'Aaron.Breakstone@oregonmetro.gov' <Aaron.Breakstone@oregonmetro.gov>; 'brendon.haggerty@multco.us' <brendon.haggerty@multco.us>; 'Liantao.R.XU@odot.state.or.us' <Liantao.R.XU@odot.state.or.us>; 'albert.nako@odot.state.or.us' <albert.nako@odot.state.or.us>; 'Kaitlin.Lovell@portlandoregon.gov' <Kaitlin.Lovell@portlandoregon.gov>; 'dave.nunamaker@portlandoregon.gov' <dave.nunamaker@portlandoregon.gov>; 'Thomas.M.LOYNES@odot.state.or.us' <Thomas.M.LOYNES@odot.state.or.us>; 'devin.l.simmons@odot.state.or.us' <devin.l.simmons@odot.state.or.us>; 'russ.klassen@state.or.us' <russ.klassen@state.or.us>; 'Natalie.M.Edwards@usace.army.mil' <Natalie.M.Edwards@usace.army.mil>; 'Cheryl.Grabham@state.or.us' <Cheryl.Grabham@state.or.us>; 'Tom.Murtagh@state.or.us' <Tom.Murtagh@state.or.us>; 'monica.r.blanchard@state.or.us' <monica.r.blanchard@state.or.us>; 'Roy.WATTERS@odot.state.or.us' <Roy.WATTERS@odot.state.or.us>; 'Robert.W.HADLOW@odot.state.or.us' <Robert.W.HADLOW@odot.state.or.us>; 'richard.grant@portlandoregon.gov' <richard.grant@portlandoregon.gov>; 'Jonna.Papaefthimiou@portlandoregon.gov' <Jonna.Papaefthimiou@portlandoregon.gov>; 'Katy.Wolf@portlandoregon.gov' <Katy.Wolf@portlandoregon.gov>; 'laura.hanson@portlandoregon.gov' <laura.hanson@portlandoregon.gov>; 'Talia.JACOBSON@odot.state.or.us' <Talia.JACOBSON@odot.state.or.us>; 'geoffrey.l.bowyer@odot.state.or.us' <geoffrey.l.bowyer@odot.state.or.us>; 'Kim.Ellis@oregonmetro.gov' <Kim.Ellis@oregonmetro.gov>; 'Brandon.Spencer@portlandoregon.gov' <Brandon.Spencer@portlandoregon.gov>; 'mark.raggett@portlandoregon.gov' <mark.raggett@portlandoregon.gov>; 'Rachael.Hoy@portlandoregon.gov' <Rachael.Hoy@portlandoregon.gov>; 'randygragg@gmail.com' <randygragg@gmail.com>; 'paddy.tillett@zgf.com' <paddy.tillett@zgf.com>; 'DouglasJ@ProsperPortland.us'

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Cc: Catron, Heather <Heather.Catron@hdrinc.com>; Drahota, Steve M. (<Steven.Drahota@hdrinc.com>) <Steven.Drahota@hdrinc.com>; Jeff Heilman <JHeilman@parametrix.com>; Tomaselli, Christina <Christina.Tomaselli@hdrinc.com>; Wilbur, Lauren <Lauren.Wilbur@hdrinc.com>; 'Josh Channell' <JChannell@parametrix.com>; 'Jennifer Hughes' <JHughes@parametrix.com>

Subject: EQRB Joint Agency Evaluation Criteria and Measures Workshop 9/25 & 9/26

Good afternoon EQRB agency affiliates,

We are contacting you on behalf of Multnomah County and the [Earthquake Ready Burnside Bridge](#) Project. You have been identified as an important agency representative that has been involved with or expressed interest in the project during the Environmental Review Phase. An important aspect of this phase is to develop evaluation criteria and measures that will help us identify a preferred alternative.

This email is to formally invite you to our Joint Agency Evaluation Criteria and Measures Workshop. The primary goal of this two day workshop is to refine the project’s draft evaluation criteria and measures that have been developed by the projects 22 member Community Task Force.

The workshop will take place on **Wednesday, September 25th** and **Thursday, September 26th** at HDR – 1050 SW 6th Ave, Suite 1800, Portland. Each day will be broken into one hour segments during which each evaluation criteria topic and its corresponding criteria and measures will be reviewed for further refinements (agenda and draft evaluation criteria attached). The workshop is not intended for you to stay for the two full days (although you are welcome to if you like), but rather self-select the session(s) you’d like to participate in by your interest and expertise. Refreshments will be served throughout the workshop.

Please use the table below to indicate which session(s) you’d like to attend and respond to me by **Friday, September 6th**. We will follow up with calendar invites for the session(s) you are interested in. Your input and participation is important in helping us get to a preferred alternative that reflects the interests and needs of our region.

DAY 1: WEDNESDAY, SEPTEMBER 25, 2019

Time	Session Topics	I am interested (Yes/No)
8:50-9:00 (10 min)	<i>Arrivals and Check-in (at 18th Floor Reception)</i>	
9:00-10:00 (60)	Seismic Resiliency	
10:00-10:10 (10)	<i>Session Rotation</i>	
10:10-11:10 (60)	Fiscal Responsibility	
11:10-11:20 (10)	<i>Session Rotation</i>	
11:20-12:20 (60)	Business, Economy and River Navigation	
12:20-1:00 (40)	<i>Session Rotation and Lunch Break</i>	
1:00-2:00 (60)	Motor Vehicles	
2:00-2:10 (10)	<i>Session Rotation and Afternoon Break</i>	
2:10-3:10 (60)	Pedestrian, Bikes and Access for People with Disability	
3:10-3:20 (10)	<i>Session Rotation</i>	
3:20-4:20 (60)	Transit	

DAY 2: THURSDAY, SEPTEMBER 26, 2019

Time	Topic	I am interested (Yes/No)
8:20-8:30 (10 min)	<i>Arrivals and Check-in (at 18th Floor Reception)</i>	
8:30-9:30 (60)	Personal Safety	
9:30-9:40 (10)	<i>Session Rotation</i>	
9:40-10:40 (60)	Community Quality of Life	
10:40-10:50 (10)	<i>Session Rotation</i>	
10:50-11:50 (60)	Equity	
11:50-12:30 (40)	<i>Afternoon Break and Session Rotation</i>	
12:30-1:30 (60)	Natural Resources	

Time	Topic	I am interested (Yes/No)
1:30-1:40 (10)	<i>Session Rotation</i>	
1:40-2:40 (60)	Parks	
2:40-2:50 (10)	<i>Session Rotation</i>	
2:50-3:50 (60)	Historic Resources	
3:50-4:00 (10)	<i>Session Rotation</i>	
4:00-5:00 (60)	Visual and Aesthetics	

If you are unable to attend, you're welcome to review the attached evaluation criteria and measures and provide us feedback by Friday, September 20th. We'll incorporate your comments into the discussion.

Please contact me if you have any questions. We look forward to collaborating with you on this important piece of the project.

All the best,

[Cassie Davis](#)

Public Involvement & Communications Lead

HDR
 1050 SW 6th Avenue, Suite 1800
 Portland, OR 97204-1134
 D 503.727.3922 C 503.333.7906

Cassie.Davis@hdrinc.com

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12/13/2018

[Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation DSL - megan.neill@multco.us - Multnomah County Mail

Forwarded message -----

From: KLASSEN Russ <russ.klassen@dsl.state.or.us>

To: "CLINE Emily" <emily.cline@dot.gov>

Cc:

Bcc:

Date: Tue, 25 Sep 2018 23:07:38 +0000

Subject: FW: EQRB Invitation

Dear Emily,

Thank you for the opportunity for Department of State Lands to participate in the development of the EIS for the seismic retrofit of the Burnside Bridge.

Please include the Department of State Lands as a participating agency. Here is my contact information:

Russ Klassen
775 Summer Street NE, Suite 100
Salem, Oregon 97301
russ.klassen@dsl.state.or.us
503-986-5244

Thank you,

Russ Klassen

RECEIVED
OCT 09 2018
FHWA
OREGON DIVISION

U.S. Department of Homeland Security
FEMA, Region X
130 228th Street, SW
Bothell, WA 98021-8627



FEMA

October 3, 2018

Ms. Emily Cline
FHWA Environmental Specialist
USDOT/FHWA
530 Center Street NE, Suite 420
Salem, Oregon 97301

Dear Ms. Cline:

The Department of Homeland Security's Federal Emergency Management Agency (FEMA) Region 10, Environmental Office, reviewed your request regarding the Burnside Bridge project. Specifically, you asked FEMA to be a Cooperating Agency and/or a Participating Agency in the National Environmental Policy Act (NEPA) process, pursuant to Title 40 Code of Federal Regulations (CFR) part 1501.6 and Title 23 United States Code Section 139. This request was based upon the potential need to revise the Flood Insurance Rate Map.

FEMA recently completed an Environmental Impact Statement and Record of Decision for the National Flood Insurance Program. The Record of Decision thoroughly addressed FEMA's process and role for revising Flood Insurance Rate Maps. Therefore, FEMA would have no need to undergo further NEPA review as a result of any map revision for your proposed action.

Our Risk Analysis Branch provides technical assistance to other federal agencies with regard to the process for revising flood insurance studies as a result of a development activity. We also manage an Earthquake program for emergency response and recovery activities. Given our potential interest in the project from mitigation and resiliency perspective, FEMA accepts your request to be a Participating Agency. It would not be necessary for FEMA to be a Cooperating Agency.

Thank you for the opportunity to participate in the planning for this important life safety project. FEMA supports FHWA in their efforts to provide safe public transportation while simultaneously helping protect and manage our natural floodplain resources. Please continue to direct any questions or provide documents for review to me at mark.eberlein@fema.dhs.gov.

Sincerely,

A handwritten signature in blue ink, appearing to read "Mark G. Eberlein".

Mark G. Eberlein
Regional Environmental Officer

October 3, 2018

Emily Cline
FHWA Environmental Specialist
530 Center Street NE, Suite 420
Salem, OR 97301

Dear Ms. Cline,

Thank you for the invitation to be a Participating Agency in the NEPA process for the Earthquake Ready Burnside Bridge project, pursuant to 23 U.S.C. Section 139. The City of Gresham has participated in the early planning for this project, including membership on the Earthquake Ready Burnside Bridge Policy Group and the Senior Agency Staff meetings. Because this project is of interest to our agency, we accept the invitation and look forward to engaging on the project and sharing issues of concern to the City of Gresham.

We understand that our engagement in the process could include providing input on the purpose and need, the range of alternatives to be considered, and the methodologies and level of detail required in alternatives analysis; participating in coordination meetings and joint field reviews; and providing review and comment on the environmental documents to reflect the views of the City.

We look forward to participation in this project.

Sincerely,

Karylinn Echols
Gresham City Council



Metro

RECEIVED

OCT 31 2018

FHWA
OREGON DIVISION

600 NE Grand Ave.
Portland, OR 97232-2736
oregonmetro.gov

October 24, 2018

Emily Cline
FHWA Environmental Specialist
530 Center Street NE, Suite 420
Salem, OR 97301

Dear Ms. Cline:

Thank you for inviting Metro to be a participating agency in the development of the NEPA Environmental Impact Statement for the Burnside Bridge Replacement Project, which is being led by Multnomah County. This letter confirms our acceptance of the invitation to become a participating agency.

The lead contact for our agency will be Anthony Buczek, Transportation Engineer, and he can be reached at anthony.buczek@oregonmetro.gov. We appreciate the opportunity to be involved in this project.

Sincerely,

A handwritten signature in black ink that reads "Elissa Gertler".

Elissa Gertler
Planning and Development Director

Cc: Megan Neill, Multnomah County
Malu Wilkinson, Metro
Anthony Buczek, Metro



Megan NEILL <megan.neill@multco.us>

[Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation DEQ

WHITMAN Richard <Richard.WHITMAN@state.or.us>

Mon, Dec 17, 2018 at 8:54 AM

To: Megan NEILL <megan.neill@multco.us>, "Richard.Whitman@state.or.us" <Richard.Whitman@state.or.us>, "Sara.Christensen@state.or.us" <Sara.Christensen@state.or.us>

Cc: "Cline, Emily (FHWA)" <emily.cline@dot.gov>, "Catron, Heather" <Heather.Catron@hdrinc.com>, Jeff Heilman <JHeilman@parametrix.com>, DECONCINI Nina <Nina.DECONCINI@state.or.us>

Ms. Neill: Thank you for the invitation. Oregon DEQ will not be a cooperating agency on this project, we do wish to be a participating agency, however. The contact person for Oregon DEQ is Nina Deconcini, our NW Region Administrator. Nina is copied on this email, and her contact info is as follows:

Nina Deconcini

Oregon DEQ

NW Region Administrator

700 NE Multnomah Street, Suite 600

Portland, OR 97232

Office: 503.229.6271

Mobile: 503.804.0840

Thanks.

Richard Whitman

Director

Oregon Dept. of Environmental Quality

(971)413-5534 (cell)

From: Megan NEILL <megan.neill@multco.us>**Sent:** Monday, December 10, 2018 4:40 PM**To:** Richard.Whitman@state.or.us; Sara.Christensen@state.or.us**Cc:** Cline, Emily (FHWA) <emily.cline@dot.gov>; Catron, Heather <Heather.Catron@hdrinc.com>; Jeff Heilman <JHeilman@parametrix.com>**Subject:** [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation DEQ

[Quoted text hidden]

_____ This email was encrypted for your privacy and security



Megan NEILL <megan.neill@multco.us>

[Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation ODFW

Tom Murtagh <Tom.Murtagh@state.or.us>
To: Megan NEILL <megan.neill@multco.us>

Wed, Dec 12, 2018 at 10:43 AM

Hi Megan; Thank you for coordinating on this important project, but I, and ODFW at this time, will have to respectfully decline the invitation to assist in review of the Burnside Bridge project. Currently ODFW is limited by staffing levels to work with these kinds of projects in the Portland Metro region at the level you need. Note however, that I serve as a project review member for the City of Portland Streamlining program, and should this project get vetted through this process I will be happy to provide agency concerns and recommendations at that time. Additionally, ODFW's primary concerns for a project of this type and magnitude are 1) percussive sounds in the water created by pile driving, 2) capturing bridge materials that might otherwise fall in the water during construction, 3) keeping hydraulic and other heavy equipment fluids from entering the river, 4) care around bird nests, particularly native migratory birds like peregrine falcons (if present), 5) construction activity or structural removal that might impact bat hibernacula or often used resting areas, and 6) adhering to the preferred inwater work period of July 1st through October 31st and during winter from December 1st through January 31st for depths below 20 feet only (Variances for inwater work are considered based on the activity and risk to the natural resources). Secondary concerns are for geotechnical drilling which has low impacts, and maintaining boating access up and downstream of the bridge for fishing and viewing activities, understanding of course the need for safety during the project.

I wish I had the time to work with the team, but cannot at this time, and for the near future. Feel free, however, to connect with me directly for clarification of the input provided above or for additional information on timelines and resource protection measures. Thanks. Tom.

Tom Murtagh

District Fish Biologist

ODFW

17330 SE Evelyn Street

Clackamas, OR 97015

(W) 971-673-6044; (C) 971-678-4871

tom.murtagh@state.or.us**From:** Megan NEILL <megan.neill@multco.us>**Sent:** Monday, December 10, 2018 4:42 PM**To:** tom.murtagh@state.or.us**Cc:** Cline, Emily (FHWA) <emily.cline@dot.gov>; Jeff Heilman <JHeilman@parametrix.com>; Catron, Heather <Heather.Catron@hdrinc.com>**Subject:** [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation ODFW

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Megan Neill <megan.neill@multco.us>

[EQRB] Participating Agency Response - OEM - Earthquake Ready Burnside Bridge

3 messages

Megan Neill <megan.neill@multco.us> Thu, Mar 28, 2019 at 10:07 AM
To: althea.rizzo@mil.state.or.us
Cc: Jeff Heilman <JHeilman@parametrix.com>, "Catron, Heather" <Heather.Catron@hdrinc.com>

Althea,

As a follow up to our phone call, here is my email address. If you could forward any email/letter correspondence related to agency participation I will log it to our files.

Apologies for the confusion.

Regards,
Megan

Megan Neill, PE
Engineering Services Manager
Multnomah County | Transportation Division - Bridges
(D) 503-988-0437 (C) 503-360-6222
megan.neill@multco.us | www.burnsidebridge.org

Rizzo, Althea <althea.rizzo@mil.state.or.us> Thu, Mar 28, 2019 at 10:17 AM
To: Megan Neill <megan.neill@multco.us>

Megan,

I am not finding anything in my files other than a request to respond to the original email, which I no longer have.

Oregon Emergency Management is willing to participant and support the Burnside Bridge retrofit program.

Althea Rizzo

[Quoted text hidden]

Megan Neill <megan.neill@multco.us> Thu, Mar 28, 2019 at 10:18 AM
To: "Rizzo, Althea" <althea.rizzo@mil.state.or.us>

Thank you! I will log this email.

Looking forward to working with you,
Megan

Megan Neill, PE
Engineering Services Manager
Multnomah County | Transportation Division - Bridges
(D) 503-988-0437 (C) 503-360-6222
megan.neill@multco.us | www.burnsidebridge.org

[Quoted text hidden]



Oregon

Kate Brown, Governor

State Marine Board

435 Commercial St NE, Suite 400

PO Box 14145

Salem, OR 97309-5065

Main (503) 378-8587

Fax (503) 378-4597

www.BoatOregon.com



Emily Cline
Environmental Specialist
Federal Highway Administration
530 Center St NE, Suite 420
Salem, OR 97301

Subject: Earthquake Ready Burnside Bridge project
Date: 10/22/2018

Dear Ms Cline:

Thank you for the opportunity to participate in the Earthquake Ready Burnside Bridge project and the Agency Early Scoping Meeting held on October 15th.

The Oregon State Marine Board is an advocate for recreational boating safety, navigation and access pursuant to Oregon Revised Statutes chapter 830 and Oregon Administrative Rules chapter 250. The early scoping meeting outlined study topics of interest for this project. Of those, our primary area of expertise would include river navigation, parks and recreation and economics, among others, as they relate to recreational boating.

Additional topics of interest for the Marine Board, as they relate to recreational boating, will include: impacts to river navigation, construction timelines, in-water work, buoy placement, nighttime lighting, neighboring public boating facilities, bridge type alternatives, and bridge height among others.

Therefore, we agree to accept your offer to be included as a Participating Agency on this project. And agree to our role as it relates to our areas of expertise in recreational boating safety, navigation and access.

We look forward to this partnership and encourage you to contact Joe Severson, Planning and Mapping Coordinator, at joe.severson@oregon.gov, or at (503) 378-2629 as our agency contact for future participating opportunities in this Burnside Bridge project.

