

Appendix C. Determination of Eligibility Forms



**INTERSTATE BRIDGE REPLACEMENT PROGRAM
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A	
DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Totem Pole Marina No. 2 / Pier 99 (OR 1)	SHPO Resource ID: TBD
Street Address: 1415 North Pier 99 Street	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C-02000-A1	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.605801°, -122.681408°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: Vacant, Specialty Store	Construction Date: 1960
Historic Use: COMMERCE/TRADE/specialty store	Alterations & Dates: 1966, Ownership and signage changed, additional buildings added to site; 1989, Site changes due to I-5; 2020–2021, Removal of exterior walkway; July 2023, Second floor and roof removed
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Commerce, Maritime History

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: N/A	Exterior Surface Materials: Primary: Metal - Corrugated Secondary: Wood - Shingle Decorative:	
Roof Type & Material: N/A		
Structural System Type: Masonry - Poured Concrete; Metal - Steel	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
Styles: Modern, Northwest Regional	Category:	Change Level:
	Interior	Slight
Register Status: Not listed	Plan	Slight
	Windows	Intact
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	Design	Extensive
	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. 1415 North Pier 99 Street, "Totem Pole Marina No. 2." View facing north; the metal outbuilding is visible in the background (WillametteCRA August 11, 2023).

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 checked="" type="checkbox"/> Irretrievable integrity loss
	<input type="checkbox"/> Lacks Distinction	<input type="checkbox"/> Not 50 Years
<input type="checkbox"/> Property is located in a potential District		
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):		
<input 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 _____	Date _____	
Comments:		



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PHYSICAL DESCRIPTION

The resource at 1415 North Pier 99 Street (hereafter referred to by its historic name, Totem Pole Marina No. 2) is a one-story building located on the Columbia Levee in North Portland, Multnomah County, Oregon. It is one of four buildings on the 1.67-acre tax lot that is located immediately east of the northbound lanes of Interstate 5 (I-5) and immediately south of the riverbank of the Columbia River. Three of the four buildings are included in this Determination of Eligibility: Totem Pole Marina No. 2, an associated outbuilding, and Tipp Topp Marine. The Gault Residence (1425 North Pier 99 Street, OR54), which was constructed in 1943, is discussed under separate cover.

The buildings on the irregular tax lot are remnants of the industrial area of North Portland, directly related to the construction, repair, and storage of marine vessels occurring on the south bank of North Portland Harbor (part of the Oregon Slough and the Columbia River). The construction of arterial roads and interstate highway interchanges in the late 1930s and early 1940s have isolated the property from its immediate surroundings: the parcel's property line is defined by the northbound lanes of I-5 to the west, North Pier 99 Street to the south, and North Portland Harbor to the north. To the east, separated by a vacant lot, several new multistory hotel and residential buildings comprise the Bridgeton neighborhood of North Portland. The area is defined by its relationship to the Columbia River: the picturesque views of the Cascades and Hayden Island, and easy access and functional use of the body of water are limited to this area of Portland (Figures 1, 2, and 3).

Totem Pole Marina No. 2 is on the west half of the tax lot and its rectangular footprint is set into the slope of the Columbia River Levee (part of the Columbia Slough Drainage Districts Historic District), straddling two different ground planes. The ground floor of the building, approximately 110 feet long east to west, by 36 feet wide north to south, is a concrete slab-on-grade foundation; a reinforced concrete wall, approximately 14 feet high, runs east-west along the northern edge of the foundation.¹ The remaining walls are wood-framed, clad in horizontal metal siding (Figures 4 and 5). Four large sliding doors define the lower half of the southern elevation, providing access to boat-building, repair, and storage facilities. The roof of the building was formerly the floor plane of a second story; it is flat and made of reinforced concrete.

Alterations

In July of 2023, the second floor of the building and its distinctive roof were demolished. The second floor measured 110 feet east to west and 55 feet north to south; it sat atop the levee and contained the main showroom area (Figure 6). Except for a bathroom and private office, the showroom was an open floor space, with one large column in the center that supported the innovative parabolic roof structure (Figure 7). The height of the ceiling varied, with a maximum height of approximately 15 feet, a dimension that permitted the display of boats of various sizes. The showroom was enclosed by window walls of plate glass set in fixed aluminum frames; the northwest corner, corresponding to the bathroom and office and closest to the highway, was clad in vertical 1-inch by 6-inch cedar siding. A 7-foot walkway (demolished ca. 2020–2021), supported underneath by wood columns, wrapped the second story on the east, south, and west sides, offering views into the display room (Figures 8 and 9). The main entry was centered on the north side of the building, set back approximately 5 feet, and was defined by an overhead lift door flanked on either side by full-light, aluminum frame glass doors. Boats were loaded in and out of the showroom via a raised concrete ramp (Figure 10).

¹ Note: the buildings on the site are aligned to water's edge, roughly 20 degrees off of true north; the long axis of the building is oriented northeast.



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The roof was the most notable and character-defining feature of the building: made of eight hyperbolic paraboloid shells, each surface measured 30 feet by 30 feet and was assembled into a 60-foot by 120-foot rectangle, enclosing 7,200 square feet. Part of the conicoid family of surfaces, the double-ruled, three-dimensional surface of a hyperbolic paraboloid is the result of pulling adjacent corners of a square assembly in opposite directions.

5 Despite the complex appearance, the structural geometry is comprised of straight sections and therefore can be achieved easily with dimensional lumber. With curvature along two axes, loads on the surface are carried as tension, compression, or shear forces. The roof of the Totem Pole Marina No. 2 was made of two layers of 1-inch by 4-inch tongue-and-groove wood layered perpendicularly, topped with built-up roofing. The dimension of the finished assembly was approximately 2 inches thick; it was supported by a central column, located at the

10 intersection of the central four shells, as well as smaller, steel supports along the edge. Cross-bracing tension rods provided additional support against lateral forces (Figure 11). The interior of the building also made extensive use of wood: the floor was specified as 4-foot by 6-inch tongue-and-groove hemlock decking; at some point in the building's history, it had been covered and coated with a blue polyurethane finish (Figure 7).

15 Since 1962, the end of the period of significance, the building has sustained many alterations including the removal of the second floor, the hyperbolic paraboloid roof, and the exterior walkway and railing on the east, south, and west sides of the building. The interior of the building had also been reconfigured, including the addition of an enclosed office and the material change of the showroom floor. HVAC equipment has been added and altered at various times.

Metal Outbuilding

20 North of the Totem Pole Marina No. 2 building, at the edge of the slough, is a single-story double-height metal outbuilding, constructed ca. 1966 by the complex's then-owner, Pier 99. Its footprint, located atop the levee, is rectangular, measuring 160 feet east to west and 32 feet north to south.² The west portion of the footprint comprises a work and parking area covered by a shallow-pitched roof covered by asphalt shingles; the eastern portion is an enclosed garage, with an overhead metal garage door on the south elevation (Figure 12). Access to

25 the moorage in the Columbia River is provided by a metal ramp on the building's east side.

Alterations: Metal Outbuilding

The building appears to have been little altered since its original construction. As of August 2023, the metal outbuilding is extant.

Tipp Topp Marine

30 Tipp Topp Marine is a one-story, L-shaped building located on the eastern half of the tax lot, directly south of the former Gault Residence (Figure 13). It is a prefabricated building, made from steel components manufactured by the Pruden company, and was erected in 1967 by "Pruden Pacific," a local contractor. Its footprint measures 85 feet from east to west and 50 feet from north to south. The structure is comprised of rigid metal frames; in between, the walls are made of 2-inch by 6-inch wood studs which are clad, on the exterior, in galvanized metal

35 siding (Figures 14 and 15). Each leg is capped by a low-pitched gable roof. A small lean-to entrance, approximately 12 feet by 18 feet, is located in the inner corner of the ell, capped by a shed roof and clad with vertical wood siding (Figure 16).

² Information garnered from Permit 39119, filed with the Portland Bureau of Development Services, 1966.



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5 The fenestration of the building includes two oversized retractable metal doors, large enough for boat access, on the south elevation. Two pedestrian entrances, one flush metal door and one stamped panel composite door, are located on either side of the overhead doors, and a glass sliding door, which is the main entrance, is located on the west elevation of the lean-to. Asphalt parking surrounds the building on the west, south, and east sides. The east lot is enclosed by a chain-link fence and contains uncovered boat parking. A sloped strip of grass separates the north elevation of the building from the Gault residence, directly adjacent (Figure 17).

Alterations: Tipp Topp Marine

10 When it was erected in 1967, the Tipp Topp Marine building was notably larger: its L-shaped footprint measured 85 feet east to west (the same as current conditions), and 110 feet north to south, nearly twice as long as what exists today (Figure 18). The building primarily functioned as a boat storage building and the inner segments of the ell, facing west and south, were unenclosed. Exterior walls were added to the two elevations in 1969 along with access doors. The building was also shortened by 20 feet in 1969: the original endwall was moved to a new concrete foundation twenty feet further north.³ More bays were removed from the southern leg of the building ca. 1989–1990, when I-5 and its access ramps were significantly widened and improved (Figure 3).⁴

15 Site

20 In addition to the Totem Pole Marina No. 2 building, the metal outbuilding, the Tipp Topp Marine building, and the former Gault Residence, the tax lot includes several paved surface-level parking lots: south and east of the Totem Pole Marina No. 2, north of the Gault residence, and south and east of Tipp Topp Marine. An exterior brick stair leads from the lower-level parking spots along Totem Pole No. 2's east elevation to the upper level and former main entrance on the north side (Figure 19). A paved road ramps from the lower North Pier 99 Street to the top of the levee and extends east, north of the Gault Residence, and west, in between the metal outbuilding and Totem Pole No. 2. A gate at the east edge of Totem Pole No. 2 secures access. A chain-link fence surrounds the footprint of the Totem Pole Marina No. 2 (Figure 5). A landscape strip planted with various shrubs and grasses abuts the paved road on the west (Figure 4); another planted landscape strip at the northwest corner of the Gault house also serves as the location of the main sign for Pier 99. Additional elements, like salvaged marine cowl vents, a mast flagpole, and a lamp post, are located within the tax lot. A billboard addressing vehicular traffic on I-5 is anchored on the western edge of the property.

Alterations: Site

30 When the site was designed in the early 1960s for the Totem Pole Marina No. 2 building, the vehicular circulation patterns were clear and connected, and the site's relationships to North Pier 99 Street and I-5 were distinct (Figure 20). Further development of the site, such as the addition of the metal outbuilding (1966) and the Tipp Topp Marine building (1967) added more marine-related outlets, and the marina docks were replaced at some point. The totem pole signage, which had been on the west side of the property, was removed and replaced by the Pier 99 Marine Center sign around 1966. In 1989–1990, major improvements to I-5, directly west, and its interchanges, directly south, impacted the routes and clarity of the vehicular and pedestrian circulation patterns of the site, blocking the path of the paved road that connected the two levels of the Totem Pole Marina No. 2 building on the west side of the site. The Pier 99 sign was also moved at that time to its current location in the

³ Permit 47742, Portland Bureau of Development Services, 1969.

⁴ For the most thorough discussion of the I-5 updates, see the Jantzen Beach–Delta Park Interchange Draft Environmental Impact Statement, published by the Oregon Department of Transportation, 1980.



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center of the site. The chainlink fence that encircles the Totem Pole Marina No. 2 building was added in July 2023.

Boundary Description

5 The tax lot of the property includes four buildings, the associated site, and landscaping. Although it is within the confines of the tax lot boundary (2N1E34C-02000-A1), the Gault Residence is tied to an early period of significance and evaluated under separate cover (OR54). None of the remaining three buildings, Totem Pole Marina No. 2, the metal outbuilding, or Tipp Topp Marine, conveys significance individually; the recommended National Register of Historic Places (NRHP) boundary, therefore, coincides with the tax lot. The boundary includes the three buildings, associated site, and landscaping.

10 **INTEGRITY**

The period of significance of this resource is tied to the construction of Totem Pole Marina No. 2 and its use as a boat showroom for the Beebe Company from 1960 to 1962. Since the marina's mid-century development, the Totem Pole Marina building and site have sustained various alterations. The hyperbolic paraboloid roof, the glass-enclosed second story, and the exterior walkway on the east, south, and west sides have all been demolished.

15 The metal outbuilding and Tipp Topp Marine were added to the site in 1966 and 1967, respectively, and are therefore non-contributing. The design of the site was also reconfigured: the paved road on the west side, connecting the main vehicular road to the upper level of the showroom, was removed, and the Totem Pole signage was replaced by a Pier 99 Marin Center sign (ca. 1966), which was later moved to the center of the site sometime around 1989.

20 Although the building does retain integrity of location and setting, as a result of the building's recent vacancy and the July 2023 demolition of the roof and upper story, the Totem Pole Marina No. 2 no longer has integrity of association, design, materials, workmanship, or feeling. In its current state, the building is no longer effectively able to convey its historic significance.

STATEMENT OF SIGNIFICANCE

25 The site of the Totem Pole Marina No. 2 has been in use as a marina and marine business since the early 1930s. Portland's relationship to its surrounding waters has defined not only the industry of the city but also its character. In the early years of the city's development, around the 1850s, steamboats—paddlewheelers, sternwheelers, sidewheelers, and propellers—carried commodities, supplies, and people throughout the Pacific Northwest and beyond. The city was a regional shipping center, essential to the region's agricultural and timber industries; it is

30 still one of the largest ports in the United States, shipping over 11 million tons of grain, minerals, forest products, autos, and other cargo, per year.⁵ During WWII, emergency shipyards were established in Portland and Vancouver and thousands of the cities' inhabitants were employed to construct over 1,000 Liberty and Victory ships for the United States Maritime Commission.

35 As quickly as the city was settled, the Willamette and Columbia Rivers were folded into residents' way of life. The Willamette offers exceptional fishing of salmon, steelhead, and sturgeon—one of the many reasons it was important to the tribes that had annually visited the area. Post-settlement, locals have folded the rivers into a way

⁵ The Port of Portland, "Who we are," accessed August, 2023, <https://www.portofportland.com/About>.



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of life, fishing to feed families and existing off of small-scale commercial enterprises. The waterways also offered optimal recreation. Annual boat races were established as early as 1908, mostly for motorboats, and by the early 1930s they were drawing thousands of spectators; sailboats and dinghies were also a common sight passing underneath Portland’s bridges and alongside Government Island.⁶ Many locals took pride in designing and building their own vessels, supported by marine suppliers, established moorages, and a local community with knowledge and experience. Commercial recreational showrooms became more popular in the postwar era, corresponding to the economic boom, the accessibility of boats made of fiberglass hulls, and the increased organization and visibility of the industry.

The site of Totem Pole Marina No. 2, despite its current condition, showcases elements of the region’s maritime history spanning from its industrial origins to contemporary recreation.

Historic Relationship to the Columbia

The location explains this site’s historic use as a marina and host to marine-related businesses. The first documented occupant of the site, Gault’s Moorage, named after owner Dewey Gault (1898–1953), comprised a three-story building, a series of dockside repair floats, a marine haul-out, machine shop facilities, and covered sheds. Gault and his family lived in a house he built on the property. The moorage was described as “a favorite among the small boat owners of the area,” but after the United States declared war on Japan in 1944, it, like many other boatyards in the area, redirected its efforts toward the needs of the United States Navy.⁷ After the immediate needs of the war effort were met, the property returned to the interests of private industry: *The Oregonian* reported that Gault leased the site to George I. Jones and W. B. Bidwell, partners at “Interstate Marine Company,” in 1947, and that, in 1950, Cliff Andrus opened “Cliff’s Marine” on the property, intending to cater to his “yacht club fellow members.”⁸ A couple of years after Gault’s death, his wife Hazel sold the property to John W. Coleman and S. A. Masters, who planned to develop the site into a new business, “The Marina.” Coleman also planned to live in the house on the property.⁹

In 1958, perhaps after seeing the classified ad Masters posted in *The Oregonian* offering a “beautiful modern spacious home, 5000 sq ft of boat showroom, 100 boat moorage capacity, 3500 sq ft of space for dry storage” The Beebe Company purchased the site—and inventory and equipment, as Masters required—for a second location of its retail store, the Totem Pole Marina.¹⁰ The Beebe Company was founded by General Charles Francis Beebe (1848–1922), a New York-born businessman, in 1884—the same year he moved to Oregon as an agent for Sutton & Company Dispatch Line of Clipper ships. He later purchased the business, officially incorporating it as the Charles F. Beebe Company, specializing in shipping, sailing, and fishing equipment, as well

⁶ Rebecca Harrison and Daniel Cowan, *Portland’s Maritime History* (Charleston: Arcadia Publishing, 2014).
⁷ *The Log* (United States: Miller Freeman Publications, 1945). The last four years of World War II are also referred to as the Pacific War; this denotes the conflict fought between the United States—with China and Great Britain—and Japan, fought mostly in the Pacific Ocean and bordering lands. Portland’s proximity to the theater made it an advantageous location for shipbuilding and repair.
⁸ Marine editor Lawrence Barber’s “Northwest River Ramblings” column described much of the area’s marine-related news. *The Oregonian*, October 29, 1950, 39.
⁹ Barber, “Northwest River Ramblings With Pleasure Craftsmen,” *The Oregonian*, April 3, 1955, 41.
¹⁰ “Boating Business for Sale or Lease,” *The Oregonian*, January 31, 1958, 36.



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as commissions and maritime insurance.¹¹ With two of his three sons, Kenneth—who served as President from 1908 until 1952—and Gerald, The Beebe Company operated out of offices in a stately three-story commercial building at the corner of First and Washington streets (540 SW 1st Ave, changed to 504 SW 1st Ave in April 1946) in downtown Portland. Upon the announcement of the construction of the Morrison Bridge—and subsequent
 5 demolition of the buildings on the land required for it—The Beebe Company built a new “Marine Center” at 4444 SW Macadam Avenue in 1955–1956. With 400 feet of river footage, the new center included boat ramps for public use as well as a display building, a boat building shop, and a new retail outlet called “Totem Pole Marina.” An eighty-year-old totem pole from Alaska was erected as a signpost.¹²

10 By the mid-century, most of Beebe’s business was the sale and consignment of pleasure boats, which held such interest that a second, “convenient” location was necessary. In 1959, having already covered the Willamette, the company purchased the old Gault property on the Columbia River at the intersection of what was Portland Road, NE Union Avenue, and NE Denver Avenue, across from, as the well-directed advertisements stated, Jantzen Beach Park. Less than a year later, a fire tore through the site, destroying the old three-story building, which
 15 contained the boat building and repair shop, storage, a sales facility, and the machinery Gault had built to connect to a marine railway (Figures 21 and 22).¹³ A clever advertisement announced the Beebe Company’s “Fire Sale,” as plans to rebuild commenced (Figure 23).¹⁴

20 The new building, constructed in the summer of 1960, was a collaboration between architect John Storrs and engineer James Pierson, the acclaimed team behind the well-received Forest Products Pavilion at the Portland Centennial, built in 1959 (Figures 24 and 25). Like the Forest Pavilion, Totem Pole Marina No. 2 (also referred to as the Columbia Totem Pole Marina in contradistinction to the original location, the “Totem Pole Marina,” on the Willamette) was notable for its hyperbolic paraboloid roof structure. The open floor plan—column-free except for a
 25 singular, central support—prioritized the flexible display of boats but also became a recognizable landmark on the banks of the Columbia.¹⁵ The angularity of the building’s roof mimicked the geometries of boats; the assembly of the shells mimicked the cacophony of crashing waves. The company purchased another totem pole for the new location from Ye Olde Curiosity Shoppe in Seattle. The recognizable signage tied the building not only to its counterpart on the Willamette but ostensibly, another link to the history of the region (Figures 26 and 27).¹⁶

¹¹ The shipping industry was only one of Beebe’s business interests: with the Ladd family, he invested in lime and gypsum. According to the Oregon Daily Journal, June 22, 1911, “The Western Lime & Plaster Co.,” of which Beebe was president, and which was controlled by “other Portland capitalists” was sold to Acme Cement Plaster Company for \$1,000,000. He also invested in Alaskan mines after gold was discovered there in 1897. Beebe devoted much of his free time to military activities: he joined the Oregon guard, where he was eventually named colonel of the first regiment, and he also served on the state’s defense council, as president of the Chamber of Commerce, and as an officer of the local branch of Sons of the American Revolution. The family’s activities were recounted in son Gerald’s report to Yale’s Sexennial Record of the Class of 1904: G. Elton Parks, ed. *Sexennial Record of the Class of 1904, Yale College* (New Haven: Yale University Press, 1911); Beebe’s life in “Gen. C. F. Beebe Dies Suddenly,” *The Oregon Daily Journal*, November 20, 1911, p1; The family house and affairs were described in National Register of Historic Places, King’s Hill Historic District, Portland, Multnomah County, Oregon, National Register #91000039 (1991), 105–108.

¹² “Beebe to Return to Retail Business With Totem Pole Store on Macadam,” *The Oregonian*, July 15, 1956, 40.
¹³ Based on available evidence, the marine rail was never built.
¹⁴ “Marina Fire Razes Shop,” *Oregonian* (Portland, Oregon), March 2, 1960, 5; “Blustery Wind Sweeps Fire Through Marina; Boats Lost,” *The Oregonian*, March 3, 1960, 2; Advertisement, *The Oregonian*, March 12, 1960, 18.
¹⁵ Client John W. S. Platt said as much about the column free space: “The construction principle suits marinas [*sic*] needs well, because it provides an extensive display area with but one interior column, thereby accommodating boats and cruisers.” See “Hyperbolic Paraboloid Now Merely Technical Terminology for a Roof,” *The Oregonian*, September 8, 1960, 19.
¹⁶ *The Oregonian*, September 8, 1960, 9.



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As the leisure activities of the Columbia and Willamette rivers waned—Jantzen Beach Amusement Park closed and efforts were redirected toward housing and shopping—so too did the constant demand for cruisers, yachts, and fishing boats.¹⁷ The Beebe Company sold the business to Kai Theilade in 1962, where he opened and operated “Kai’s Boat Harbor”. After a bankruptcy auction in 1965, the property became known as “Pier 99,” heralded by a new signpost, and was occupied by Marineland at Pier 99 (Figure 28). Marc Sprague, owner of Pier 99 LLC, constructed the outbuilding and what is now Tipp Topp Marina shortly after purchasing the site. Numerous businesses have since occupied the building and the moorage: Rivers West Small Craft Center, Northwest Boat Center, Mike’s Mobile Marine, Spa Expo, and Spa Logic. The site is still commonly referred to as Pier 99. The Storrs-designed building has been vacant for a number of years. In July of 2023, the distinctive roof and glass-enclosed second story were demolished.

The site’s history is a small-scale representation of Portland and Vancouver’s relationship to the waterways surrounding them, which have been viewed as industrial opportunities, as obstacles to overcome, and, by the late twentieth century, as sources of scenic and active enjoyment. The site of the Totem Pole Marina No. 2, bordered on the west side by the 1917 Interstate Bridge, adjacent, on the east, to the historical site of Switzler’s ferry, and across from the once-thriving Hayden Island’s Jantzen Beach Amusement Park, is inextricable from Portland and Vancouver’s relationship to the Columbia and Willamette. The cycles of the building’s history register the attitude and attention paid to the mighty rivers.

Mid-Century Experimentation, Northwest Regionalism

The Totem Pole Marina No. 2 is a good example of the Northwest approach to mid-century modern architecture. Considered a sub-style of “Modern” architecture, Northwest Regionalism became notable in Oregon and Washington in the mid-1930s, when architects like Pietro Belluschi (1899–1994), John Yeon (1910–1994), and Van Evera Bailey (1903–1980) adapted the principles of International Style architecture—then popular in Europe—to the necessities of the Pacific Northwest. Regionalism, as this—or any geographically distinct—adaptation has come to be known, is commonly thought of as a response to the universalism and anonymity of International Style, but its roots are local: a practice of using local resources and designing well-functioning buildings in specific climates and sites.¹⁸ Though Belluschi, Yeon, and Bailey are considered the forerunners of Northwest Regionalism, many scholars point to Portland architect A. E. Doyle—Yeon and Belluschi’s former employer—as the progenitor, particularly the cottages he designed at Neahkahnne (1912–1916, NRHP #91000066), of this type of design sensibility.

Doyle’s cottages and the buildings that have come to define Northwest Regionalism—most of which were private residences, including Belluschi’s family home, the Sutor House (Belluschi, 1938), the Watzek House (Yeon, 1936), the Peter Kerr House (Belluschi, 1941) and the Platt House (Belluschi, 1940)—derive from the rural

¹⁷ For a detailed history of the Jantzen Beach Amusement Park and Shopping Center, see Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023).

¹⁸ Lewis Mumford (1895–1990), for example, who was a popular and prolific American critic, was a devout advocate for Regionalism as a means of revitalizing modern American life. Mumford was hugely influential in architecture, particularly in his position as the architecture critic at *The New Yorker*. His brand of regionalism was two-fold: not only dividing the nation according to regional needs and features, but also reconstituting society through regional settlements. See John L. Thomas, “Lewis Mumford: Regionalist Historian.” *Reviews in American History* 16, no. 1 (1988), 158–72. <https://doi.org/10.2307/2702081>.



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architecture of Oregon’s landscape: they demonstrate the region’s use and appreciation of wood, exemplify indoor and outdoor living, and, despite relatively simple massing, have exaggerated and noteworthy roof structures. Functionally, this was to shed the frequent rain common to the Northwest; aesthetically, it announced an identifiable and protective feature of enclosure that was easily recognized and redeployed.

5 John Storrs is considered part of the second generation of architects designing in a Northwest Regional style; the generation inherited their predecessors’ reverence for wood and site specificity but continued to be influenced by popularizing developments in postwar American architecture: the structural dynamism of Buckminster Fuller (1895–1983), the sculptural thin-shell designs of Eero Saarinen (1910–1961), the playfulness of Charles and Ray Eames (1907–1978; 1912–1988), and the optimism of space-age retail design like Wurster, Bernardi & Emmons’
10 Marina Safeway (1959).¹⁹ The postwar period in American history marked the beginning of new frameworks in production—influenced by military operations—that foregrounded collaboration and teamwork.²⁰ The engineer, therefore, became a valued partner in many architectural explorations, resulting in new, unprecedented forms, much like the ones Storrs and engineer Jim Pierson designed for the Centennial and Totem Pole Marina No. 2.²¹

15 Hyperbolic paraboloids, in particular, were signs of new architectural trends emerging in the second half of the twentieth century, synonymous with experimental construction and architectural innovation. Though relatively unknown in the United States before 1950, the postwar building boom—coupled with new, lightweight, and affordable materials, like aluminum alloys and plywood—inaugurated the use of the double-ruled surface all over the country. The surface was efficient both in terms of its construction—quick to erect, comparatively low-cost, and required little finishing—as well as in terms of carrying structural loads.²² Many hyperbolic paraboloids were
20 made of thin-shell concrete; those made by Matthew Nowicki (Russia, emigrated to North Carolina, 1910–1950), Felix Candela (Mexico, emigrated to Chicago, 1910–1997), and Eduardo Catalano (Argentina, frequent collaborator of Pietro Belluschi, emigrated to the United States, 1917–2010), helped to reveal the surprising beauty of the long-span surface. Timber was also used in hyperbolic paraboloid construction, and it had the advantage over concrete of its weight, requiring smaller structural supports.²³ As a roof, hyperbolic paraboloids
25 required little interior support and offered a flexible open floor plan under its long span. It was therefore used in a variety of programs, ranging from the Kresge Auditorium (Saarinen, 1955) at MIT, the Kingdome in Seattle (Naramore, Skilling & Praeger, 1976), St. Mary’s Cathedral in San Francisco (Pier Luigi Nervi with Pietro Belluschi, 1971), to the entrance to the Sacramento Zoo (Rickey & Brooks, 1961). Hyperbolic paraboloids are often identifiers of the Googie style of architecture as well.²⁴

¹⁹ Peter A. Allen discusses the Marina store prototype in his unpublished dissertation “A Space for Living: Region and Nature in the Bay Area 1939 – 1969” (PhD diss., UC Berkeley, 2009), <https://escholarship.org/uc/item/88w7137k>
²⁰ See, for instance, Avigail Sachs “The Postwar Legacy of Architectural Research.” *Journal of Architectural Education* 62, no. 3 (2009), 53–64. <http://www.jstor.org/stable/40480956>.
²¹ Beatriz Colomina discusses the move away from singular, “heroic” architecture in “Collaborations: The Private Life of Modern Architecture.” *Journal of the Society of Architectural Historians* 58, no. 3 (1999), 462–71. <https://doi.org/10.2307/991540>.
²² Sprague, Tyler S. “‘Beauty, Versatility, Practicality’: The Rise of Hyperbolic Paraboloids in Post-War America (1950–1962).” *Construction History* 28, no. 1 (2013), 165–84. <http://www.jstor.org/stable/43856033>.
²³ L. G. Booth, “Hyperbolic Paraboloid Timber Shell Roofs,” *Ekistics* 8, No. 50, December 1959, 427-431.
²⁴ The “Googie” style is another subset of Mid-century modernism. Associated with the optimistic futurism of America’s Space-Age, it emerged in Southern California alongside the democratization of car culture. Googie architecture often includes elements visualizing motion, like boomerangs, upturned roofs, parabolas, starbursts, and other attractive features that might beckon potential customers traveling by car. The style was named after the coffee shop John Lautner designed in 1949. See



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Totem Pole Marina No. 2 was the first commercial use of the hyperbolic paraboloid structure in Oregon.²⁵ It can be considered a result of the groups' earlier collaboration at the Centennial Expo, the wood products pavilion, which displayed new uses for wood in architecture. Totem Pole Marina No. 2 did just that, showcasing the experimental properties of the geometric structure as much as it did the role of wood in innovative construction.

5 Patrons of Architecture: the Beebe, Kerr, and Platt families

The modern design of the boat showroom was unconventional at best. The functional requirements of the repair shop and display room included only flexible space; the site was difficult on account of the Columbia River Levee, but not necessarily inspiring; and the quick turnaround after the March 1960 fire could have been achieved with cheaper methods. The Storrs-Pierson design turned what might have been a conventional project into an innovative opportunity. The history of the project implicates the histories of those who built it: three Portland families—the Beebe, Kerr, and Platt families—who understood the impact of contemporary architecture. The three families have been long-established in the Portland area. In addition to their successful business dealings, which were often housed in prominent and contemporary buildings, each family also constructed contemporary family homes with the design assistance of prominent architects. The Beebe Company, the eventual owner of the Totem Pole Marinas, originated in the 1906 house of General Beebe and his wife Emma, at 712 King Court (currently 2168 SW King's Court). Part of the King's Hill Historic District, a collection of turn-of-the-century homes built by successful Portland businessmen, the neighborhood was described, in the 1933 sale notice of the Beebe home, as a "neighborhood of substantial homes; whose shaded porticos and leafy gardens breathed an air of refined stability and considerate reserve. Friendly, dignified, today it stands—not older, only mellowed, and just as desirable."²⁶ Though the architect is unknown, the Beebe house aptly described the social and financial position of its inhabitants: a Craftsman-style house with incorporated elements of Colonial Revival. Its location on the quiet street of King's Court perfectly framed a view of Mt. Hood between the trees.²⁷

By the time the Columbia Totem Pole Marina was built, the president of the company, General Beebe's son Kenneth Beebe (ca. 1884–1952), had died; his position was filled by John Williams Stoddard Platt (1912–2013), who had purchased a "half-interest" in the company in 1953, and was the one to hire John Storrs to design the salesroom.²⁸ Platt, a former merchant marine and WWII mechanic, came to The Beebe Company after many years in the grain exporting business at Kerr Gifford & Co., Portland's—and the entire west coast's—largest grain merchandiser. Platt was at the intersection of those two industries—he served as the inaugural president of the Merchant's Exchange Club, a club open to those in the grain and shipping industries—and at the intersection of those two family businesses, having married Jane Kerr (1908–1989), the daughter of the president and founder of Kerr Gifford & Co., Peter Kerr (1861–1957).²⁹

Peter Kerr had presciently entered the grain business in advance of the region's large-scale agricultural developments in wheat. Scottish-born, Kerr had moved to Portland in 1888 as a representative for the global commodities exchange firm, Dewar & Webb. During the panic of 1893, he launched a new business with William Sibson, Sibson & Kerr, which was eventually restructured in 1899 as Kerr, Gifford & Company. With his brother,

Matt Novak, "Googie: Architecture of the Space Age," *Smithsonian Magazine* June 15, 2012. <https://www.smithsonianmag.com/history/googie-architecture-of-the-space-age-122837470/>

²⁵ "Hyperbolic Paraboloid Now Merely Technical Terminology for a Roof." *The Oregonian*, September 8, 1960, 19.