Sincerely,

Larry Warren
Marine Board Director
503-378-2617

----- Forwarded message -----

From: "Siegel, Noah" <Noah.Siegel@portlandoregon.gov>

To: "Cline, Emily (FHWA)" <emily.cline@dot.gov>

Cc: "Leclerc, Mauricio" <Mauricio.Leclerc@portlandoregon.gov>, "Warner, Chris" <Chris.Warner@portlandoregon.gov>, "Pearce, Art" <Art.Pearce@portlandoregon.gov>, "megan.neill@multco.us" <megan.neill@multco.us>

Bcc:

Date: Wed, 24 Oct 2018 20:24:48 +0000

Subject: Burnside Bridge EIS notification

Dear Ms. Cline,

This email is to officially inform the Federal Highway Administration that the City of Portland, via the Portland Bureau of Transportation, accepts the role of a Participating Agency on the Environmental Impact Statement (EIS) to seismically retrofit or replace the existing Burnside Bridge. PBOT looks forward to working with Multnomah County and the community at large on this important effort.

Sincerely,

Noah Siegel
Interim Assistant Director
Portland Bureau of Transportation

Noah Siegel | Interim Assistant Director

Pronouns: He/Him

Portland Bureau of Transportation

1120 SW 5th Avenue, Suite 800

Portland, OR 97204

Phone: 503.823.5085

Cell: 503-823-6526

noah.siegel@portlandoregon.gov

www.portlandoregon.gov/transportation

[twitter](#) | [facebook](#) | [instagram](#) | [publicalerts](#)



Megan NEILL <megan.neill@multco.us>

[Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Port of Portland

Theisen, Greg <Greg.Theisen@portofportland.com>

Fri, Dec 14, 2018 at 10:13 AM

To: Megan NEILL <megan.neill@multco.us>

Cc: Jeff Heilman <JHeilman@parametrix.com>, "Catron, Heather" <Heather.Catron@hdrinc.com>, "Cline, Emily (FHWA)" <emily.cline@dot.gov>

**External Sender** - Be Suspicious of Attachments, Links, and Requests for Payment or Login Information.

Megan,

We communicated to Amy, and through her to Emily Cline, on October 11th, the following:

Amy –

My name is Emerald Bogue and I do regional government affairs for the Port of Portland. Curtis reviewed the invitation and consulted with Greg Theisen, who serves on the Senior Agency Staff Group, and determined that to be sufficient involvement from the Port's perspective. On the whole, we're very supportive of this project. Please be in touch if there are other opportunities to demonstrate that support.

Best,

Emerald

Let me know if there is anything else you need on this matter. Otherwise I look forward to ongoing Port participation via the SASG.

Greg

From: Megan NEILL <megan.neill@multco.us>**Sent:** Monday, December 10, 2018 4:52 PM**To:** Robinhold, Curtis <Curtis.Robinhold@portofportland.com>**Cc:** Theisen, Greg <Greg.Theisen@portofportland.com>; Jeff Heilman <JHeilman@parametrix.com>; Catron, Heather <Heather.Catron@hdrinc.com>; Cline, Emily (FHWA) <emily.cline@dot.gov>**Subject:** [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Port of Portland

EXTERNAL EMAIL:

[Quoted text hidden]

12/19/2018

Multnomah County Mail - [Earthquake Ready Burnside Bridge] Reminder: Participating Agency Invitation Port of Portland



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From: [Catron, Heather](#)
To: [Tomaselli, Christina](#)
Subject: FW: Burnside Bridge Agency Input participant
Date: Wednesday, October 31, 2018 11:52:02 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003.png](#)
[image004.png](#)
[image005.png](#)
[image006.png](#)

[Heather J. Catron](#), Vice President
D 503.423.3700 M 503.318.5611

hdrinc.com/follow-us

From: Cline, Emily (FHWA) [mailto:emily.cline@dot.gov]
Sent: Tuesday, October 30, 2018 9:02 AM
To: Megan NEILL <megan.neill@multco.us>; Catron, Heather <Heather.Catron@hdrinc.com>
Subject: FW: Burnside Bridge Agency Input participant

FYI

Emily Cline | Environmental Specialist
Federal Highway Administration | Oregon Division
emily.cline@dot.gov | O 503.316.2547

From: Crispino-Taylor, Anne [mailto:Crispino-TaylorA@ProsperPortland.us]
Sent: Wednesday, October 3, 2018 10:41 AM
To: Cline, Emily (FHWA) <emily.cline@dot.gov>
Cc: Straussman, Kyra <straussmank@prosperportland.us>; Branam, Kimberly <BranamK@ProsperPortland.us>
Subject: Burnside Bridge Agency Input participant

Emily,

I am responding on behalf of Kimberly Branam, Executive Director of Prosper Portland, regarding the invitation to participate as an “agency of interest” to the Burnside Bridge replacement project. Kimberly has selected Kyra Straussman, Director of Development and Investment, to represent Prosper Portland to provide agency input for identifying any issues of concern regarding the project’s potential environmental, social, or economic impacts. Could you please include Kyra in any future correspondence and meeting invitations regarding the project. Also, the letter we received references a Draft Statement of Purpose and Need, a Draft Alternatives Screening Memo, a Draft Coordination Plan, and an Open House Post Card, and states these documents were submitted via e-mail and that hard copies can be provided upon request. Could you please forward these documents to Kyra (both electronically and hard copies). Her e-mail address is straussmank@prosperportland.us. Our mailing address is noted below.

Please let me know if you need any additional information from me.

Thank you,
Anne



Anne Crispino-Taylor

Senior Administrative Coordinator
Development & Investment
PDC is now **PROSPER PORTLAND**

p: 503-823-3268

a: 222 NW 5th Ave. Portland OR 97209

w: prosperportland.us **e:** crispino-taylor@prosperportland.us



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Oregon

Kate Brown, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org



October 3, 2018

Mr. Phillip Ditzler
FHWA
530 Center St NE Ste 100
Salem, OR 97301

RE: SHPO Case No. 18-1479
Burnside Bridge Replacement
, Portland, Multnomah County

Dear Mr. Ditzler:

Thank you for the invitation to participate in the early scoping for the retrofitting or replacement of the Burnside Bridge. This property is listed in the National Register of Historic Places for its significance with Community Planning and Development, Transportation, and Engineering. There are also several other historic resources in the surrounding area.

The Oregon SHPO looks forward to being a Participating Agency and consulting with Multnomah County, the Oregon Department of Transportation, and the Federal Highway Administration on this undertaking, including the area of potential effect, determinations of eligibility, and findings of project effect.

Sincerely,

Tracy Schwartz
ODOT Project Review Coordinator
(503) 986-0661
tracy.schwartz@oregon.gov

cc: Megan Neill, Multnomah County
Robert Hadlow, ODOT





1031 NW 11th Avenue
Portland, OR 97209
503-222-4200

www.portlandstreetcar.org

October 15, 2018

Emily Cline
FHWA Environmental Specialist
530 Center Street NE, Suite 420
Salem, OR 97301

Ms. Cline

Please accept this letter confirming Portland Streetcar, Inc.'s (PSI) desire to participate in the development of the Environment Impact Statement for the Burnside Bridge Seismic project being led by Multnomah County.

Portland Streetcar serves over 15,000 passengers per day and provides service in the project impact area along E Grand/MLK JR. Boulevards. We are following the project to better understand any impacts to our riders stemming from construction and staging, as well as to ensure the proposed solution accommodates streetcar service to the extent possible.

I will be the main contact for PSI.

Thank you,

A handwritten signature in black ink, appearing to read 'Dan Bower', with a long horizontal line extending to the right.

Dan Bower
Executive Director, PSI

December 14, 2018

Ms. Emily Cline
FHWA Environmental Specialist
530 Center Street NE, Suite 420
Salem, OR 97301

RE: Participating Agency on Earthquake Ready Burnside Bridge scoping

Dear Ms. Cline,

The purpose of the letter is to transmit TriMet's request to be a participating agency for the Earthquake Ready Burnside Bridge Project. TriMet has participated on the Policy and Senior Staff Group for this project over the last two years and sees value in continuing to participate on this important project.

TriMet operates a number of key bus lines over the Burnside Bridge and this structure will be an important lifeline in the future.

Sincerely,

A handwritten signature in blue ink, appearing to read "Doug Kelsey". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Doug Kelsey
General Manager

Copied Megan Neill, Multnomah County
Steve Witter, TriMet

From: Cline, Emily (FHWA)
To: [Megan NEILL](#); [Catron, Heather](#)
Subject: FW: NEPA for creating a seismically resilient Burnside Bridge
Date: Thursday, November 1, 2018 10:05:14 AM

FYI

Emily Cline | Environmental Specialist
Federal Highway Administration | Oregon Division
emily.cline@dot.gov | O 503.316.2547

From: Maurice, Kevin [mailto:kevin_maurice@fws.gov]
Sent: Tuesday, October 23, 2018 4:36 PM
To: Cline, Emily (FHWA) <emily.cline@dot.gov>
Subject: NEPA for creating a seismically resilient Burnside Bridge

There likely wont be affects to listed or trust resource species in the development of this project. We will be a Participating Agency (not a Cooperating Agency). Feel free to contact the USFWS Oregon Fish and Wildlife Office if you have any questions during the development and implementation of the project. KJM

--

Kevin J. Maurice, Wildlife Biologist
U.S. Fish & Wildlife Service
Oregon Fish & Wildlife Office
2600 SE 98th Ave., Suite 100
Portland, OR 97266
(503) 231-6974 direct line

From: Cline, Emily (FHWA)
To: [Megan NEILL](#); [Catron, Heather](#)
Subject: FW: EQRB Invitation
Date: Tuesday, October 30, 2018 9:12:04 AM

Emily Cline | Environmental Specialist
Federal Highway Administration | Oregon Division
emily.cline@dot.gov | O 503.316.2547

From: Christina Deffebach [mailto:Christina_Deffebach@co.washington.or.us]
Sent: Wednesday, October 3, 2018 5:46 PM
To: FHWA, Oregon (FHWA) <Oregon.FHWA@dot.gov>
Cc: Cline, Emily (FHWA) <emily.cline@dot.gov>; Jeff Heilman <JHeilman@parametrix.com>; royr@rascpas.com
Subject: Re: EQRB Invitation

Dear Ms Hettwer

Washington County will not be a participating agency in the NEPA process for the Earthquake Ready Burnside Bridge project.

Thank you for the invitation. We will continue to track the project and look forward to reviewing the NEPA analysis.

Christina Deffebach

From: Hettwer, Amelia (FHWA) <amelia.hettwer@dot.gov> on behalf of FHWA, Oregon (FHWA) <Oregon.FHWA@dot.gov>
Sent: Wednesday, September 19, 2018 3:11 PM
To: royr@rascpas.com
Cc: Christina Deffebach; Cline, Emily (FHWA); Jeff Heilman
Subject: EQRB Invitation

Dear Mr. Rogers,

Attached please find the subject correspondence from the Federal Highway Administration.

Hard copy will follow.

Amy

Amelia (Amy) Hettwer
Administrative Assistant
Federal Highway Administration- FHWA | Oregon Division
530 Center St NE, Suite 420 | Salem | OR | 97301
O 503.316.2548 | F 503.399.5838
Amelia.Hettwer@dot.gov



Oregon

Kate Brown, Governor

Parks and Recreation Department

State Historic Preservation Office

725 Summer St NE Ste C

Salem, OR 97301-1266

Phone (503) 986-0690

Fax (503) 986-0793

www.oregonheritage.org



May 30, 2019

Mr. John Raasch
ODOT Environmental
4040 Fairview Industrial Dr SE
Salem, OR 97302-1142

RE: SHPO Case No. 18-1479
ODOT Key TBD, Burnside Bridge Replacement
, Portland, Multnomah County

Dear Mr. Raasch:

Thank you for the invitation to participate in the early scoping for the retrofitting or replacement of the Burnside Bridge. This property is listed in the National Register of Historic Places for its significance with Community Planning and Development, Transportation, and Engineering. There are also several other historic resources in the surrounding area.

We have received the draft Area of Potential Effect (APE) for the project, however, we do not believe the APE identified properly takes into consideration areas that will be directly and indirectly altered by the undertaking. Specifically we believe the APE should be expanded to include the boundaries of two National Register listed historic districts at the west end of the bridge. A historic district is considered a single resource and the APE should include the entire resource to assess effects to the historic districts as a whole. Also, the APE should include areas that may be impacted by temporary traffic detour improvements, noise, construction vibrations, and the visual introduction of a new bridge, if the replacement alternative is selected.

The Oregon SHPO looks forward to being a Participating Agency and consulting with the Federal Highway Administration, the Oregon Department of Transportation, and Multnomah County on this undertaking, including defining appropriate historic property identification efforts, determinations of eligibility, and findings of project effect.

Sincerely,

Sarah Jalving
SHPO/ODOT Liaison
(503) 986-0661
Sarah.Jalving@oregon.gov

cc: Robert Hadlow, ODOT





Oregon

Kate Brown, Governor

Department of Transportation
Highway Division/Technical Services
Geo-Environmental Section, MS#6
4040 Fairview Industrial Dr SE
Salem, OR 97302
Phone: (503) 986-3252
Fax: (503) 986-3249

October 28, 2019

Sarah Jalving, ODOT/SHPO Liaison
Oregon State Historic Preservation Office
725 Summer Street NE, Suite C
Salem, OR 97301

**Subject: National Historic Preservation Act Invitation to Consult
Earthquake Ready Burnside Bridge Project
Portland, Multnomah County, Oregon
ODOT Key No. TBD
Federal-Aid No. C051(111)
SHPO Case No. 18-1479**

Dear Ms. Jalving,

The purpose of this letter is to find out whether you wish to become a consulting party for the Earthquake Ready Burnside Bridge Project. Consulting parties have certain rights and obligations under Section 106 of the National Historic Preservation Act (NHPA) and its implementing regulations (36 CFR Part 800).

The Oregon Department of Transportation (ODOT), in cooperation with the Federal Highway Administration—Oregon Division (FHWA) and Multnomah County, is proposing to seismically retrofit or replace the existing Willamette River (Burnside) Bridge No. 00511. The primary purpose of this project is to create a seismically resilient Burnside Street lifeline crossing of the Willamette River that will remain fully operational and accessible for vehicles and other modes of transportation immediately following a major Cascadia Subduction Zone (CSZ) earthquake. There are four alternatives proposed for evaluation in the Environmental Impact Statement—three Build Alternatives (a seismic retrofit of the existing bridge plus two bridge replacements) and a No Build Alternative.

The project will evaluate the four alternatives in an Environmental Impact Statement. The project is preparing this evaluation in accordance with the FHWA's procedures for considering environmental impacts, Section 106 of the National Historic Preservation Act (NHPA), regulations issued by the Advisory Council on Historic Preservation, and the National Environmental Policy Act (NEPA).

The project will consider these three build alternatives:

Enhanced Seismic Retrofit

An upgrade of the existing bridge to meet current seismic standards. For constructability, this alternative includes replacing the eastern approach spans above the freeway and the railroad tracks rather than retrofitting the existing spans.

Replacement: Movable Bridge

A new movable bridge at about the same height and location as the current bridge.

Replacement: Movable Bridge – NE Couch Connection

A new movable bridge at about the same height as the current bridge. The east landing splits to connect to NE Couch Street. Westbound traffic enters from NE Couch Street. Eastbound traffic exits to E Burnside Street.

The replacement build alternatives would include either a double-bascule movable span or a vertical-lift movable span. The preferred span type will be called out in the project's "Type, Size & Location Report." All three build alternatives could require the construction of a temporary bridge immediately south of the existing bridge alignment. All build alternatives would include some improvements to Burnside Street at both the east and west approaches to the bridge. The build alternative with the NE Couch Connection will require a new tie-in for NE Couch Street.

The project also considered a fixed-span build alternative, but did not advance it because the alternative could not meet the vertical clearances that the US Coast Guard requires for a fixed-span bridge crossing the Willamette River at Burnside Street.

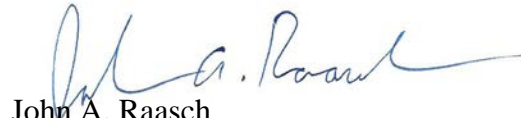
The No Build Alternative reflects the existing transportation system without implementation of any of the build alternatives. The No Build Alternative assumes that other planned and programmed seismic resiliency projects would occur.

I have included with this letter a copy of the revised Area of Potential Effects (APE) map and a copy of the same map showing the locations of historic properties that are individually listed in the National Register of Historic Places, contributing as part of a National Register-listed historic district, or local historic landmarks. The project's APE extends across the Willamette River, both to the north and to the south of Burnside Street from NE/SE Grand Avenue (east) to NW/SW Fifth Avenue (west) in downtown Portland. Based on consultation with the Oregon SHPO, the APE also includes in their entirety the New Chinatown/Japantown Historic District and the Skidmore/Old Town National Historic Landmark District, not just the portions where there could be direct impacts to the districts. The East Portland/Grand Avenue Historic District, on the east side of the Willamette, abuts the revised APE and is outside of the revised APE. The revised APE bumps out to the north on the east side of the river, near the Interstate 5/Interstate 84 interchange, for anticipated construction-related activities and to the south on both sides of the river because of the need for a temporary bridge south of the existing bridge.

I look forward to hearing from you about your interest in becoming a consulting party on the Earthquake Ready Burnside Bridge Project. Please let me know by Friday, November 29, 2019,

if you would like to be a consulting party for this project. If you have any questions or need additional project specific information, please contact Robert W. Hadlow, Ph.D., senior historian, at (503) 731-8239, or Roy Watters, M.A., archaeologist, at (503) 986-3375.

Sincerely,



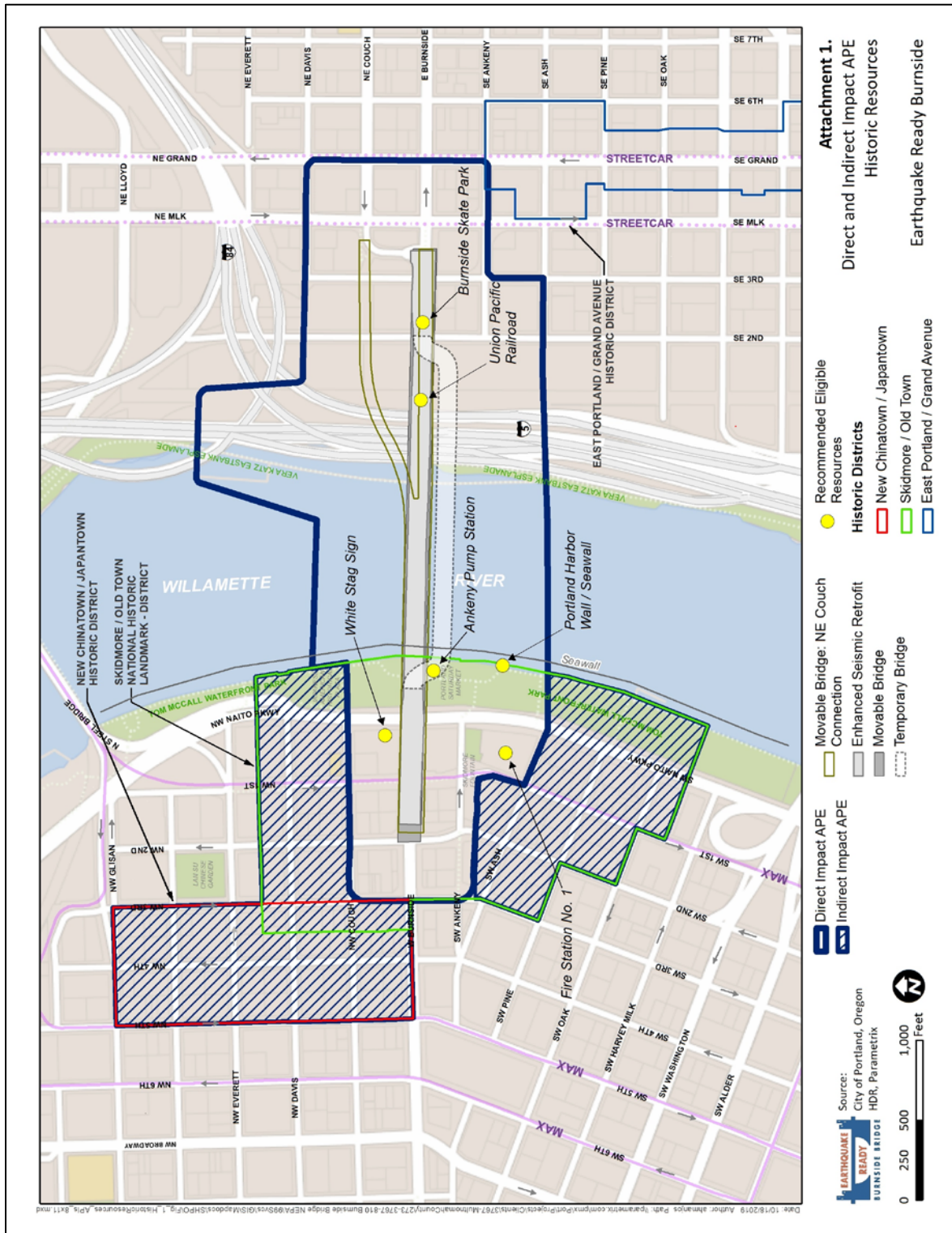
John A. Raasch
Environmental Unit Manager
ODOT Geo-Environmental Section

Copies to:

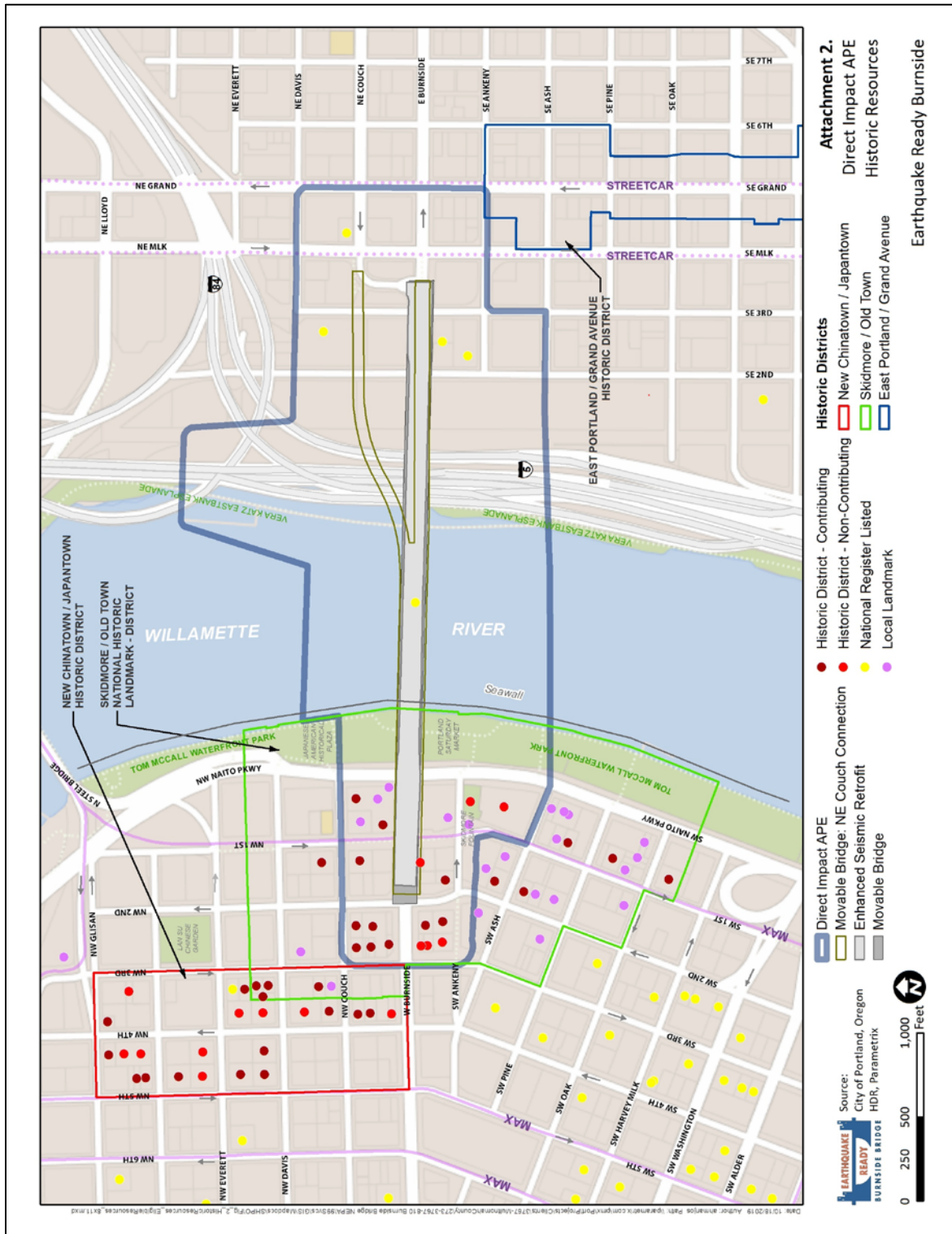
Robert W. Hadlow, ODOT Senior Historian, Portland
Roy Watters, ODOT Archaeologist and Tribal Liaison, Salem
Jeff Buckland, ODOT Region 1 Senior Environmental Project Manager, Portland
Sam Hunaidi, ODOT Region 1 Project Services Manager, Portland
Megan Neill, Engineering Services Manager, Multnomah County, Portland
Shaneka Owens, Operations Engineer, FHWA—Oregon Division, Salem
Emily Cline, Environmental Program Manager, FHWA—Oregon Division, Salem
Denis Reich, ODOT Region 1 Environmental Manager, Portland
Jeff Heilman, Principal Consultant, Parametrix, Portland

Attachments:

Revised Area of Potential Effects Maps



Attachment 1: Area of Potential Effects Map showing Direct and Indirect APE for Historic Resources.



Attachment 2. Area of Potential Effects Map showing Direct Impact APE for Historic Resources.



Oregon
Kate Brown, Governor

Parks and Recreation Department
State Historic Preservation Office
725 Summer St NE Ste C
Salem, OR 97301-1266
Phone (503) 986-0690
Fax (503) 986-0793
www.oregonheritage.org



December 21, 2020

Mr. John Raasch
Oregon Department of Transportation
Environmental & Hydraulic Engineering Section
4040 Fairview Industrial Dr SE
Salem, OR 97302

RE: SHPO Case No. 18-1479

ODOT Project, Earthquake Ready Burnside Bridge (EQRB), Federal Aid C051(111)
10 Historic Determinations of Eligibility
Burnside Street across the Willamette River, Portland, Multnomah County

Dear Mr. Raasch:

We have reviewed the ten Determinations of Eligibility submitted on the Earthquake Ready Burnside Bridge Project referenced above, and we concur with the determination that the following properties are eligible for listing in the National Register of Historic Places.

- Ankeny Pump Station, 30 SW Naito Parkway
- The Burnside Skatepark
- Central Fire Station, 65 SW Naito Parkway
- Oregon and California RR, Southern Pacific East Side Division RR
- The Portland Seawall
- Thompson Starks Building, 107 NE Grand Avenue
- Union Arms Apartment, 131 NE Martin Luther King, Jr. Boulevard
- White Stag Sign, 5 NW Naito Parkway

We also concur with the finding of not eligible for the building at 118 NE Martin Luther King, Jr. Boulevard and the Joe Fisher Co. building at 30 NE Martin Luther King, Jr. Boulevard.

This letter refers to above-ground historic resources only. Comments pursuant to a review for archaeological resources, if applicable, will be sent separately. We look forward to receiving the future Finding of Effect documentation for these eligible resources, for the Burnside Bridge, the New Chinatown/Japantown Historic District, and the Skidmore/Old Town National Historic Landmark.

Please feel free to contact me if you have any questions, comments or need additional assistance.

Sincerely,

Sarah Jalving
SHPO/ODOT Liaison
(503) 508-0212
Sarah.Jalving@oregon.gov

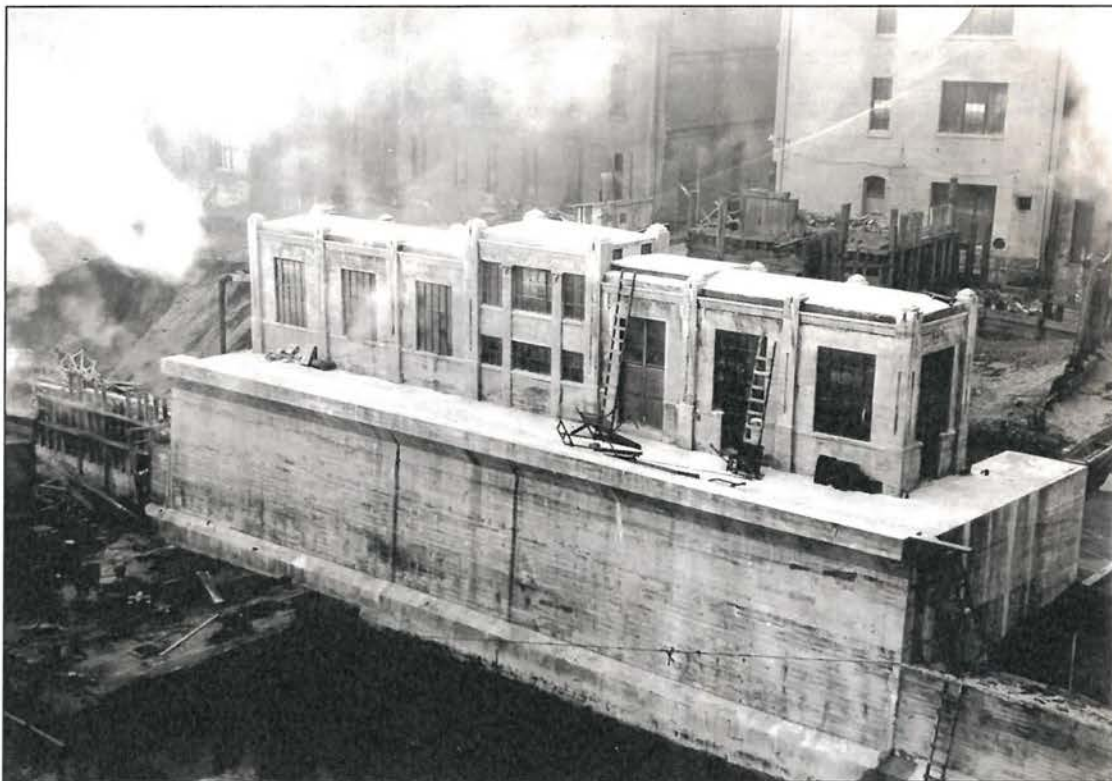


cc: Robert Hadlow, ODOT

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 <input type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Ankeny Pumping Station after completion in 1929, facing southwest.

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

Property Name: Ankeny Pumping Station

Street Address: 30 SW Naito Parkway

City, County: Portland, Multnomah

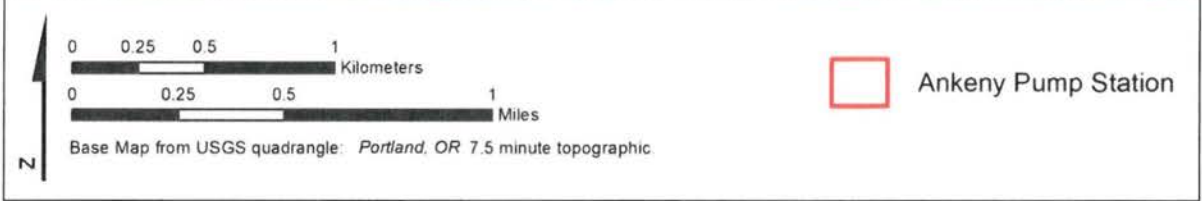
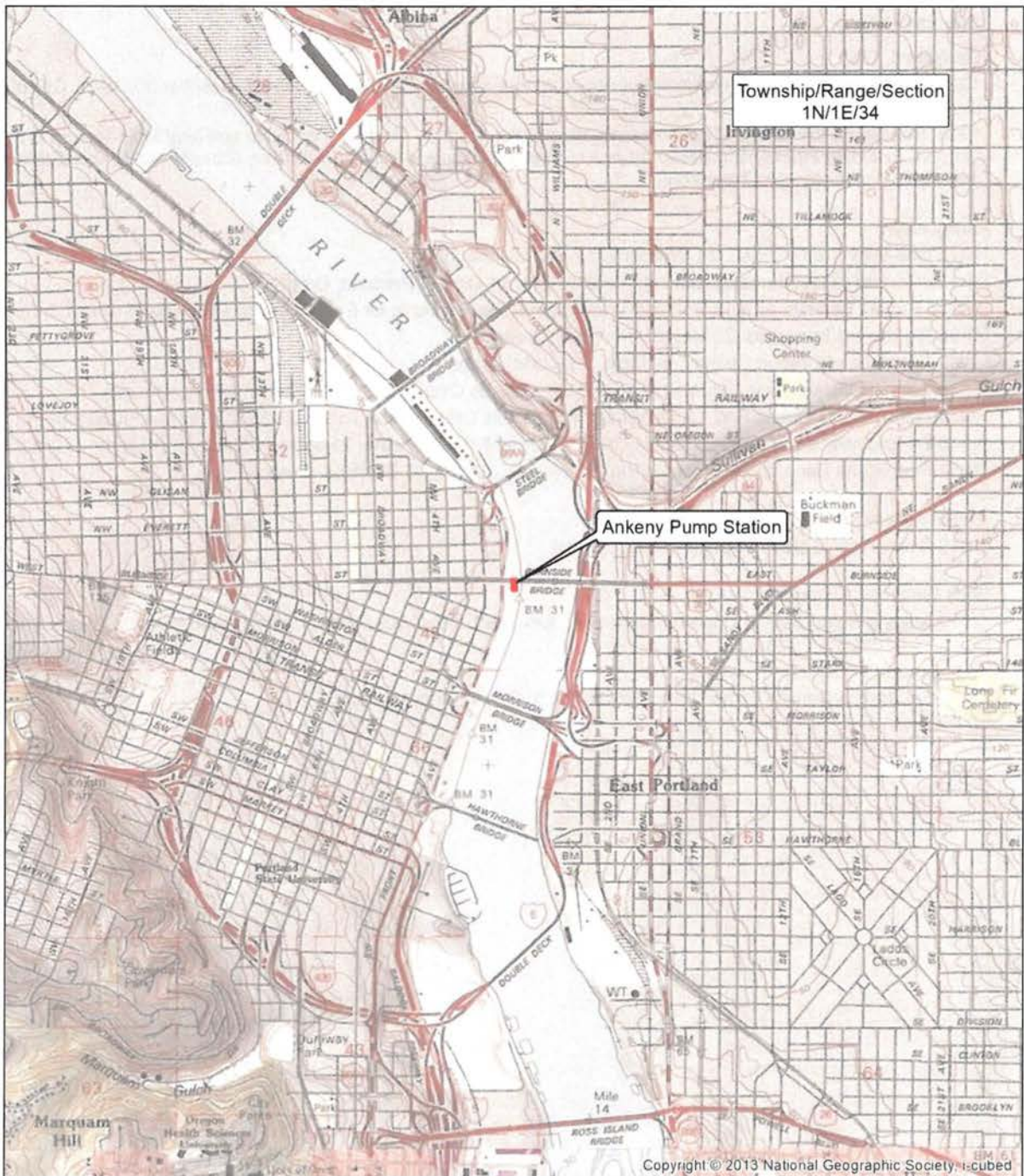


Figure 1. Ankeny Pumping Station location.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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.