²⁶ "Rare Portland Heights Opportunity." *The Oregonian*, June 18, 1933, 3.

²⁷ *Ibid.*, 3

²⁸ Newkirk, Lamar. "Business Parade." *Oregon Journal*, October 6, 1954, 15.

²⁹ "Club Elects Officer Slate." *The Oregonian*, December 14, 1952: 56.



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Thomas, and partner, Patrick Gifford, Kerr purchased “Elk Rock,” a 13-acre parcel of land overlooking the Willamette River, in the Dunthorpe area of the city.³⁰ In 1905, Kerr married Laurie King (1877–1959), and the pair lived in the cottage on the property, displacing Gifford to Seattle and Thomas to a nearby home; he moved into “High Hatch Estate,” the home of architect William Whidden (1857–1929), with his wife in 1911.³¹ When Peter and Laurie’s two daughters, Anne (later Lady Anne Kerr McDonald, 1906–2001) and Jane (later Jane Kerr Platt, 1908–1989), were born and the Kerr family outgrew their cottage, they hired John Olmsted (1852–1920) and Ellis F. Lawrence (1879–1946) to redesign the site and construct a new house, respectively, for the property in 1910.³² Olmsted, the stepson of Frederick Law Olmsted (1822–1903), had designed many of Portland’s preeminent landscapes, including the 1905 Lewis and Clark fairgrounds, and the 1903 comprehensive park plan; Lawrence was the founder and dean of the School of Architecture and Allied Arts at University of Oregon (later renamed the College of Design). Working with the Olmsted firm until the late 1910s, and on his own for the next three decades, Peter Kerr cultivated the sprawling hillside of Elk Rock into one of the great gardens of the Northwest; it was later donated to the Episcopal bishop of Oregon and is currently known as The Garden of the Bishop’s Close.

Kerr’s daughter Jane married John W. S. Platt in 1939, two years after Platt had purchased 2.5 acres of former apple orchards on Humphrey Boulevard, in the Southwest Hills area of Portland. In 1940, the couple asked Pietro Belluschi to design their family home. Belluschi, who had taken over A. E. Doyle’s firm after Doyle’s death in 1928 (and would restructure it under his own name in 1942), was also currently designing a beach house for Jane’s parents in Gearhart, Oregon. The Platt House (1941) and the Peter Kerr House (1941, also known as “Home in the Grass”), both of which are still extant, are excellent examples of Belluschi’s “Northwest Regional” residential work. Both houses feature extensive and experimental woodwork: the Platt house includes a dwarf-cedar curved partition wall, hemlock ceiling, spruce inserts, and an oak block floor. Each was designed as an opportunity to connect to the landscape: the beach house is built around the trunk of a tree, and the Kerr-Platt house emphasized the garden Jane Kerr Platt—much like her father at Elk Rock—spent decades cultivating.³³ Belluschi’s archive also lists a 1946 design for a new house at the Elk Rock property. Though this was never constructed, Laurie King Kerr did build a second house on the property shortly after her husband’s death, built in 1959 and designed by architect John Storrs.³⁴

Storrs had a lot of respect for his clients and often expressed admiration for their willingness to commission him. “He takes a special kind of client,” landscape architect and frequent collaborator Barbara Fealy said of Storrs, “who has to be sympathetic to a concept that there might be a better idea or better solutions than that which is first envisioned.”³⁵ Based on the Platt and Kerr family histories as patrons of modern architecture, it comes as no surprise that Platt hired John Storrs to design what could have been a quite conventional boat showroom at Totem Pole Marina No. 2 in 1960. A modern company, like a modern family, required modern architecture.

³⁰ The Dunthorpe area, on the west side of the Willamette and just south of Portland city limits, was called “The Rivera,” and developed on parcels on land originally purchased by Ladd and Reed for Oregon Iron & Steel. See E. Kimbark MacColl, *The Growth of a City* (Portland: The Georgian Press, 1979), 83. For descriptions of the three bachelors living in Cliffside Cottage, see Carole Glauber, “A Look at *The Veracious Chronicles of the Cliff Cottage Club*,” *Oregon Historical Quarterly* 109, no. 1.
³¹ The Whidden-Kerr House and Garden is listed in the National Register of Historic Places (NRHP # 88001039).
³² Kerr Family Collection, 1816–1968, Oregon Historical Society Research Library. See also Michael Shellenbarger, ed. *Harmony in Diversity: The Architecture and Teaching of Ellis F. Lawrence*. Shellenbarger quotes a letter from Kerr to Lawrence: “I do not know that we want a house of any particular style, but just a good plain house with good lines,” 40.
³³ On the John W. S. Platt house, see also Hawkins and Willingham, *Classic Houses*: 535–537.
³⁴ Belluschi’s papers are held at Syracuse University. https://library.syracuse.edu/digital/guides/b/belluschi_p.htm#job962
³⁵ Fealy is quoted in John Armstrong, “Storrs Leads His Own Parade.” *Northwest Magazine* (supplement), *The Oregonian*, December 16, 1979: 8.



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Architect John Storrs

Despite his prodigious contribution to the Oregon landscape, architect John Storrs (1920–2003) was originally from the East Coast: born in Bridgeport, Connecticut, he attended Dartmouth University in New Hampshire before commanding a U.S. Navy Subchaser in the Pacific and Atlantic theaters. After the war, newly married, he studied architecture at Yale University’s School of Art and Architecture and graduated in 1949. Storrs and his wife Mary (née Whalen) moved to Portland, Oregon, inspired by a lecture by Pietro Belluschi on the Northwest (upon the Storrses’ arrival in Portland, however, Belluschi was named dean of MIT, sold his practice to Chicago- and New York-based SOM, and relocated to the east coast).³⁶ Belluschi, along with John Yeon and Van Evera Bailey, made up the first generation of architects practicing “Northwest Regional” architecture. By the time Storrs moved to the Pacific Northwest, the older generation had established a new language of modern architecture, warming the otherwise hard surfaces and austere lines of International Style architecture with the locally abundant and tactile resource, wood. Briefly, Storrs worked at the firm of Scott & Payne before venturing out on his own.

Storrs is considered one of the second generation of Northwest architects, in addition to Saul Zaik, Donald Blair, William Fletcher, Warren Weber, C. Gilman Davis, Kenneth Richardson, and Walter Gordon, among others. Many of these practitioners were graduates of the University of Oregon architecture program or had worked under Belluschi. The second generation “defined Oregon’s most distinct phase of twentieth-century architecture,” and even among them, Storrs stood out as “the most visible, most vocal and the most colorfully articulate of his local counterparts.”³⁷ He was known for being an enthusiastic designer, loud and boisterous, constantly waving his arms about, often designing buildings even as they were being built, drawing details on fragments of building materials or on the sheetrock eventually hidden by finish paneling. “I like to walk around the site with an eye-level,” he said, and “see where the trees are, get the feel of the land, and then decide where the building goes.”³⁸ His approach to architecture was philosophical, considering how the building will serve the people who use it, and how the building complements the site. It was open-ended, site-specific, always ready to identify moments of serendipity.

His first prominent project in Oregon was the Portland Garden Club (1954, NRHP #05001151), an early example of his adaptation of Modernism’s clean lines to the Northwest Regional style. The building has a broad, hipped roof with deep eaves; its large expanses of glass blending indoor and outdoor spaces. Storrs was selected over John Yeon for the commission, and the building received the 1957 award for Excellence in Design from the Portland chapter of the American Institute of Architects. He is perhaps most famous for the luxurious coastal resort in picturesque Gleneden Beach, the Salishan Lodge (1965). There, Storrs emphasized the natural beauty of the coast, designing the building to look as if it had grown among the trees. A stump at the lodge’s entrance served as a reminder that the area had once been forest. In accordance with the landscape, the exterior is weathered western cedar and fir, split shake roofs, native stone columns, and board and batten siding; the interior was decorated in earth tones, and each room was oriented toward a scenic view.³⁹ The lodge and surrounding

³⁶ “John Storrs (1920 – 2003)” *The Oregonian*. [https://obits.oregonlive.com/us/obituaries/oregon/name/john-storrs-
obituary?id=19717211](https://obits.oregonlive.com/us/obituaries/oregon/name/john-storrs-obituary?id=19717211).

³⁷ Randy Gragg, “Remembering John Storrs The Structure of a Life—The acclaimed Oregon Architect Designed Salishan, Pioneering the Northwest Regional Style.” *The Oregonian*, September 3, 2003, B01; John Armstrong, “Storrs Leads His Own Parade.” *Northwest Magazine* (supplement), *The Oregonian*, December 16, 1979, 4.

³⁸ *Ibid.*, 4.

³⁹ Lillie L. Madsen. “Salishan’s Blending Beauty Impresses at Preview of Monday Opening.” *Statesman Journal*. August 02, 1965, Section 1 Page 3.



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site were full of what Storrs and Fealy, who was the landscape architect on the project, called “architectural experiences.”⁴⁰

5 Storrs was well-known for his anti-establishment, anti-bureaucratic, anti-managerial artistic temperament; despite this—or perhaps because of it—some of his best work was the result of collaborations. Barbara Fealy was a frequent partner as landscape architect; John Gray, developer, hired Storrs at Salishan and John’s Landing; Pierson collaborated on at least two projects, as did contractor George A. Moore. Many other projects, including residences, were built by Elwyn Kinney, of Barnard & Kinney.

10 In addition to the Forest Products Pavilion at the Portland Centennial (1959), the Totem Pole Marina No. 2, the Portland Garden Club, and the Salishan Lodge, Storrs’ prolific body of work in Oregon includes the Sokol Blosser tasting room (1977), the Oregon College of Art and Craft (1979), and numerous private homes.⁴¹

James G. Pierson (1910–1968)

15 James Pierson’s Portland-based structural engineering firm was known for its experimentation with wood. After attending Oregon Agricultural College (now OSU), Pierson joined the Bureau of Reclamation in Vale, Oregon, and then the Army Corps of Engineers as a civil/structural engineer. During the war, he worked as a test engineer in the shipyards. His first firm, Pierson & Tidball, founded in 1945, offered full engineering services; his partner, Bob Tidball, was a mechanical engineer. Eventually, the company began to specialize in structural engineering, amassing a roster of clients in the wood industry in and around Portland. In 1958, Pierson wrote a chapter on hyperbolic paraboloids—which was also the logo of his firm—for the West Coast Lumberman’s Association publication *Douglas Fir Use Book*. The same year, he collaborated with John Storrs on the Forest Products Pavilion for the Oregon Centennial Exposition. The pavilion, often described as the most dramatic of all the buildings constructed for the celebration, was an assembly of seven hyperbolic paraboloid shells, 56 feet by 56 feet and only an inch-and-a-half thick; the Storrs and Pierson roof demonstrated “the freedom of expression possible in wood construction,” as a contemporary postcard described.⁴² It was the only expo structure intended to be permanent but was destroyed by the Columbus Day Storm in 1962.

25 In addition to his work for and in the lumber industry, Pierson worked on many buildings in the Portland area, including the Salishan Lodge, Portland Tower, Panorama Apartments, St. Helen’s Hall, and the Portland Osteopathic Hospital.⁴³ Pierson died in 1968. His firm, JGPierson, Inc., still operates in Portland.

George A. Moore & Associates, Builders

30 George Moore (b. 1917) studied architecture at MIT; he graduated in 1939 and took a job with United Engineering Company in Alameda, California, near his hometown, San Francisco. He moved to Portland in 1946 to join Dan J.

⁴⁰ Marion Teal. “John Gray Captures ‘Real’ Oregon in Surroundings of New Coast Lodge.” *Corvallis Gazette-Times*. August 6, 1965, 10.

⁴¹ For more on Storrs, see Randy Gragg, “Remembering John Storrs The Structure of a Life—The acclaimed Oregon Architect Designed Salishan, Pioneering the Northwest Regional Style.” *The Oregonian*. September 3, 2003, B01; Libby, Brian. “The Quintessentially Oregon Architecture of John Storrs: Remembering and Revisiting.” 2018. <https://chatterbox.typepad.com/portlandarchitecture/2018/05/the-architecture-of-john-storrs-remembering-and-revisiting.html>.

⁴² John Chilson, “Oregon Centennial Expo, 1959,” *Lost Oregon*, February 15, 2009, <https://lostoregon.org/2009/02/15/oregon-centennial-expo-1959/>.

⁴³ “James G. Pierson (1910–1968)” *The Oregonian* January 25, 1968, 35.



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Malarkey General Contracting and Building Construction. He became a partner in that firm in 1948, and opened his own firm, George A. Moore & Associates, in 1956. The contracting firm specialized in commercial and industrial construction, as well as institutional and public housing.

5 Moore was enthusiastic about the construction process, and his list of projects reveals how often he worked with new building methods and building products. At the Wah Chang Rare Metals Plant north of Albany (1958), for instance, the “ultra modern tone” was a result of ‘Filon,’ fiberglass [sic] building panels, called in the company’s advertisements the “Wonder child of building materials.”⁴⁴ He was also responsible for the addition at Albany Union High School, Simpson’s M & M Plywood plant at Lyons, the Bird’s Eye office building, and the General Foods cold-storage warehouse in Woodburn.⁴⁵

10 In 1970, when appointed to the State Workmen’s Compensation Board by Governor Tom McCall, Moore closed his firm.⁴⁶

National Register of Historic Places Eligibility

Previous recommendations

15 The Totem Pole Marina No. 2 was recommended eligible for the NRHP in 2008 by surveyors associated with the Columbia River Crossing project.⁴⁷ Surveyors wrote:

Based on [a] preliminary evaluation using the Criteria established for eligibility for the National Register of Historic Places[,] the Totem Pole Marina appears to meet the following criteria and should be considered eligible for the NRHP for its significance in architecture and engineering as a building that possesses integrity of location, design, setting, material[,] workmanship, feeling and association

20 (b) that is associated with the lives of John Storrs and James Pierson, two significant proponents and practitioners of the Northwest Region[al] Style of the in our [sic] past; and

(c) that embodies distinctive characteristics of a rare wooden hyperbolic paraboloid roof Mid Century Modern Northwest Regional Style building.

25 Despite the 2008 recommendation, the site is not listed in the Oregon Historic Sites Database and it remains unclear if the Oregon State Historic Preservation Office (SHPO) concurred with the recommendation. The previous study’s recommendation under Criterion B is better suited to an eligibility argument under Criterion C

⁴⁴ “Advertisement of Fiberglass Engineering And Supply.” The building also used prestressed concrete slabs, among other innovative building products. See the special section devoted to the Wah Chang Plant in the *Albany Democrat-Herald*, March 29, 1958.

⁴⁵ “Cold Storage Warehouse Contract Let,” *Statesman Journal*, March 21, 1962, 1, 9.

⁴⁶ “Portland Man is Appointed.” *The World*, Coos Bay, Oregon, December 14, 1970, 7.

⁴⁷ Keeney and Osborne, “Interstate Columbia River Crossing: Historic Built Environment Technical Report.”



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according to the National Register’s guidance.⁴⁸ Ultimately, the recommendation is over ten years old, compelling reevaluation at the current time.

Current recommendation

5 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Totem Pole Marina No. 2 and its associated landscaping is significant under Criteria A and C with an overall period of significance of 1960 through 1962. However, the resource no longer possesses the requisite integrity to communicate its significance under either criteria and is therefore recommended not eligible for listing in the NRHP. WillametteCRA recommends that Tipp Topp Marine and the metal outbuilding are not significant individually, and are outside the period of significance as related to Totem Pole Marina and therefore not contributing.

10 Based on WillametteCRA’s evaluation of the Totem Pole Marina No. 2 within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and maritime history. The building is representative of the postwar expansion of Portland and Vancouver’s recreational boating community and the economic optimism of a broadening middle class, evidenced in the Beebe Company’s transition from maritime mercantile to personal vessel sales. The period of significance begins with the opening of the Totem Pole Marina
15 No. 2 in 1960 and ends with the Beebe Company’s sale of the site in 1962.

Although the building is significant under Criterion A, alterations to its integrity have diminished its ability to convey its significance under this criterion.

20 The Totem Pole Marina No. 2 does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Despite the marina’s ties to John Platt, his role as a patron of modern architecture is better represented in the Platt House, designed by Pietro Belluschi and constructed in 1940.

25 The resource is also significant under Criterion C, at the state level of significance in the area of architecture. Until its 2023 alteration, it was a comparatively unique example of the Northwest Regional style and was the only known remaining wooden hyperbolic paraboloid roof in Oregon. The Totem Pole Marina No. 2 was also one of the most significant works of architect John Storrs and engineer James Pierson, both of whom may be considered masters in their respective fields. The building’s distinctive roofline and unusual design possessed high artistic value and it was a recognizable landmark among both architecture professionals and the greater public. The period of significance under Criterion C is associated with the year of the building’s construction, 1960.

Although the building is significant under Criterion C, the demolition of the second story and hyperbolic paraboloid roof has diminished its ability to convey its significance under this criterion.

30 The Totem Pole Marina No. 2 is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

⁴⁸ An eligibility argument under Criterion B would be limited to the homes and studios of architects, artisans, artists, and engineers, because those properties were most personally associated. Their works would qualify under Criterion C. See “How to Apply the NR Criteria for Evaluation,” 16–20.



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In summary, the Totem Pole Marina No. 2 does not possess sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.



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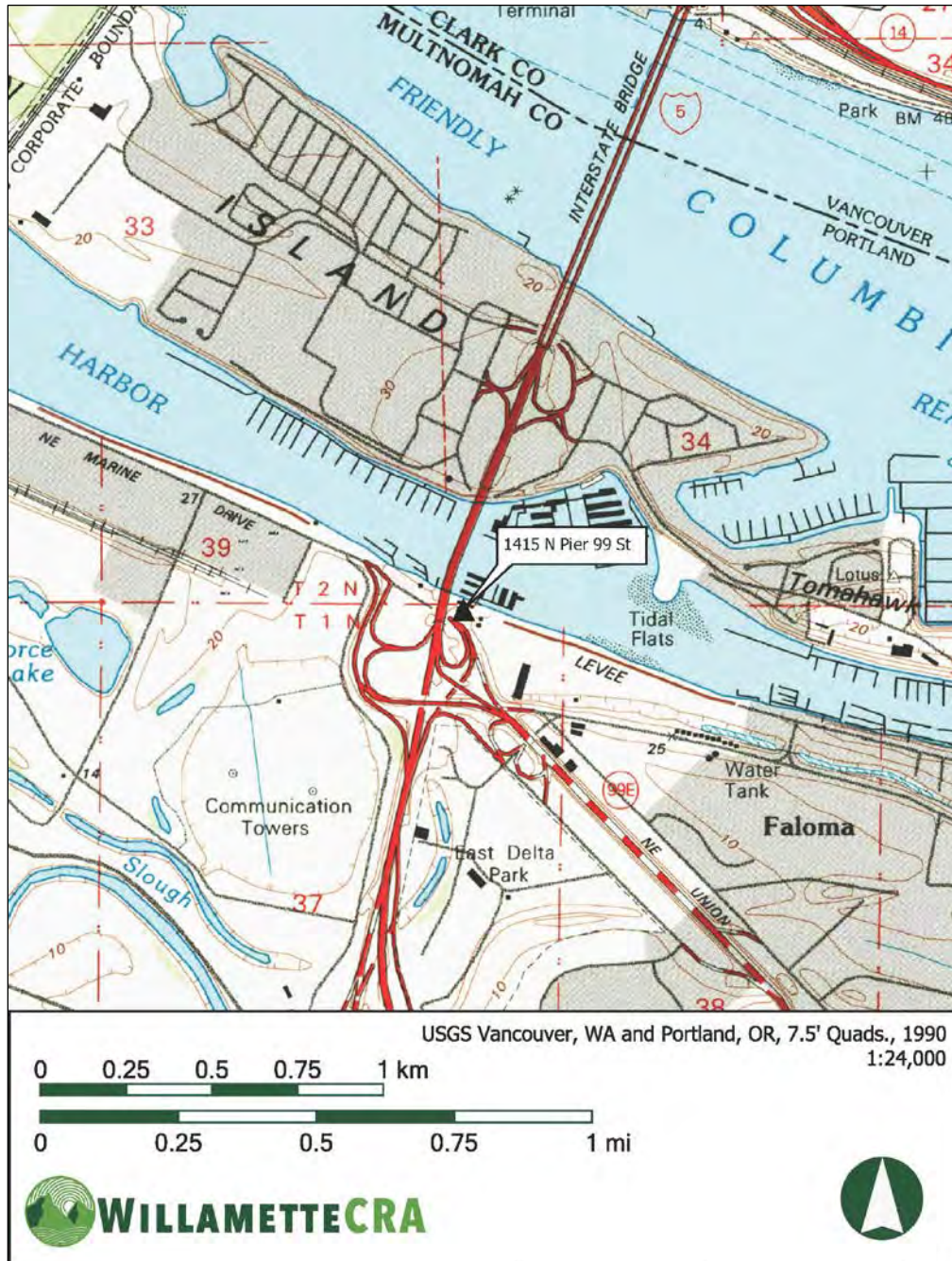


Figure 2. Location map of 1415 North Pier 99 Street, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 1415 North Pier 99 Street showing recommended NRHP boundary in white (Note: aerial image has not been updated to show July 2023 alterations).

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Figure 4. View of 1415 North Pier 99 Street, facing northwest. The metal outbuilding is visible in the background (WillametteCRA August 11, 2023).

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Figure 5. View of Totem Pole Marina No. 2, facing northeast (WillametteCRA August 11, 2023).

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Figure 6. View of 1415 North Pier 99 Street prior to demolition of second story and roof, facing north (WillametteCRA January 16, 2023).

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Figure 7. Interior view of 1415 North Pier 99 Street prior to demolition of second story and roof (*Daily Journal of Commerce*, June 15, 2011).

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Figure 8. Exterior walkway, ca. March 2016, prior to demolition of second story and roof. View facing east (Google Street View, 2016).

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Figure 9. The exterior walkway was removed at some point between 2020 and 2021. View facing east (WillametteCRA January 16, 2023).

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Figure 10. Concrete ramp and main entry, prior to demolition of second story and roof. View facing southeast (WillametteCRA January 16, 2023).

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Figure 11. Exterior crossbracing, prior to demolition of second story and roof, ca. June 2019. View facing northeast (Google Street View, 2019).

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Figure 12. View of enclosed storage and covered workspace. View facing north (WillametteCRA January 16, 2023).

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Figure 13. Tipp Topp Marine Building, view facing northeast (WillametteCRA May 4, 2023).

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Figure 14. Tipp Topp Marine Building, view facing east (WillametteCRA May 4, 2023).

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Figure 15. Tipp Topp Marine Building, view facing north (WillametteCRA May 4, 2023).

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Figure 16. Tipp Topp Marine Building, main entrance. View facing northeast (WillametteCRA May 4, 2023).

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Figure 17. Tipp Topp Marine Building, north elevation. View looking southeast (WillametteCRA May 4, 2023).

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Figure 18. Aerial view of site, ca. 1974 (PortlandMaps).

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Figure 19. Brick stair leading from lower parking lot to main entry, prior to demolition of second story and roof, view facing north. (Google Street View, 2019).

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Figure 20. Aerial view of 1415 N Pier 99 Street in 1965. Note the vehicular circulation (Oregon Department of Transportation).

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Figure 21. Aerial view of the Gault property in 1954, the future location of Totem Pole Marina No. 2. (*The Oregonian* [Portland, OR], 1954).

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Figure 22. Newspaper clipping showing Gault's innovative marine railway. (*The Oregonian* [Portland, OR], April 16, 1940, 20).

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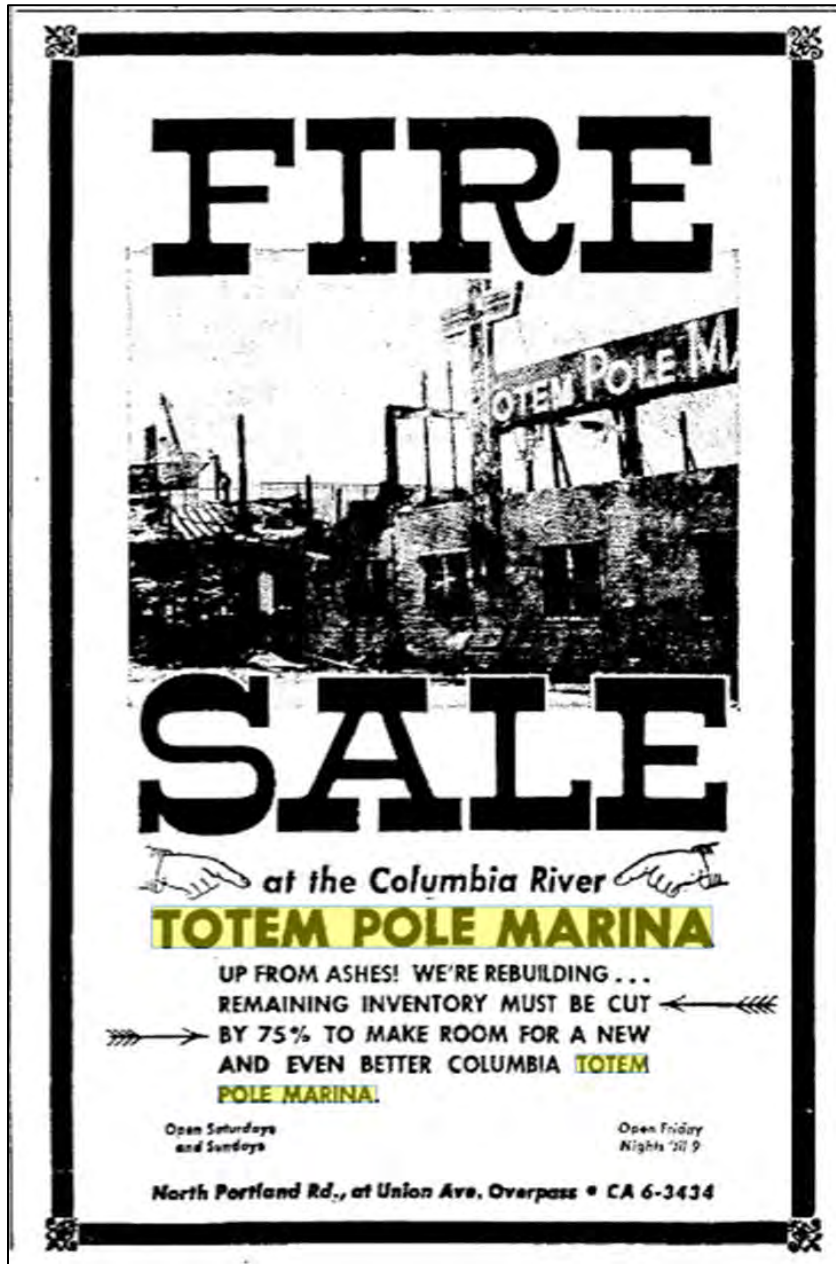


Figure 23. Advertisement after the 1960 Fire. (*The Oregonian* [Portland, OR], 1960).

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Figure 24. Interior view of Forest Products Pavilion (1959), designed by John Storrs and James Pierson (*Architectural Forum*, [New York, NY], February 1960).

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Figure 25. Exterior view of the 1959 Forest Products Pavilion (*Architectural Forum*, [New York, NY], February 1960).

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Figure 26. 1959 Advertisement for the new location
(The Oregonian [Portland, OR], 1959).

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Property Name: Totem Pole Marina No. 2 / Pier 99 (OR 1)		SHPO Resource ID: TBD
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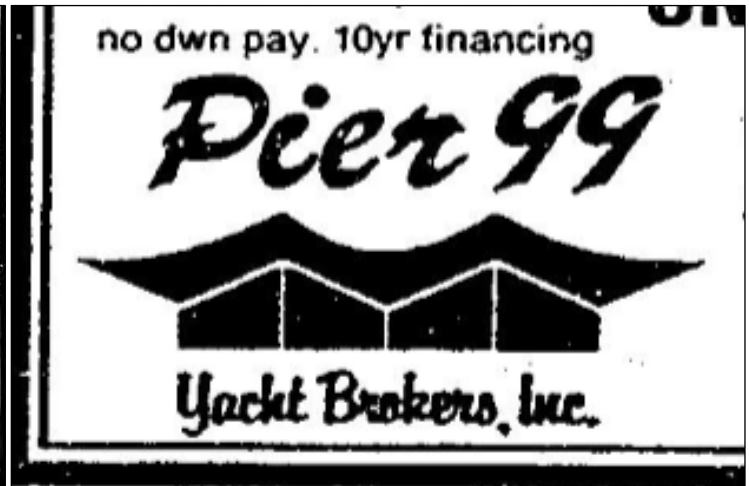
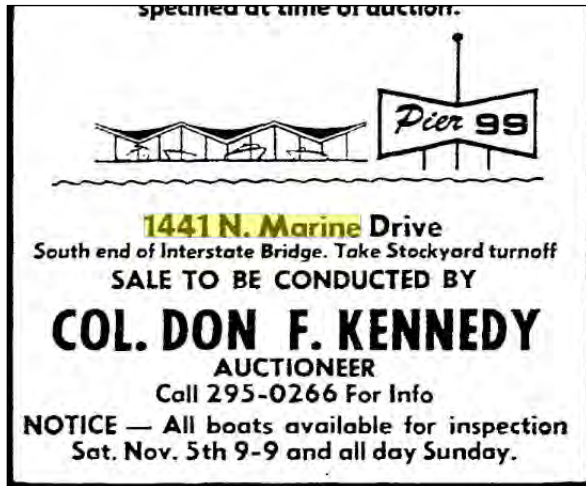


Figure 27. 1966 and 1987 advertisements featuring the building's recognizability (*The Oregonian* [Portland, OR], 1966, 1987).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Totem Pole Marina No. 2 / Pier 99 (OR 1)		SHPO Resource ID: TBD
Street Address: 1415 North Pier 99 Street		City, County, State: Portland, Multnomah County, Oregon



Figure 28. View of Pier 99 Marine Center sign. View facing north (WillametteCRA January 16, 2023).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: Multiple	Plat Block Lot: N/A
USGS Quad Name: Portland, OR	Township: 1N Range: 1E Section: 3, 4, 33, 34
Coordinates: 45.542121°, -122.383740°; 45.555783°, -122.385663°; 45.597357°, -122.711887°; 45.613400°, -122.702778°	
This property is part of a <input checked="" type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: GOVERNMENT / waterworks	Construction Date: Multiple, see attached
Historic Use: GOVERNMENT / waterworks	Alterations & Dates: Multiple, see attached
Architectural Classification / Resource Type: Multiple Agricultural/Industrial Drainage Facilities	Historic Context: Community Planning and Development, Engineering

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: N/A	Form Type: N/A	
Window Type & Material: N/A	Exterior Surface Materials: N/A	
Roof Type & Material: N/A	Primary:	
	Secondary:	
	Decorative:	
Structural System Type: N/A	Plan Type: N/A	
Number of Stories: N/A	Changes to Structures:	
	Category:	Change Level:
Styles: N/A	Plan	
	Windows	
Register Status: Previously determined eligible for listing in the NRHP, most recent draft nomination dates from 2019.	Cladding	
	(Other)	
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	

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Figure 1. Oblique aerial photograph of Columbia River Levee, North Denver Cross Levee, Union Avenue/MLK Jr. Boulevard Cross Levee, and Mud Slough Drainage view facing northwest (Google Earth 2023). Refer to Figure 18 for an annotated version of this image.