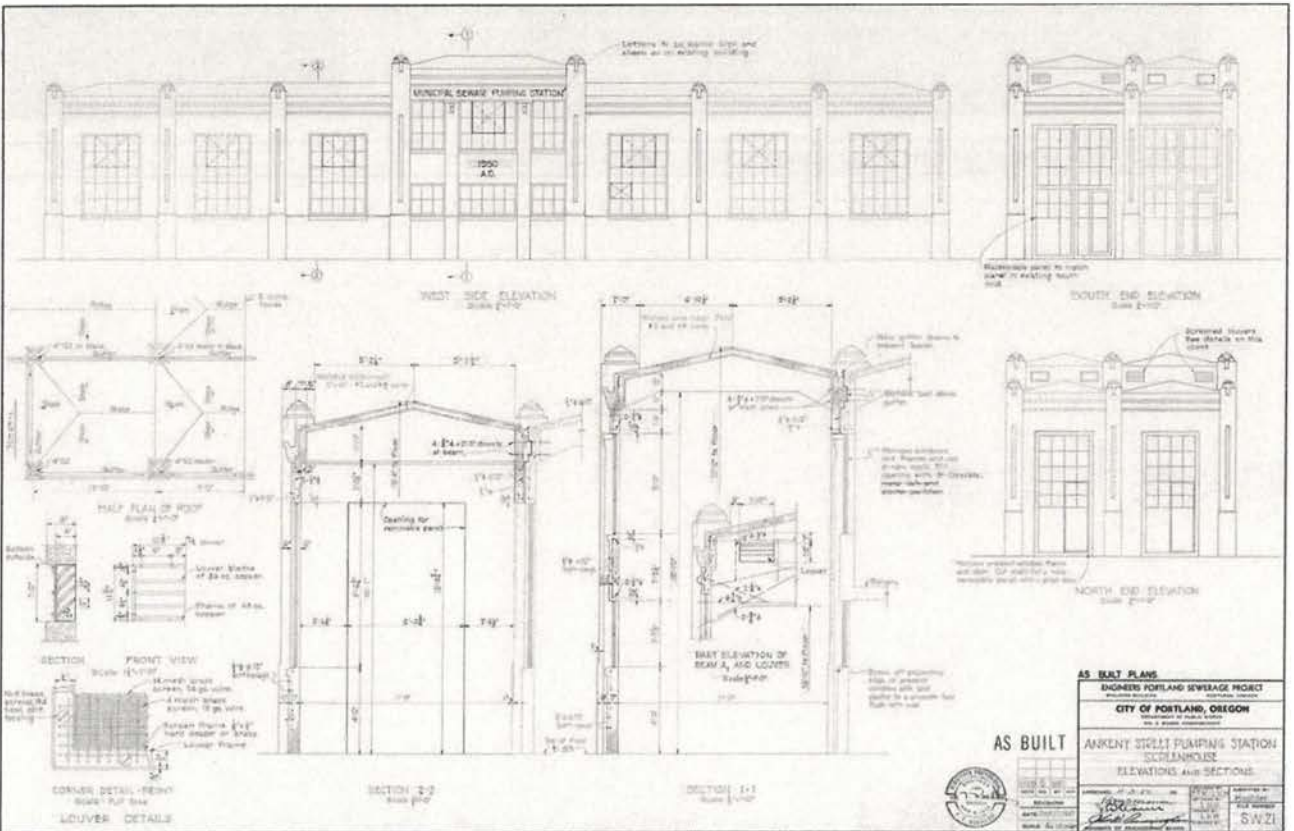
View: The Ankeny Pumping Station's east façade; the view is towards the southeast.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS**

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



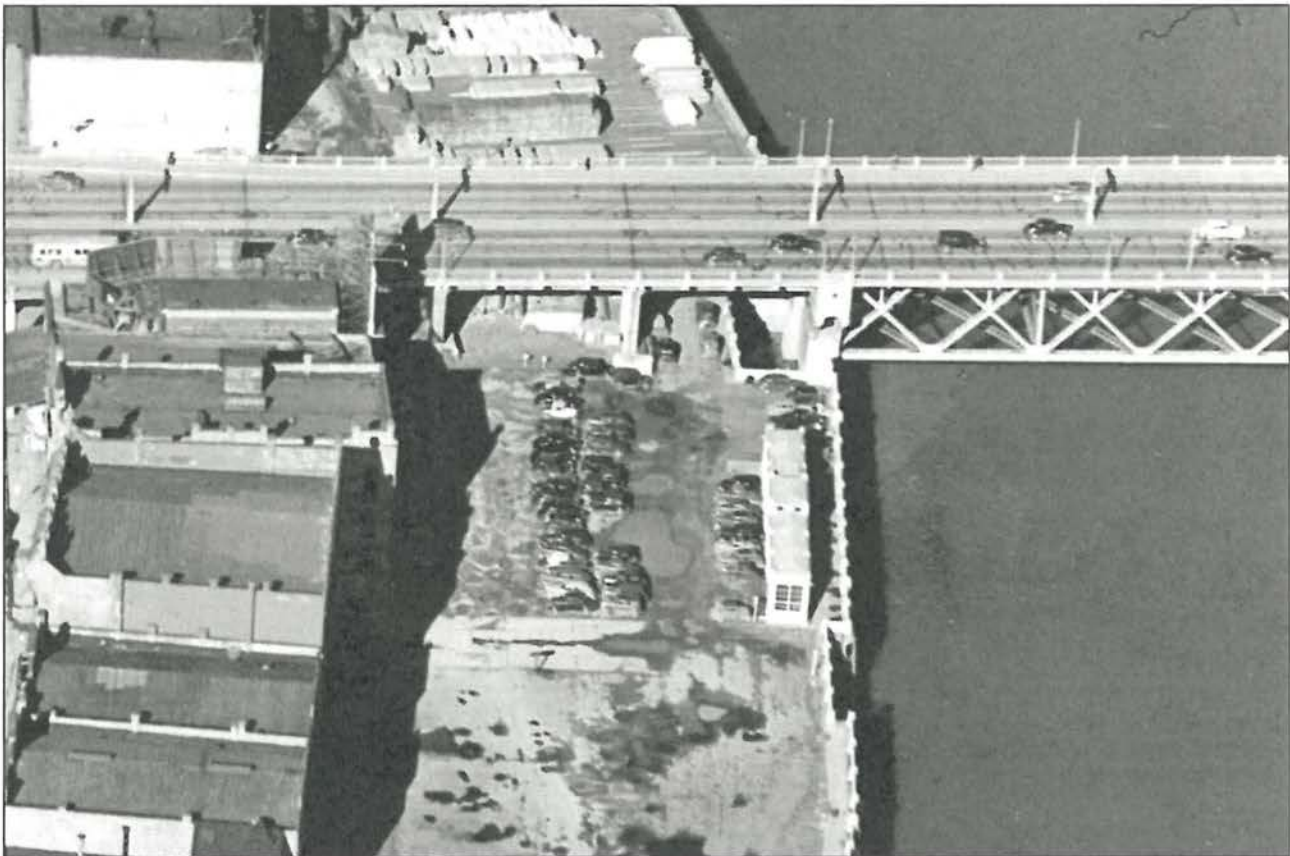
View: The south façade of the Ankeny Pumping Station; the view is towards the north.



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



OREGON INVENTORY OF HISTORIC PROPERTIES
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: <i>Portland, Oregon</i>	Township: 1 North Range: 1 East Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor
	
The building's west façade; the view is towards the east.	
Preliminary National Register Findings: <input type="checkbox"/> National Register listed <input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District <input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments: <input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name:	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): unknown	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name:			
Street Address: 118 NE Martin Luther King Blvd.		City, County: Portland, Multnomah	
Architect, Builder or Designer (if known): unknown	Owner:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Federal	<input type="checkbox"/> Local Government <input type="checkbox"/> Other
<input type="checkbox"/> State			

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.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name:	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah
Architect, Builder or Designer (if known): unknown	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other

Sources

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Ancestry.com

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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.

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nextportland

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

Property Name	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah

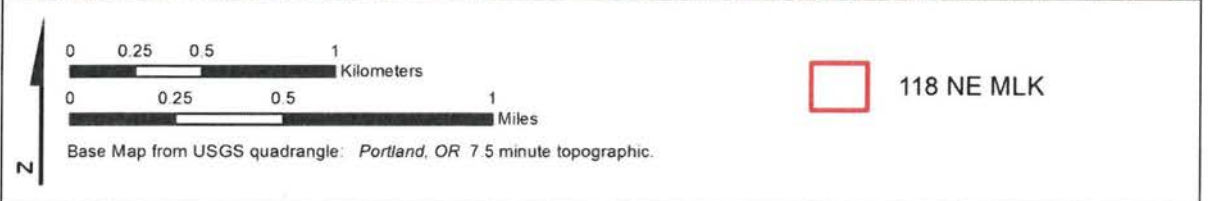
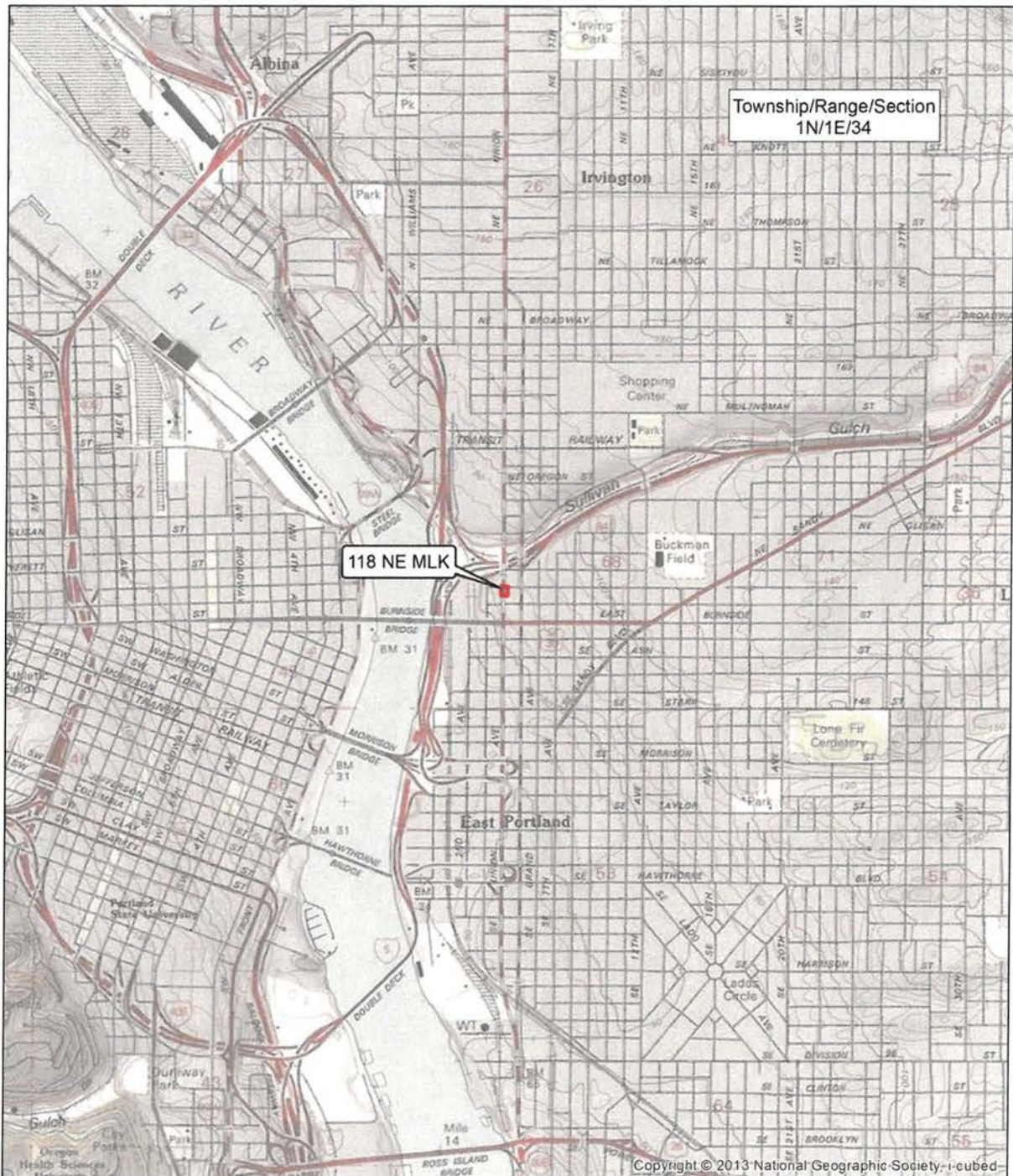


Figure 1. 118 NE Martin Luther King Blvd location.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name	
Street Address: 118 NE Martin Luther King Blvd.	City, County: Portland, Multnomah



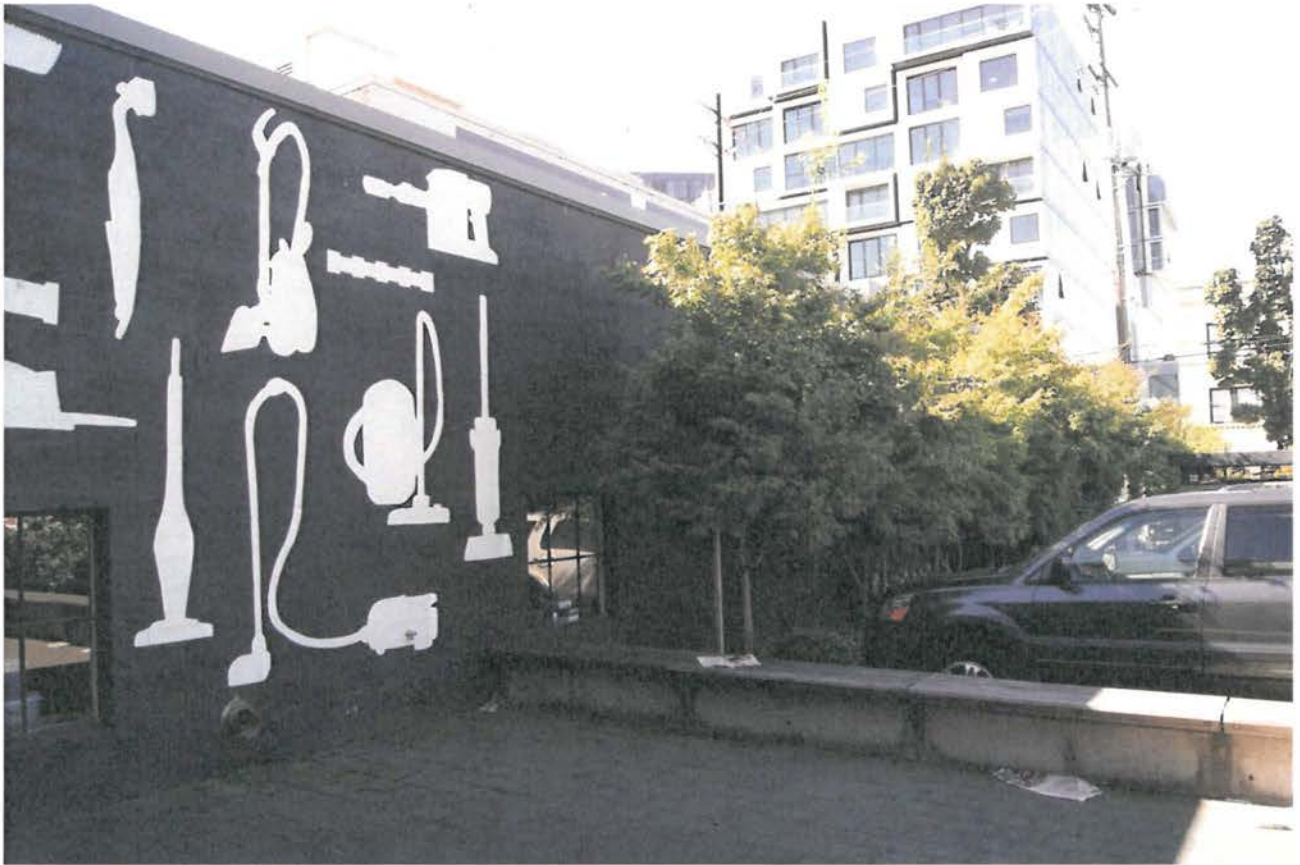
View: A view of the building's west façade; the view is towards the east.



View: A view of the building's north façade; the view is towards the southeast.

OREGON INVENTORY OF HISTORIC PROPERTIES
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 <input type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



An overall view of the Burnside Skatepark; the view is towards the northeast.

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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.

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Property Name: Burnside Skatepark	
Street Address: Second and East Burnside Street	City, County: Portland, Multnomah

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

Property Name: Burnside Skatepark

Street Address: Second and East Burnside Street

City, County: Portland, Multnomah

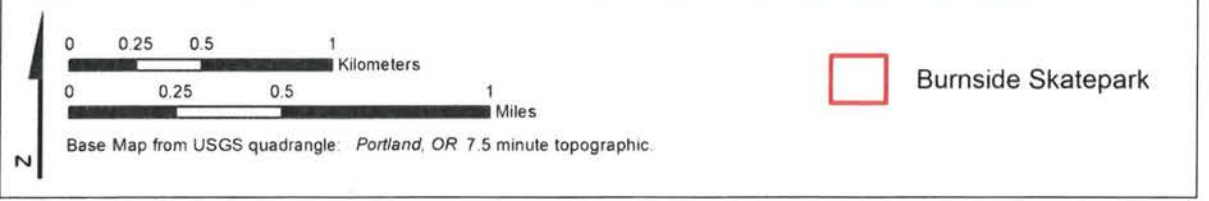
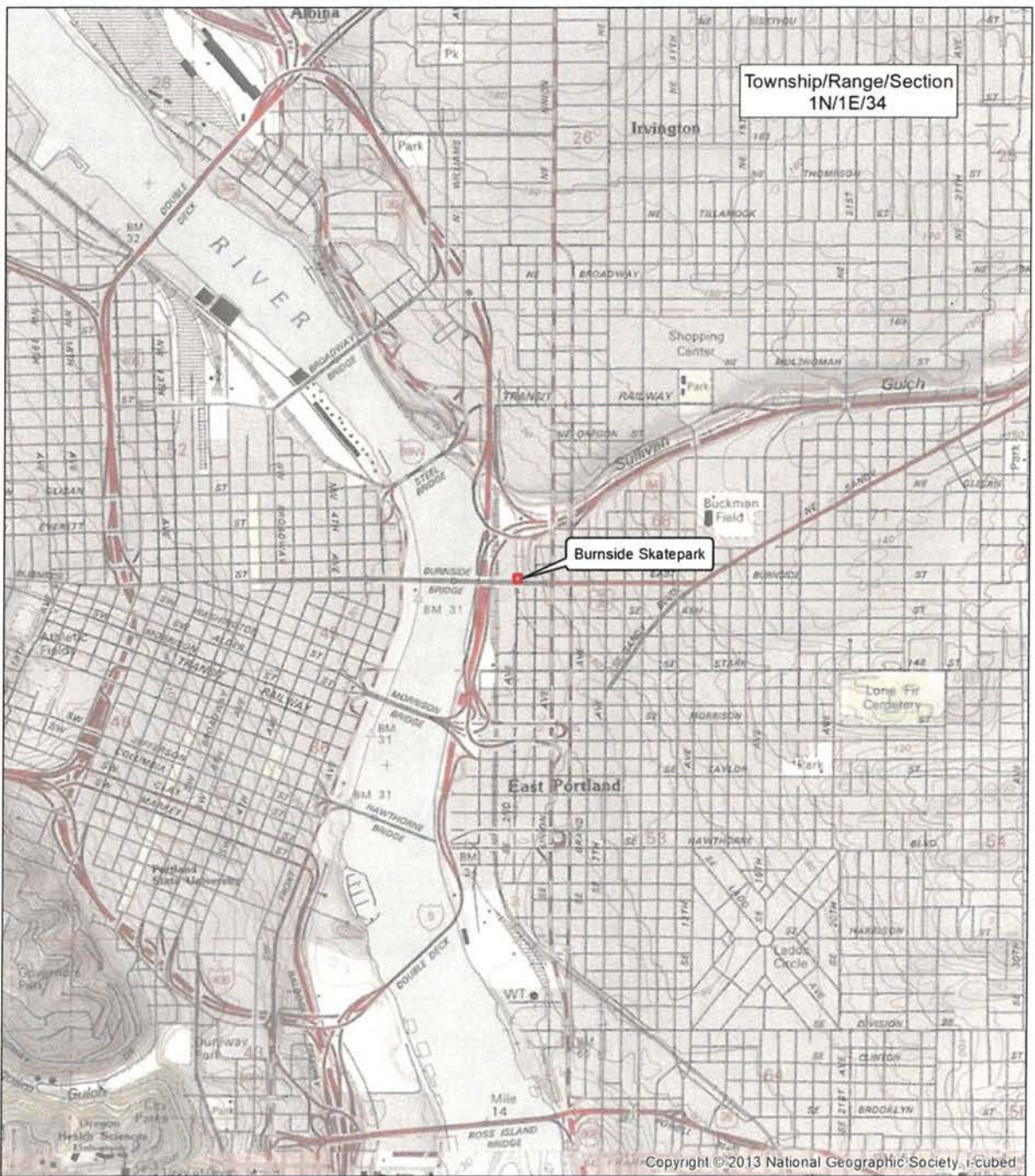