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The Columbia Slough Drainage Districts Historic District (CSDDHD) is located in Multnomah County, Oregon within the Columbia River floodplain south of the Columbia River between the Sandy River to the east and the Willamette River to the west. The CSDDHD contains four, historically separate drainage districts: the Peninsula District No. 1 (PEN 1), the Peninsula District No. 2 (PEN 2), the Multnomah County Drainage District (MCDD), and the Sandy Drainage Improvement Company (SDIC) (Figure 17). These four districts, which were recently merged into a single drainage district administered by Multnomah County Drainage District, encompass approximately 12,550 acres across three townships: Township 1 North, Range 1 East; Township 1 North, Range 2 East, and Township 1 North, Range 3 East, Willamette Meridian.¹

10 PEN 1, the westernmost district, is bounded by the Columbia River Levee to the north, the North Denver Cross Levee to the east, the Columbia Slough Levee to the south, and the Oregon Washington Railroad and Navigation Company (OWR&N) embankment to the west. PEN 1 encompasses approximately 995 acres which are used for a variety of industrial and recreational uses, including the City of Portland’s Heron Lakes Golf Course, the Portland International Raceway, the Portland Expo Center, and the 90-acre Vanport Wetlands.²

15 PEN 2 is bounded by the Columbia River Levee to the north, the Peninsula 2 Levee to the east, the Columbia Slough Levee to the south, and the North Denver Cross Levee to the west. PEN 2 encompasses approximately 1,611 acres supporting a combination of commercial, industrial, recreational, and residential uses. The Bridgeton and Faloma neighborhoods of North Portland are located within the boundaries of PEN 2. Recreational facilities within the PEN 2 include the Columbia Edgewater Country Club, the City of Portland’s Delta Park, and the former
20 Portland Meadows (a horse-racing track), which closed in 2019 and is, as of 2023, being redeveloped.³

25 The Interstate Bridge Replacement (IBR) Program Area of Potential Effect (APE) in North Portland, Multnomah County, Oregon straddles the boundary between PEN 1 and PEN 2. Portions of four structures associated with the CSDDHD are located within the APE boundaries: the Columbia River Levee, the North Denver Cross Levee, the Union Avenue/MLK Jr. Boulevard Cross Levee, and the Mud Slough Drainage (Figures 1–3). The MCDD and SDIC are not further described here because they are outside the APE for the IBR Program.

Columbia River Levee

30 The Columbia River Levee generally follows the south bank of the Columbia River from the NE 223rd Avenue Cross Levee in Troutdale, Multnomah County, Oregon at the east (approximately 12.5 miles southeast of the Interstate 5 alignment) to the OWR&N embankment at the west (approximately 1 mile northwest of the Interstate 5 alignment). The Columbia River Levee is an earthen berm structure constructed on high land adjacent to the Columbia River from a mixture of “semi-pervious and impervious” material obtained during the construction of the Peninsula Drainage Canal. As originally constructed in 1919, the height of the Columbia River Levee ranged from

¹ National Register of Historic Places, The Columbia Slough Drainage Districts Historic District, Portland, Gresham, Fairview, and Troutdale, Multnomah County, Oregon, Draft Nomination Form (Portland, OR: United States Army Corps of Engineers, 2019), Section 7, Page 5.

² The Columbia Slough Drainage Districts Historic District, Draft Nomination Form, 2019, Section 7, Page 5.

³ The Columbia Slough Drainage Districts Historic District, Draft Nomination Form, 2019, Section 7, Page 5.



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34 to 40 feet high. Portions of the Columbia River Levee were raised with additional earthen fill and armored with revetments between 1939 and 1941.⁴

5 Immediately to the east of the Interstate 5 alignment, the Columbia River Levee is visible as a grass-covered earthen structure with a footprint that varies in width as it follows the curves of the shoreline of the river. The sloped south face of the structure rises approximately 15 feet above grade level along N Pier 99 Street. The top of the levee varies in width as it follows the south bank of the Columbia River. The levee top is generally level and rises approximately 20 to 25 feet above the water level at the North Portland Harbor. The sloped north face of the structure has a slope of approximately 35 to 40 degrees (Figures 4, 5, and 6). The development of marine-oriented businesses since the 1930s along the south bank of North Portland Harbor have encroached upon the Columbia River Levee, with historic built environment (HBE) resources like the Totem Pole Marina at 1415 N Pier 10 99 Street being constructed upon the sloped south face of the levee and on top of the earthen structure (Figures 4, 5, and 6).

15 The section of levee under the Interstate 5 bridge that spans North Pier 99 Street and North Portland Harbor is covered with large rock boulders and thick vegetation (Figures 7–10). The section of the Columbia River Levee located immediately to the west of the Interstate 5 alignment is less visible due to HBE resources located upon the top of the earthen structure; however, the section of levee west of the former Vanport Pier at 1835 N Marine Drive is visible as a grass-covered earthen structure. West of the former Vanport Pier, the south face of the levee is gradually sloped as it rises approximately 15 feet from N Marine Drive to the levee top. An approximately 8-foot-wide concrete sidewalk runs along the top of the levee. The north face of the levee is sloped at an 20 approximately 35- to 40-degree angle as it falls about 25 feet down to the water level at the North Portland Harbor (Figures 10, 11, and 12).

North Denver Cross Levee

25 The North Denver Cross Levee acts as the boundary between PEN 1 and PEN 2. The North Denver Cross Levee was originally constructed in 1917 as the North Denver Avenue approach to the Interstate Bridge. The North Denver Cross Levee was constructed with poorly compacted dredge spoils obtained from the North Portland Harbor. As originally constructed, the North Denver Cross Levee was approximately 30 feet tall and 70 feet wide. The south end of the levee is situated where North Denver Avenue crosses the Columbia Slough, and the north end of the levee terminates into the south face of the Columbia River Levee. The overall length of the earthen structure is approximately 1.25 miles (Figures 1–3, and 13).⁵

30 During the construction of Vanport City in 1942-1943, the Kaiser Company cut an underpass through the levee, and a ring levee was constructed to protect the underpass from flooding. The ring levee failed during the 1948 Vanport flood and was reconstructed in 1949. Another flood in 1956 also damaged the N Denver Cross Levee and the levee was repaired. A portion of Interstate 5, completed in 1962-1963 as the Minnesota Freeway, rests on top of the North Denver Cross Levee. The ring levee was completely replaced in 1964 when the Delta Park 35 interchange on Interstate 5 was built (Figures 1–3 and 13).⁶

⁴ Elizabeth J. O'Brien and Jason Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form (Potential Historic Districts), SHPO Case Number 05-0359B, prepared by Archaeological Investigations Northwest, 2006, 21.

⁵ O'Brien and Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, 2006, 43.

⁶ O'Brien and Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, 2006, 43.



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Union Avenue/MLK Jr. Boulevard Cross Levee

The Union Avenue/MLK Jr. Boulevard Cross Levee is located within the boundaries of PEN 2. This levee was originally constructed in 1916-1917 as the Union Avenue approach to the Interstate Bridge.⁷ This earthen embankment carries Northeast Martin Luther King Jr. Boulevard (formerly Union Avenue) from the north bank of the Columbia Slough to the junction of Northeast Martin Luther King Jr. Boulevard with N Marine Drive and North Union Court (Figures 1–3 and 14–16).

The overall length of this structure is approximately 1.25 miles. The top of the structure is approximately 60 feet wide and is topped with a 4-lane asphalt paved road. The top of the levee is about 25 to 30 feet above the surrounding terrain. The overall footprint of the structure is approximately 100 feet wide. The sloped north and south faces of the levee are covered with grass, scrubby vegetation, and trees (Figures 1–3 and 14–16).

Mud Slough Drainage

The Mud Slough Drainage is a meandering drainage system located within the boundaries of PEN 1 and PEN 2. This drainage system consists of natural inland waterways which were originally used for navigation and recreation and later used as dumping grounds for sewage and waste. The primary purpose of the drainage system was to collect water from natural lakes, ponds, surface runoff, and wetlands and convey that water to the larger drainage systems within PEN 1 and PEN 2.

The Mud Slough Drainage maintains its approximate historic alignment despite being channelized and dredged during the historic period. Furthermore, the historic alignment of the Mud Slough Drainage was disrupted by the construction of the North Denver Cross Levee in 1917. The section of the Mud Slough Drainage located east of Interstate 5 and the North Denver Cross Levee is approximately 0.25 miles in length and forms a crescent shape through the landscape of Delta Park. The section of the Mud Slough Drainage located west of Interstate 5 and the North Denver Cross Levee is approximately 1.25 miles in length and meanders along the south edge of a large wetland area and golf course located within the boundaries of PEN 1 (Figures 2 and 3).

Boundary Description

The overall CSDDHD NRHP boundary is roughly formed by the Columbia River Levee to the north, the Sandy Drainage to Levee to the east, the Columbia Slough Levee and/or Columbia Boulevard to the south, and the OWR&N embankment to the west. The boundary includes only the footprints of the levees and major drainages evaluated as contributing resources, as well as the footprints and immediate vicinities of contributing pump stations, weirs, and dams. The interior areas of the district are not included within its boundaries; only those features documented as contributing to it (see Figure 17).

The four structures discussed here are located within the boundaries of PEN 1 and PEN 2, which are two of four drainage districts that constitute the CSDDHD. These two drainage districts encompass approximately 2,606 acres in the area bounded by the Columbia River to the north, the Sandy River to the east, the Columbia Slough to the south, and the OWR&N embankment to the west (Figures 1–3).⁸ The recommended National Register of

⁷ Alsobrook, Adam, et. al., Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon, (Portland, OR: WillametteCRA, 2023), 86–89.

⁸ The Columbia Slough Drainage Districts Historic District, Draft Nomination Form, 2019, Section 7, Page 5.



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Historic Places (NRHP) boundaries of the Columbia River Levee, the North Denver Cross Levee, the Union Avenue/MLK Jr. Boulevard Cross Levee, and the Mud Slough Drainage are defined by their physical footprints (Figures 2 and 3).

5 INTEGRITY

The National Park Service requires that historic properties retain sufficient historic integrity from their period of significance (here recommended as 1916 to 1961) to convey their significance. Integrity is assessed according to seven aspects, specifically location, design, setting, materials, workmanship, feeling, and association.⁹ The resources within the APE were evaluated according to the “Guidance for Recording and Evaluating Linear Cultural Resources,” which was prepared by the Oregon State Historic Preservation Office (SHPO) in 2013. The guidelines explain that the “overall integrity of linear resources depends heavily on the continuity of the resource and its physical presence as an element of the landscape. Changes in alignment or interruptions in the continuity of the resource can negatively affect integrity, especially when the re-alignment or interruption is of sufficient length or degree to disrupt the ability of the observer to clearly connect the discontinuous segments.”¹⁰

Each of the four contributing resources of the Oregon Slough Drainage Districts Historic District that fall within the APE remains in its original location and retains its original alignment. Slight changes have been made when a cut has been necessary to accommodate the Interstate 5 and OR99E interchange. The setting of the four contributing resources has also been slightly altered by the construction of new roadways and adjacent infrastructural improvements. The resources continue to serve their original functions, protecting reclaimed land to the south and providing flood-safe circulation routes along the tops of dykes within the drainage district. Overall, the three segments retain integrity of location, design, materials, workmanship, feeling, and association. The integrity of setting has been slightly diminished.

STATEMENT OF SIGNIFICANCE

The Columbia Slough Drainage Districts Historic District was assessed in 2006 as part of a Section 106 evaluation for the Multnomah County Drainage District and found eligible for listing in the NRHP. In 2019, the United States Army Corps of Engineers (USACE) requested a National Register nomination as part of its plan for improving the Portland Metro Levee System. The 2019 NRHP nomination updated the information included in the 2006 determination of eligibility and recommended the CSDDHD eligible under Criterion A for its association with early drainage district development in Oregon and under Criterion C for its representation of a major engineered drainage system that was nearly entirely built by 1920.

The four separate drainage districts that comprise the CSDDHD (PEN 1, PEN 2, MCDD, and SDIC) were originally organized between circa 1916 and 1918 to reclaim low-lying bottomlands south of the Columbia River for agricultural uses. The bottomlands north of the Columbia Slough and south of the Columbia River were extensively manipulated by channelizing natural ditches and sloughs, constructing earthen levees, and mechanically removing water using electric pumps. The significant character-defining features of this NRHP-eligible historic district include canals, drainage alignments, levees, and the historic design, massing, and

⁹ The Columbia Slough Drainage Districts Historic District, Draft Nomination Form, 2019, Section 8, Page 24.

¹⁰ Oregon State Historic Preservation Office, “Guidance for Recording and Evaluating Linear Cultural Resources,” 10. https://www.oregon.gov/oprd/OH/Documents/OR_Linear_Resources_Guidance.pdf.



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materials of the pumping stations and flood walls. Though the reclaimed bottomlands were initially intended for agricultural uses, the areas within the CSDDHD were eventually used for commercial, industrial, recreational, and residential purposes.¹¹

5 Physical elements associated with the planning, development, construction, and operation of each of the four individual drainage districts have been previously identified as NRHP-eligible resources contributing to the significance of the CSDDHD in 2006 and were nominated for listing in the NRHP in 2019 as a historic district. The four drainage districts located within the boundaries of the CSDDHD served an important role in the reclamation and redevelopment of North Portland, Northeast Portland, Gresham, Fairview, and Troutdale. The formerly unusable land was reclaimed for new productive purposes and also contributed to the improvement of public health by controlling sewage flows.¹²

The period of significance for the CSDDHD begins with the construction of the SDIC levees circa 1916 and ends with the completion of flood-related improvements in 1961.¹³

National Register of Historic Places Eligibility

Previous Recommendation

15 The Columbia River Levee, the North Denver Cross Levee, and the Union Avenue/MLK Jr. Boulevard Cross Levee were previously determined eligible for listing in the NRHP in 2006 as contributing to the significance of the CSDDHD, which was nominated for listing in the NRHP in 2019.¹⁴

20 According to the 2019 NRHP nomination, the CSDDHD is significant under Criterion A in the area of community planning and development for its associations with early drainage district development in Oregon, which was part of the nationwide reclamation movement that had started during the 1880s. The period of significance for Criterion A is circa 1916 to 1961. Per the 2019 NRHP nomination, the development of the four drainage districts began with the early experimental work on the Sun Dial Ranch, which led to the construction of a levee circa 1916 that became a part of the Sandy Drainage Improvement Company (SDIC). Success in the Sandy Drainage led to the formation of three drainage districts to the west in 1917: the PEN 1, the PEN 2, and the MCDD. The period of significance extends to 1961 reflecting the time period by which significant developments were completed within the drainage districts in response to the 1948 flood or Vanport Flood.¹⁵

¹¹ O'Brien and Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, 2006, 7.

¹² O'Brien and Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, 2006, 7.

¹³ O'Brien and Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, 2006, 7; O'Brien and Ellis, "The Columbia Slough Drainage Districts Historic District," Draft Nomination Form, 2019, Section 8, Page 25.

¹⁴ O'Brien and Allen, "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, 2006, 1; O'Brien and Ellis, "The Columbia Slough Drainage Districts Historic District," Draft Nomination Form, 2019, Additional Documentation, Pages 94–97.

¹⁵ The Columbia Slough Drainage Districts Historic District, Draft Nomination Form, 2019, Section 8, Page 25.



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According to the 2019 NRHP nomination, the CSDDHD is also significant under Criterion C in the area of engineering as an extensive engineered drainage system. The period of significance for Criterion C is also 1916 to 1961.¹⁶

- 5 The 2019 NRHP nomination did not recommend the CSDDHD as NRHP eligible under Criteria B and D.

Current Recommendation

WillametteCRA's findings align with the 2019 NRHP nomination of CSDDHD.

- 10 In summary, the CSDDHD possesses sufficient integrity to communicate its areas of significance under Criteria A and C, as described in the 2019 nomination. As such, WillametteCRA recommends the resource eligible for listing in the NRHP under Criteria A and C with an overall period of significance of 1916 to 1961. It is not recommended eligible under Criteria B or D.

¹⁶ O'Brien and Ellis, "The Columbia Slough Drainage Districts Historic District," Draft Nomination Form, 2019, Section 8, Pages 25–26.



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- 5 Alsobrook, Adam, Alicia Valentino, Breanne Taylor, Emily Steele, Estelle Weiss-Tisman, Langston Guettinger, Penelope Cottrell-Crawford. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*, Multnomah County, Oregon. Portland, OR: Willamette Cultural Resources Associates, 2023.
- 10 O'Brien, Elizabeth J., and David V. Ellis. "The Columbia Slough Drainage Districts Historic District, Portland, Gresham, Fairview, and Troutdale, Multnomah County, Oregon." National Register of Historic Places Nomination Form. Portland, OR: Willamette Cultural Resources Associates, 2019.
- 15 O'Brien, Elizabeth J., and Jason Allen. "Columbia Slough Drainage Districts Historic District," Section 106 Documentation Form, SHPO Case Number 05-0359B. Portland, OR: Archaeological Investigations Northwest, 2006.
- Oregon State Historic Preservation Office. "Guidance for Recording and Evaluating Linear Cultural Resources." https://www.oregon.gov/oprd/OH/Documents/OR_Linear_Resources_Guidance.pdf.

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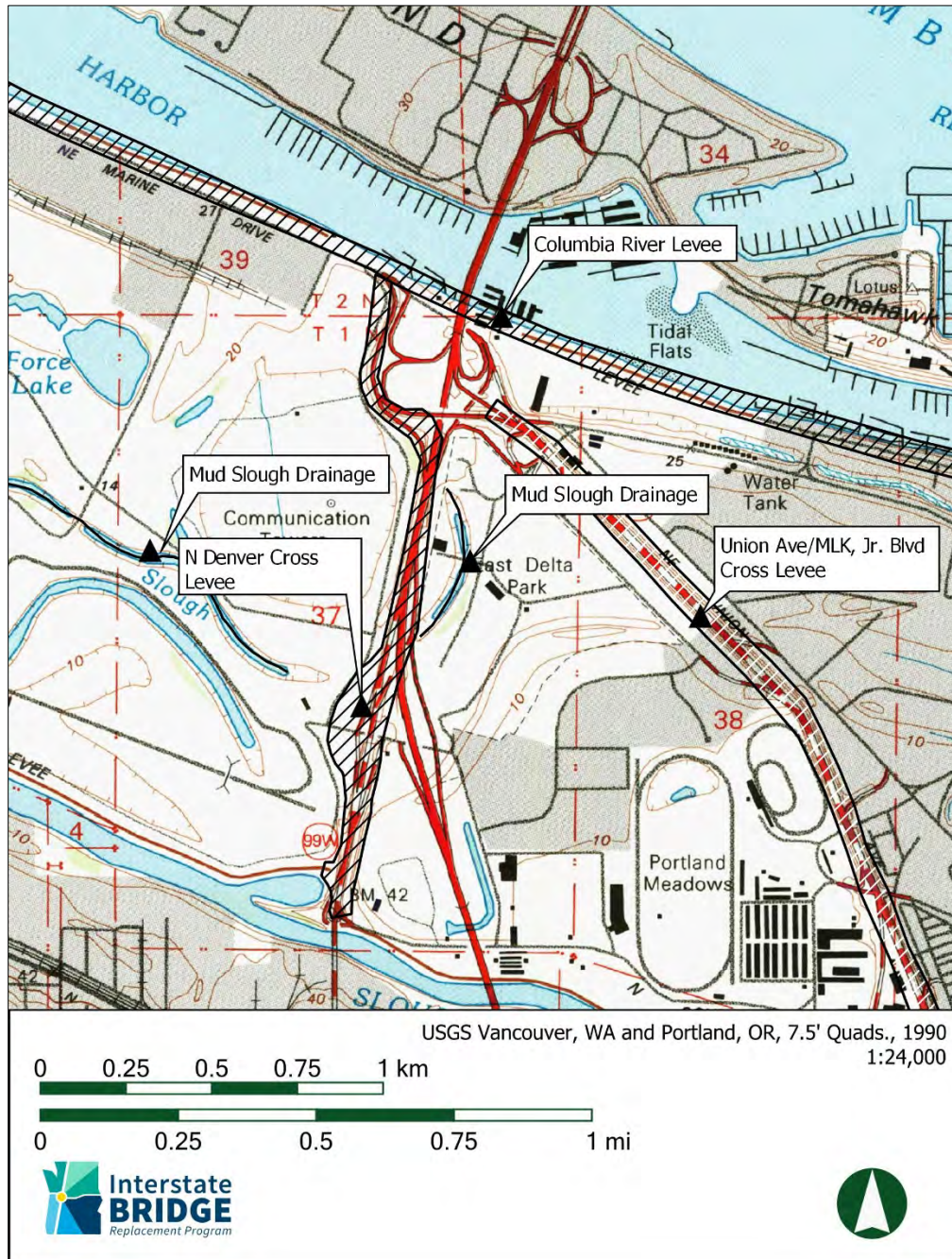


Figure 2. Location map of the Columbia River Levee, North Denver Cross Levee, and Union Avenue/MLK Jr. Boulevard Cross Levee in North Portland, Multnomah County, Oregon.

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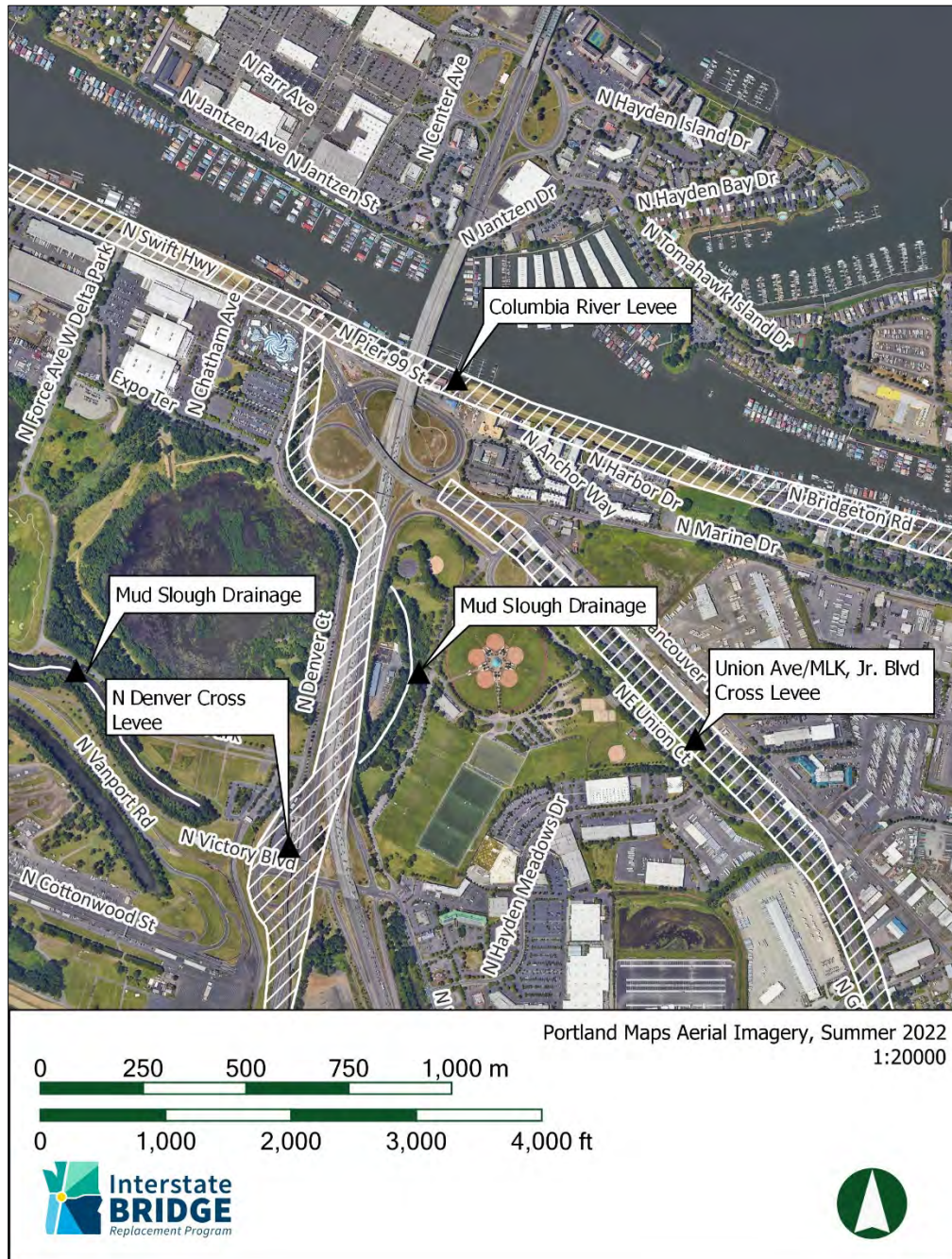


Figure 3. Aerial map of the Columbia River Levee, North Denver Cross Levee, and Union Avenue/MLK Jr. Boulevard Cross Levee in North Portland, Multnomah County, Oregon, showing recommended NRHP boundary in white.



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Figure 4. View of Columbia River Levee, north side, view facing east (WillametteCRA January 13, 2023).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 5. View of Columbia River Levee, north side, view facing south (WillametteCRA January 13, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 6. View of Columbia River Levee, south side, view facing north (WillametteCRA March 8, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 7. View of Columbia River Levee, south side, view facing northwest (WillametteCRA March 8, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 8. View of Columbia River Levee, south side, view facing northeast (WillametteCRA June 10, 2022).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 9. View of Columbia River Levee, south side, view facing northeast (WillametteCRA June 10, 2022).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 10. View of Columbia River Levee, north side, view facing east (WillametteCRA May 4, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 11. View of Columbia River Levee, north side, view facing east (WillametteCRA December 8, 2021).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 12. View of Columbia River Levee, north side, view facing east (WillametteCRA December 8, 2021).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 13. Oblique aerial photograph of the North Denver Cross Levee, view facing north. The yellow arrows indicate the general location of the levee alignment. Please refer to Figures 2 and 3 for the NRHP boundaries of this contributing resource (Google Earth, 2022).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 14. Oblique aerial photograph of the Union Avenue/MLK Jr. Boulevard Cross Levee, view facing north. The yellow arrows indicate the general location of the levee alignment. Please refer to Figures 2 and 3 for the NRHP boundaries of this contributing resource (Google Earth, 2022).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 15. View of the Union Avenue/MLK Jr. Boulevard Cross Levee, south side, view facing north (WillametteCRA March 8, 2023).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 16. View of the Union Avenue/MLK Jr. Boulevard Cross Levee, south side, view facing northwest (WillametteCRA March 8, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	



Figure 17. Map of the Columbia River Drainage Districts: Peninsula Drainage District No. 1 (PEN 1) is indicated in yellow on the map, Peninsula Drainage District No. 2 (PEN 2) is indicated in green on the map, Multnomah County Drainage District (MCDD) is indicated in red on the map, and Sandy Drainage Improvement Company (SDIC) is indicated in blue on the map (www.mcdd.org, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Columbia Slough Drainage Districts Historic District (OR 2)	SHPO Resource ID: 663154	
Street Address: N/A	City, County, State: Portland, Multnomah County, Oregon	

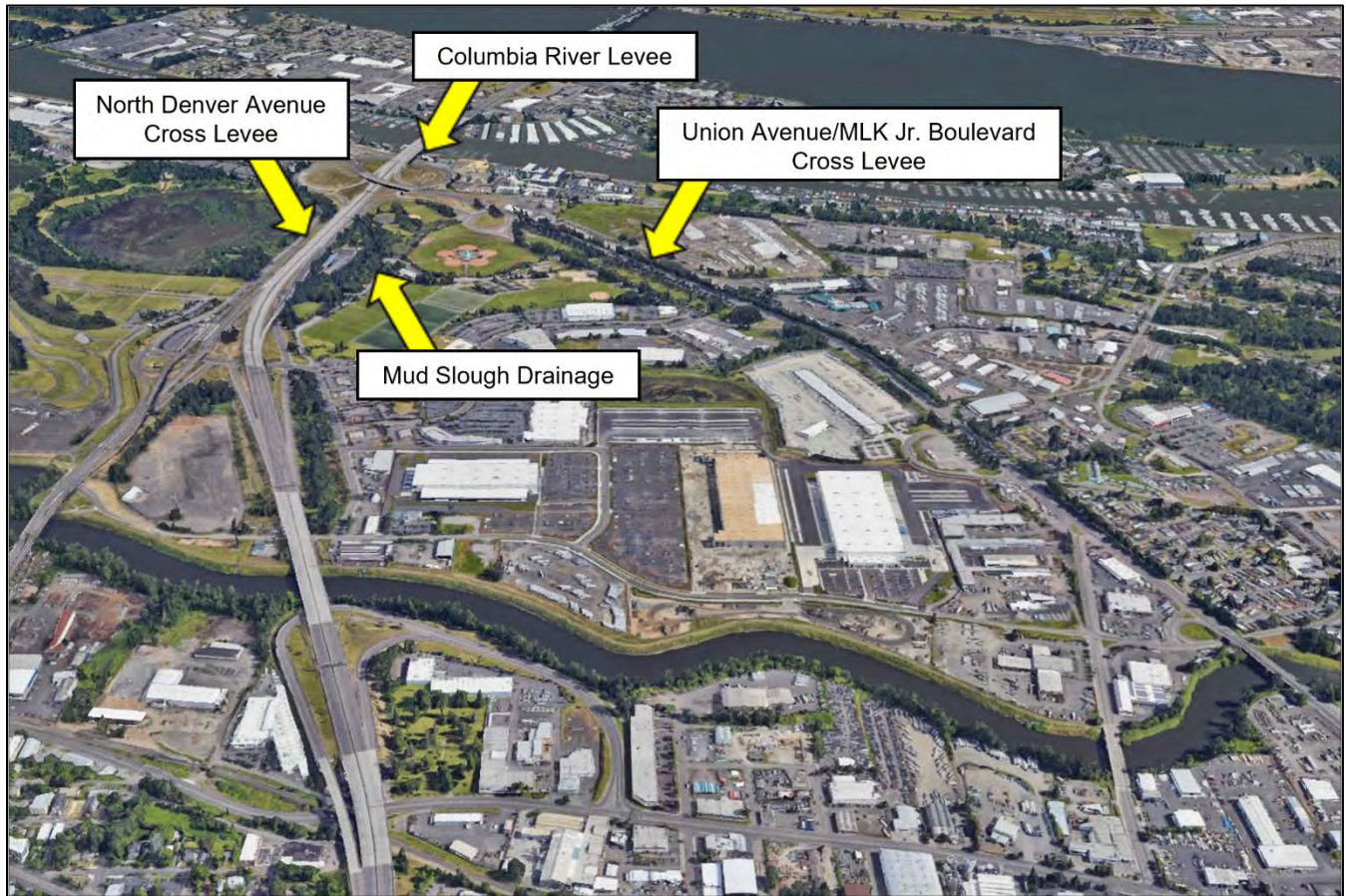


Figure 18. Oblique aerial photograph of Columbia River Levee, North Denver Cross Levee, Union Avenue/MLK Jr. Boulevard Cross Levee, and Mud Slough Drainage view facing northwest (Google Earth 2023).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Southbound Interstate 5 Columbia River Bridge, Bridge WA No. 5/1W, OR No. 07333 (OR 51 / WA 381b)	WISAARD Property ID: 18781 SHPO Resource ID: TBD
Street Address: Interstate 5 over the Columbia River	City, County, State: Vancouver, Clark County, Washington, and Portland, Multnomah County, Oregon
Tax Parcel Number: N/A	Plat Block Lot: N/A
USGS Quad Name: Vancouver, WA-OR and Portland, OR-WA	Township: 2N Range: 1E Section: 33
Coordinates: 45.617252°, -122.675888°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: TRANSPORTATION / road-related (vehicular)	Construction Date: 1958
Historic Use: TRANSPORTATION / road-related (vehicular)	Alterations & Dates: ca. 1990, decking updated unknown, operator booth updated unknown, traffic control devices updated
Architectural Classification / Resource Type: Other / Structure	Historic Context: Transportation

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Bridge-Parker Truss; Bridge (Pennsylvania-Petit Truss)	
Window Type & Material: N/A	Exterior Surface Materials: N/A Primary: Secondary: Decorative:	
Roof Type & Material: N/A		
Structural System Type: Metal - Steel	Plan Type: N/A	
Number of Stories: N/A	Changes to Structures:	
	Category:	Change Level:
Styles: Utilitarian	Plan	
	Windows	
Register Status: Not listed. NRHP Nomination Draft prepared in 2001.	Cladding	
	(Other)	
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	

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Street Address: Interstate 5 over the Columbia River	City, County, State: Vancouver, Clark County, Washington, and Portland, Multnomah County, Oregon



Figure 1. The Southbound Interstate 5 Columbia River Bridge. View facing south (WillametteCRA June 14, 2022).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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Street Address: Interstate 5 over the Columbia River	City, County, State: Vancouver, Clark County, Washington, and Portland, Multnomah County, Oregon

PHYSICAL DESCRIPTION

The Southbound Interstate 5 Columbia River Bridge crosses over the Columbia River between Vancouver, Clark County, Washington, and Portland, Multnomah County, Oregon (Figures 1 and 2). The bridge has an overall length of 3,538 feet. All through trusses are 45 feet 4-1/2 inches wide and have polygonal top chords. The bridge consists of sixteen spans, twelve piers, and five bents (Figure 10). The bridge has a distinctive “humpback” raised form in the middle to allow for an alternate shipping channel in addition to the channel through the lift spans (Figures 3, 4, 10, 15, 16, and 17). Starting at Bent 1 at the north end of the bridge in Vancouver:

- Span 1 is a variable-width reinforced concrete tee-beam span that measures 50 feet 5-7/8 inches from the centerline of Bent 1 to the centerline of Pier 1.
- Span 2 is a steel Parker through truss tower span that measures 272 feet 1-1/2 inches from the centerline of Pier 1 to the centerline of Pier 2. The braced frame vertical lift tower is integral with the south two panels of the truss and measures approximately 189 feet tall. The vertical lift tower supports a counterweight equal to half the weight of the lift span. The counterweight and lift span are suspended from six cables that run over two sheaves at the top of the vertical lift tower.
- Span 3 is a steel Parker through truss lift span that measures 278 feet 9-1/2 inches from the centerline of Pier 2 to the centerline of Pier 3.
- Span 4 is a steel Parker through truss tower span that measures 274 feet 2-1/2 inches from the centerline of Pier 3 to the centerline of Pier 4. The braced frame vertical lift tower is integral with the north two panels of the truss and measures approximately 189 feet tall. The vertical lift tower supports a counterweight equal to half the weight of the lift span. The counterweight and lift span are suspended from six cables that run over two sheaves at the top of the vertical lift tower.
- Span 5 is a steel Pennsylvania-Petit through truss span that measures 531 feet 4-1/2 inches from the centerline of Pier 4 to the centerline of Pier 6. Note: there is no Pier 5.
- Span 6 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 6 to the centerline of Pier 7.
- Span 7 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 7 to the centerline of Pier 8.
- Span 8 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 8 to the centerline of Pier 9.
- Span 9 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 9 to the centerline of Pier 10.
- Span 10 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 10 to the centerline of Pier 11.
- Span 11 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 11 to the centerline of Pier 12.
- Span 12 is a steel Parker through truss span that measures 265 feet 8-1/4 inches from the centerline of Pier 12 to the centerline of Pier 13.
- Span 13 is a variable-width reinforced-concrete tee-beam span that measures 60 feet 10-1/2 inches from the centerline of Pier 13 to the centerline of Bent 2.
- Span 14 is a variable-width reinforced-concrete tee-beam span that measures 75 feet 6 inches from the centerline of Bent 2 to the centerline of Bent 3.



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- Span 15 is a variable-width reinforced-concrete tee-beam span that measures 75 feet 6 inches from the centerline of Bent 3 to the centerline of Bent 4.
- Span 16 is a variable-width reinforced-concrete tee-beam span that measures 56 feet 0 inches from the centerline of Bent 4 to the centerline of Bent 5.

5 Each steel Parker through truss is divided into eleven equal panels and is 44 feet high at the center of each truss. The Pennsylvania-Petit through truss is divided into twenty-two equal panels and is 84 feet high at the center. All the trusses are simply supported. All truss span and tower structural members are made with either rolled steel sections of built-up sections fabricated from rolled steel angle or channel sections and steel plates. All connections are riveted. All trusses have lateral braces at the top and bottom chords. The reinforced-concrete roadway slab and vehicular traffic are supported on truss floor beams. The roadway slab carries three lanes of vehicular traffic. A sidewalk is located along the west side of the bridge through trusses. The sidewalk is bordered by the ODOT period standard picket-and-pipe railing.

15 Each of the eleven piers in the Columbia River features two tapered circular columns connected with a concrete strut. Each of the pier columns rests upon precast concrete shells filled with concrete which are supported on timber piles driven into the riverbed. The piers and bents for the north and south approach spans are rectangular reinforced-concrete columns.

Alterations

20 Since November 1966, the bridge has undergone other small- to moderate-scale changes including alterations to the operator’s control booth, decking, and traffic control devices. The 1958 Interstate Bridge is otherwise little changed and remains one of the most critical pieces of roadway infrastructure on the West Coast.¹

Boundary Description

25 The recommended National Register of Historic Places (NRHP) boundary of the property includes the entirety of the southbound bridge structure across the Columbia River between Vancouver, Washington, and Portland, Oregon, including approach spans, sidewalks, and other appurtenances related to the transportation use of the bridge.

INTEGRITY

30 To be eligible for listing in the NRHP, the National Park Service requires that historic properties retain sufficient historic integrity from their period of significance (here recommended as 1958–1966) to convey their significance. Integrity is assessed according to seven aspects, specifically integrity of location, design, setting, materials, workmanship, feeling, and association.

The Southbound Interstate 5 Columbia River Bridge is in its original location crossing the Columbia River between Vancouver, Washington, and Portland, Oregon. The original design, materials, and workmanship of the bridge are

¹ George, Oscar R., “Southbound Interstate 5 Columbia River Bridge,” National Register of Historic Places Nomination Form Draft, 2001.



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still intact. The setting around the bridge has changed somewhat over the past several decades, but not to the extent that the bridge has lost its integrity of setting. The bridge is still used as a bridge and therefore maintains integrity of feeling and association. In summary, despite some loss of integrity of setting, the bridge retains integrity of location, design, materials, workmanship, feeling, and association.

5 STATEMENT OF SIGNIFICANCE

The subject of this Section 106 documentation form is the Southbound Interstate 5 Columbia River Bridge, which was completed in 1958. This particular bridge is not to be confused with the first Interstate Bridge, which was completed in 1917 and is currently the northbound Interstate 5 span across the Columbia River. The 1917 Interstate Bridge was listed in the National Register of Historic Places on July 16, 1982.²

10 History

Throughout the nineteenth century, the cities of Vancouver and Portland were made distant to each by the width of the Columbia, connected only by the inconsistent and irregular services of ferries or other vessels. While these connections continuously improved—faster boat service or streetcars built to the ferry landings—the service itself was consistently slow, inconvenient, and often unreliable.

15 While ferries had been suitable and often faster than land-based transportation in the pre-railroad era, the region's ballooning population and thriving industrial sector made permanent and reliable bridges increasingly necessary.³ As early as the 1840s, bridges were built across smaller waterways in the area; in subsequent decades, more substantial bridges spanned larger channels.⁴ The region's largest rivers—most prominently the Columbia—remained an impasse in interstate travel into the twentieth century.

20 South of the Canadian border, the first bridges to span the Columbia were largely funded by railroad magnate James J. Hill whose financing helped construct the Old Wenatchee Bridge (1908) and the Columbia River bridge of the Spokane, Portland & Seattle Railway (SP&S) between Vancouver and Portland.⁵ Designed by famed civil engineer Ralph Modjeski (1861–1940), the latter bridge also opened in 1908 and was a contemporary marvel: the longest double-track railroad bridge in the country.⁶ Hill's bridge proved the viability of spanning the Columbia, and citizens of both Clark County and Multnomah County began the slow process of advocating, campaigning, and agitating for the construction of a bi-state or interstate bridge. The bridge was needed to supplement the

² National Register of Historic Places, Historic Bridges and Tunnels in Washington State Thematic Resources [Vancouver–Portland Bridge], National Register #82004205, accessed May 30, 2023, https://s3.amazonaws.com/NARAprodstorage/liz/electronic-records/rg-079/NPS_WA/82004205.pdf.
³ Dwight A. Smith, James B. Norman, Pieter T. Dykman, *Historic Highway Bridges of Oregon* (Salem: Oregon Department of Transportation, 1986), 28–29.
⁴ Smith et al., *Historic Highway Bridges*, 29–32.
⁵ Don Seabrook, "Looking Back: Columbia River bridge construction," *Wenatchee World*, December 1, 2022. https://www.wenatcheeworld.com/wvbusiness/looking-back-columbia-river-bridge-construction/article_72a8ccba-1766-11ed-8508-b313400419dc.html.
⁶ John Caldbick, "James J. Hill and associates cross Columbia River on first railroad bridge linking Washington and Oregon, whose opening has just completed Hill's Spokane, Portland & Seattle Railway, on November 5, 1908," HistoryLink.org Online Encyclopedia of Washington State History, posted January 13, 2016. <https://www.historylink.org/File/8740>.



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5 existing railroad span and serve the needs of pedestrian, automotive, and rapid transit.⁷ As early as 1908, local promoters and politicians began to press for the construction of a bridge by encouraging a feasibility study to understand potential costs. After years of delay, the study was funded through public subscription and Modjeski was hired as the project consultant.⁸ He delivered his report in September 1912, estimating the total cost of the bridge would fall between \$1.7 and \$2 million, plus more for the necessary approaches.⁹

10 With Modjeski's study in hand, proponents for the bridge petitioned for support from their respective local state governments. The engineering firm Waddell and Harrington, led by noted bridge engineers, John Arthur Low Waddell (1854–1938) and John Lyle Harrington (1868–1942), designed the bridge. However, Waddell and Harrington dissolved their partnership in 1914, and drawings for the bridge were completed by the engineering firm of Harrington, Howard and Ash. Construction bids were finally solicited in January 1915.¹⁰ In February, bids were opened, and a vertical lift system was chosen for the bridge's movable span.¹¹

Construction of the initial span of the Interstate Bridge was financed jointly by Clark County, Washington, and Multnomah County, Oregon. A total of \$1,750,000 in construction bonds were issued, with Clark County providing \$500,000 of the total bond issue and Multnomah County providing an additional \$1,250,000 in bonds.¹²

15 In all, the planned costs for the bridge were lower than anticipated and its construction was divided into twelve separate units undertaken by twenty-four contractors, many of whom were local.¹³ Construction began on March 6, 1915, and continued throughout the following year, still unfinished at the initial completion deadline of October 31, 1916.¹⁴ While work continued mostly without incident, the project dragged into 1917; in early February finishing touches, including the deck paving and streetcar tracks, were finally installed.¹⁵ With great crowds in attendance, the new bridge officially opened on February 14—Valentine's Day—1917 (which was also coincidentally Oregon statehood day).¹⁶ Editors at Portland's *Oregonian* wrote that "[w]ith brilliant formality, the Interstate bridge yesterday swung into its niche in the great scheme of commercial and industrial development of the Northwest."¹⁷ To all, the event seemed momentous.

⁷ Jonathan Clarke, "Vancouver–Portland Interstate Bridge," HAER No. WA-86, Historic American Engineering Record Written Historical and Descriptive Data (Washington, DC: US Department of the Interior, Historic American Engineering Record, 1993), 2.

⁸ Clarke, Vancouver–Portland Interstate Bridge, 2.

⁹ Ralph Modjeski, *To The Joint Pacific Highway–Columbia Bridge Committee of Portland and Vancouver Commercial Clubs* (Chicago: Ralph Modjeski, 1912), 5–6.

¹⁰ Clarke, Vancouver–Portland Interstate Bridge, 5.

¹¹ Clarke, Vancouver–Portland Interstate Bridge, 5.

¹² Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 5, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.

¹³ Clarke, Vancouver–Portland Interstate Bridge, 6.

¹⁴ Clarke, Vancouver–Portland Interstate Bridge, 6–7.

¹⁵ Clarke, Vancouver–Portland Interstate Bridge, 7.

¹⁶ Clarke, Vancouver–Portland Interstate Bridge, 7.

¹⁷ "Columbia Span is Formally Opened," *The Oregonian* (Portland, OR), 15 February 1917, 1.



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Southbound Interstate 5 Columbia River Bridge, Bridge WA No. 5/1W, OR No. 07333 (OR 51 / WA 381b)	WISAARD Property ID: 18781 SHPO Resource ID: TBD
Street Address: Interstate 5 over the Columbia River	City, County, State: Vancouver, Clark County, Washington, and Portland, Multnomah County, Oregon

5 The 1910s were a period of rapid technological and economic growth in the region, which the Interstate Bridge both symbolized and further augmented. The Interstate Bridge was open to all traffic, including automobiles, bicycles, horse-drawn wagons, interurban streetcars, livestock, pedestrians, and trucks. During its first year of operation, the lift span was opened 1,000 times for river-borne water traffic and almost immediately, officials noticed a rapid increase in “motor-truck traffic” as the use of horse-powered transportation was eclipsed.¹⁸ To pay for the structure, all users who crossed the bridge paid a toll roughly approximate to the cost of the former ferry fare, but the crossing was substantially faster.¹⁹ Basic tolls for self-propelled vehicles generally ranged from five to 50 cents.²⁰ The total construction cost of the bridge was \$1,741,889, and within only twelve years of opening, the bridge had paid for itself.²¹

10 Tolls Removed on the 1917 Interstate Bridge

To remove further barriers to interstate travel, in 1927 the state of Washington began investigating the purchase of local toll bridges.²² After the passage of multiple legislative laws, Washington and Oregon jointly purchased the Interstate Bridge from Clark and Multnomah Counties in 1929.²³ The bridge’s tolls were abolished, and its operation and maintenance were folded into the states’ roads department.²⁴

15 At midnight on December 31, 1928, the bridge became toll-free to motor and horse-drawn vehicles, bicyclists, and pedestrians.²⁵ However, Portland General Electric and the Pacific Telephone and Telegraph Company continued to pay for their utility lines to be carried across the Columbia River by the bridge.²⁶ Streetcars also continued to pay tolls until that service was discontinued in September 1940.²⁷ The Interstate Bridge financing program was officially closed out in July 1942, when Multnomah County retired its remaining share of the construction bond debt.²⁸ The Columbia River Interstate Bridge Commission was dissolved in June 1944.²⁹

¹⁸ “Motor Truck Plays Large Part in Growth of Bridge Traffic,” *Engineering News-Record* (New York), 16 May 1918, 965; Clarke, Vancouver-Portland Interstate Bridge, 8.

¹⁹ “Motor Truck Plays Large Part in Growth of Bridge Traffic,” 965.

²⁰ John Lyle Harrington and Ernest E. Howard, *1918 Final Report: The Columbia River Interstate Bridge, Vancouver, Washington to Portland, Oregon, for Multnomah County, Oregon, Clarke County, Washington, Washington*, (United States: A. W. Hirsch Ptg. Company, 1918), 9, 60.

²¹ Clarke, Vancouver–Portland Interstate Bridge, 8; Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 5, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.

²² Clarke, Vancouver–Portland Interstate Bridge, 8.

²³ Clarke, Vancouver–Portland Interstate Bridge, 8-9.

²⁴ “Who Said Bridge Was ‘Free’? Receipts Run into Thousands,” *Columbian* (Vancouver, WA), January 31, 1940, 1.

²⁵ Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951.

²⁶ <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>; “Tolls to Be Removed At Midnight, Papers Signed In Two States,” *Columbian* (Vancouver, WA), December 31, 1928, 1.

²⁷ “Who Said Bridge Was ‘Free’? Receipts Run into Thousands,” *Columbian* (Vancouver, WA), January 31, 1940, 1.

²⁸ “Street-car [sic] Service to End Monday,” *Columbian* (Vancouver, WA), August 30, 1940, 1.

²⁹ “Last of Bonds On Interstate Span Retired,” *Columbian* (Vancouver, WA), June 24, 1942, 6; “County’s Debt \$764,000 Less,” *Oregonian* (Portland, OR), January 25, 1942, 13.

³⁰ “Interstate Bridge Affairs Closed,” *Oregonian* (Portland, OR), January 25, 1942, 13.



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Movement for a Second Interstate Bridge: 1929–1956

5 One of the first plans for an additional bridge across the Columbia River in the vicinity of the 1917 Interstate Bridge occurred in 1929 when the Camas Chamber of Commerce proposed a new bridge across the river. This proposed bridge would have originated at the former intersection of Columbia and Sandy Boulevards and crossed Government Island east of the present-day Glenn L. Jackson Memorial Bridge, which carries Interstate 205 across the Columbia River. The bridge would have terminated at Fisher, a historic settlement located near the present-day intersection of SE 164th Avenue and State Route 14 on the north shore of the Columbia River, approximately 8.5 miles upstream from the Interstate Bridges.³⁰ This proposal was discussed over the following two years until poor economic conditions made the scheme impractical.³¹ The idea was resurrected in 1941, though the proposal was abandoned shortly after the onset of World War II (WWII) owing to lack of funds.³²

15 By the 1940s, automotive usage had grown so widespread that the 1917 Interstate Bridge was becoming a bottleneck for drivers along the Pacific Highway.³³ From 13,100 daily vehicular crossings in 1936, the bridge handled 30,747 by 1950.³⁴ Boat traffic also increased: bridge openings increased from 2,937 in 1948 to 3,584 in 1950.³⁵ A 1941 study indicated that the 1917 Interstate Bridge carried approximately eighty-five percent of all motor vehicle traffic between Oregon and Washington in the vicinity of the Columbia River, with intercity travel between Portland and Vancouver comprising fifty percent of this traffic.³⁶ By 1951, the 38-foot-wide roadway on the 1917 Interstate Bridge had been divided into four 9 1/2-foot-wide travel lanes, with two northbound lanes and two southbound lanes.³⁷

20 Another proposal for a second Interstate Bridge came in November 1943, when New York urban planner Robert Moses (1888–1981) issued his *Portland Improvement* report to the Portland Area Postwar Development

³⁰ “Pledge Support To Camas Span,” *Columbian* (Vancouver, WA), April 3, 1929, 1.

³¹ “Portland Club Works for Span,” *Columbian* (Vancouver, WA), June 19, 1930, 1; “Urge for Bridge Again Renewed,” *Columbian* (Vancouver, WA), April 15, 1931, 1; “Even Crabs To Be Served At Chamber Luncheon Where Pet Peeves Are To Be Given Airing,” *Columbian* (Vancouver, WA), April 20, 1931, 1; “Crabs To Have Day Tomorrow,” *Columbian* (Vancouver, WA), April 20, 1931, 2; “Air Grievances At C.C. Meeting,” *Columbian* (Vancouver, WA), April 22, 1931, 4.

³² “Second Interstate Span Proposed,” *Oregonian* (Portland, OR), September 24, 1941, 6; “Commission To Discuss Bridge Plan,” *Oregon Daily Journal* (Portland, OR), October 9, 1941, 6; “New Columbia Bridge Proposed,” *Oregonian* (Portland, OR), October 11, 1941, 6; “State Load Limit Under Fire Again,” *Oregon Daily Journal* (Portland, OR), October 17, 1941, 8.

³³ Clarke, Vancouver–Portland Interstate Bridge, 9.

³⁴ Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 7, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.

³⁵ Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 9, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.

³⁶ State of Washington Department of Highways, *Review of Columbia River Crossing Traffic and Facilities*, January 1950, 2, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36912/rec/1>.

³⁷ Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 5, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.



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5 Committee.³⁸ Among the numerous infrastructure and transportation project recommendations in his report, Moses also proposed the construction of a second, high-level (a fixed span with sufficient clearance for shipping traffic), tolled Interstate Bridge one-half mile east of the 1917 Interstate Bridge. Precise details of the new bridge were rather vague, but the proposed location of the new bridge and its approaches on the Washington side of the Columbia River would have been located immediately east of the Vancouver Barracks.³⁹ Moses' recommendation for a second bridge came as a shock to the Washington Department of Highways, which told *The Columbian* newspaper that it had no knowledge of the proposal.⁴⁰ Both the press and the public were also enraged that Moses proposed tolls not just on the new bridge, but on the existing 1917 Interstate Bridge as well.⁴¹ Additionally, the editors of *The Columbian* raised concerns that a high-level bridge at that location would interfere with
10 aeronautical operations at the brand new Portland–Columbia Airport (present-day Portland International Airport).⁴²

15 In 1946 and 1947, the States of Oregon and Washington Highway Planning Surveys (a joint Oregon–Washington highway planning organization), the U.S. Public Roads Administration, the City of Vancouver Engineering Department, and the City of Vancouver Planning Commission completed an “origin and destination” survey of traffic through Vancouver. This study quantified the rapidly increasing traffic volumes during the post-WWII period.⁴³ The findings of this study were combined with other surveys to further support the case for a second Interstate Bridge.⁴⁴

20 In April 1948, Clarence B. Shain (1896–1975), Washington State director of highways, told a joint fact-finding committee in Seattle that the existing traffic volumes would double by about 1963, which would require an additional bridge to supplement the capacity of the 1917 Interstate Bridge.⁴⁵ In late December 1948, not long after construction of the Vancouver Freeway (present-day Interstate 5 through Vancouver) began, Oregon state highway engineer Robert H. “Sam” Baldock (1889–1968) declared that the 1917 Interstate Bridge was totally inadequate to handle its current traffic volume. He also stated that it would not be economically feasible to widen the existing bridge and that an entirely new structure would be required. Baldock took pains to note that the idea was entirely his own, though *The Columbian* newspaper reported that officials with both the Washington

³⁸ Carl Abbott, “Robert Moses in Portland,” *The Urban West: Official Site of Professor Carl Abbott*, accessed November 10, 2022, <http://theurbanwest.com/portland/robert-moses-in-portland>.
³⁹ Moses, Robert, *Portland Improvement*, November 10, 1943, 79; Nokes, Richard. “Moses Proposes \$75,000,000 Postwar Works for City: Huge Construction Plan Would Provide Jobs For 20,000, Take 2 Years,” *Oregonian* (Portland, OR), November 10, 1943, 1.
⁴⁰ “New Bridge Is News to State,” *Columbian* (Vancouver, WA), November 11, 1943, 1.
⁴¹ “Editorial: Moses and the Bridge,” *Columbian* (Vancouver, WA), December 6, 1943, 4; “Editorial: The Moses Report,” *Oregonian* (Portland, OR), November 11, 1943, 10; “Portland Leaders’ Reactions to Moses Plan For Postwar Development Found Favorable,” *Oregonian* (Portland, OR), November 11, 1943, 12.
⁴² “Editorial: Moses and the Bridge,” *Columbian* (Vancouver, WA), December 6, 1943, 4.
⁴³ State of Oregon and Washington Highway Planning Surveys et al., *Origin and Destination Traffic Survey of Vancouver, Washington*, 1948, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/38128/rec/5>.
⁴⁴ State of Washington Department of Highways, *Review of Columbia River Crossing Traffic and Facilities*, January 1950, 2, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36912/rec/1>.
† The Annual Average Daily (AAD) traffic volume is a representation of traffic on a typical day of the year. An AAD is calculated by dividing the total annual volume of vehicle traffic of a road or highway by 365 days.
⁴⁵ State of Washington, *Hearing by the Joint Fact-Finding Committee on Highways, Streets, and Bridges*, April 16-17, 1948, 15-16, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll10/id/1069/rec/18>.



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Department of Highways and the Oregon State Highway Department (OSHD) acknowledged that informal discussions about enlarging the existing bridge or constructing a new bridge had already taken place.⁴⁶

5 Amidst the rising clamor, the Washington Department of Highways published a report entitled *Columbia River Crossing Traffic and Facilities* in January of 1950. This report was a compilation of traffic volume data gathered during studies and traffic surveys conducted by both state highway departments during the 1940s. Using the 1948 data as a benchmark, this report estimated that the Annual Average Daily (AAD) traffic volume[†] on the 1917 Interstate Bridge would increase from 31,100 in 1950 to 41,700 in 1960, an increase of thirty-seven percent.⁴⁷ These traffic volume estimates were subsequently used as justification for an additional crossing of the Columbia River near the 1917 Interstate Bridge.⁴⁸

10 Despite the ongoing efforts of the Oregon and Washington state highway departments to demonstrate the need for a second bridge, economic factors once again intervened to delay planning and construction efforts. In May 1949, Thomas H. Banfield (1885–1950), chairman of the Oregon State Highway Commission (OSHC), stated that a lack of funding for the second bridge would delay the project until at least 1952 or 1953.⁴⁹

15 By May 1950, engineers with both the Oregon and Washington state highway departments were surveying potential locations for a new interstate bridge.⁵⁰ In 1951, the OSHD and the Washington Department of Highways published a report entitled *Joint Investigation of an Interstate Bridge Across the Columbia River Between Portland, Oregon and Vancouver Vicinity, Washington*. This report presented six general options for the proposed new crossing of the Columbia River:

- 20 • Route Number 1: Construction of a high-level bridge as an extension of Portland's NE 82nd Avenue, approximately 5 miles upstream of the 1917 Interstate Bridge.
- Route Number 2: Construction of a high-level bridge as an extension of Portland's NE 39th Avenue, approximately 2-3/10 miles upstream of the 1917 Interstate Bridge.
- Route Number 3A: Construction of a low-level bridge parallel to and 83 feet downstream of the 1917 Interstate Bridge, with south approaches connecting to Interstate Avenue.
- 25 • Route Number 3B: Construction of a low-level bridge parallel to and 83 feet downstream of the 1917 Interstate Bridge, with south approaches connecting to Delaware Avenue.
- Route Number 4: Construction of a twin-tube tunnel underneath the Columbia River.
- Route Number 5: Construction of high-level bridge over the Columbia River immediately above the junction of the Columbia and Willamette Rivers.⁵¹

⁴⁶ "Job Started At Vancouver," *Oregonian* (Portland, OR), December 7, 1948, 25; "Second Span Across River Held Needed," *Columbian* (Vancouver, WA), December 23, 1, 3.

⁴⁷ State of Washington Department of Highways, *Review of Columbia River Crossing Traffic and Facilities*, January 1950, 20, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36912/rec/1>.

⁴⁸ "Editorial: New Interstate Bridge," *Oregonian* (Portland, OR), April 22, 1949, 20; "Three New Bridges Over Columbia Planned; Project at The Dalles Near Estimate Stage," *Oregonian*, (Portland, OR), May 1, 1949, 26.

⁴⁹ "Editorial: No Interstate Bridge Plans," *Oregonian* (Portland, OR), May 13, 1949, 14.

⁵⁰ "States Seek Site for Bridge," *Oregonian*, May 2, 1950, 5.

⁵¹ Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 15–36, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.



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Of these six general options, the report recommended Routes Number 3A and 3B as the most practical and expedient.⁵² Of these two options, Route Number 3B was the least expensive of the six options, with the projected cost of the bridge and approaches totaling \$27,081,841. Route Number 3A was slightly more expensive, with the projected cost of the bridge and approaches totaling \$29,863,841.⁵³

5 The Oregon and Washington state highway departments conducted further bridge studies between 1950 and 1951, though the apparent lack of definitive progress rankled the public. By July 1951, seven potential locations were being evaluated for the new Interstate Bridge.⁵⁴ Finally, in September 1951, William A. Bugge (1900–1992), director of the Washington Department of Highways, announced that the Oregon and Washington state highway departments would construct the second Interstate Bridge span 83 feet downstream of the 1917 Interstate
10 Bridge.⁵⁵ The Oregon and Washington state highway commissions held a joint meeting at Portland in November 1952 to discuss the construction and financing arrangements for the new bridge. The highway commissions agreed on an estimated project cost of \$11,200,000 and to impose tolls on both the 1917 Interstate Bridge and the new span. The commissioners also agreed to start the construction of the new bridge within five years.⁵⁶

15 In March 1953, Baldock announced that tolls for passenger vehicles would be fifteen cents. He estimated that the total cost of the second bridge and approaches would be \$27,000,000, with \$11,200,000 of that amount recouped from tolls within nine years and the remainder of the costs shared equally by the two states.⁵⁷ Further details of the proposed project were publicly announced in May 1953, when *The Oregonian* published general plans of the new bridge, approaches, and tolling facilities (Figures 8 and 9).⁵⁸

20 In June 1953, the Washington State Legislature authorized the Washington Toll Bridge Authority to formulate an agreement with the OSHC “for the purpose of constructing a bridge adjacent to the existing Interstate Bridge and operating both facilities as toll bridges.”⁵⁹ The Washington Toll Bridge Authority (WTBA) was created by the Washington State Legislature in 1937, and the first major project of the WTBA was the Lake Washington toll bridge between Seattle and Mercer Island, later known as the Lacey V. Murrow Memorial Bridge.⁶⁰ In October 1953, Oregon and Washington highway officials announced that the new Interstate Bridge would open in 1956. It

⁵² Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 39, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.

⁵³ Oregon State Highway Department and Washington Department of Highways, *Joint Investigation of an Interstate Bridge Across the Columbia River between Portland, Oregon and Vancouver Vicinity, Washington*, 1951, 36, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll2/id/36935/rec/1>.