Figure 1. The Burnside Skatepark location.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: Burnside Skatepark

Street Address: Second and East Burnside Street

City, County: Portland, Multnomah



Burnside Skatepark

API

Figure 2. Current imagery depicting the Burnside Skatepark and API.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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 <input type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> 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 *Sarah Johnson* Date 12/21/2020

Comments: _____

OREGON INVENTORY OF HISTORIC PROPERTIES
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: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

Property Name: Central Fire Station/ Station No. 1	
Street Address: 65 SW Naito Parkway	City, County: Portland, Multnomah

Sources (continued)

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

Property Name: Central Fire Station/ Station No. 1

Street Address: 65 SW Naito Parkway

City, County: Portland, Multnomah

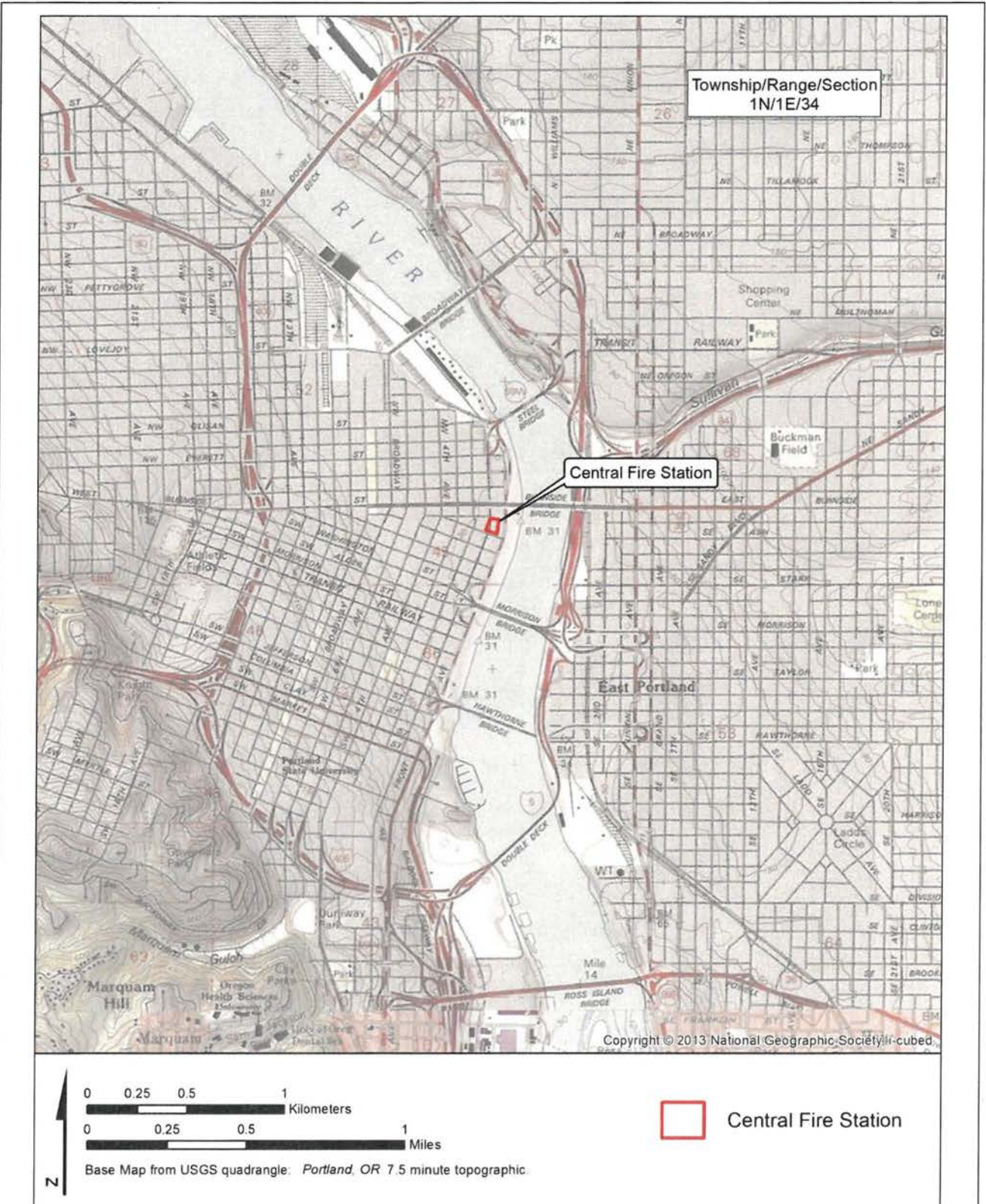


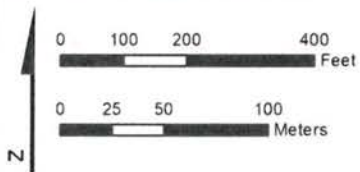
Figure 1. Central Fire Station location.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: Central Fire Station/ Station No. 1

Street Address: 65 SW Naito Parkway

City, County: Portland, Multnomah



 Central Fire Station

 API

Figure 2. Current imagery depicting Central Fire Station and API.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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.

OREGON INVENTORY OF HISTORIC PROPERTIES
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 <input type="checkbox"/> District <input type="checkbox"/> 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: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor



The north and west facades of 30 NE Martin Luther King Blvd looking southeast.

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input checked="" type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

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: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>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, Partnership prepared further design updates in 1976, when Multnomah County purchased the building and converted the former bank into a detox center.</p> <p>Physical</p> <p>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).</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Alterations</p> <p>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).</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
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

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 of 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).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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
<p>Significance</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Sources</p> <p>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.</p> <p>City of Portland 2020 Electronic document, https://www.portlandoregon.gov/bds/appeals/index.cfm?action=entry&appeal_id=12788, accessed June 10, 2020.</p> <p>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.</p> <p>Houser, Michael 2005 Donovan C. Byers. Electronic document, https://multco.us/mhas/crisis-assessment-and-treatment-center-catc, accessed June 8, 2020.</p> <p>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.</p> <p><i>Oregonian</i> [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.</p>	

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

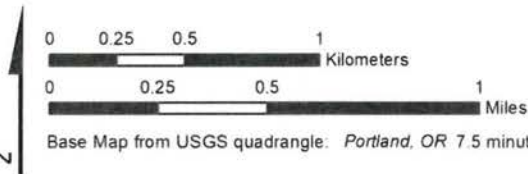
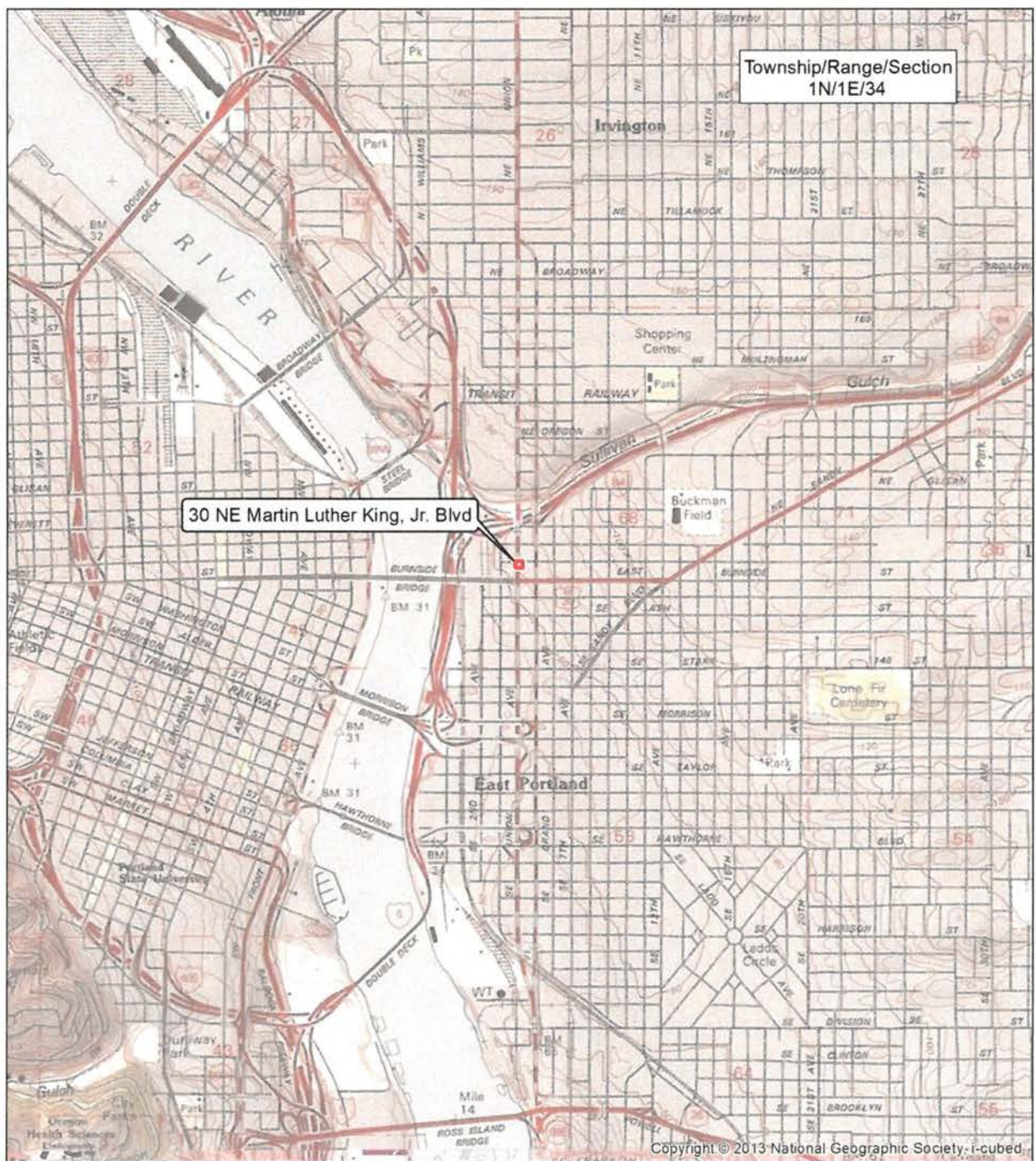
Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building	
Street Address: 30 NE Martin Luther King, Jr. Blvd.	City, County: Portland, Multnomah
<p><i>Oregonian</i> [Portland, Oregon] (cont.) 1965 In The News. 4 July:17. 1976a Detoxification center move delayed 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.</p> <p>Ritz, Richard Ellison 2002 Architects in Oregon. Lair Hill Publishing.</p> <p>Sanborn Fire Insurance Maps 1950 Sanborn Fire Insurance Map, 1908-1950.</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

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



30 NE Martin Luther King, Jr. Blvd

Base Map from USGS quadrangle: Portland, OR 7.5 minute topographic.

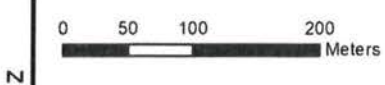
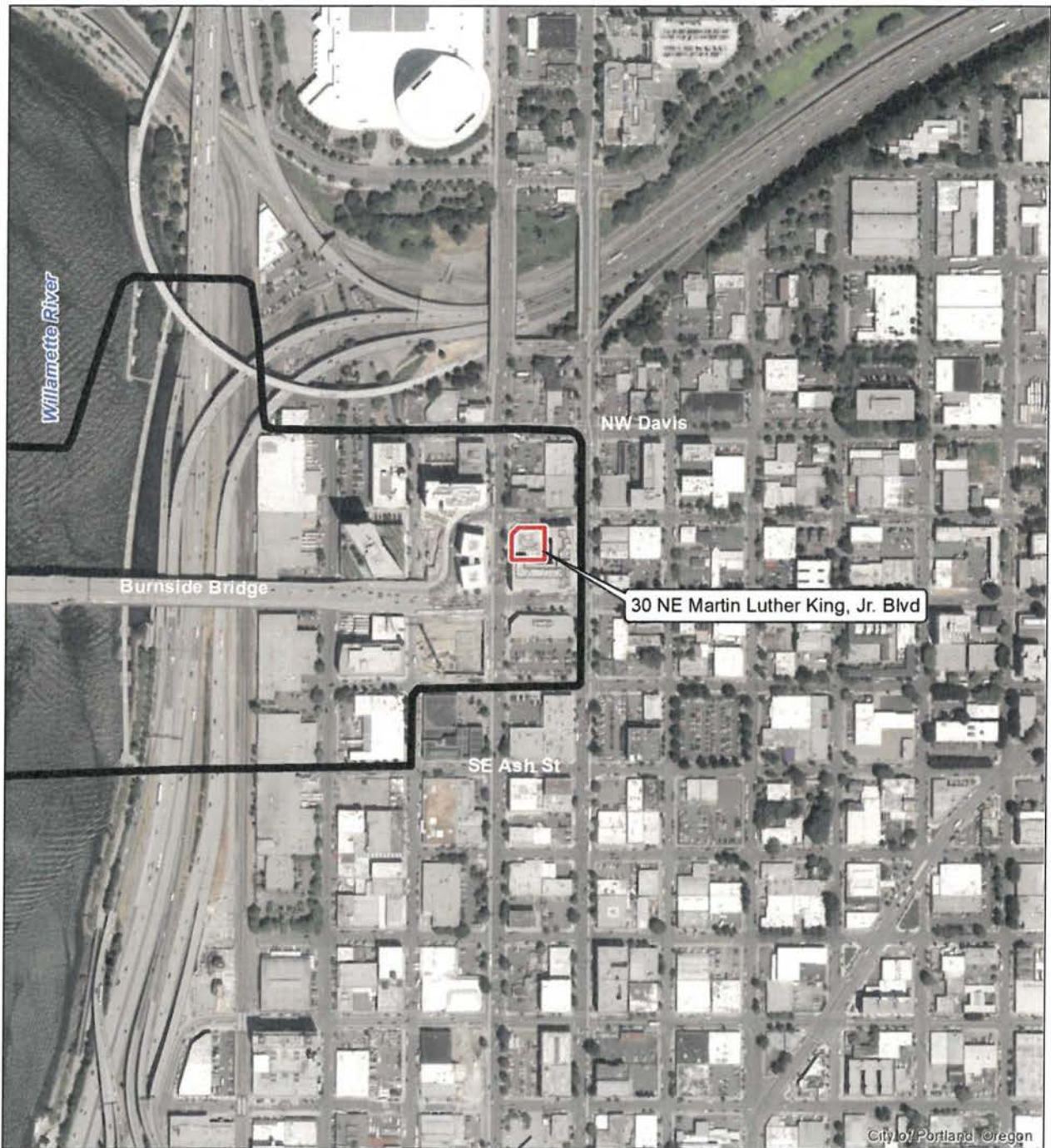
Figure 1. Location of 30 NE Martin Luther King, Jr. Blvd

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building

Street Address: 30 NE Martin Luther King Blvd.

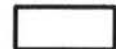
City, County: Portland, Multnomah



N



30 NE Martin Luther King, Jr. Blvd



API

Figure 2. Current imagery of 30 NE Martin Luther King, Jr. Blvd and API.

OREGON INVENTORY OF HISTORIC PROPERTIES
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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

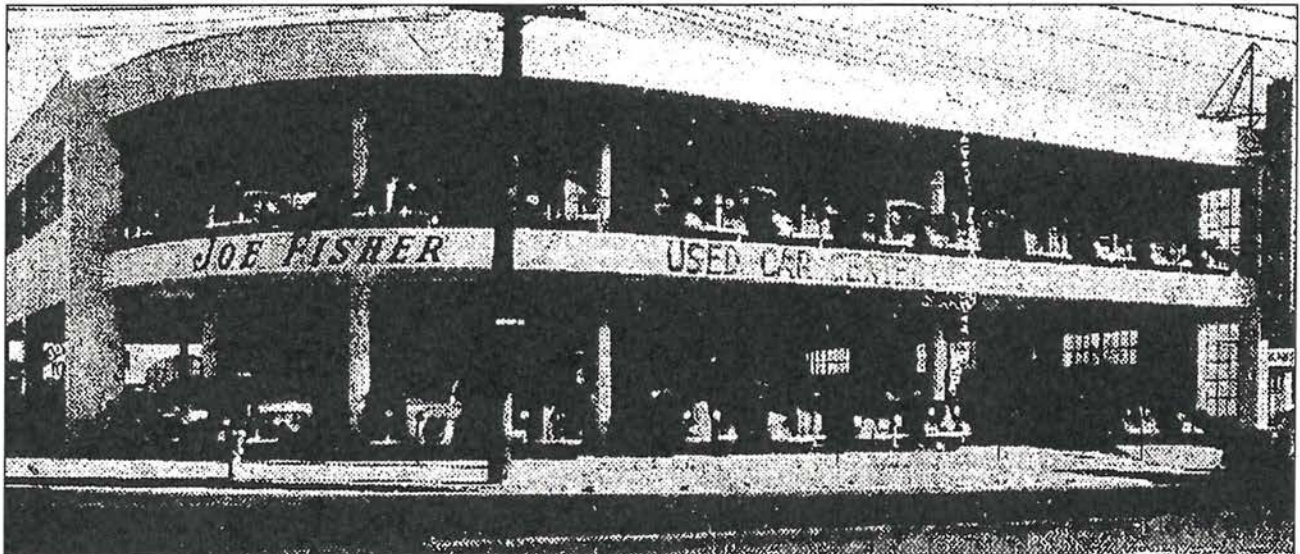
Property Name: Joe Fisher Co./Bank of Portland/Hooper Detoxification Center/Jeanne Rivers Building

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).