⁵⁴ “Jam Remains After Years of Talk of New Span,” *Oregonian* (Portland, OR), July 15, 1951, 20.

⁵⁵ “2nd Bridge Beside Interstate Is Planned: Site Chosen, Engineer Discloses,” *Columbian* (Vancouver, WA), September 21, 1951, 1.

⁵⁶ “Start Asked In 5 Years, Toll Slated,” *Oregonian* (Portland, OR), November 25, 1952, 1.

⁵⁷ “Proposed Toll on Bridge Brings Back Memories of Old,” *Oregonian* (Portland, OR), March 1, 1953, 20.

⁵⁸ “One-Way Traffic, North, South Due When Interstate Bridge Built,” *Oregonian* (Portland, OR), May 11, 1953, 14.

⁵⁹ Washington State Highway Commission, *Annual Activities Report of the Washington State Highway Commission, Department of Highways for the Year Ending June 30, 1953*, September 17, 1953, 47, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll11/id/461/rec/9>.

⁶⁰ “Bills Signed By Governor,” *Seattle Daily Times* (Seattle, WA), March 17, 1937, 8.



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was estimated that it would take ten months for the OSHD to design the bridge, two months to issue bonds and execute construction contracts, and eighteen months to build the new bridge, approaches, and tolling facilities.⁶¹

In November 1953, towboat and tugboat operators objected to the proposed second Interstate Bridge as a potential hazard to navigation, citing the difficulty of maneuvering long strings of barges and log rafts through the narrow width of the draw span.⁶² Less than two months later, the OSHC directed Oregon state highway engineer Baldock to revise the plans of the new Interstate Bridge to order to address the concerns of the towboat and tugboat operators and satisfy objections by the United States Army Corps of Engineers (USACE). These new plans would also alter the form of the existing 1917 Interstate Bridge and Baldock estimated that the changes would add an additional \$500,000 to the cost of the new bridge and require a further \$1,500,000 to modify the old one.⁶³ Initially, the revised plans included two 511-foot spans, each with a vertical clearance of 77 feet above low water. However, the USACE altered the revised plans, and the plan approved by the Corps included only one 511-foot span.⁶⁴ The final approved plans featured the distinctive fixed “hump” in the center of the new bridge to allow easy water-based passage and also required the 1917 Interstate Bridge to be modified to match the design with its own added hump.⁶⁵ The bridge construction permit was signed by the Chief of Engineers at Washington, DC, on June 18, 1954, and stipulated that construction of the new Interstate Bridge begin within two years and be completed by June 18, 1959.⁶⁶

Building the Second Interstate Bridge: 1955–1958

With the plans finalized and permission from the USACE obtained, the authorities began finalizing the construction financing for the new bridge. In January 1955, the Washington State Legislature introduced a bill that directed the WTBA to assume responsibility for issuing bonds and collecting tolls on both the 1917 Interstate Bridge and the new bridge.⁶⁷ The bill passed the legislature by June 1955, and the WTBA and both state highway commissions asked to be reimbursed for the costs related to planning and financing the new bridge. However, in early June 1955, Washington State Auditor Cliff Yelle refused the reimbursements on the grounds that the legislation violated the agreement that Washington State made when it bought the 1917 Interstate Bridge from Clark County.⁶⁸ The Washington Supreme Court was asked to rule on the constitutionality of the law, and in July 1955 the court halted the sale of revenue bonds for the bridge until the judicial body could rule on the case.⁶⁹ Finally, in November 1955, the Washington Supreme Court upheld the legal validity of the financing and tolling agreement between the two states. The ruling allowed the sale of revenue bonds to continue, with the bonds to

⁶¹ “Parallel Span 2½ Years Off,” *Oregonian* (Portland, OR), October 1, 1953, 1.

⁶² “Hazards of Interstate Bridge to Columbia Shipping Reported at Hearing by Towboat, Tug Operators,” *Oregonian* (Portland, OR), November 20, 1953, 62.

⁶³ “Interstate High Span Wins Nod,” *Oregonian* (Portland, OR), January 23, 1954, 1.

⁶⁴ “Humpback Bridge Plan Given Approval,” *Columbian* (Vancouver, WA), July 1, 1954, 1.

⁶⁵ “Bridge Type Issue Raised,” *Oregonian* (Portland, OR), October 30, 1954, 18.

⁶⁶ “Humpback Bridge Plan Given Approval,” *Columbian* (Vancouver, WA), July 1, 1954, 1.

⁶⁷ “Bridge Bill Offered,” *Oregonian* (Portland, OR), February 1, 1955, 20.

⁶⁸ “Suit to Test Acts for Span,” *Oregonian* (Portland, OR), June 2, 1955, 9.

⁶⁹ “Court Halts Bridge Funds,” *Oregonian* (Portland, OR), July 9, 1955, 12.



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be paid back through bridge tolls.⁷⁰ Additional construction funding was secured from both Washington and Oregon state governments, as well as from the USACE.⁷¹

5 The WTBA was placed in charge of toll collection and the OSHD was in charge of constructing the new bridge.⁷²
 The OSHD bridge engineer, Philip M. "Steve" Stephenson (1898–1983), approved the final plans for the bridge in
 June 1955 (Figure 10).⁷³ The OSHD called for construction bids in November 1955 and received them in January
 and February 1956.⁷⁴ The OSHC opened bids in March 1956 in Portland, and awarded the contract to the Guy F.
 Atkinson Company of San Francisco, California, in April 1956, beating four other bidders with a successful low bid
 of \$6,681,940.⁷⁵ Construction started in July 1956.⁷⁶ Marshall W. Dresser (1892–1959) of the OSHD served as
 resident engineer for the project.⁷⁷ George McCoy was the project manager for the Guy F. Atkinson Company.⁷⁸
 10 Initial construction work included the demolition of the easternmost 130 feet of the Port of Vancouver Terminal 1
 to make way for the new Interstate Bridge span (Figure 11).⁷⁹

15 Placement of the bridge piers used an innovative method of construction that eliminated the need for sheet piling
 cofferdams. This notable construction method was inspired by techniques used by the Peter Kiewit Company to
 build the Richmond to San Rafael Bridge in San Francisco Bay.⁸⁰ First, precast concrete shells were formed and
 steam-cured on the shore. Second, holes were dug in the riverbed, and then sixty to one hundred piles were
 driven into the base of each hole to a depth of 50 to 60 feet. The precast concrete shell was then placed on a
 barge and towed out to the pier location, where a crane lifted the shell and lowered it into position on top of the
 piling. Some of these precast concrete shells weighed up to ninety-nine tons and required two cranes to lower
 them into position. A layer of gravel was poured into the shell and an underwater concrete supply pipe was then
 20 inserted into the base of the shell. Concrete was then pumped under pressure to fill the shell and gradually
 displace the water. Additional precast concrete sections were then added to the base to raise the bridge pier
 above the waterline. Twelve major piers were required to support the new Interstate Bridge span, and Pier 10

⁷⁰ "Court Sanctions Toll Collection," *Oregonian* (Portland, OR), November 11, 1955, 1; Clarke, Vancouver-Portland Interstate Bridge, 9–10.

⁷¹ Clarke, Vancouver-Portland Interstate Bridge, 9.

⁷² "Construction," *State of Washington Department of Highways News*, August 1956, 18, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll1/id/2236/rec/6>.

⁷³ George, Oscar R., "Southbound Interstate 5 Columbia River Bridge," National Register of Historic Places Nomination Form Draft, 2001, Section 8, Page 2 of 4.

⁷⁴ "Bids on Interstate Bridge Due for January Call," *Oregonian* (Portland, OR), November 30, 1955, 1; "State Waits Bridge Bids," *Oregonian* (Portland, OR), January 13, 1956, 13; "Big Bridge Bids Ahead," *Oregonian* (Portland, OR), February 23, 1956, 6.

⁷⁵ "Atkinson Bid Low on Span," *Oregonian* (Portland, OR), March 2, 1956, 1.

⁷⁶ "Construction," *State of Washington Department of Highways News*, August 1956, 18, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll1/id/2236/rec/6>; "Piling Driven for Bridge," *Oregonian* (Portland, OR), July 17, 1956, 1; "Construction of New Interstate Bridge Near Start," *Oregonian* (Portland, OR), July 17, 1956, 1; "Work Speeded on New Interstate Highway Bridge," *Oregonian* (Portland, OR), August 5, 1956, 37.

⁷⁷ George, Oscar R., "Southbound Interstate 5 Columbia River Bridge," National Register of Historic Places Nomination Form Draft, 2001, Section 8, Page 2 of 4.

⁷⁸ *State of Washington Department of Highways News*, November 1956, 17, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll1/id/2356/rec/9>.

⁷⁹ "Terminal Work to Ease Bridge," *Oregonian* (Portland, OR), September 8, 1956, 14.

⁸⁰ "Piers Poured Under Water," *Oregonian* (Portland, OR), September 2, 1956, 16.



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
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close to the Oregon shore was the first to be constructed using this method.⁸¹ The American Bridge Division of United States Steel fabricated the structural steel components of the bridge at their plant in Gary, Indiana.⁸²

5 By mid-April 1957, the contractors completed ten of the twelve major piers and placed the first pieces of steel (Figure 11).⁸³ Shortly after this milestone, progress on the bridge was temporarily halted when a dispute arose between the pile drivers' union and the ironworkers' union over which workers would be responsible for driving the piling to support the falsework. The pile drivers went on strike in mid-April 1957 and remained on strike until late May 1957. Spring floodwaters on the Columbia River also inundated some of the temporary construction and further delayed additional steel placement.⁸⁴ Finally, after the end of the strike, progress on the bridge picked up and the two steel towers for the new lift span were in place by mid-June 1957.⁸⁵ The lift span was installed between the two towers on October 8, 1957, and the last steel was installed on December 21, 1957 (Figures 12 and 13).⁸⁶

15 In March 1958, the OSHC awarded a second contract for the modification of the original 1917 Interstate Bridge to the General Construction Company of Portland.⁸⁷ Construction of the new bridge continued while contractors began preparing the original bridge to be altered. In late April 1958, tragedy marred the relatively smooth construction process when Jim Cooper, a veteran "high steel" bridge painter, fell from the new bridge into the Columbia River and drowned. Crews recovered Cooper's remains over one month later downriver near Kalama, Washington.⁸⁸

20 Amid great fanfare, the new Interstate Bridge span was opened to traffic on July 1, 1958 (Figures 16 and 17).⁸⁹ A ribbon held by the mayors of Portland and Vancouver was untied by Mrs. Mary Helen Kiggins McAleer (1909–1988) and Mrs. Eleanor Watson Holman Burkitt (1906–2002), who as young girls untied the ribbon at the opening of the original Interstate Bridge on February 14, 1917 (their fathers, John Kiggins from Vancouver and Rufus

⁸¹ "New Interstate Bridge Progressing: Piers for Supplementary Vancouver-Portland Structure Being Constructed On Shore," *State of Washington Department of Highways News*, November 1956, 17-18, <https://cdm16977.contentdm.oclc.org/digital/collection/p16977coll1/id/2356/rec/9>; "Piers Poured Under Water," *Oregonian* (Portland, OR), September 2, 1956, 16; "Underwater Pouring of Interstate Pier Concrete Makes History," *Oregonian* (Portland, OR), September 16, 1956, 98.

⁸² George, Oscar R., "Southbound Interstate 5 Columbia River Bridge," National Register of Historic Places Nomination Form Draft, 2001, Section 8, Page 2 of 4.

⁸³ "New Interstate Highway Bridge Ready for Steel," *Oregonian* (Portland, OR), April 18, 1957, 1.

⁸⁴ "Union Jurisdictional Fuss Interrupts Work on Span," *Oregonian* (Portland, OR), April 18, 1957, 1; "Pickets Halt Work on Interstate Span," *Oregonian* (Portland, OR), April 19, 1957, 30; "River Rise, Strike Slow Span Construction Work," *Oregonian* (Portland, OR), May 14, 1957, 1; "River Rise Inundates Lowlands," *Oregonian* (Portland, OR), May 23, 1957, 1.

⁸⁵ "Twin Towers Mark Interstate Span," *Oregonian* (Portland, OR), June 14, 1957, 40.

⁸⁶ "New Interstate Bridge Taking Shape by Bits and Pieces," *Oregonian* (Portland, OR), July 18, 1957, 36; "Lift Span of New Interstate Bridge Moved Into Place," *Oregonian* (Portland, OR), October 9, 1957, 1; "Wet Flag Flying, Interstate's Final Gap Is Closed," *Oregonian* (Portland, OR), December 22, 1957, 1.

⁸⁷ "Portland Firm Gets Highway Contract for Old Interstate Bridge Remodeling," *Oregonian* (Portland, OR), March 28, 1958, 19.

⁸⁸ "Span Painter Dies in River," *Oregonian* (Portland, OR), April 30, 1958, 17; "River Yields Man's Body," *Oregonian* (Portland, OR), June 6, 1958, 12.

⁸⁹ "Interstate Span to Open July 1," *Oregonian* (Portland, OR), June 26, 1958, 1; "Announcement of Bridge Rites Recalls 1917 Completion of Longest International Road," *Oregonian* (Portland, OR), June 27, 1958, 61.



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5 Holman from Portland, were county commissioners and members of the special bridge commission in 1917). A procession of vehicles streamed across the new bridge from Vancouver, led by several 1917 model automobiles. As planned, the 1917 Interstate Bridge was closed to traffic immediately following the opening of the new span so that it could be altered to match the configuration of the new bridge.⁹⁰ Just a few weeks after the opening of the new bridge, a bicyclist was killed while riding across the bridge, and the authorities banned bicyclists from the bridge in late July 1958.⁹¹

Altering the 1917 Interstate Bridge: 1958–1960

10 Additional worker strikes in the summer of 1958 delayed the alterations to the 1917 Interstate Bridge, and work did not begin in earnest until October 1958.⁹² Work to raise the original bridge to match the height of the “humpback” in the new bridge began in March 1959. On Friday, March 13, 1959, one worker was injured by a broken high-pressure air hose and four others were injured when a scaffolding collapsed, but fortunately, their safety equipment prevented further injury or death.⁹³ As part of this modification, two of the original 262-foot-long spans were replaced with a single 531-foot-long span to match the span configuration of the new bridge. A third span at the Oregon end of the 1917 bridge was also removed to make way for a new reinforced-concrete bridge deck.⁹⁴ Eighty percent of the bridge modification work was completed by mid-September 1959.⁹⁵ Severe winter weather delayed the reopening of the modified 1917 Interstate Bridge from January 1, 1960, to January 8, 1960.⁹⁶ Tolls were charged beginning on January 11, 1960 (Figure 18).⁹⁷

Tolls Removed on Both Interstate Bridges: 1966

20 After the opening of the new bridge, tolling continued for six years until the cost of both spans was paid off. The last toll was collected on November 1, 1966, during an elaborate ceremony commemorating the retirement of \$14.5 million in bonds. Howard Burnham, who along with his father Allison Burnham had been in the first vehicle to cross the toll-free bridge on January 1, 1929, paid the last toll from the comfort of a Rolls Royce Silver Cloud automobile. Vancouver Mayor Albert Angelo removed another one of the toll baskets, and Mrs. Mary Helen Kiggins McAleer (1909–1988) and Mrs. Eleanor Holman Burkitt (1906–2002), who had opened both the 1917 and

⁹⁰ George, Oscar R., “Southbound Interstate 5 Columbia River Bridge,” National Register of Historic Places Nomination Form Draft, 2001, Section 8, Page 3 of 4.
⁹¹ “Columbia Span Closed to Bikes,” *Oregonian* (Portland, OR), August 1, 1958, 23.
⁹² “Workmen Begin Beefing Up of Piers In Rebuilding Old Interstate Bridge,” *Oregonian* (Portland, OR), October 18, 1958, 17.
⁹³ “Friday Thirteenth Unlucky Day for Five Workmen,” *Oregonian* (Portland, OR), March 14, 1959, 8.
⁹⁴ “Old Interstate Bridge Being Lifted to Match Level of New Structure,” *Oregonian* (Portland, OR), March 19, 1959, 21.
⁹⁵ “East Interstate Span 80 Percent Complete,” *Oregon Journal* (Portland, OR), September 14, 1959, 7.
⁹⁶ “Columbia Span Use Gets Delay,” *Oregonian* (Portland, OR), January 1, 1960, 1; “Twin Interstate Spans Open to Travel Friday,” *Oregonian* (Portland, OR), January 8, 1960, 1; “2 Interstate Spans Opened,” *Oregonian* (Portland, OR), January 9, 1960, 1.
⁹⁷ “Toll Bridge Operation Irons Out Early Kinks,” *Oregonian* (Portland, OR), January 12, 1960, 3.



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1958 bridges, were on hand once again to untie the ribbon on the new toll-free bridge crossing.⁹⁸ Following the ceremony, the toll booths were removed and the toll plaza on Hayden Island was reconfigured.⁹⁹

National Register of Historic Places Eligibility

- 5 The NRHP eligibility of the Southbound Interstate 5 Columbia River Bridge has been evaluated twice before: first on behalf of WSDOT and then under the Columbia River Crossing (CRC) program. A draft NRHP nomination was written for the Southbound Interstate 5 Columbia River Bridge in 2001, however, it was not approved at the local level and the draft NRHP nomination was forwarded to the Keeper of the National Register but not listed.¹⁰⁰ Additionally, the bridge was previously recommended as eligible for listing in the NRHP in 2007 by the Columbia River Crossing (CRC) program.
- 10 Willamette Cultural Resource Associates (WillametteCRA) recommends that the Southbound Interstate 5 Columbia River Bridge, also known as Bridge Number 5/1W in Washington and Bridge Number 07333 in Oregon, is significant under Criteria A and C. As the resource possesses the requisite integrity to communicate its significance under Criteria A and C, it is recommended as eligible for listing in the NRHP with an overall period of significance of 1958 through 1966.
- 15 Based upon the evaluation of the Southbound Interstate 5 Columbia River Bridge within its historic context, the resource is significant under Criterion A, at the state level in the area of transportation. Completed in 1958, the Southbound Interstate 5 Columbia River Bridge was the second bridge to cross the Columbia River at this location between Vancouver, Washington, and Portland, Oregon. This bridge is a tangible representation of productive cooperation between state and local governments in Washington and Oregon and its stands as a
- 20 crucial link in the interstate route between Mexico and Canada on the U.S. West Coast. The period of significance for this Criterion is 1958 through 1966, which demarcates its completion through the date when the tolls were abolished, and the toll plaza removed.
- The Southbound Interstate 5 Columbia River Bridge does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.
- 25 The Southbound Interstate 5 Columbia River Bridge is also significant under Criterion C, at the state level in the area of engineering. The Southbound Interstate 5 Columbia River Bridge was designed by several OSHD engineers and constructed by the Guy F. Atkinson Company with components fabricated by the American Bridge Division of United States Steel Corporation. The overall length and “humpback” profile of the bridge is unusual among bridges of this type. Additionally, the long Pennsylvania-Petit steel truss span is an unusual and rare
- 30 example of this truss type, which was most often associated with the Pennsylvania Railroad and commonly used

⁹⁸ “Interstate Bridge Tolls to Disappear on Nov. 1,” *Oregonian* (Portland, OR), October 19, 1966, 1; “After Seven Years, Interstate Bridge Paid Up,” *Oregonian* (Portland, OR), November 1, 1966, 14; “Bond-Burn to End Tolls,” *Oregonian* (Portland, OR), November 1, 1966, 1; “Ribbon Snippers At 1917 Bridge Opening Participate In Ceremony Removing Tolls,” *Oregonian* (Portland, OR), November 2, 1966, 26.

⁹⁹ “Toll Lifted From Bridge,” *Oregonian* (Portland, OR), November 2, 1966, 1.

¹⁰⁰ George, Oscar R., “Southbound Interstate 5 Columbia River Bridge,” National Register of Historic Places Nomination Form Draft, 2001.



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up to the 1920s. Finally, the design of the Southbound Interstate 5 Columbia River Bridge directly influenced alterations to the design of the 1917 Interstate Bridge. The Southbound Interstate 5 Columbia River Bridge is a notable example of the bridge builder's art. The period of significance for this criterion is 1958, the year of the bridge's construction.

- In summary, the Southbound Interstate 5 Columbia River Bridge possesses sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criteria A and C with an overall period of significance from 1958 through 1966. The resource is recommended not eligible under Criteria B and D.



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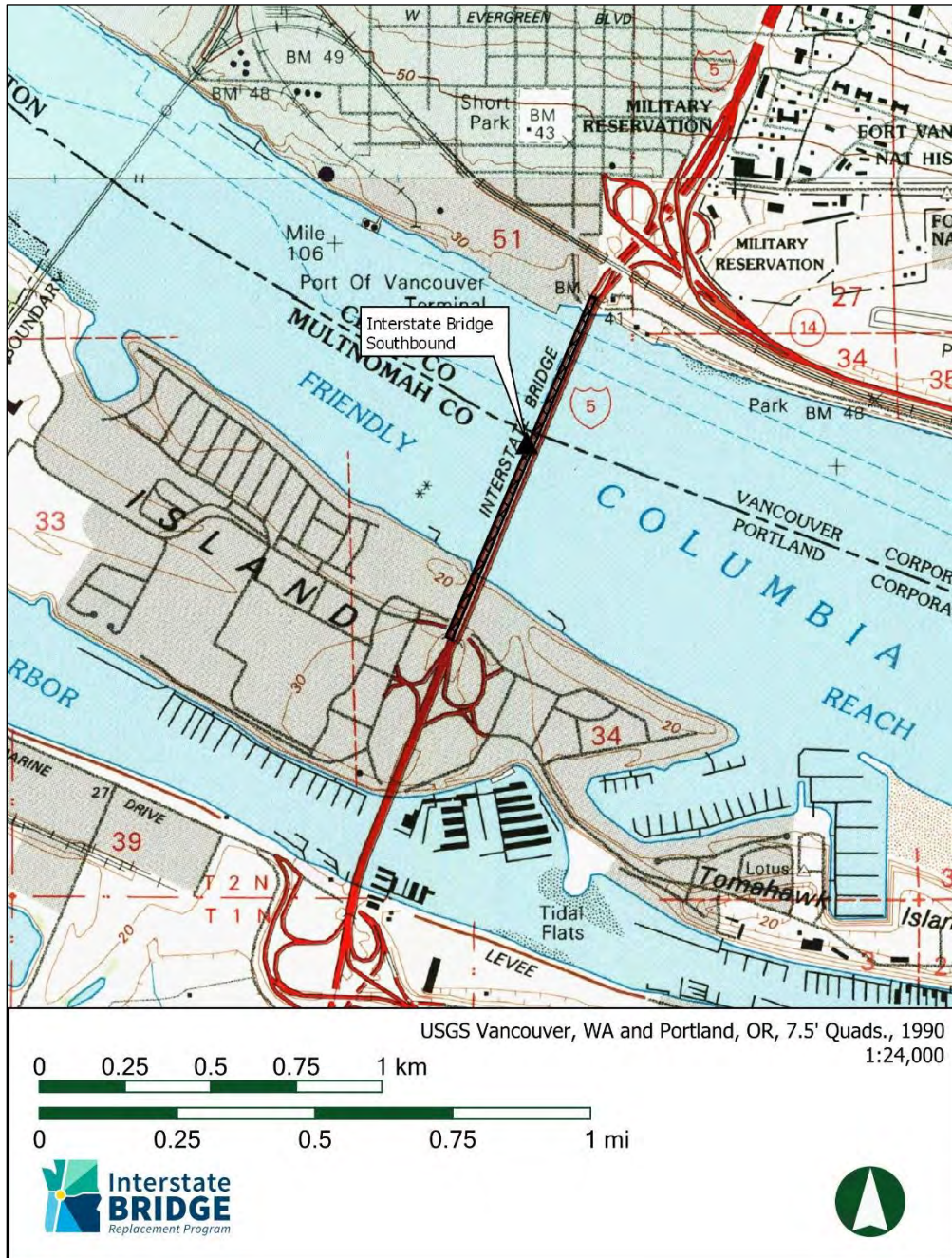


Figure 1. Topographic map showing location of Southbound Interstate 5 Columbia River Bridge.

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Figure 2. Aerial photograph showing location of Southbound Interstate 5 Columbia River Bridge.

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Figure 3. The Southbound Interstate 5 Columbia River Bridge. View facing south (WillametteCRA June 14, 2022).



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Figure 4. The Southbound Interstate 5 Columbia River Bridge. View facing north (WillametteCRA December 8, 2021).

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Figure 5. South portal of the Southbound Interstate 5 Columbia River Bridge. View facing east (WillametteCRA December 8, 2021).

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Figure 6. South approach of the Southbound Interstate 5 Columbia River Bridge. View facing north (WillametteCRA June 7, 2022).

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Figure 7. The north portal of the Northbound Interstate Bridge (left) and north portal of the Southbound Interstate 5 Columbia River Bridge (right). View facing south (WillametteCRA December 9, 2021).

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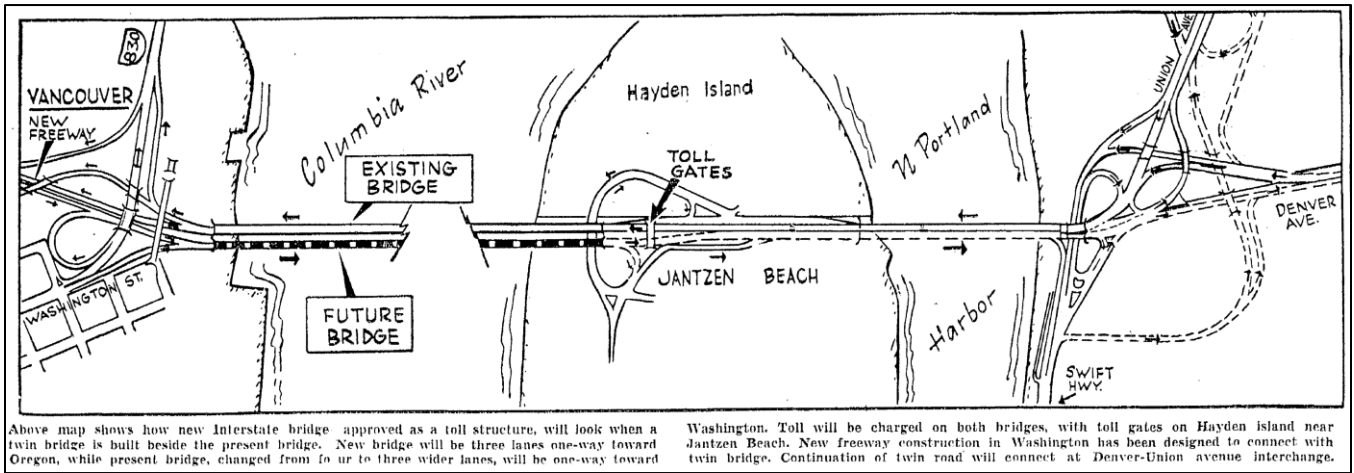
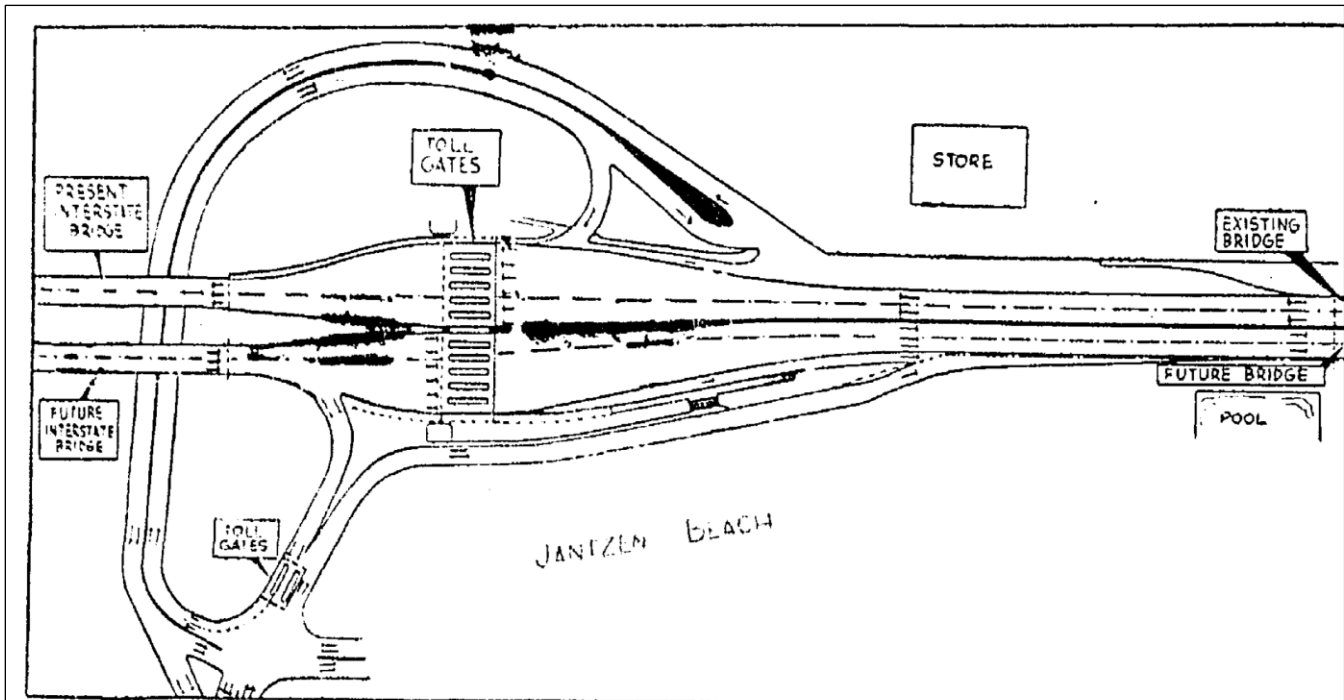


Figure 8. Diagram from *The Oregonian* illustrating the location of the new bridge and the arrangement of the tolling facilities at the south end of the two bridges (*The Oregonian* [Portland, OR], May 11, 1953).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
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Above map shows how toll gate area near Jantzen Beach will look when new twin Interstate bridge is built. Both bridges will be toll structures until new bridge is paid for. Construction will be three lanes each way, widening to six lanes each at the twelve toll gates. Cars from Washington going to Jantzen Beach instead of Portland will travel on turn-off and pass through two additional toll gates. Jantzen Beach pool will not be changed by new plan.

Figure 9. Diagram from *The Oregonian* illustrating the arrangement of tolling facilities at the south end of the two bridges (*The Oregonian* [Portland, OR], May 11, 1953).