OREGON INVENTORY OF HISTORIC PROPERTIES
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 <input checked="" type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> 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: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input checked="" type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
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:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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; Gano 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.

**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

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

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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.

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

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

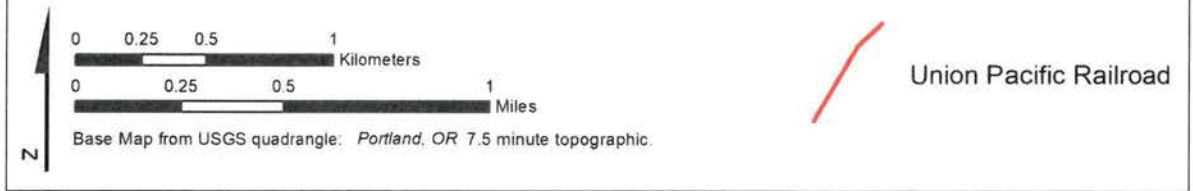
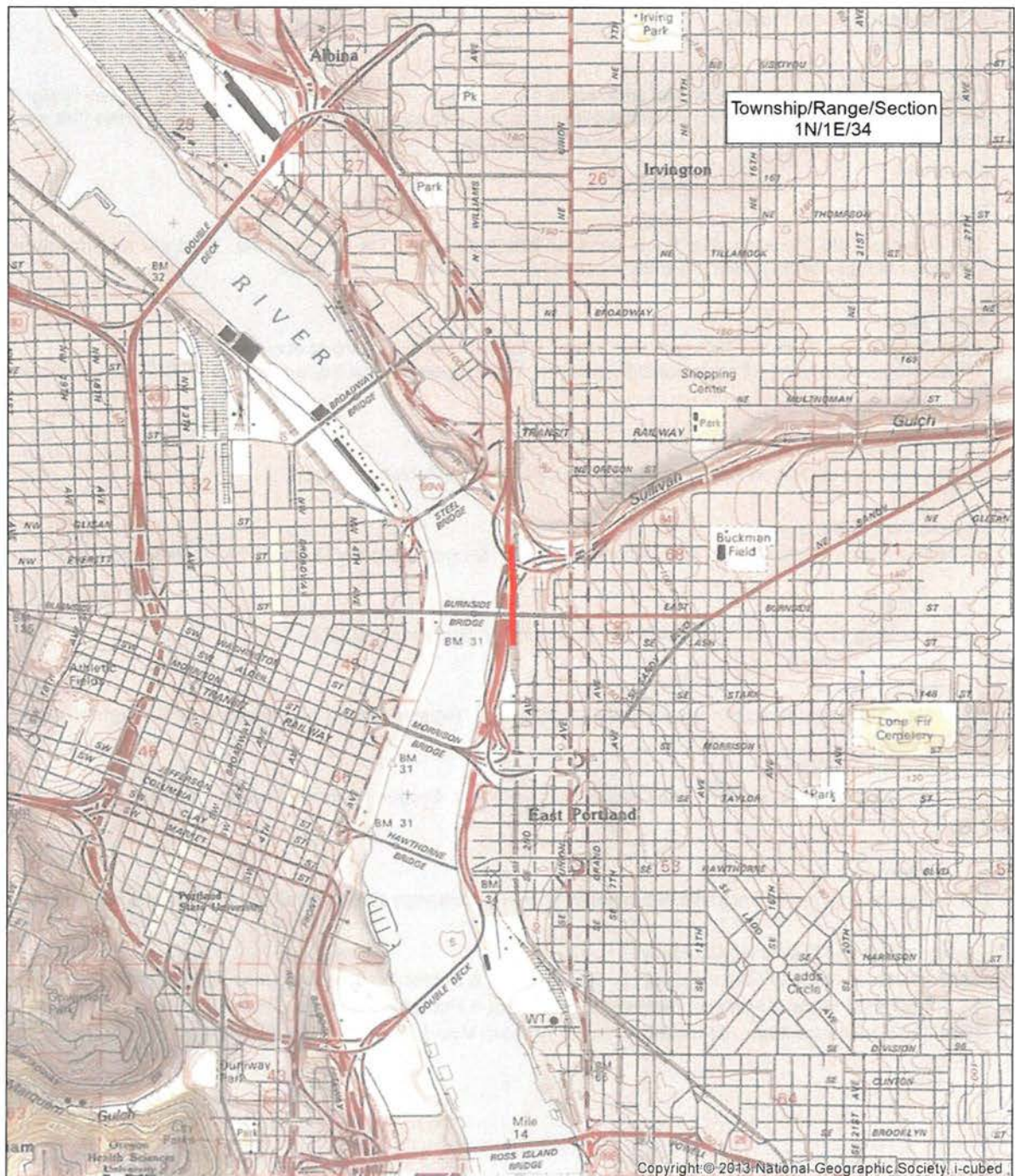


Figure 1. UPRR location.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

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

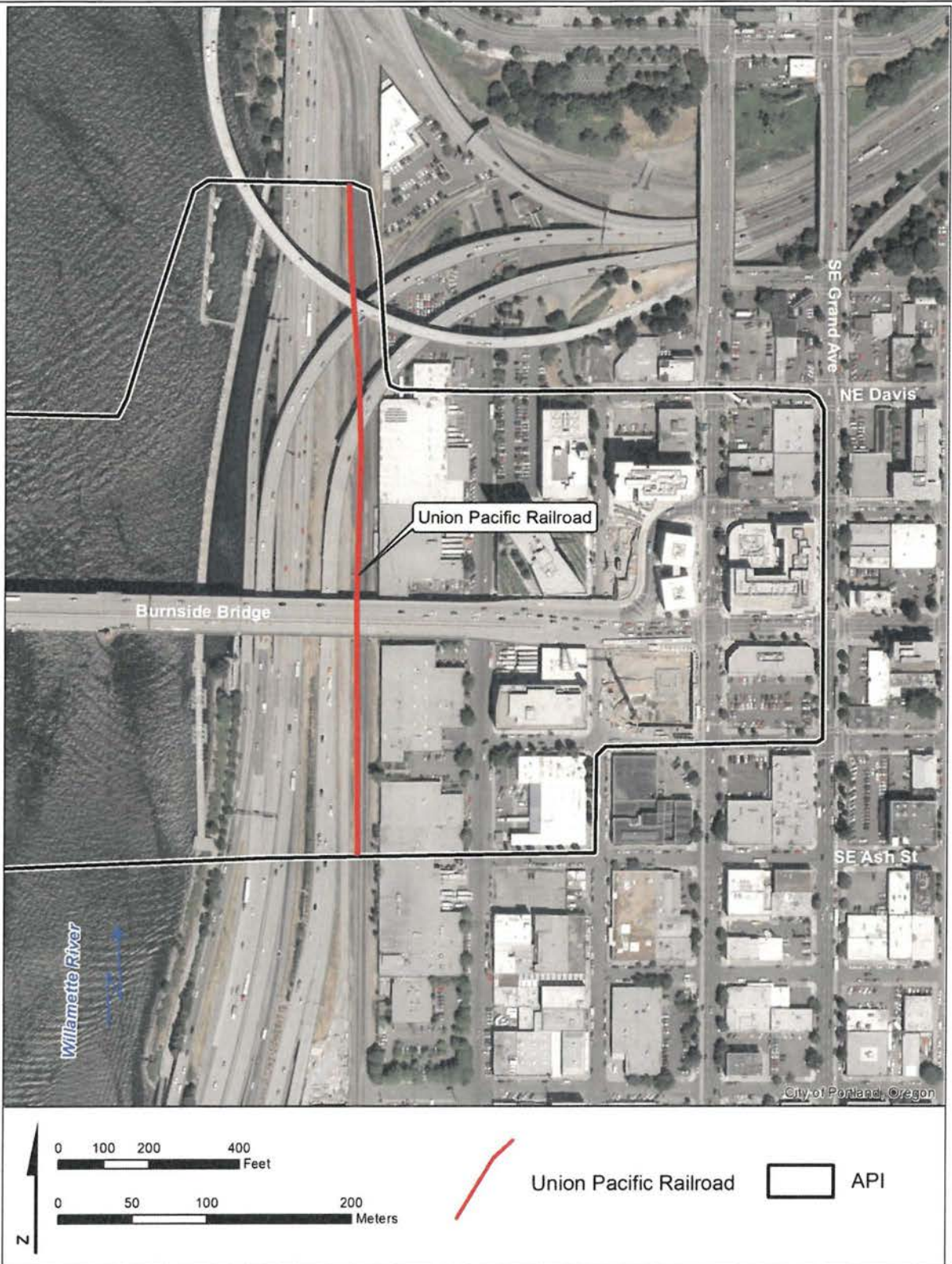


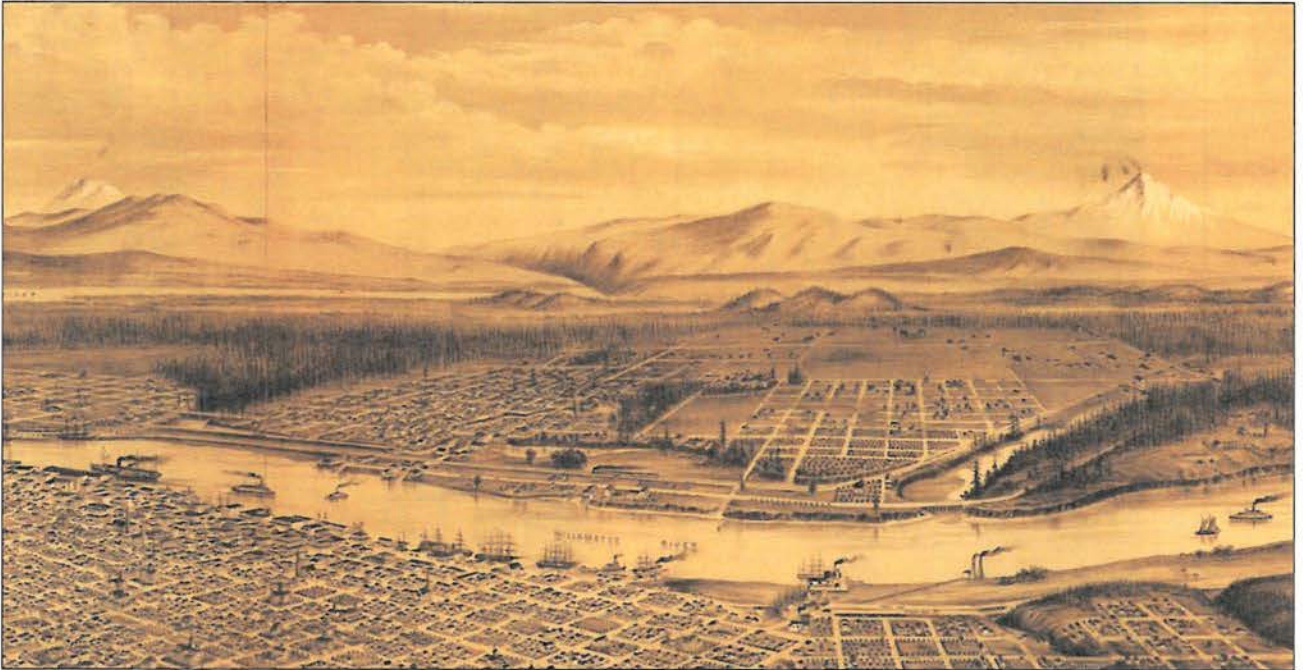
Figure 2. Current imagery depicting UPRR and API.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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 <input type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> 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: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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-foot 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 (Laurgaard 1921).

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

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM

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.

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

Property Name: Portland Seawall / Harbor Wall

Street Address: Foot of SW Jefferson to Foot of NW Glisan

City, County: Portland, Multnomah

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**OREGON INVENTORY OF HISTORIC PROPERTIES
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

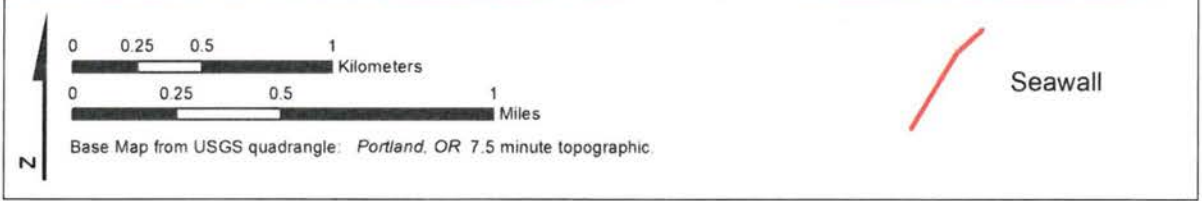
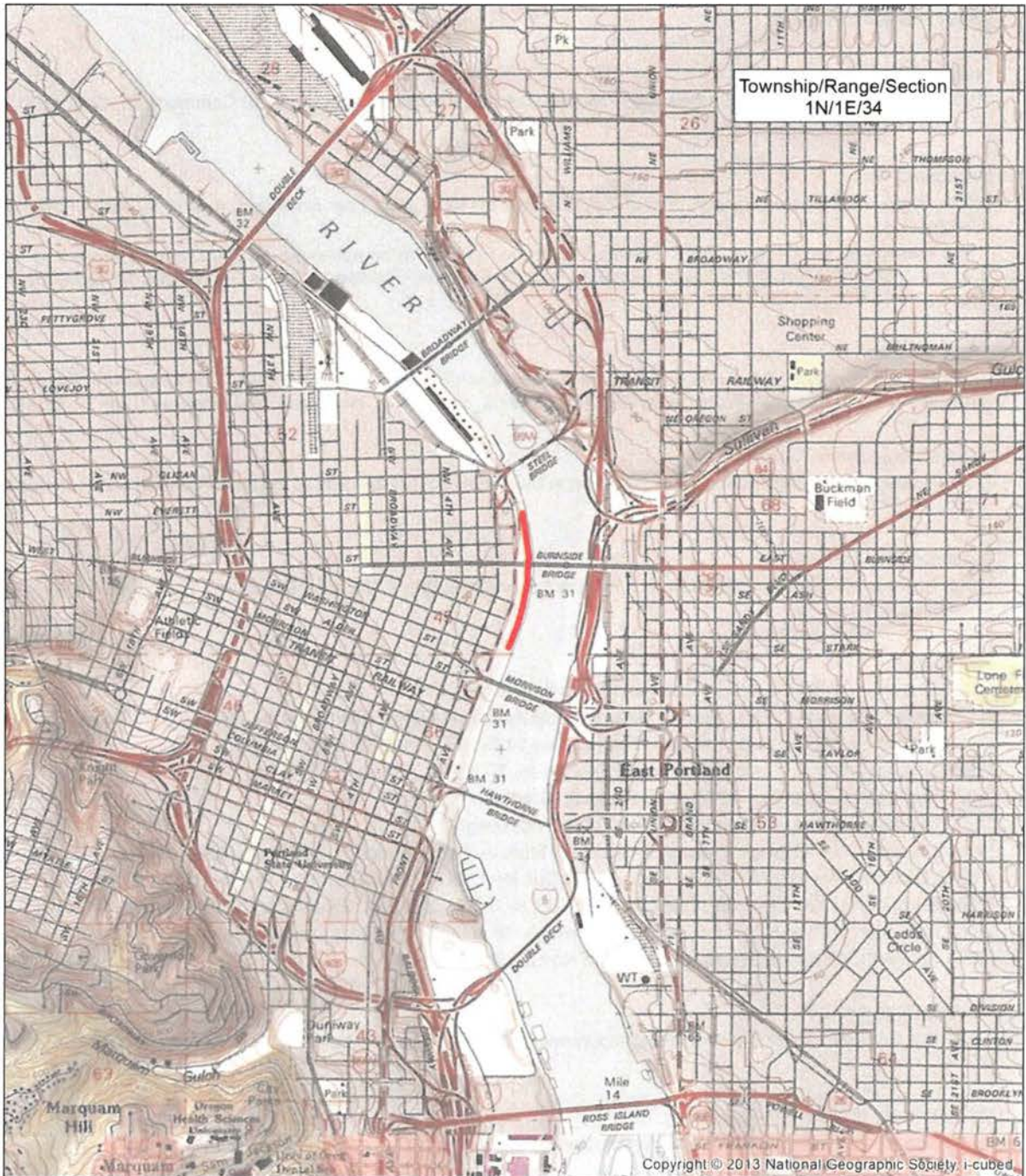


Figure 1. Harbor Wall location within API. Note: Harbor Wall extends both north and south outside the API.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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 2. Current aerial depicting Harbor Wall and API. Note: Harbor Wall extends outside the API.

OREGON INVENTORY OF HISTORIC PROPERTIES
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.