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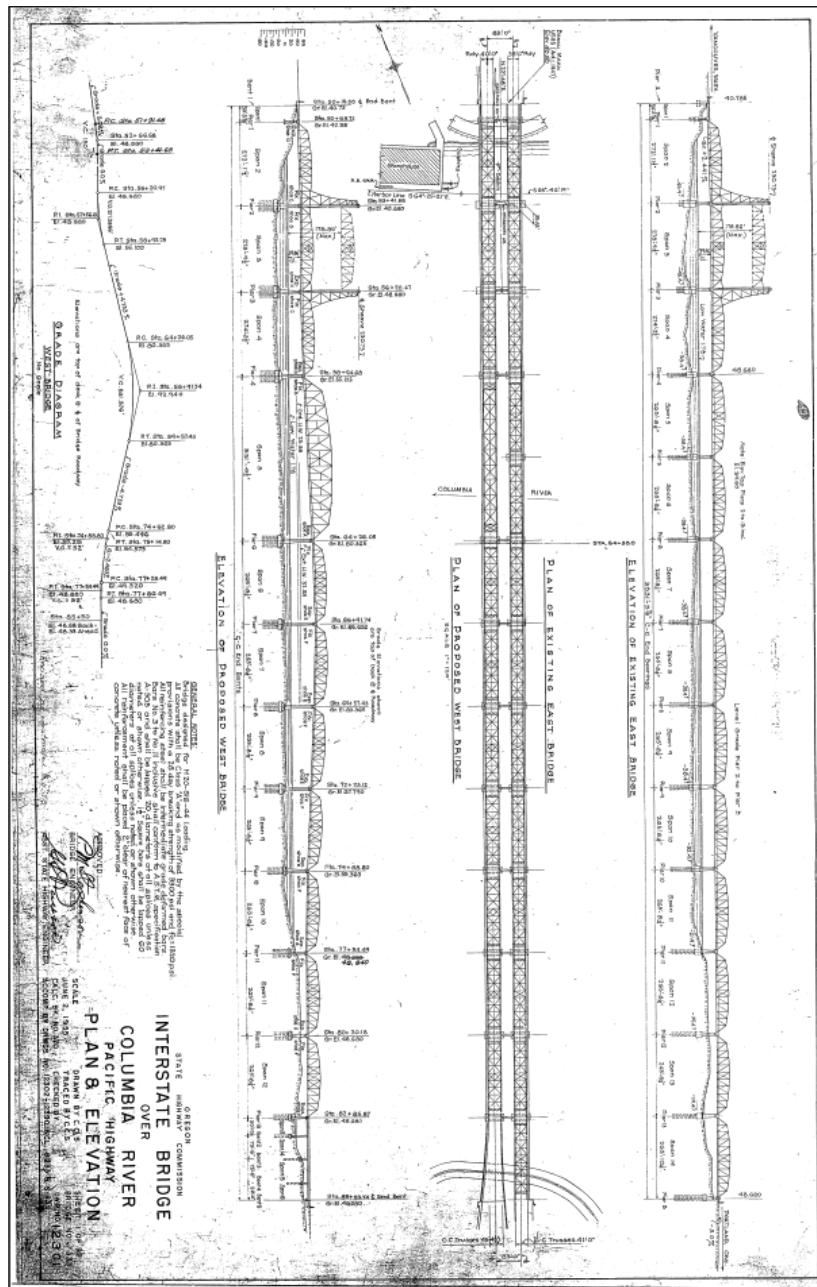


Figure 10. Plan and Elevation, Interstate Bridge over Columbia River, Pacific Highway, June 2, 1955 (ODOT and WSDOT).

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November-December 1957	<i>Highway News</i>	7
<p>NEW, OLD BRIDGES — Looking north from above the Oregon Slough (foreground) across the Columbia River to Vancouver, Washington, one can see the development of the new bridge being built to connect Oregon and Washington.—Photo courtesy Oregon State Highway Department.</p> 	<h2 align="center">Good Progress Made on New Interstate Bridge</h2> <h3 align="center">Bids for Work On Old Bridge To Be Asked</h3> <p>Good progress is being made in building the new Interstate Bridge across the Columbia River between Vancouver, Washington, and Portland, Oregon. That's the word from the construction site.</p> <p>Scheduled for completion in August 1958, the project got its start on August 9, 1954, when the State of Oregon and Washington entered into an agreement to build the bridge. Under the terms of the agreement the State</p>	<p>of Oregon was to design the bridge and to supervise construction, and the Washington Toll Bridge Authority was to sell the bonds and collect the tolls until the bonds, with interest, had been paid.</p> <p>On March 27, 1956, a contract was executed with Guy F. Atkinson Co. for the construction of the bridge at a low bid of \$6,681,940. Work started on April 23, 1956.</p> <p>TOO MUCH TRAFFIC</p> <p>The "old" bridge is simply not capable of carrying the traffic safely and efficiently. And a daily commuter can testify to that. It's a low-level steel and reinforced concrete structure with a lift span over the navigation channel. About 3,531 feet in length, the existing bridge has a</p> <p align="right"><i>(Continued on Page 9)</i></p>
	 <p>SPAN UNDERWAY—At the north end of the new facility a steel span for the new structure can be seen under construction.—Photo courtesy Oregon State Highway Department.</p>	

Figure 11. Photographs of the "new" bridge (Washington State Highway Commission, *Highway News*, November-December, 1957).

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Figure 12. Photograph of the lift span being raised into place (Washington State Highway Commission, *Highway News*, November-December 1957).

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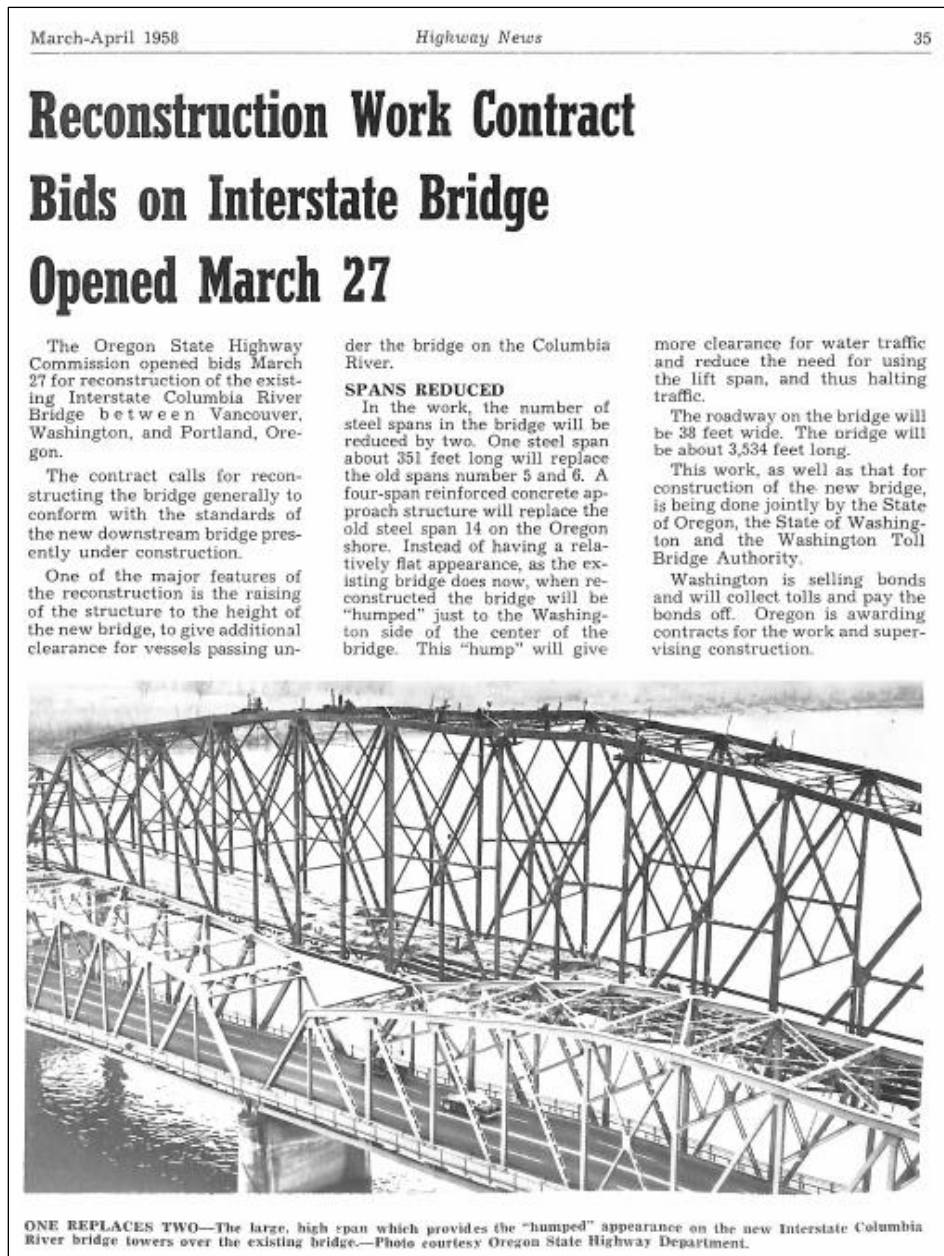


Figure 13. Photograph of the Pennsylvania-Petit truss span on the Southbound Interstate 5 Columbia River Bridge (Washington State Highway Commission, *Highway News*, March-April 1958).

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Highway News September-October 1958

New Interstate Bridge Opened, Work Starts To Rebuild First Structure

Bridges To Be Look-Alikes

The new Interstate Bridge, first phase in the construction of a six-lane facility across the Columbia River on U. S. 99 between Portland, Oregon and Vancouver, Washington, was opened to traffic at 11:30 a.m. July 1, 1958.

The seven million dollar improvement provided for structure 3,532 feet in length for the Interstate Bridge and 1,036 feet for the associated Oregon Slough Bridge. The contract was awarded to the Guy F. Atkinson Company March 27, 1956, with work being started on April 23 of that year. The bridge was



CEREMONIES ON SPAN—The speaker's platform at dedication of the new Interstate bridge was the lift span on the structure. In the center foreground are two ladies who helped in dedicating the first bridge in 1917.



SPAN TRIED—The new interstate span is shown above making its first lift following dedication ceremonies July 1.

completed July 9, 1958, almost two months ahead of schedule. Among interesting features of the bridge are its long span which is double the length of the remaining spans in the structure and the hump in the bridge, caused by raising mid-river piers to give increased vertical clearance to shipping.

The new bridge retains a lift span with 178-foot low-water clearance, with the lift being directly opposite the lift span in the old bridge, 83 feet upstream. From there the similarity between the two bridges is nil. The new bridge furnishes one long span to give river shipping a horizontal clearance of some 510 feet. The new bridge climbs to give a fixed low-water clearance of about 78 feet—38 feet more than the old bridge now provides. The new bridge is also one steel span shorter on the Oregon end than is the old. Not

(Continued on page 27)

Accidents Are Preventable

Figure 14. Photograph of the lift span of the Southbound Interstate 5 Columbia River Bridge being tested (Washington State Highway Commission, *Highway News*, September-October 1958).

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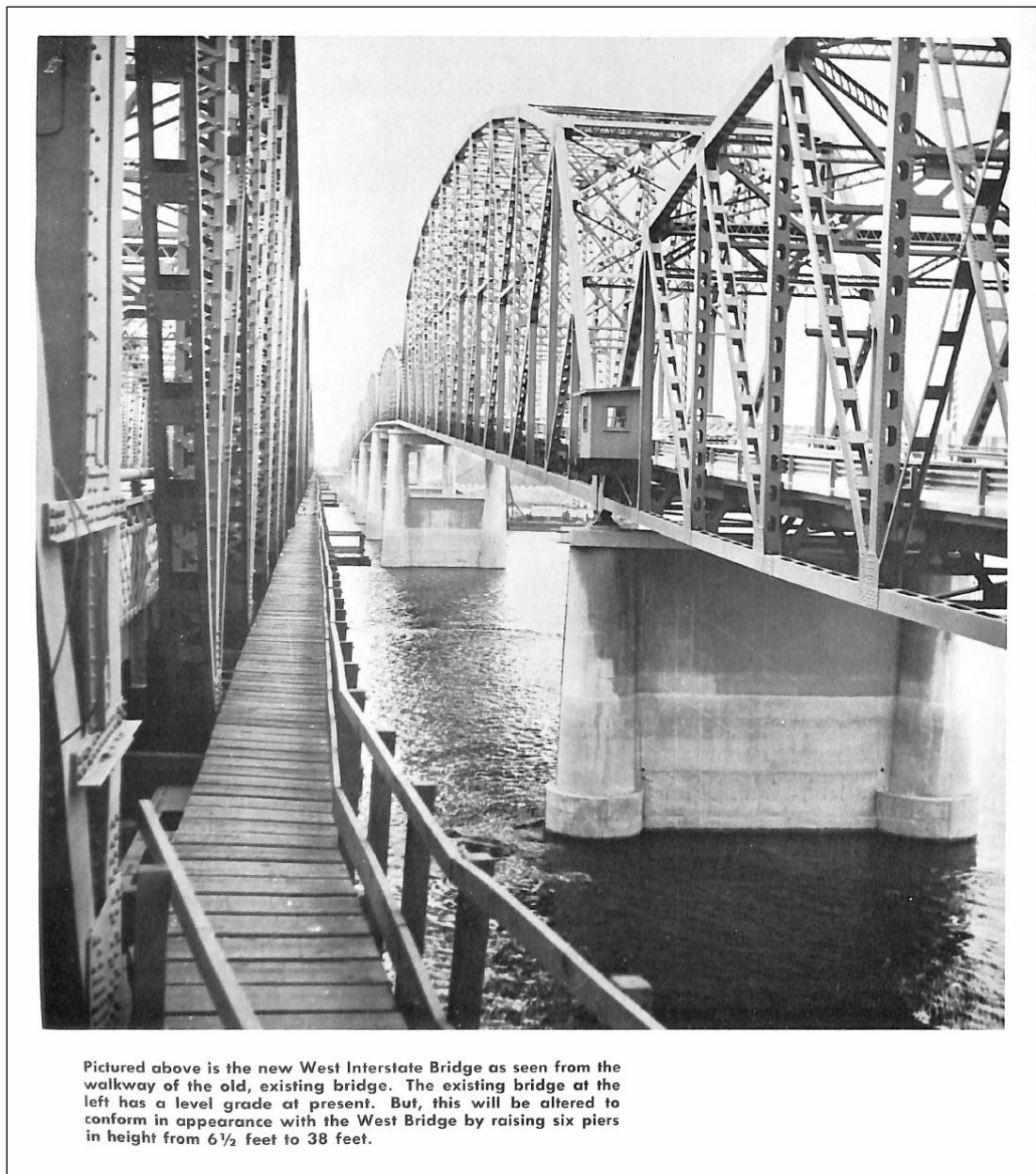


Figure 15. Photograph of the Southbound Interstate 5 Columbia River Bridge looking southwest from the 1917 Interstate Bridge (Washington State Highway Commission, *Highway News*, November-December 1959).



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Figure 16. Photograph of the Southbound Interstate 5 Columbia River Bridge (left) and the 1917 Interstate Bridge (right), ca. summer 1958 (WSDOT).



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Figure 17. Photograph of the Southbound Interstate 5 Columbia River Bridge (left) and the 1917 Interstate Bridge (right), ca. summer 1958 (WSDOT).

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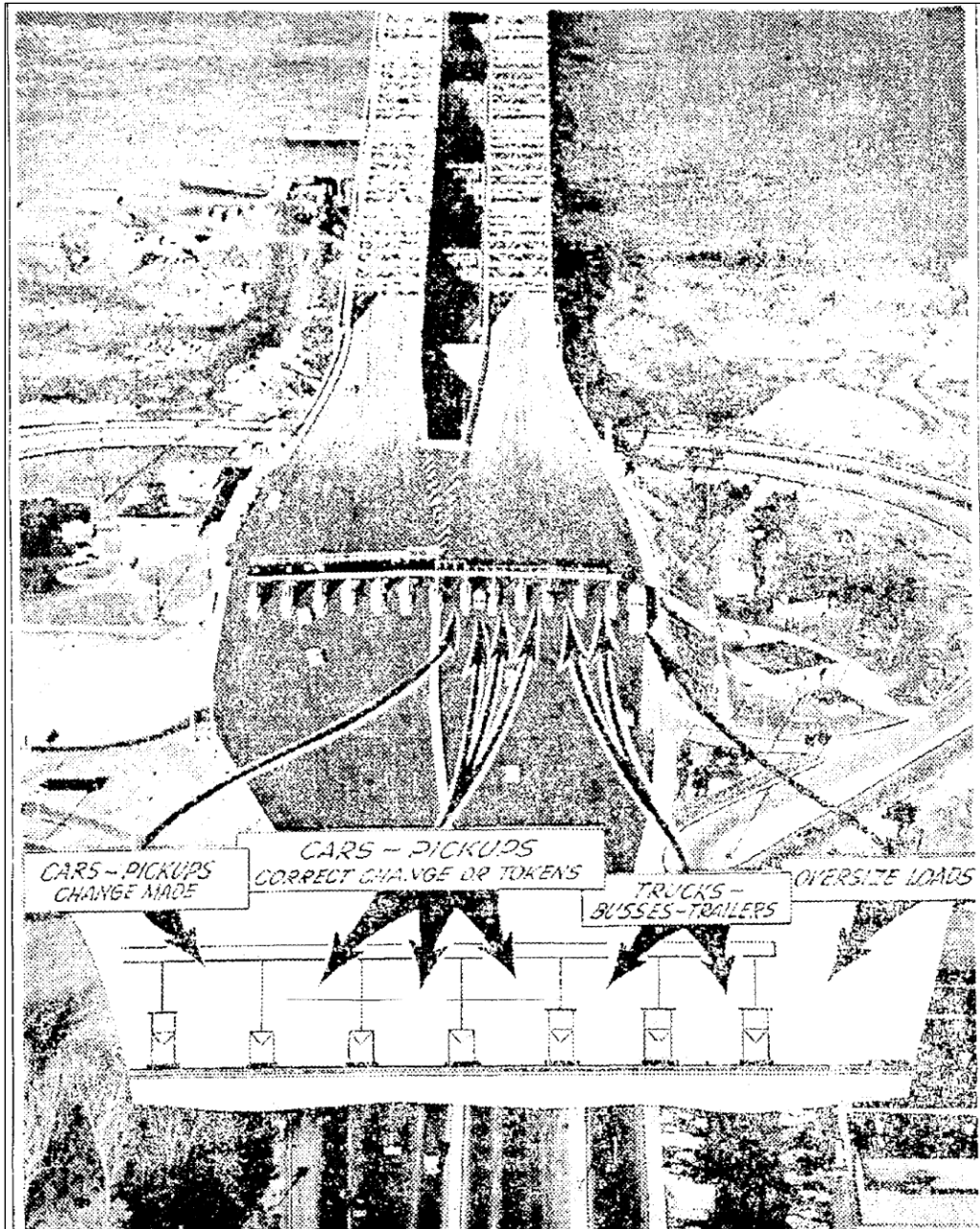


Figure 18. Diagram from *The Oregonian* illustrating the toll gate operation at the south end of the two bridges (*The Oregonian*, [Portland, OR], January 8, 1960).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: JayBee's Chicken Palace (Historic Name: Waddle's Drive-In Coffee Shop) (OR 53)	SHPO Property ID: 648251
Street Address: 11875 North Jantzen Drive	City, County, State: Portland, Multnomah, Oregon
Tax Parcel Number: 2N1E34C-01400	Plat Block Lot: Jantzen Beach East, Block 1, Lot 1
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.609345°, -122.679771°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / restaurant	Construction Date: 1945
Historic Use: COMMERCE/TRADE / restaurant	Alterations & Dates: 1949, Addition; 1954, Addition, interior remodel, new signage; 1959, Addition; 1960, Addition and awning alterations; ca. 1965, Addition; ca. 1974, Addition; 1980s, Section of car service awning removed; 2001, Former car service awnings scaled back; 2006, Mansard roof removed, exterior recladded, windows replaced, interior altered; 2022, Signage altered.
Architectural Classification / Resource Type: Modern Movement, Other: Roadside / Building	Historic Context: Architecture, Commerce, Community Planning and Development

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: Fixed & aluminum frame	Exterior Surface Materials: Primary: Wood - T1-11 Secondary: N/A Decorative: N/A	
Roof Type & Material: Flat with Parapet & Asphalt composition		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
Styles: Modern; Roadside	Category:	Change Level:
	Changes to plan	Extensive
Register Status: Not listed	Changes to windows	Extensive
	Changes to cladding	Moderate
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 type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Street Address: 11875 North Jantzen Drive	City, County, State: Portland, Multnomah, Oregon



Figure 1. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), east elevation, view facing northwest (WillametteCRA January 16, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

JayBee's Chicken Palace (hereafter referred to by its historic name, Waddle's Drive-In Coffee Shop) is located on Hayden Island in the North Portland area of Portland, Multnomah County, Oregon (Figures 2 and 3). The resource is located on an irregular triangular tax lot bounded by Interstate 5 (I-5) to the west, North Jantzen Drive to the southeast, and an adjacent tax lot occupied by a box store (Floor & Decor) to the north. Although it was originally accessible from the main highway, the property today is accessible only from North Jantzen Drive and is surrounded by similar low-density commercial development designed for convenient automotive access.

The tax lot has a surface area of 1.15 acres and is defined by a large, paved parking lot with minimal landscaping limited to mature trees and cut grass. The restaurant building possesses an irregular footprint roughly oriented to the northeast.¹ At its furthest extent, the building measures approximately 190 feet from the southwest to the northeast and 107 feet from southeast to northwest. It rises a single story above a small basement and concrete slab foundation and is topped by a flat roof with a low parapet (Figures 1 and 4-7). Internally, the building is constructed with a trabeated structure composed of vertical steel posts supporting horizontal dimensional wood beams (Figure 8).

The principal enclosed portion of the building block is roughly trapezoidal and includes three discrete dining areas; a bar at its north end accessed from the northeast corner, a restaurant in the middle accessed from the east elevation, and a lounge at the southern end accessed from the east elevation. The building's kitchen and other service areas are clustered along the west side of the building block and can provide service to all three dining spaces. Rising out of the middle of the block is a 40-foot-high wood frame sign oriented perpendicular to the highway to maximize its visibility (Figures 9 and 10). The footprint of the sign measures approximately 36 feet long and 6 feet 6 inches wide. Along the building's east elevation is a projecting covered walkway connecting the entries of all three dining spaces. Supported by steel posts, the walkway continues northeast from the main building block by approximately 55 feet and originally protected car hop service (drive-in waitresses) as it catered to drive-in customers.

The walls of the building are clad in T1-11 plywood siding with corner boards and metal flashing along the parapet (Figure 11). Fenestration includes ribbons of fixed aluminum frame windows, as well as full-glass aluminum frame doors along the public elevations to the northeast and southeast. There is a large nine-light aluminum frame window on the north elevation adjacent to the main entrance of the bar in addition to a single fixed aluminum frame window. There are no windows in either the west or south elevations and all service doors consist of flush steel units. Additional exterior details include a low planting bed against the northeast elevation, and modern LED box signs placed over the building entries and along the overhead sign.

Alterations

Since its original construction, the building has been repeatedly altered as follows:

1949: Dine-in area expanded into the covered walkway on west end of north elevation (Figure 25).

¹ For the purpose of this description the front of the building facing northeast will serve as reference north.



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5 1954: Dine-in area expanded into and beyond the remainder of the covered walkway on the north elevation, dine-in entrance shifted to the east side of the north elevation, new marquee sign added and existing signage changed with the addition of the restaurant's trademark duckling, an undulating planter box and uncovered walkway added in front of the north elevation, ceilings lowered, and green tile applied to interior (Figures 26–28).

1959: Additional awnings constructed to expand drive-in service (Figure 29).

10 1960: Addition to south end of building, awnings expanded to add more drive-in service and provide automobiles protection from rain and sun. The awnings have a zigzag pattern giving the building a Google style appearance, along with an added checkerboard window wall near the main entrance (Figure 33).

Ca. 1965: Original car service awning extended northward (Figures 31 and 32).

Ca. 1974: Additional dine-in space constructed onto the northwest corner of the building clad with brick, wood, and stucco and capped with a mansard roof.

1980s: Section of car service awning removed.

15 2001: Former car service awnings scaled back.

2006: Mansard roof removed, exterior recladded with T1-11 siding, wood frame window grid replaced with aluminum frame window grid, signage altered, interior altered.

2022: New signage and alteration to existing signage.

Boundary Description

20 The National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot (2N1E34C-01400), which includes the building's footprint, surrounding ground, landscaping, walkways, and parking areas. The tax lot is bordered by I-5 to the west, North Jantzen Drive to the south and east, and a tax lot to the north.

INTEGRITY

25 The period of significance for Waddle's Drive-In Coffee Shop starts with its initial construction and use as a drive-in coffee shop in 1945. The period of significance ends in 1982, the year drive-in service ended at the restaurant. As a result of extensive alterations since the period of significance, the resource lacks sufficient integrity to convey significance. Significant portions of the drive-in awnings have been removed and what remains no longer serves its original purpose; the preexisting cladding was replaced with T1-11 siding; wood windows on the north elevation were replaced with aluminum windows; the ca. 1970s mansard roof, as well as brick, wood, and stucco, were removed; original signage has either been heavily altered or removed entirely and new signage added; and the interior has been completely remodeled.

35 The building has remained in its original location and its setting has remained commercial in character, but its setting has changed considerably with the ca. 1984–1990 construction of a large commercial building in place of the expansive parking lot to the north of the subject property. Ultimately, Waddle's Drive-In Coffee Shop retains its integrity of location, and some of its integrity of setting. However, its integrity of feeling, design, materials, workmanship, and association has been diminished or lost altogether since 1982.



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STATEMENT OF SIGNIFICANCE

Hayden Island

5 Well before the arrival of Waddle's Drive-In Coffee Shop, Hayden Island had remained largely undeveloped into the twentieth century. Located in the middle of the Columbia River, in 1910 the island was crisscrossed only by the Spokane, Portland & Seattle Railway line, and a branch of Portland's electric streetcar network that led to the Vancouver ferry landing. An early plan for a large industrial district on the island had failed to materialize and instead, in 1915, "more than a mile of the island's north shore was developed into a public bathing area" named Columbia Beach.² By 1918, the bathing area was under professional management and included an outdoor dance pavilion, a bathhouse, and a promenade. It could reportedly host thousands of visitors during busy organized events.³

15 In time, Hayden Island was considered a prime location for a fairground and the operators of Columbia Beach—William A. Logus (1892–1974) and Leo F. Smith (dates unknown)—believed they could make it viable.⁴ Far from innovatory, Logus and Smith's plan kept with contemporary trends where, across the country, developers and investors built then-novel amusement parks at the end of streetcar lines to encourage ridership and promote development.⁵ In 1927, the pair formed the Hayden Island Amusement Company and purchased 42 acres of land from the island's owner, Portland Electric Power Company (PEPCO) for some \$40,000.⁶ The planned amusement park would replace Columbia Beach but would, reportedly, preserve and develop beaches on both the north and south shores of the island.⁷

20 Construction for the \$500,000 park was underwritten by Jantzen Knitting Mills, who had recently developed a highly successful line of swimsuits.⁸ The planned park would not only provide recreational opportunities for residents on both sides of the Columbia but, for the Jantzen Knitting Mills, provide valuable marketing and additional local demand for their products.⁹ Accepting the funds, the Hayden Island Amusement Company named the new development the "Jantzen Beach Amusement Park" and designed a series of swimming pools, rides, and a promenade lined with game stalls within its landscaped grounds.¹⁰

² "Columbia Beach to be Improved," *Oregonian* (Portland, OR), February 27, 1916, 21; "City is to Have Beach," *Oregonian* (Portland, OR), April 9, 1916, 7.

³ "Columbia Beach," *Oregon Journal* (Portland, OR), July 15, 1918, 8.

⁴ "Island Land Purchased," *Oregonian* (Portland, OR), February 6, 1928, 10; "Stock Offered Today," *Oregonian* (Portland, OR), June 13, 1927, 20; "Hayden Island Park Planned," *Columbian* (Vancouver, WA), July 25, 1927, 1.

⁵ Carroll Pursell, "Fun Factories: Inventing American Amusement Parks," *Icon* 19 (2013).

⁶ "Island Land Purchased," *Oregonian*; "Hayden Island Park Planned," *Columbian*.

⁷ "Hayden Island Park Planned," *Columbian*.

⁸ Adrienne Denaro, "Jantzen," in *Oregon Encyclopedia* ed. Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2019), <https://www.oregonencyclopedia.org/articles/jantzen/#.Yhjz15a1ZhE>; Bonnie Tsui, "Following the Lead of the Diving Girl," *The New York Times*, September 5, 2019. Accessed July 7, 2023, <https://www.nytimes.com/2019/09/05/travel/portland-oregon-swim-jantzen.html?smid=nytcore-ios-share>.

⁹ "Jantzen Beach Opens Tomorrow," *Oregon Journal*, May 25, 1928, 11; Kim Buerger, "What a Ride: From Personal Treasure to Museum Collection," *Dear Oregon: Dispatches from Professional Time Travelers* (blog), <https://www.ohs.org/blog/what-a-ride-from-personal-treasure-to-museum-collection.cfm>; Bonnie Tsui, "Following the Lead of the Diving Girl," *The New York Times*.

¹⁰ "What Portland Has Been Waiting For: Jantzen Beach," *Oregonian* (Portland, OR), May 26, 1928, 5.



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As hoped, the amusement park proved immediately popular and the company, looking toward expansion, began to acquire more land on the island for the park and other planned investments.¹¹ Ultimately, at over 123 acres, the Jantzen Beach Amusement Park was for a time the largest in the country and was touted as the “Coney Island of the West.”¹²

5 The Jantzen Beach Amusement Park continued to act as Hayden Island’s principal occupant and attraction into the early 1930s. In 1934, however, the Hayden Island Amusement Company allowed a small grocer named Anthony Marcianelli (1903–1972) to construct and operate a shop named Tony’s on rented land alongside the main Vancouver-Portland roadway.¹³ In 1942, Tony’s was joined by a small housing development for wartime laborers named “Jantzen Village.”¹⁴ With the evident success of these improvements, the company began to
10 court other businesses to augment a small commercial strip alongside the roadway, including the proposed restaurant of Gene Waddle (1907–1994).

Origin of Waddle’s Drive-In Coffee Shop

15 Waddle’s Drive-In Coffee Shop was the dream and creation of Eugene Marvin “Gene” Waddle and his wife, Natha DeVon Waddle (nee Jones; 1907–1975). Gene was born in Kansas but, at an early age, moved to Los Angeles, California, where his father worked as an insurance salesman.¹⁵ He professed an early proclivity for the “restaurant business” stating that, as an only child, “[cooking and hosting] seemed to come natural to me.”¹⁶ Gene met Natha Jones in grammar school where both attended sixth grade. The two remained close throughout their school years and were wed in 1928.¹⁷

20 Although Gene maintained aspirations of owning his own restaurant, he achieved early success as an insurance salesman for his father’s firm, the American National Insurance Company.¹⁸ From the age of 19 to the age of 21, Gene traveled the country to help local branch offices institute a new accounting method of his own invention. After their marriage, Gene and Natha settled in Los Angeles where Gene remained a successful businessman, eventually becoming one of the region’s top insurance salesmen.¹⁹

25 In 1937, Gene and Natha decided to relocate to Portland with their first child where Gene would manage the local branch of the Occidental Western Life Insurance Company. Throughout his work as a salesman, Gene had remained actively interested in the possibilities of the restaurant business and fell into frequent discussions on the

¹¹ William Lambert, “Shifting Sand of Hayden Island Tip Generate Fine Legal Controversy Over Ownership,” *Oregonian* (Portland, OR), April 27, 1959, Section 3 Page 8.

¹² Daley, “Hayden Island.”

¹³ “If the Cupboard is Bare,” *Columbian* (Vancouver, WA), June 27, 1934, 2.

¹⁴ “New Housing Units Planned,” *Oregonian* (Portland, OR), August 30, 1942, Section 2 Page 3.

¹⁵ Eugene M. Waddle, interview by Curtis Johnson, November 21, 1980, Drive-In Restaurants of Portland Oral History Project, Oregon Historical Society, Portland, OR. <https://digitalcollections.ohs.org/oral-history-interview-with-eugene-m-waddle-sound-recording-01>.

¹⁶ Waddle, 1980.

¹⁷ Waddle, 1980.

¹⁸ Waddle, 1980.

¹⁹ Waddle, 1980.



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5 topic with one of his new Portland clients; a local restaurateur known only as “Rodman.”²⁰ Rodman was the owner and manager of the V and V Coffee Shop in the lobby of Portland’s American Bank Building and mentioned to Gene that he hoped to sell.²¹ By his own account, Gene was impressed by the business and its remarkable profitability in the midst of the Great Depression.²² Ultimately, Gene decided to purchase the coffee shop, exit the insurance business, and immerse himself and his family in Portland’s culinary history.

10 Unfortunately, Waddle’s ownership of the V and V was brief and came to an end around 1940 when a neighbor tenant, the First National Bank, was allowed to expand into their space. The closure coincided with the U.S. entry into World War II and both Gene and Natha began working in Portland’s Kaiser shipyards while saving money for future endeavors.²³ Midway through the war, the opportunity presented itself when Oregon Governor Charles A. Sprague (1887–1969) declared restaurants an essential business due to the lack of eateries for Portland’s shipyard workers.²⁴ Recognizing another chance to enter the industry, Gene took leave from his job at the shipyard and traveled south on a research trip to the epicenter of the West Coast restaurant industry in Los Angeles.²⁵

15 While in Los Angeles, Gene commissioned preliminary architectural renderings of his proposed restaurant from designers employed by the Dohrmann Hotel Supply Co., a major supplier of restaurant equipment. Dohrmann provided plans at a discounted rate to restaurateurs in order to sell their supplies and, according to Gene, the Los Angeles office possessed the company’s most talented designers.²⁶ These designs were completed to Gene’s specifications for a “three in one” style restaurant which would cater to a wide variety of customers by combining a coffee shop with a drive-in, as well as a chicken and steakhouse.²⁷

20 With his designs in hand, Gene returned to Portland and began the arduous process of finding property and investors to develop his dream. Reflecting on the experience, Gene recalled decades later that his initial efforts were wholly unsuccessful: “People laughed at me. I went around begging people to invest money and they said how can you? You can’t even get a building built.”²⁸ Eventually, through random happenstance at a downtown coffee shop, Gene connected with executives at the Portland-based Jantzen Knitting Mills—then still affiliated with
25 the Jantzen Beach Amusement Park on Hayden Island. Executives told Gene that they had a building site available—a large site immediately off the highway that had been optioned but never built upon by another restaurateur. If he were interested, they would offer him a twenty-year ground lease which would provide Gene the property rent-free during this time in exchange for ownership of any improvements (buildings) that were left on it at the lease’s end.²⁹

²⁰ Waddle only refers to the restaurateur as “Rodman,” and additional details on Rodman could not found.

²¹ Waddle, 1980.

²² Waddle, 1980.

²³ Waddle, 1980.

²⁴ Waddle, 1980.

²⁵ Waddle, 1980.

²⁶ Waddle, 1980.

²⁷ Waddle, 1980.

²⁸ Waddle, 1980.

²⁹ Waddle, 1980.



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Design and Construction

5 With a building site secured, Gene continued to court potential investors but once again was met with failure. At the time, Portland possessed only two other drive-in restaurants: Yaw's Top Notch at 1901 Northeast 42nd Avenue (later 2001 Northeast 40th Avenue; since demolished) and the Tik Tok Drive In at the intersection of East Burnside Street and NE 12th Avenue (since demolished).³⁰ Both buildings used architecture to represent their innovative food and service: Yaw's Art Deco style one-part commercial block, and the Tik Tok's dramatic Streamline Moderne style diner with a circular floorplan (Figures 12 and 13).³¹ Gene's plan for a three-in-one was not only too novel for many potential backers but was also felt to be too far away from Portland's central business district. Ultimately, Jantzen executives "saw the light" and provided \$6,000 in funding for construction along with the Reconstruction Finance Corporation. As the project's principal backers, Jantzen Knitting Mills also suggested an architect to Gene, prominent local designer Pietro Belluschi (1899–1994).

15 When presented with Gene Waddle's three-in-one concept, Belluschi and his firm responded with a small but striking design showcasing a characteristic blend of the International Style and Pacific Northwest materials (Figures 16–21).³² Flat planes intersecting at right angles were clad with grooved cedar siding and pierced by ribbon windows. Thin steel pipes supported a projecting awning for car hops while the kitchen exhaust was hidden within a massive billboard sign clearly visible from the highway. Equally impressive, the building's complex program was elegantly handled to create, what Gene later termed, "the most outstanding design that I've ever seen in a drive-in." Belluschi had managed to create separate circulation paths for waiters to service drive-in and eat-in customers without ever intersecting.³³ An article published in *Progressive Architecture* explained further that:

25 At peak hours, an enormous amount of food has to be served quickly. Therefore, circulation in and out of the kitchen, both to the parking area and the interior restaurant, was the basic planning problem. To solve this, the "assembly-line" food preparation area is located in the heart of the building, with broad, unobstructed corridors leading to serving areas. The building is fully air-conditioned. Booths in the restaurant border the continuous window strips, affording good natural daylighting and a view of outside activities and beyond, to the river. The building is framed with both pipe columns and wood studding; interior walls are of plaster, sheet aluminum, or corrugated glass. Acoustic ceilings occur in all major areas.³⁴

30 After the completion of construction, the new restaurant—Waddle's Drive-In Coffee Shop—opened to customers on September 2, 1945.³⁵ Within a month, the restaurant proved to be a runaway success doing \$17,800 in business.³⁶

³⁰ "Waddles spans generations," *Columbian* (Vancouver, WA), July 31, 1981, A9-A10.

³¹ "America's Drive-In, Yaw's Top Notch, The House That Hamburger Built," *PdxHistory*. Last modified March 12, 2013. Accessed July 4, 2023, http://www.pdxhistory.com/html/yaw_s_top_notch.html; "Early Portland Confectionaries," *PdxHistory*. Last modified April 11, 2017. Accessed July 4, 2023, <http://www.pdxhistory.com/html/confectioneries.html>.

³² "Drive-In Restaurant Near Jantzen Beach, Oregon," *Progressive Architect*, June 1947, 61-63.

³³ Waddle, 1980.

³⁴ "Drive-In Restaurant Near Jantzen Beach," 62.

³⁵ Waddle, 1980. The same day as the formal surrender of the Empire of Japan aboard the USS Missouri. Note that some sources incorrectly say September 1st, 1945.

³⁶ Waddle, 1980.



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Initial Operation

After opening, Waddle’s Drive-In Coffee Shop remained successful specializing in contemporary American cuisine that was still novel to many Portlanders.³⁷ A menu dating to 1949 shows a wide assortment of American cuisine including tuna salad (\$0.45), breaded veal cutlet (\$0.75), broiled chinook salmon steak (\$0.95), or a DeLuxe Hamburger (\$0.35).³⁸ Specials include The Basket (“our DeLuxe Hamburger Sandwich served in a basket heaped with Golden Brown French Fries.” \$0.45), the Mt. Hood Special (“Hamburger Patties (2) smothered in Chili and Beans and topped with Chopped Onions. Served with Toasted Bun.” \$0.60), or the Dinty Moore Plate (“Fried Corned Beef hash served with Cold Slaw and Rye Bread.” \$0.60).³⁹ In later interviews, Gene told reporters, “I believe in keeping it simple. It’s easy to sophisticate yourself out of business. We weren’t looking to make the best hamburger in town. Yaws had that. What we wanted was to have good family cooking in a family type atmosphere.”⁴⁰

During its first years, however, not all families were welcome at the restaurant. A wooden sign was affixed to the side of the covered walkway read “White Trade Only – Please” and echoed the exclusionary policies of the Jantzen Beach pools across the street (Figure 24).⁴¹ During this period, Portland as a whole was known by many as “the most openly racist city outside the south” and residents remember comparable signs in the city’s center that read “we don’t serve Negroes, Jews, or dogs.”⁴² The sign remained in place through at least 1953 and, after the objections of some customers and Pietro Belluschi himself, it was taken down and never replaced.⁴³

Remodeling and Expansion

Renowned architect Frank W. Green (1905–1976) of Reno, Nevada, designed the first major remodel of the building in 1954.⁴⁴ Green was born in Missouri and earned his degree in architecture from the University of Southern California. He then apprenticed under architect H.C. Nickerson in 1930 and opened his own office in Los Angeles the following year.⁴⁵ After designing numerous and highly-regarded single and multi-family buildings in the Los Angeles area up to WWII, he took on larger housing development projects for war workers and veterans during and immediately after WWII.⁴⁶ By the late 1940s, Green had shifted his focus to commercial

³⁷ “Waddles spans generations,” *Columbian*.

³⁸ “Waddle’s Drive-In, Portland, Oregon, 1949,” *Vintage Menu Art*. Accessed July 7, 2023, <https://vintagemenuart.com/products/waddles-drive-in-portland-oregon-1949>.

³⁹ “Waddle’s Drive-In, Portland, Oregon, 1949,” *Vintage Menu Art*.

⁴⁰ “Waddles spans generations,” *Columbian*.

⁴¹ “Local Color,” *Oregon Public Broadcasting*, May 1, 1999. Accessed July 7, 2023, <https://watch.opb.org/video/opb-specials-local-color/>.

⁴² “Local Color,” *Oregon Public Broadcasting*, May 1, 1999.

⁴³ Theresa Griffen Kennedy, *Lost Restaurants of Portland*, Oregon (Charleston: American Palate, 2022) 80; “Waddle’s Not Perfect,” *Columbian* (Vancouver, WA), June 1, 2004, 45.

⁴⁴ “Waddles Spans Generations,” *Columbian*. Also, see Figure 25 for a bird’s eye view of a modest addition executed circa 1949.

⁴⁵ Mella Rothwell Harmon, “The Extraordinary Career of Frederic J. DeLongchamps,” *Nevada Historical Society Quarterly*, Volume 49, Number 3, (Reno: Double Click Design, 2006) 208–209. Accessed, July 4, 2023, <https://epubs.nsla.nv.gov/statepubs/epubs/210777-2006-3Fall.pdf>.

⁴⁶ “Monterey Type Home Designed,” *Los Angeles Times* (Los Angeles, California), March 18, 1934, 25; “Large Building Ready for Formal Opening,” *Los Angeles Times* (Los Angeles, California), November 10, 1935, Part 5, Page 2; “New Apartment Buildings To Exceed Cost of \$500,000,” *Los Angeles Times* (Los Angeles, California), March 28, 1937, Part 5, Page 2; “Low-



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5 buildings, primarily motels, hotels, and restaurants for Thomas E. Hull (1894–1964) of Hull Hotels.⁴⁷ It was through his connection with Hull that Green relocated to Reno, Nevada, in 1951 where he continued his work in hotel design in conjunction with casinos there.⁴⁸ Green then applied his experience in designing hotel restaurants to his remodel of Waddle's. Although official documentation of Green's remodel could not be found, photographs from 1956 reveal additional expansion of the indoor dining area into and beyond the remainder of the covered walkway on the north elevation, the shifting of the dine-in entrance to the east side of the north elevation, new signage with the addition of the restaurant's trademark duckling, and an undulating planter box and uncovered walkway in front of the north elevation (Figures 26–28). Green also remodeled the interior by having the ceiling lowered and green tile applied, which Gene Waddle said made the restaurant more intimate.⁴⁹ Other changes at this time included hosting live music (as evidenced by the new signage) and adding alcoholic beverages to the menu.⁵⁰

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Around this time, Gene and Natha Waddle, who had founded, bought, sold, or planned several other restaurant ventures by that point, sold their original Drive-In Coffee shop to their son Russell Waddle (1930–2008).⁵¹ The sale came near a major period of transformation in the area followed by a period of transformative growth for the restaurant. Construction of the second span of the I-5 Interstate Bridge began in 1956 and finished in 1958 followed by modifications to the original span that were completed in 1960.⁵² The expansion of the bridge significantly increased capacity from 30,000+ daily vehicles in 1950 to as much as 80,000 daily vehicles plus additional clearance to eliminate the need to lift the bridge for boats.⁵³ This significant increase in capacity brought tens of thousands more drivers into close proximity with Waddle's Drive-In Coffee Shop, many of whom would stopped to eat on their way to some other destination.

The impact this increase in traffic likely had on the restaurant can be observed in periodic aerial imagery taken between 1959 and 1965 when several additions were made both to the indoor restaurant and drive-in eating areas (Figures 28–32). Notable among these changes are wider awnings to provide protection from sun and rain to drive-in customers, a third "satellite" awning for drive-in customers south of the main building, and a small addition to the rear of the building. A postcard from the period reveals that the building was stylistically altered to

Cost Model Dwelling To Be Built For Exhibition," *Los Angeles Times* (Los Angeles, California), May 9, 1937, Part 5, Page 5; "Designed For A Hillside," *Los Angeles Times* (Los Angeles, California), April 13, 1941, 100; "File Tract Plans For Huge Housing Project," *Los Angeles Times* (Los Angeles, California), December 17, 1943, 1; "Allied Gardens Development Opens," *Los Angeles Times* (Los Angeles, California), October 21, 1949, 6.

⁴⁷ "Thomas E. Hull, 70, Operator of Hotels," *New York Times* (New York City, New York), July 18, 1964, 19.

⁴⁸ "Architect Licensed," *Nevada State Journal* (Reno, NV), October 11, 1951, 10; Mella Rothwell Harmon, "The Extraordinary Career of Frederic J. DeLongchamps," 209.

⁴⁹ "Waddles Spans Generations," *Columbian*.

⁵⁰ "Sale By Drink Granted Five," *Oregonian* (Portland, OR), March 19, 1954, 47.

⁵¹ "Waddle Plans New \$150,000 Drive-In," *Oregonian* (Portland, OR), January 30, 1949, Section 4, Page 6; "Pittock Grill Due To Open," *Oregonian* (Portland, OR), November 11, 1951, Section 2, Page 7; "Council Favors Waddle's Drink, Dancing Permit," *Oregon Journal* (Portland, OR), July 18, 1952, 2; "Big Change In Store At Airport Restaurant," *Oregon Journal* (Portland, OR), September 27, 1953, B6; "Waddles To Build," *Oregon Journal* (Portland, OR), November 24, 1957, G19; "Russell Waddle Obituary," *Oregonian* (Portland, OR), February 5, 2008. Accessed July 5, 2023. <https://obits.oregonlive.com/us/obituaries/oregon/name/russell-waddle-obituary?id=19141635>.

⁵² Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County Oregon* (Portland, OR: WillametteCRA, 2023), 123–124.

⁵³ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County Oregon*, 124.



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the then popular Googie style with zigzag patterned awnings added over the original and additional car service areas and the addition of the checkerboard pattern window wall near the main entrance on the north elevation. (Figure 33).

5 Changes in the Fast-Food Industry and Economic Decline

While Russell Waddle reaped the rewards of a successful indoor dining and drive-in business and invested those rewards into other restaurant ventures into the 1960s, innovations and changes were occurring in the fast food industry.⁵⁴ Larger chains like McDonald's (originally founded in California) were rapidly expanding across the country through franchising and by 1969, they began shifting away from Googie to Pavilion style with their iconic, trend-setting mansard roof (Figure 34). Meanwhile, more local chains such as In-N-Out Burger implemented the increasingly popular drive-thru window.⁵⁵ By 1975, the drive-thru window had become mainstream when McDonald's opened its first drive-thru location in Sierra Vista, Arizona.⁵⁶ Other economic changes were occurring at the same time which contributed to these changes. Just two years prior, the U.S. had entered its worst recession in the post-war period with record inflation and was experiencing a gas shortage following the Oil Embargo of 1973–1974.⁵⁷

These economic conditions had a major impact on automobile culture and by extension, drive-in dining. As budgets got tighter and gas more expensive, people drove less as a hobby and more for essential reasons such as commuting to work. And although Russell Waddle blamed it on the toll bridge and his father blamed it on a tight labor market, Russell made the tough decision to eliminate drive-in service by 1982—lasting much longer than others.⁵⁸ The restaurant's shift from drive-in to dine-in service was part of a larger trend in the industry that had been occurring since the 1970s. In Seattle, A&W Drive-In reported its struggle to remain profitable due to the tight labor market, and local chains such as Dick's and Burgermaster also shifted some of their operations to dine-in service at that time.⁵⁹ Finally, in an apparent effort to keep up with the latest trends, the Waddles remodeled again in the early 1970s, constructing an addition to the dine-in space on the northwest corner of the building, cladding it with a mix of brick, wood, and stucco, and capping it with a mansard roof (Figure 35 and 36).

From 1982 onward, the Waddles continued to operate strictly as a dine-in restaurant and maintained its status as a local favorite, noted for its "Double Duck" burger and high standard of cleanliness, consistency, and quality.⁶⁰

⁵⁴ Laura McVicker, "Russell Waddle Served With Love," *Columbian*, (Vancouver, WA), March 8, 2008, C1 and C10.

⁵⁵ Andrew Sheldon, "The History of the Drive-Thru in America," *AAA*, July 23, 2020. Accessed July 7, 2023, <https://magazine.northeast.aaa.com/daily/life/cars-trucks/auto-history/history-of-the-drive-thru/>

⁵⁶ "First McDonald's Drive-Thru," *McDonald's*, November 11, 2022. Accessed July 6, 2023, <https://corporate.mcdonalds.com/corpmcd/our-stories/article/first-mcd-drivethru.html>.

⁵⁷ Frederic S. Mishkin, "What Depressed the Consumer? The Household Balance Sheet and the 1973–75 Recession," *Brookings Papers on Economic Activity*, Vol. 1977, No. 1. (Washington, D.C.: Johns Hopkins University Press, 1977), 123; "Oil Embargo, 1973-1974," *US Department of State Office of the Historian*. Accessed July 6, 2023. <https://history.state.gov/milestones/1969-1976/oil-embargo>

⁵⁸ Waddle, 1980; "Waddle's Closes Its Doors After a 59-year run," *Columbian* (Vancouver, WA), May 23, 2004, 34.

⁵⁹ Patricia Foote, "Carhops Are A Fading Breed," *Seattle Times* (Seattle, WA), August 10, 1975, 89; "Pioneer Drive-In To Become Sit-In," *Seattle Times* (Seattle, WA), January 13, 1974, 29; Hugo Kugiya, "Dick's: Timelessness Is The Magic," *Crosscut*, December 9, 2010. Accessed July 7, 2023. <https://crosscut.com/2010/12/dicks-timelessness-is-magic>.

⁶⁰ "Sound Off: Where Can you Get The Best Hamburgers In Town?" *Oregon Journal* (Portland, OR), March 21, 1977, 7; "Centralized Food Operations Hailed For Consistency In Quality," *Oregonian* (Portland, OR), November 5, 1985, FD20.



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The image of the duckling, considered to be their most successful promotion, became so popular that it had even appeared on military tanks during the Vietnam War.⁶¹

5 However, in 2004, the Waddle family made the difficult decision to close the restaurant after the property owner increased the rent. By this point, the restaurant had incorporated video poker machines, which Russell Waddle claimed were one of the main reasons the restaurant remained profitable and able to continue offering low prices.⁶²

The Building's Use After Waddle's

10 Krispy Kreme Doughnuts originally planned to occupy the original Waddle's but pulled out in February 2005 for financial reasons.⁶³ Hooters acquired the lease several months later and opened for business in March of 2006 after a \$2 million remodel.⁶⁴ The remodel included the removal of the mansard roof as well as the brick, wood, and stucco from the northwest corner of the building, replacement of the wood frame window grid at the main entrance with an aluminum frame window grid, alterations to existing signage, and a complete recladding of the exterior with T1-11 siding (Figures 39 and 40). Hooters operated here until 2022; the current tenant, JayBee's Chicken Palace, opened in September of that year.⁶⁵ Recent survey photos and customer photos reveal that both
15 the interior and exterior were little changed at this time (Figures 1, 4–11, and 39–41).

Pietro Belluschi

20 Pietro Belluschi's architectural reputation traveled far beyond Portland—he was born in Italy, studied on the east coast of the United States, and eventually spent another two decades there—but he was (and his legacy still is) well-loved by the city he called home. Belluschi marks a key link in the introduction of International Style Modernism to the Northwest; his work shows a thoughtful, humanistic adaptation of this universal and abstract style to the contingencies of life in the Pacific Northwest. The influence of his work has been so profound that he has since been named the father of Modernism's sub-style prevalent in and defined by the region, Northwest Regionalism.

25 Belluschi arrived in Portland in 1925 and began working for A. E. Doyle (1877–1928), then the city's most prominent architect. Upon Doyle's death, Belluschi ran the office, eventually, in 1942, restructuring it under his own name. Belluschi was responsible for the Portland Art Museum (1932), designed in the clean lines of modernism but with the warmth and tradition of brick. In the 1930s and 1940s, Belluschi became known for several projects that demonstrated his craftsman-like approach to materials, clear forms, sensitivity to light and space, and a specific response to regional conditions, like St. Thomas More Church (1940), Zion Lutheran Church
30 (1950), Central Lutheran Church (1950), the Sutor house (1938), the John Platt house (1941), Peter Kerr beach house (1941), and the Menefee house (1948). The Equitable Building (1948), a crisp, high-rise office tower made of double-pane glass and aluminum panels on a concrete frame, is one of Belluschi's most innovative and

⁶¹ Waddles spans generations," *Columbian*.

⁶² "Goodbye, Waddle's," *Columbian* (Vancouver, WA), May 22, 2004, C8.

⁶³ Jonathan Nelson, "Krispy Kreme Drops Waddle's Site," *Columbian* (Vancouver, WA), February 26, 2005, E1.

⁶⁴ "Hooters At Jantzen Beach Set To Open In March," *Columbian* (Vancouver, WA), November 29, 2005, E1.

⁶⁵ Kohr Harlan, "Kohr Explores: Fried Chicken Restaurant Opens In North Portland," *KOIN*, September 13, 2022. Accessed July 7, 2023, <https://www.koin.com/news/food/kohr-explores-fried-chicken-restaurant-opens-in-n-portland>.



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recognizable projects, a remarkably clear concept built with contemporary materials, and like many of his designs, the first of its kind.

5 Named MIT's dean in 1950, Belluschi sold his practice to Skidmore, Owings and Merrill, and moved to Cambridge, Massachusetts. In 1973, he returned to Portland and purchased a home he had designed twenty-five years prior, the Burkes house (1948), where he lived until his death in 1994. He was the recipient of the AIA's Gold Medal and the National Medal of Arts for lifetime achievements.

Roadside Architecture

10 Waddles' three-in-one concept was an example of an increasing number of commercial and retail buildings designed around the increasing use and popularity of automobiles from the early to middle twentieth century. The mass-produced automobile, the first of which came off Henry Ford's assembly line in 1908, rapidly and drastically reconfigured the American landscape. Not only were new programs required—the filling station, namely—but many others such as the drive-in restaurant, emerged as a result of the popularity of the personalized means of transportation. When the personal automobile became inexpensive enough to appeal to the middle class, around the early 1920s, the convenient mode of transportation engendered an entirely new commercial landscape
15 alongside the road. Commercial and retail establishments, which had previously been limited to locations on the streetcar line, or along the high-traffic blocks of a pedestrian city center, relied on their convenience to appeal to their users. Once business patrons moved onto automobile routes, so too did the businesses themselves. The first appearances of businesses appealing to motorists were rural, high-end, and catered to the gentility of the leisure-class that could afford a personal automobile and sought out rustic recreation.⁶⁶ Tea-rooms in old
20 farmhouses and renovated taverns provided a comfortable setting and an appealing menu and served as a destination for those explorers on the rather bumpy road. As car travel became more convenient and accessible starting in the 1920s, the demand for peripheral services also increased. Roadside stands, which looked much like the stalls and booths at beaches and carnivals, offered novelty foods that met the convenience and accessibility desires of new motorists. The first known example of these was Kirby's Pig Stand, which opened in
25 Dallas, Texas, in 1921.⁶⁷ Kirby's inspired California's better-known A&W Drive-In starting in 1923.

30 By this time, there were over 9 million automobiles in use in the United States; by 1931, the number had more than doubled to over 22 million—amply, one car for every six citizens.⁶⁸ The dominance of car culture changed even those places that had been designed for pedestrians and streetcars. New parking spots were offered as enticing conveniences of downtown establishments; soda fountains—already convenient, affordable, and novel in their brick-and-mortar instantiation—began responding to the honks of thirsty motorists parked at the curb.⁶⁹ New businesses, many of which became chains or franchises to take advantage of the opportunity of roadside ubiquity, were designed according to those tenets of convenience and attractability. Often paired with motels or

⁶⁶ John A. Jakle and Keith A. Sculle, *Fast Food: Roadside Restaurants in the Automobile Age*, (Baltimore: The Johns Hopkins University Press, 1999), 40–41.

⁶⁷ Dwayne Jones, "What's New with the Pig Stands—Not the Pig Sandwich!" *Cultural Resources Management*, 1996, 18. Accessed July 3, 2023, <https://irma.nps.gov/DataStore/DownloadFile/494209>.

⁶⁸ Data compiled from demographia.com, "US Population from 1900," and statista.com, "Number of passenger cars and commercial motor vehicles in use in the United States from 1900 to 1988." See also Rudy Volti, "A Century of Automobility." *Technology and Culture* 37, no. 4 (1996): 663–85.

⁶⁹ This, for instance, describes the origins of the A&W chain, which, in 1923, offered root beers delivered to cars by "tray boys." See Jakle and Sculle, *Fast Food*, 43.



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gas stations, and sometimes both, the neon glow emblazoning highway cafes, destination restaurants, and coffee shops populated the new roadside landscape.

5 These buildings shared architectural features that resulted from the buildings' locations, intended audience, and the necessities of a quick turnaround. First and foremost, a parking lot, once a promotable amenity, became a necessity. A filled parking lot in front of a restaurant was excellent, and free advertising. Parking lots, especially those located alongside the interstate and attempting to appeal to long-route truck drivers, were modified to accommodate the increasing size of trucks. In order to communicate over the distance of the parking lot, and at the speed of passing cars, large signs were incorporated into building features—on roofs or poles, in neon or extra-large lettering, with recognizable characters or colorful ornaments or with streamlined edges that mimicked the speed of the car. Sometimes, the building even employed programmatic architecture, by becoming its own sign, taking the shape of a giant donut, ice cream sundae, or wiener dog drive-thru.⁷⁰ On the interior, some forms of early roadside restaurants, like highway cafes and coffee shops, offered customers a choice of a stool at a counter or a more formal dining room, and sometimes both, like at the famed Howard Johnson Motor Lodge and Restaurant. The circulation space was often limited, resulting not only in a convivial atmosphere among strangers, but an efficient route for servers to quickly turn tables around and seat another round of guests. Even the food offered was a result of convenience: the preponderance of fried foods redefined the country's idea of "fast food."⁷¹

20 As was the case for Waddle initially, bankers often refused to lend money on the novel architecture of an independent proprietor; margins were small, and if a restaurant failed, the design of the building precluded its reuse. Eventually, the recognizable buildings of large corporations replaced many of the smaller and experimental restaurants and motels. Intercoms replaced the tray boys and carhops to reduce labor costs, and carry-out service, made possible by paper dishes, changed the place-ness of roadside amenities.

25 The Roadside style has a presence throughout Portland and especially on Hayden Island where its emphasis on signage, automotive accessibility, and novelty features is more readily visible.⁷² Some elements of the style's influence were apparent in the multi-phase 1959–1973 remodel of Vancouver's Inn at the Quay located immediately west of the Interstate Bridge (since demolished) by architects Nelson, Walla & Dolle (NWD). NWD's designs featured an eye-catching chevron roof form with a highly visible roof-top sign, both of which helped to propel the hotel/restaurant complex into a major local institution. Other examples of the style include the Fort Motel (500 East 13th Street), designed by architect Day Walter Hilborn, which featured a colorful paint scheme and oversized sign with Googie-style elements (sign since demolished) that was directed towards passing motorists on I-5.

Waddle's Coffee Shop was Hayden Island's first standalone restaurant separate from the amusement park on Hayden Island and by extension the first to express the Roadside style in its design. While the building itself is very utilitarian and functional in its appearance and overall form, it relied entirely on its prominent site immediately

⁷⁰ This has sometimes been called "programmatic architecture," or "theme restaurants" and corresponds to the trend of buying "experiences" rather than simply products and services. See Jakle and Sculle, *Fast Food*, 277.

⁷¹ On the types of foods offered and the major chains that dominated the highway landscape, see Jakle and Sculle, *Fast Food*.

⁷² See one private researcher's effort to inventory Portland's Roadside style buildings and structures at "Portland Roadside Architecture" *Google My Maps*, accessed June 27, 2023, <https://www.google.com/maps/d/u/0/viewer?ie=UTF8&oe=UTF8&msa=0&dg=feature&mid=1EFRoedwIK62-AWcFKOVAE9RXjUE&ll=45.495005569276934%2C-122.66203101269531&z=11>.



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5 adjacent to I-5, a major automotive thoroughfare, and the novelty of its large, monolithic, and brightly lit sign with bold-faced lettering to catch the attention of potentially hungry and thirsty drivers crossing over the bridge from Portland. The entire site was arranged to accommodate patrons' planned mode of arrival, the car, by including ample, attractive parking lots as the majority of the site's land use. Furthermore, at the time it opened in 1945, the northbound offramp from the highway was immediately adjacent to the site, making it instantly accessible to drivers. Lastly, the building's drive-in cars stalls were placed closest to drivers exiting the highway followed by the building's indoor seating area (Figures 22 and 23).

Coffee Shop Development

10 In Gene's childhood home of Southern California and elsewhere, the American dining industry underwent a revolutionary change in the twentieth century as both the formal dining establishments of the Gilded Age elite and male-dominated saloons of the working class remained only one part of a rapidly expanding culinary sector.⁷³ Presaged by developments in the nineteenth century (industrialization, expanding railroads, and fall in wholesale coffee prices), increasingly large numbers of Americans from a variety of backgrounds were beginning to look outside the home for their meals and stimulating beverages—particularly those that they could consume “on the go.” The earliest widespread need for this restaurant type emerged from the country's rising tide of industrial workers who had short lunch breaks but regular salaries.⁷⁴ To serve this population, small, cheap, and efficient food stands or wagons sprang up outside the gates of many factories in the late nineteenth century.⁷⁵ Here, workers would quickly grab a cup of coffee or a small meal before, after, or during a break from work. In time, these were joined by more urban and urbane establishments that catered to a rising professional class who worked away from their homes in downtown commercial cores.⁷⁶ In fact, by the 1920s, the “coffee break” became a ubiquitous tradition among offices across the U.S.⁷⁷

25 From these modest origins, a plethora of restaurant types developed including cafeterias, delicatessens, soda fountains, diners, or department store lunch counters. These, among others, contributed to an unprecedented boom in restaurants which benefited from the onset of Prohibition and the closure of the nation's saloons. Indeed, between 1917 and 1927, restaurants increased by more than forty percent and were supported by rapid developments in packaging, storage, and refrigeration of food products.⁷⁸ As the global economic depression set in following the stock market crash in 1929, relief efforts of all kinds emerged including food banks and soup kitchens which handed out coffee and donuts to those in need. According to Robert Thurston, author of *Coffee: From Bean to Barista*, this further cemented the idea that coffee should be affordable and accessible to all.⁷⁹ Thus, coffee shops like V and V and Waddle's offered simple, low-cost menu items to stay in business.⁸⁰

⁷³ Charles H. Leibs, *Main Street to Miracle Mile* (Baltimore: Johns Hopkins University Press, 1995), 193.