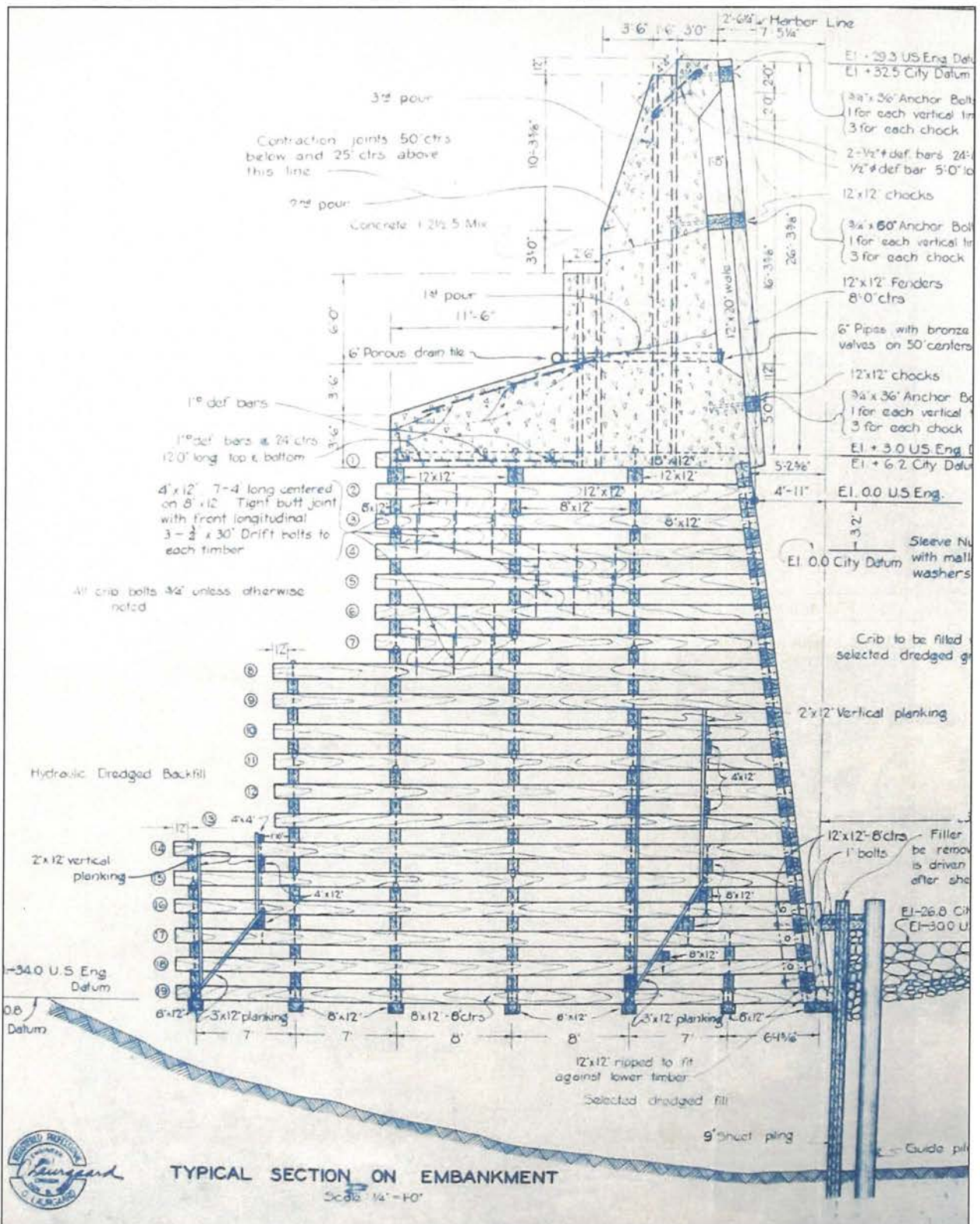
View: A typical cross section of Portland Harbor Wall cribbing from Olaf Laugaard's (1933) treatise.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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: A typical cross-section of the Harbor Wall in Laurgaard's (1933) project report.

OREGON INVENTORY OF HISTORIC PROPERTIES
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 under construction in 1928, view facing northwest.



View: Portland Harbor Wall prepared for the 1948 Flood. Burnside Bridge is viewed to the north.

OREGON INVENTORY OF HISTORIC PROPERTIES
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: 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.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

Property Name: Portland Seawall / Harbor Wall	
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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: <i>Portland, Oregon</i>	Township: 1 North Range: 1 East Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> 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 19 th 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: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Stark's Vacuum Company's south building segment showing the south and east facades; view to the northwest.

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

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: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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 facade'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 facade'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 facade 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).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

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: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

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Architect, Builder or Designer (if known): John G. Wilson (architect); J.G. Killgreen and Flynn (builders)	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

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: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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 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

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SECTION 106 DOCUMENTATION FORM
Individual Properties**

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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.

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Property Name: The D.P. Thompson Co. Investment property; Stark's Vacuum Co. Building	
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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS**

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building

Street Address: 107 NE Grand Avenue

City, County: Portland, Multnomah

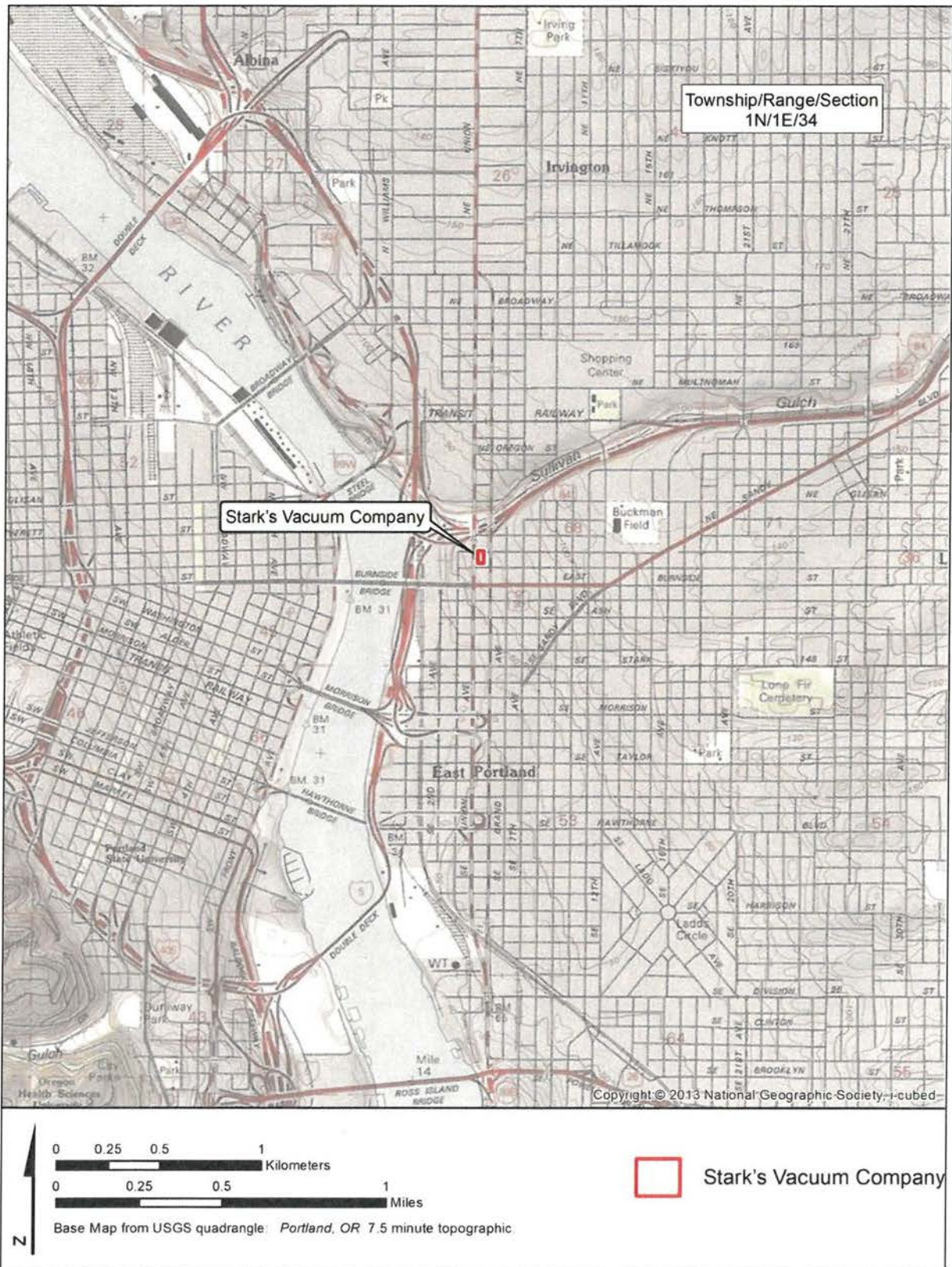


Figure 1. Location map.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: The D.P. Thompson Co. Investment property/ Stark's Vacuum Co. Building

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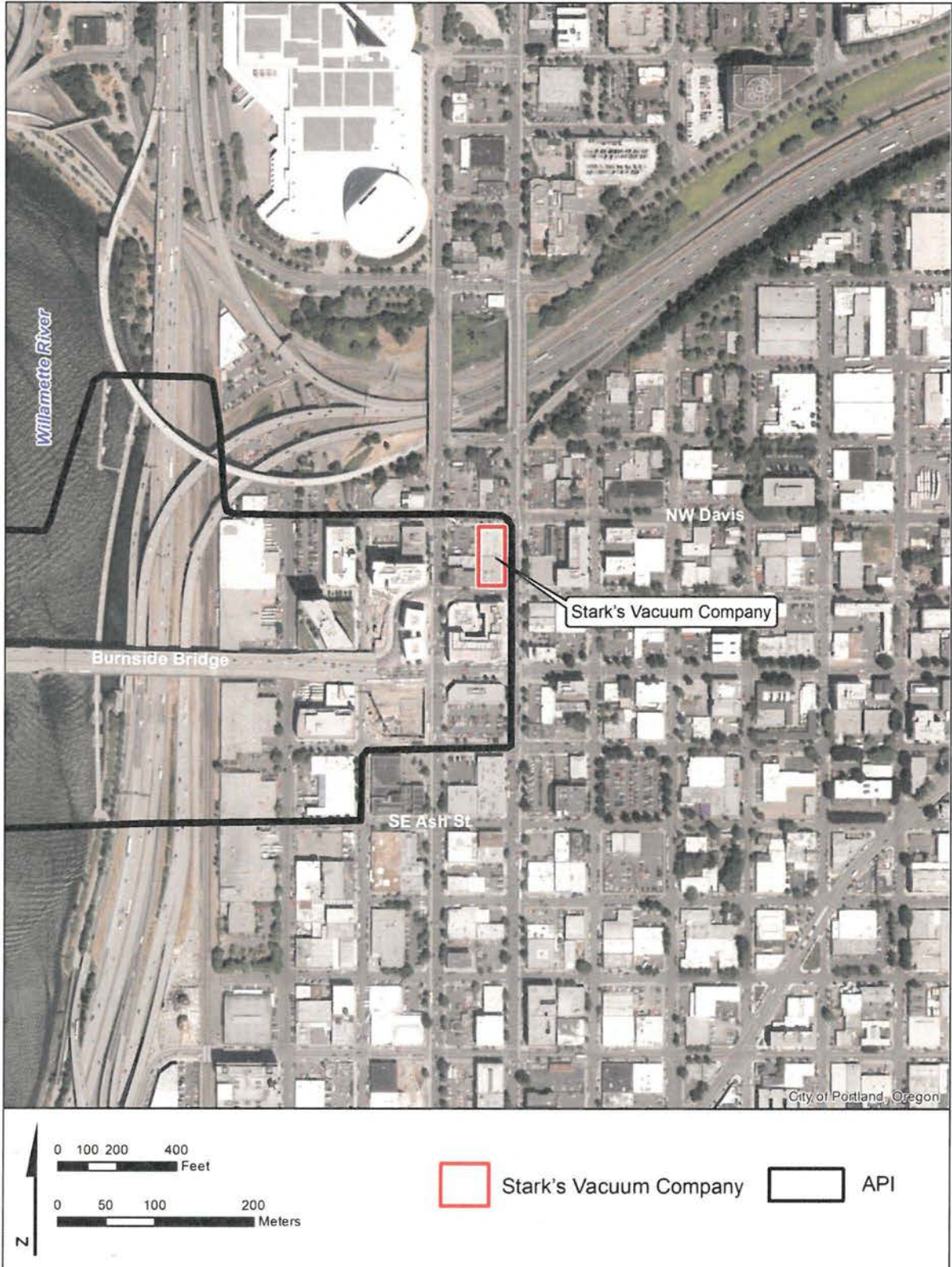


Figure 2. Current imagery of Stark's Vacuum Company building and API.

OREGON INVENTORY OF HISTORIC PROPERTIES
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 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.

OREGON INVENTORY OF HISTORIC PROPERTIES
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.

OREGON INVENTORY OF HISTORIC PROPERTIES
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: 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: <i>Portland, Oregon</i>	Township: 1 North Range: 1 East Section: 34
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> 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 19 th 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> 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 *Elizabeth O'Brien* Date 12/21/2020

Comments: _____

**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:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State
		<input type="checkbox"/> 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).

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

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Architect, Builder or Designer (if known): Claussen & Claussen Architects; G.W. Jackson (builder)	Owner:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> 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:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Federal	<input type="checkbox"/> Local Government <input type="checkbox"/> Other
<input type="checkbox"/> State			

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:	<input checked="" type="checkbox"/> Private <input type="checkbox"/> Federal	<input type="checkbox"/> Local Government <input type="checkbox"/> Other
<input type="checkbox"/> State			

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1911 Union Avenue Building Rises At Cost of \$45,000. 17 Sept:8.
1911 East Side Makes Building Growth. 31 Dec:8.
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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

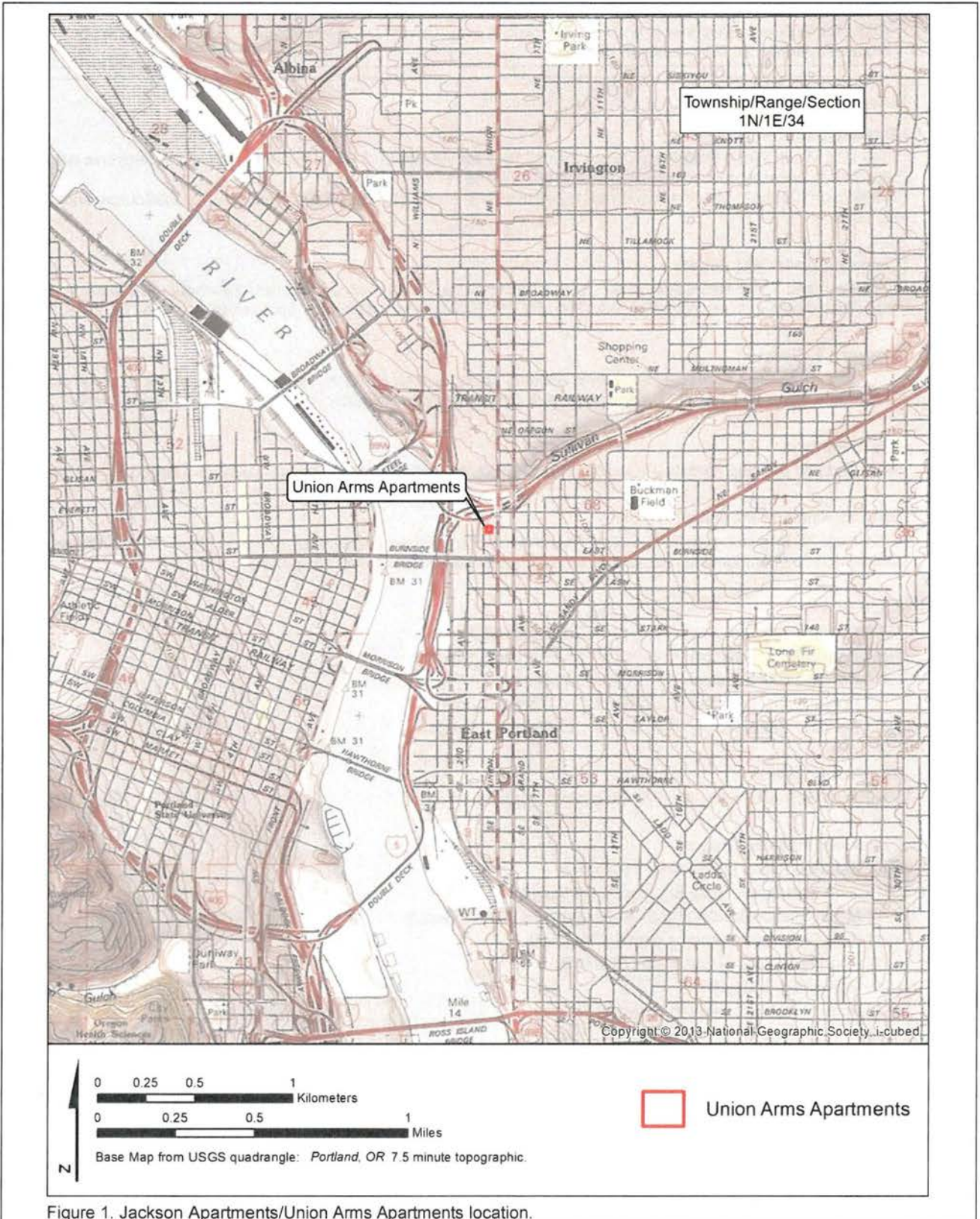
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OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: Jackson Apartments/Union Arms Apartments

Street Address: 131 NE Martin Luther King Blvd.

City, County: Portland, Multnomah



OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: Jackson Apartments/Union Arms Apartments

Street Address: 131 NE Martin Luther King Blvd.

City, County: Portland, Multnomah

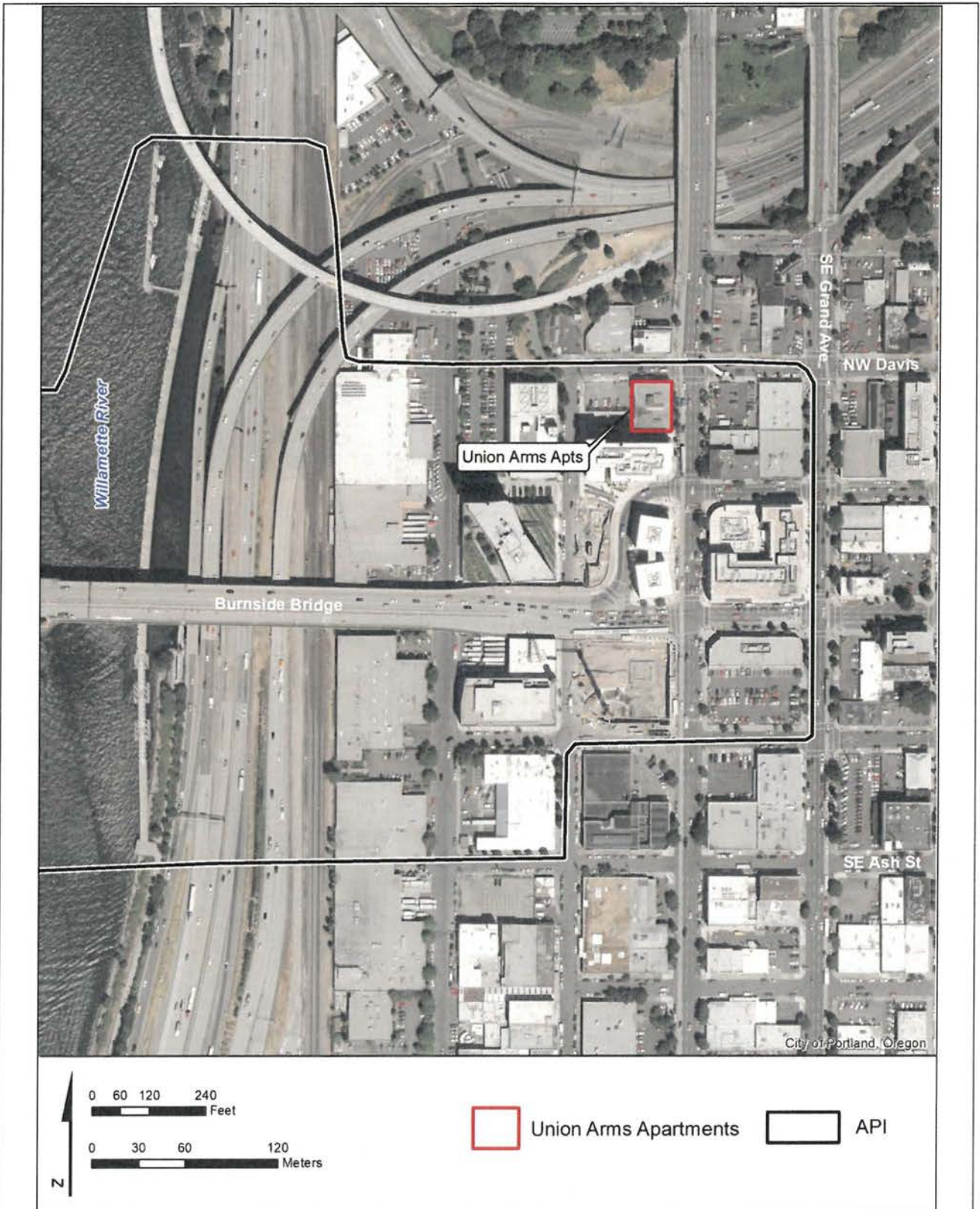


Figure 2. Current imagery depicting Jackson Apartments/Union Arms Apartments and API.

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 façades 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: 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

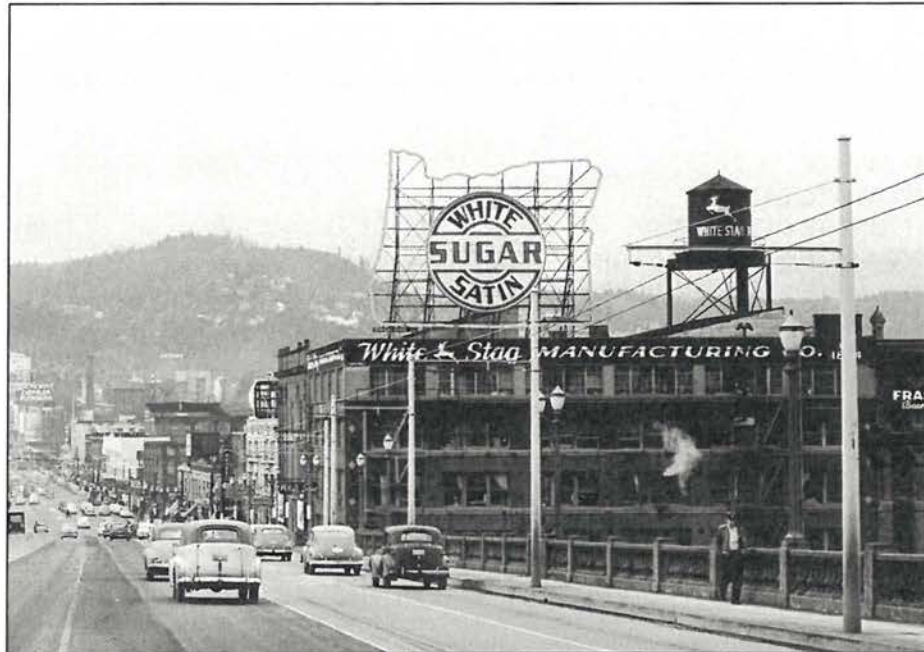


View: A detail of the main entry on the east façade showing the cable surround, colorful tile, and leaded glass sidelights and transom. The view is towards the west.

**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 <input type="checkbox"/> District <input type="checkbox"/> 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: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> 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: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input checked="" type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed <u><i>Sarah Johnson</i></u>	Date <u>12/21/2020</u>
Comments:	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
<p>Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Alterations</p> <p>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):</p> <ol style="list-style-type: none"> 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" <p>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."</p> <p>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.</p> <p>History</p> <p>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</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

Property Name: White Satin Sugar/White Stag Sign			
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Architect, Builder or Designer (if known): Ramsay Sign Co. and A. Young and Sons, Inc. (1940)	Owner:	<input type="checkbox"/> Private <input type="checkbox"/> Federal	<input checked="" type="checkbox"/> Local Government <input type="checkbox"/> Other
<input type="checkbox"/> State			
<p>History (cont.)</p> <p>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.</p> <p>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).</p> <p>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).</p> <p>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).</p> <p>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.</p> <p>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.</p>			

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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Architect, Builder or Designer (if known): Ramsay Sign Co. and A. Young and Sons, Inc. (1940)	Owner: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
<p>Significance</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>Criterion A – Significant</p> <p>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.</p> <p>Criterion B – Not Significant</p> <p>The White Stag Sign is not associated with specific people important to history, or are otherwise best represented by other property types.</p> <p>Criterion C – Significant</p> <p>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.</p> <p>Criterion D – Not Significant</p> <p>Under Criterion D the sign would not yield any interpretative information not already available in other forms of media.</p> <p>Integrity</p> <p>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.</p> <p>Sources</p> <p>Amalgamated Sugar Company 2019 History. Electronic document, http://amalgamatedsugar.com/about-us/history.html, accessed October 16, 2019.</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

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Sources (cont.)	
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<p>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</p>	
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<p>Signs of the Times 1957 "The Cover". <i>Signs of the Times</i> 147 (1):Cover Page.</p>	
<p>Sunday Oregonian 1940 Huge Sign Sugar Ad. 3 Nov: 59. Portland, Oregon. 1950 Utah Company Acquires Site. 7 May: 67. Portland, Oregon.</p>	
<p>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.</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: DETERMINATION OF ELIGIBILITY FORM**

Property Name: White Satin Sugar/ White Stag Sign

Street Address: 5 NW Naito Parkway

City, County: Portland, Multnomah

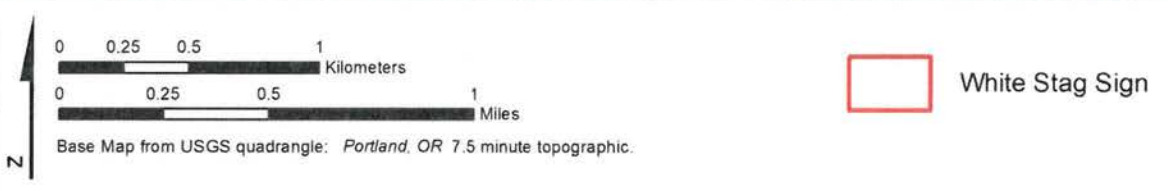
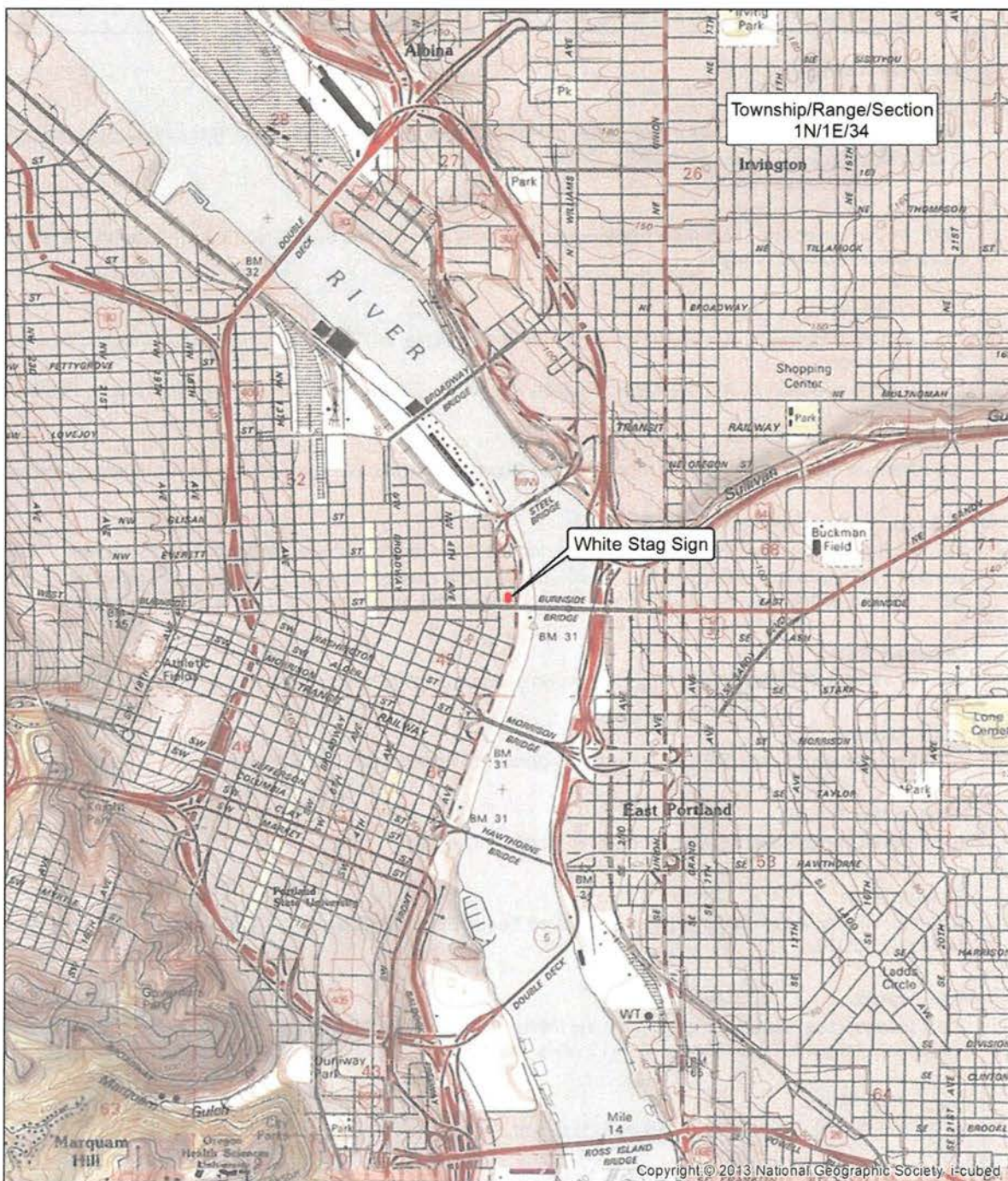


Figure 1. Location map.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL MAPS

Property Name: White Satin Sugar/ White Stag Sign

Street Address: 5 NW Naito Parkway

City, County: Portland, Multnomah

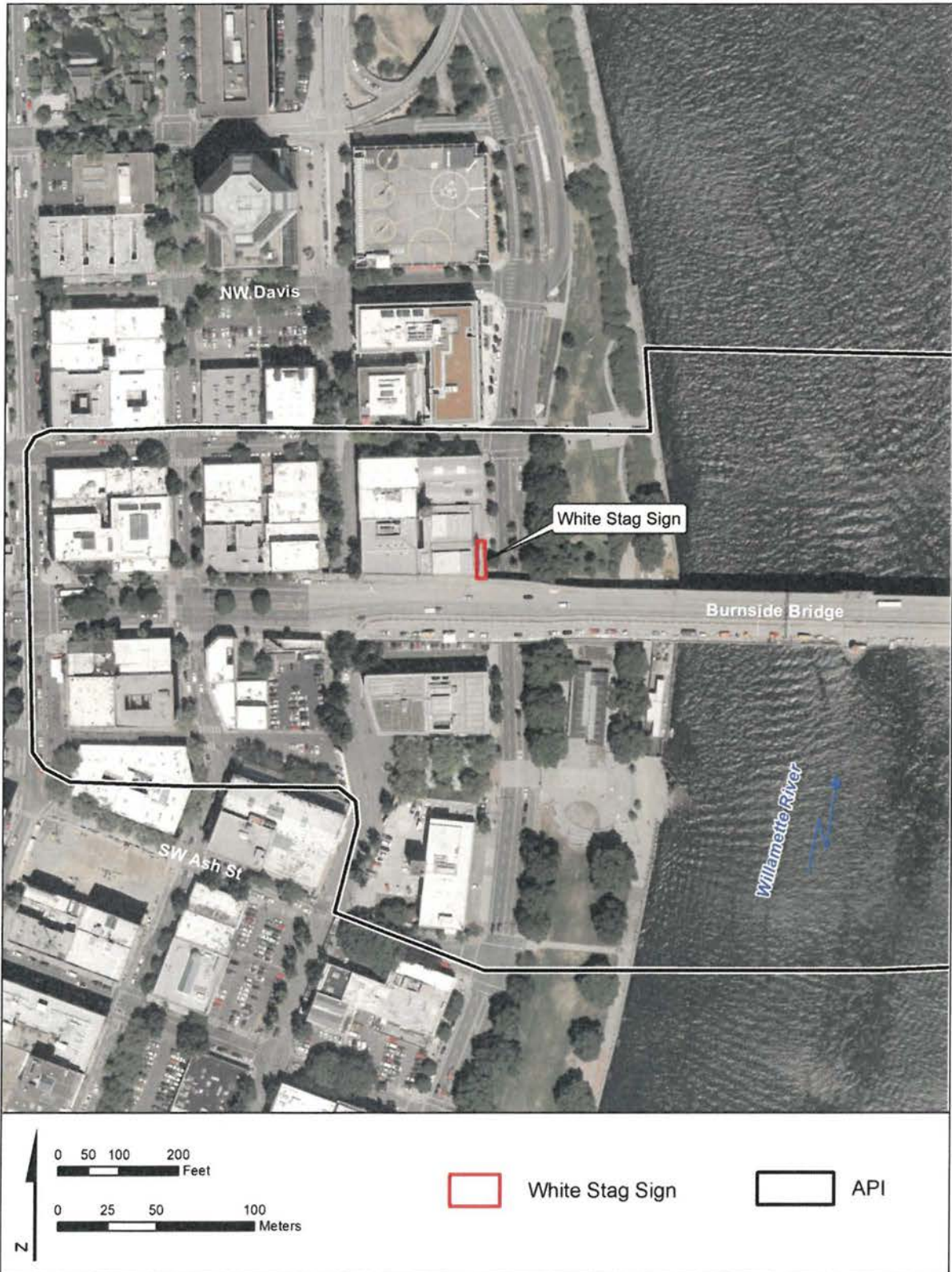
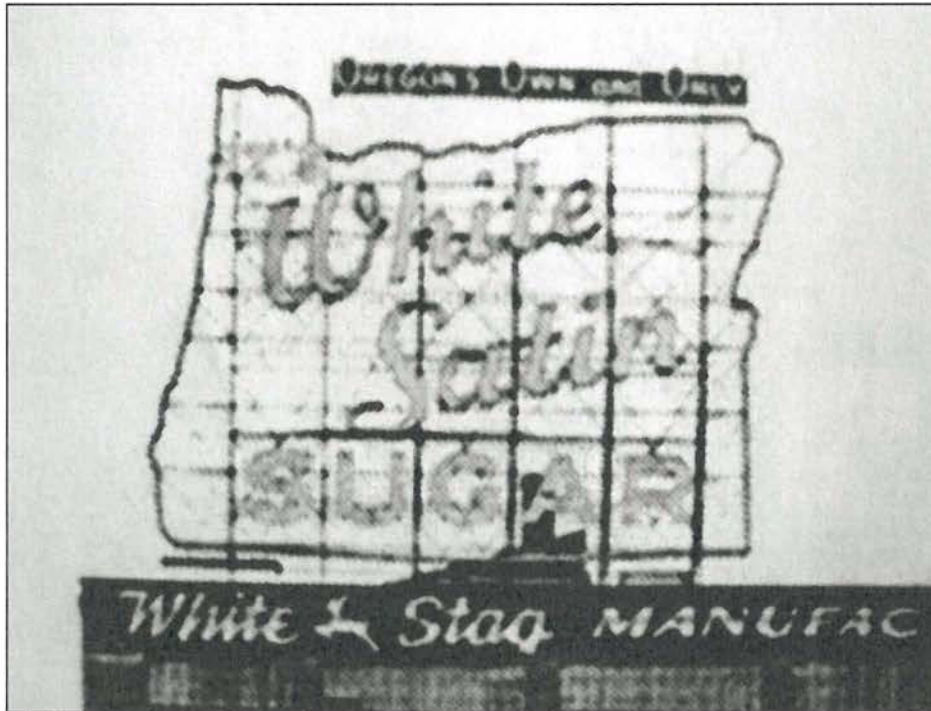


Figure 2. Aerial imagery of White Stage Sign.

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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.).



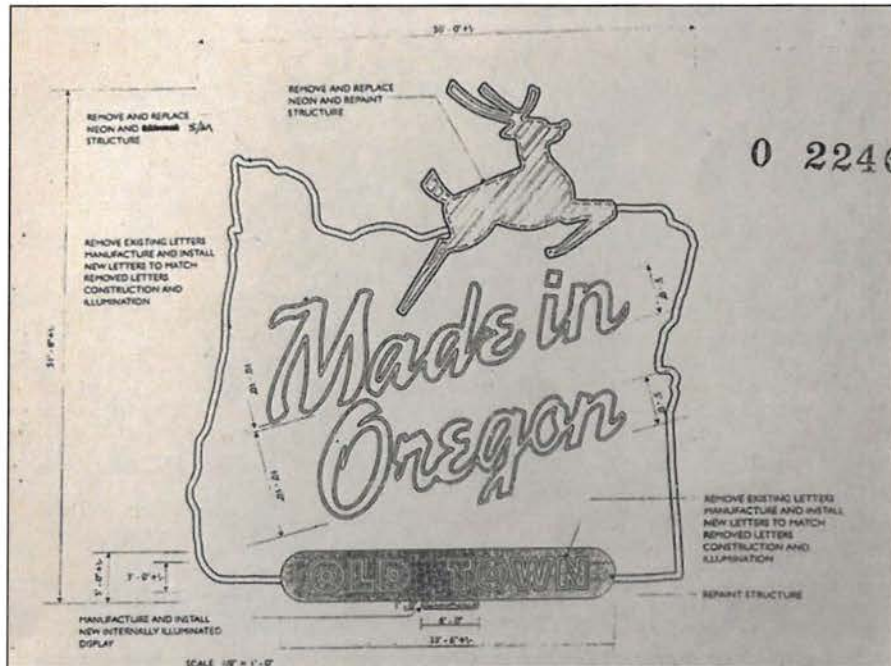
View: The White Stag Sign as it was constructed in 1957 (Sign of the Times 1957).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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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).

OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106: SUPPLEMENTAL PHOTOGRAPHS

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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.

OREGON INVENTORY OF HISTORIC PROPERTIES
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View: A more recent photo of the white stag's nose lit for the holidays (from Warner 2014).