⁷⁴ Leibs, *Main Street to Miracle Mile*, 193-94.

⁷⁵ Leibs, *Main Street to Miracle Mile*, 194.

⁷⁶ Leibs, *Main Street to Miracle Mile*, 194.

⁷⁷ Paul Ashby, “The History of The US Coffee Shop,” *Perfect Daily Grind*, January 4, 2022. Accessed July 3, 2023. <https://perfectdailygrind.com/2022/01/the-history-of-the-us-coffee-shop>.

⁷⁸ Leibs, *Main Street to Miracle Mile*, 196.

⁷⁹ Paul Ashby, “The History of The US Coffee Shop.”

⁸⁰ Waddle, 1980.



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5 On a more stylistic level, Gene and Natha Waddle followed the latest design trends in dining establishments that had developed in Southern California during and immediately after the Great Depression when they planned out their Drive-In Coffee Shop. Both specific elements and broader design themes of Waddle's are present in the early drive-in designs of Wayne McAllister (1907–2000) for the Simon Brothers in Los Angeles. Designed in 1935 far outside the city center, Simons Drive-In at the corner of Fairfax and Wilshire had a circular plan with a lunch counter inside and an awning over an exterior walkway to provide cover for carhops servicing drive-in customers.⁸¹ While this plan aligned with the more democratic or egalitarian principles espoused during the Depression by providing drive-in patrons equal access to the restaurant from all sides, it also simultaneously served a very practical purpose. It maximized the utility of a corner lot by making the restaurant easily accessible from both directions, thereby increasing its efficiency and profitability. In a similar vein, Waddle's Drive-In Coffee Shop followed the singular, linear flow of the major highway by aligning both its dine-in and drive-in car parking and awnings parallel to that axis. Aside from connections between site and plan, both drive-ins possessed their iconic oversized pylon signs designed to catch the attention of passing motorists from a distance.

15 Lastly, while Waddle's provided counter service very similar to that of Simons, it went beyond this design by providing additional booth seating around its central dining counter. This is also where Los Angeles architect John Lautner's (1911–1994) Coffee Dan's restaurant (1949) design shines through particularly with long ribbons of windows on multiple sides to shine ample light on the establishment by day and to serve as a beacon shining light out from within at night. It also served to unite both the interior and exterior.⁸²

National Register of Historic Places Eligibility

20 Willamette Cultural Resources Associates (WillametteCRA) recommends that Waddle's Drive-In Coffee Shop is significant under Criteria A and C with an overall period of significance of 1945 through 1982. As the resource does not possess the requisite integrity to communicate its significance under Criteria A and C, it is recommended not eligible for listing in the NRHP.

25 Based upon WillametteCRA's evaluation of Waddle's Drive-In Coffee Shop within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and community planning and development. The resource is strongly associated with the redevelopment of Hayden Island from a resort and amusement park into a commercial center and local culinary history. It is also the last surviving example of an early drive-in coffee shop restaurant. The period of significance for this criterion is 1945 to 1982, which demarcates the resource's initial construction through the end of drive-in service in 1982. Although Waddle's Drive-In Coffee Shop is significant under Criterion A, extensive alterations to its integrity of design, materials, feeling, workmanship, and association from the period of significance have diminished its ability to convey its significance under this criterion.

35 Waddle's Drive-In Coffee Shop does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the building is strongly associated with Gene and Natha Waddle, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

⁸¹ Alan Hess, *Googie: Fifties Coffee Shop Architecture*, (San Francisco, CA: Chronicle Books, 1986), 24-25.

⁸² Hess, *Googie: Fifties Coffee Shop Architecture*, 64.



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5 Waddle's Drive-In Coffee Shop is also significant under Criterion C, at the local level in the area of architecture. The resource is an example of a drive-in coffee shop in the Roadside style. The building embodies some distinctive characteristics of its type and style and represents the work of master architects Pietro Belluschi and Frank Green. The period of significance for this criterion is 1945, the year of the building's construction, through 1956, the year its first major addition was completed. Although the resource is significant under Criterion C, extensive alterations to its integrity of setting, design, materials, feeling, workmanship, and association since the period of significance have diminished its ability to convey its significance under this criterion.

10 Waddle's Drive-In Coffee Shop is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

15 In summary, Waddle's Drive-In Coffee Shop does not possess sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criteria A, and C. It is also not recommended eligible under Criteria B and D.



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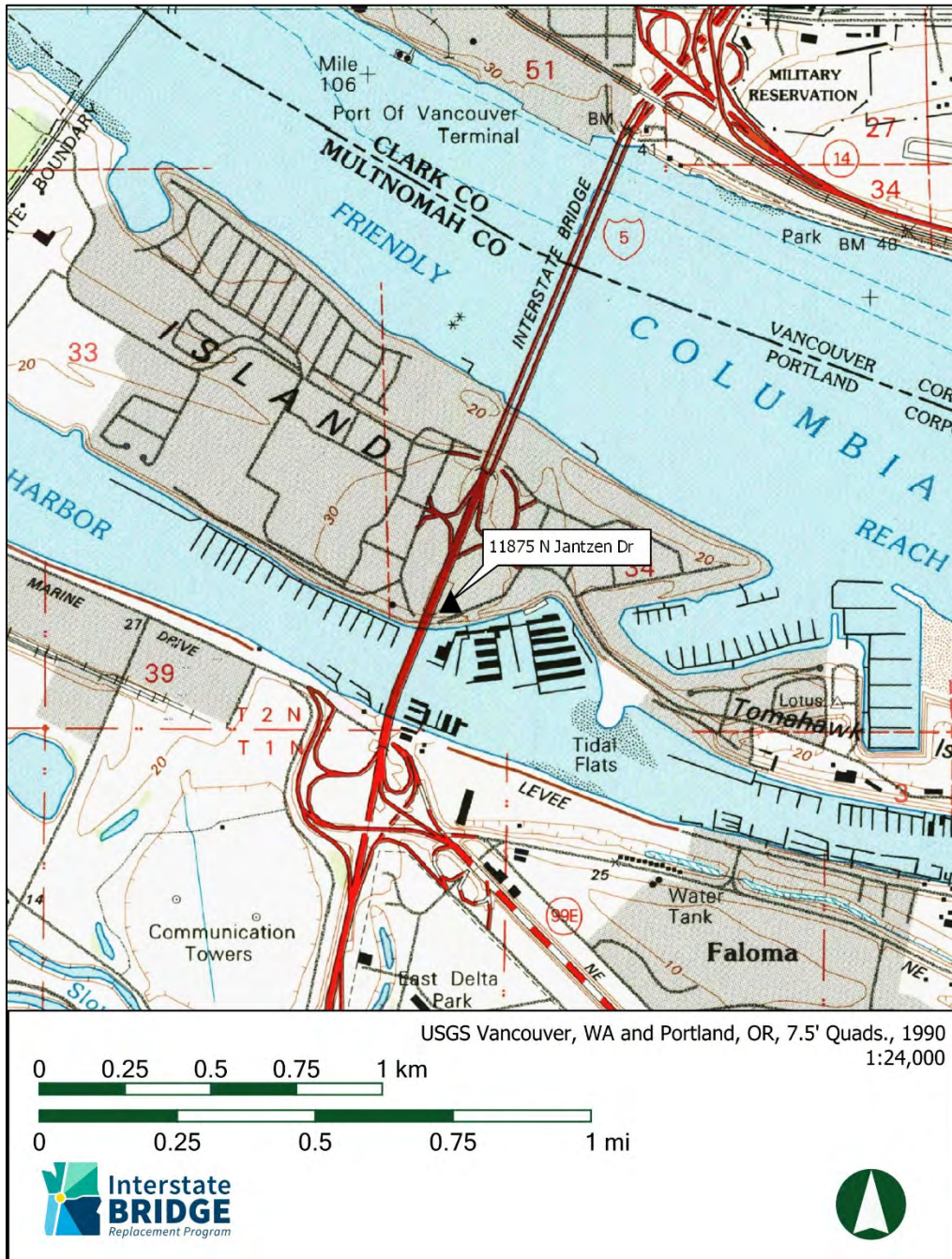


Figure 2. Location map of JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), Portland, Multnomah County, Oregon.

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Figure 3. Location of JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop) and immediate surroundings, showing the recommended NRHP boundary in white.

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: JayBee's Chicken Palace (Historic Name: Waddle's Drive-In Coffee Shop) (OR 53)		SHPO Property ID: 648251
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Figure 4. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), south and east elevations, view facing northwest (WillametteCRA January 16, 2023).

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Figure 5. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), east elevation, view facing west (WillametteCRA January 16, 2023).

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Figure 6. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), north and east elevations, view facing southeast. Note that the northwest view was not available from the public right of way (WillametteCRA January 16, 2023).

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Figure 7. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), east and south elevations, view facing northeast (WillametteCRA January 16, 2023).

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Figure 8. Interior of main dining area. Note that the interior was not accessible at the time of survey, but has changed little in configuration and materials since it was previously occupied by Hooters, see Figure 41 (Melissa Jones via Google, October 2022).

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Figure 9. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), view looking up showing north elevation of sign (WillametteCRA January 16, 2023).

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Figure 10. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), south elevation of sign and highway side setting, view facing north (WillametteCRA January 16, 2023).

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Figure 11. JayBee's Chicken Palace (Waddle's Drive-In Coffee Shop), detail of the northwest corner and cladding, view facing east (WillametteCRA January 16, 2023).

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Figure 12. Photograph of Yaw's Top Notch restaurant at the intersection of NE 42nd and Hancock Street (PdxHistory).



Figure 13. Detail of aerial image showing the Tik Tok drive-in restaurant at the intersection of NE Sandy Boulevard, East Burnside Street, and 12th Avenue Courtesy of the (City of Portland, 1941, AP/5985).

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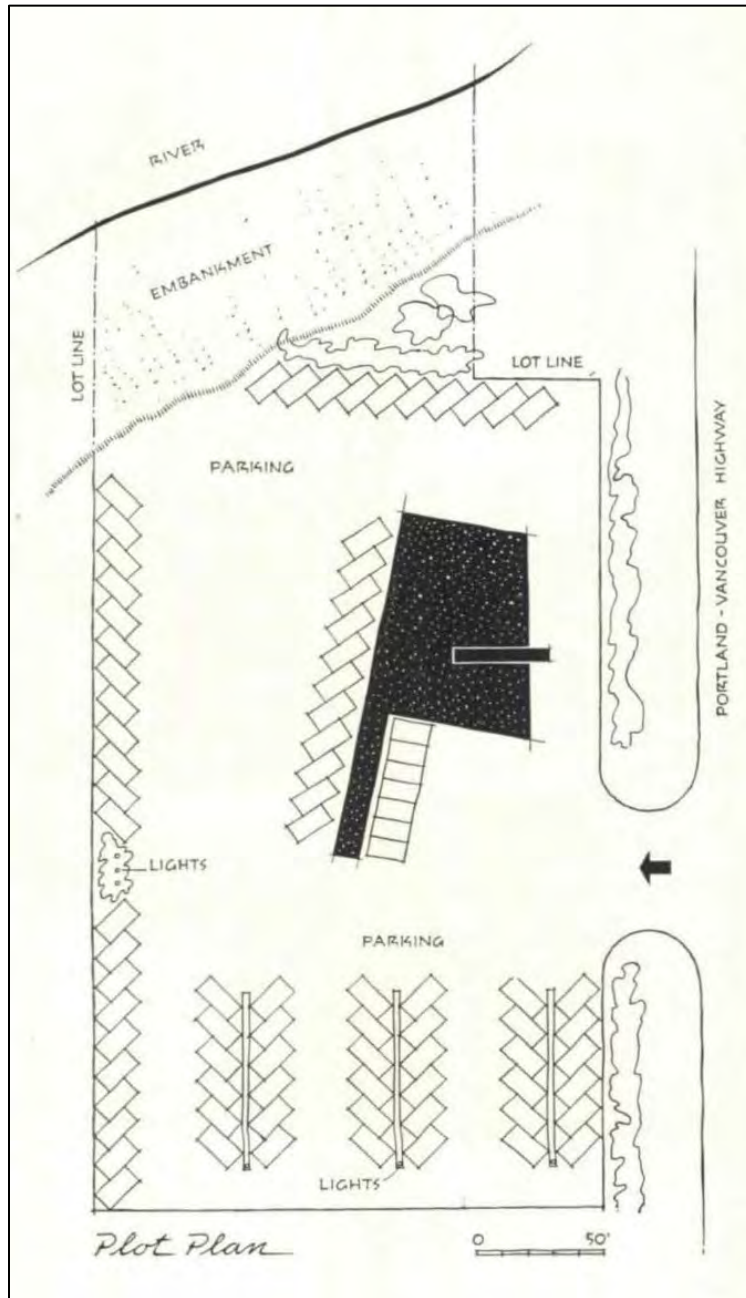


Figure 14. Plot plan of 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the 1947 edition of *Progressive Architecture*. North is down (USModernist).

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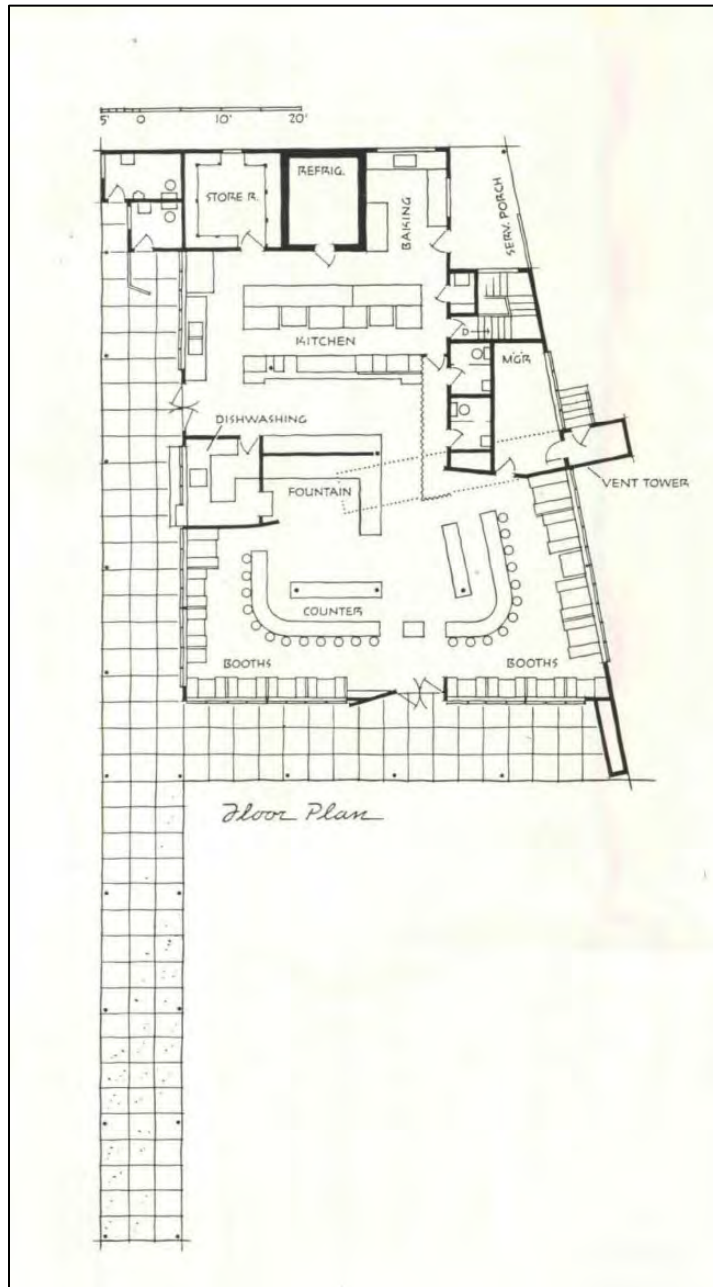


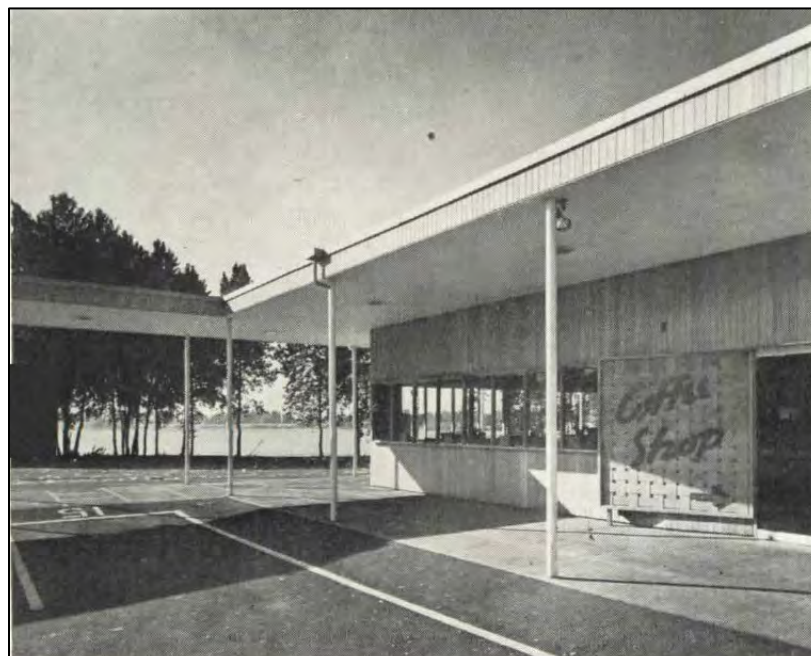
Figure 15. Floor plan of 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the 1947 edition of *Progressive Architecture*. North is down (USModernist).

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Figure 16. Photograph of covered entry of 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the June 1947 edition of *Progressive Architecture* (USModernist).



A SQUARE SIGN made of woven spruce slats indicates the entrance.

Figure 17. Photograph of covered coffeeshop entrance of 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the June 1947 edition of *Progressive Architecture* (USModernist).

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Figure 18. Photograph of covered entry of 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the June 1947 edition of *Progressive Architecture* (USModernist).



Figure 19. Photograph of interior bar of the 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the June 1947 edition of *Progressive Architecture* (USModernist).

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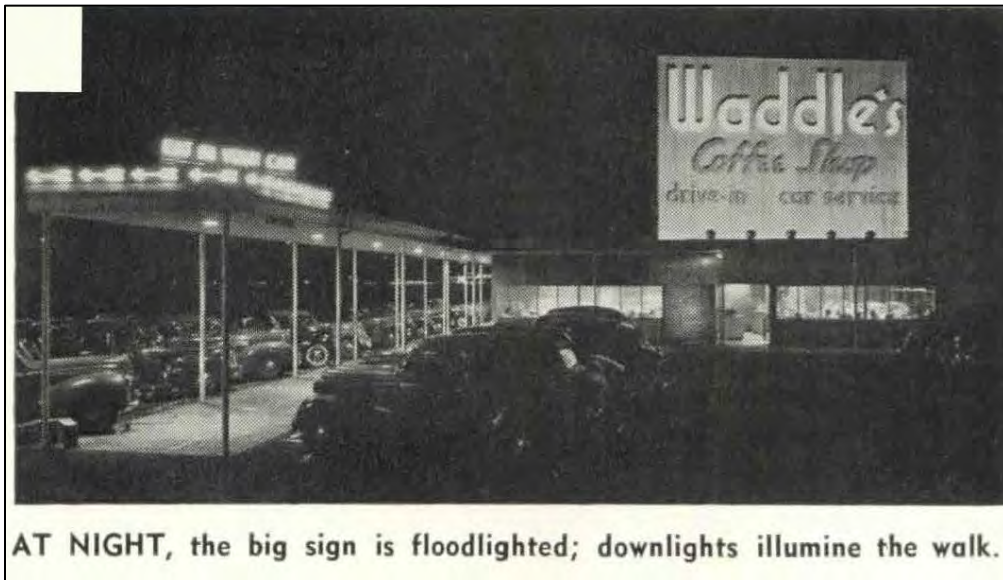


Figure 20. Photograph of main entry at night of the 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the June 1947 edition of *Progressive Architecture* (USModernist).

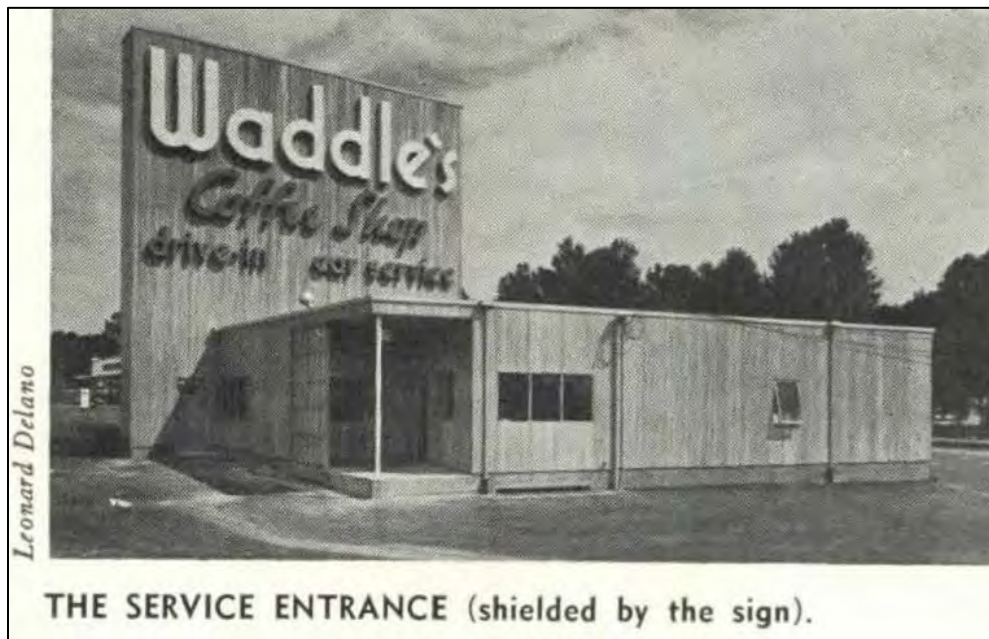


Figure 21. Photograph of rear service entrance of the 1945 Belluschi design for Waddle's Drive-In Coffee Shop from the June 1947 edition of *Progressive Architecture*. Note that the famous Waddle's clock was not present on the original design (USModernist).

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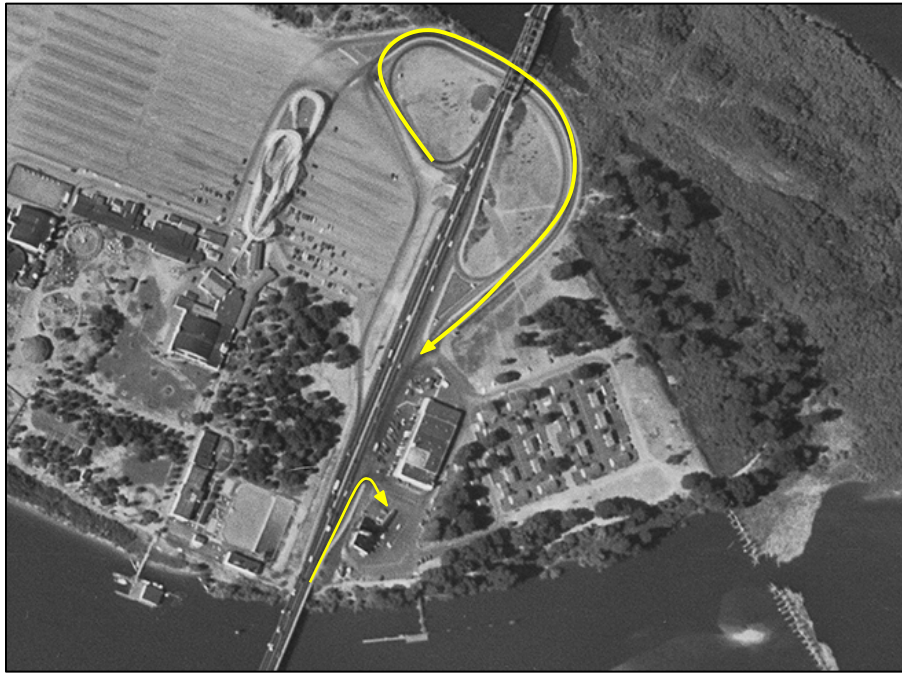


Figure 22. Cropped aerial photograph of east Hayden Island with arrows showing the convenient points of automobile access to Waddle's Coffee Shop from I5 (USGS, 1951).

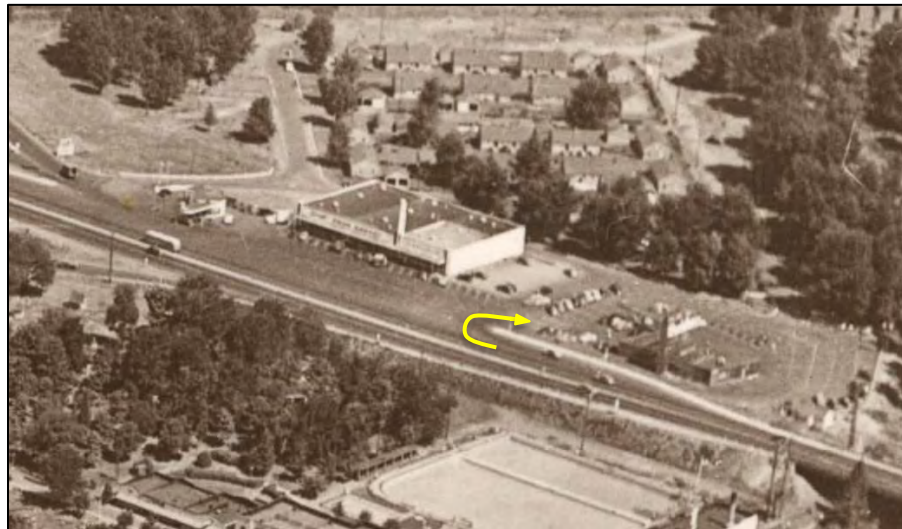


Figure 23. A cropped bird's-eye aerial photograph of east Hayden Island showing greater detail of Waddle's Coffee Shop with the arrow showing the convenient point of automobile access to from northbound I-5 (City Auditor - Archives & Records Management - Auditor's Historical Records - A2004-002.2518, ca. 1951).

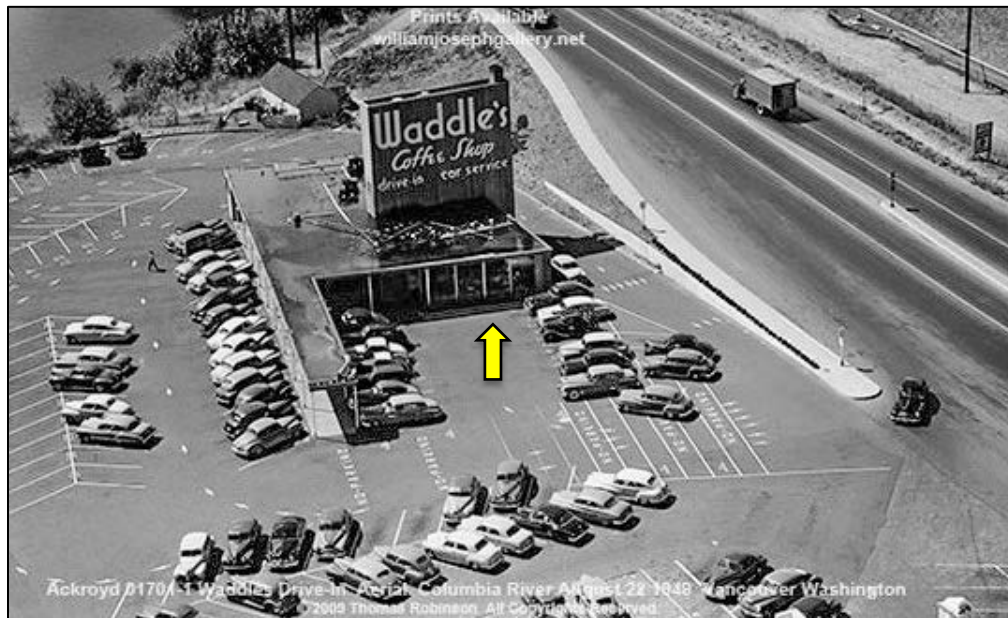
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Figure 24. Photograph of the north end of the Waddle Coffee Shop car stall with small sign requesting “white trade only – please” (UC Berkeley, Bancroft Library, 1953).



5 Figure 25. Bird's eye aerial photograph of Waddle's Drive-In Coffee Shop, north elevation, view facing south. Note that the south end of the north elevation (arrow) appears more forward than it does in Figure 16 and is an apparent expansion of the indoor dining area onto the original covered walkway executed circa 1949 (Thomas Robison via Pinterest, 1949).

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Figure 26. Waddle's Drive-In Coffee Shop, north elevation, view facing south (Thomas Robison via Lost Restaurants of Portland, OR, 1956).



Figure 27. Waddle's Drive-In Coffee Shop, north and west elevation, view facing east (Thomas Robison via Lost Restaurants of Portland, OR, 1956).

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Figure 28. Aerial view of Waddle's Drive-In Coffee Shop and vicinity. The dotted outline shows extent of the 1954 addition (Clark County MapsOnline, 1955).⁸³



Figure 29. Aerial view of Waddle's Drive-In Coffee Shop and vicinity. The dotted outlines show initial construction of more car service structures (WSU Vancouver Library, 1959).

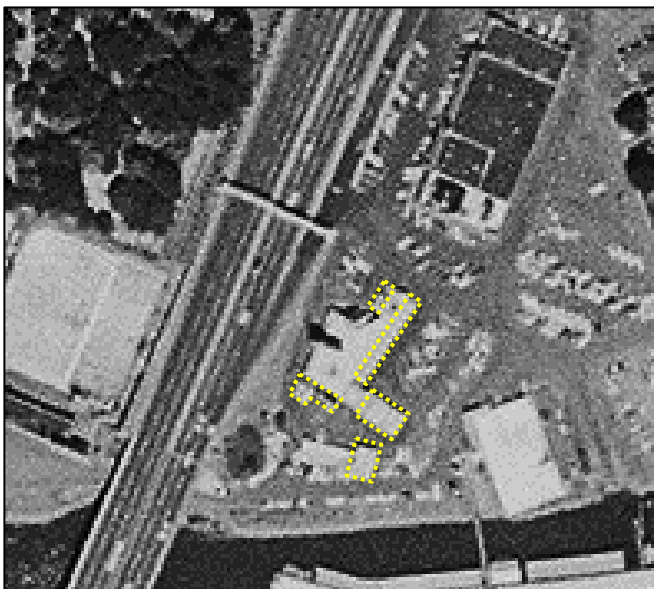


Figure 30. Aerial view of Waddle's Drive-In Coffee Shop and vicinity. The dotted outlines show additional expansions since 1959 (USGS, 1960).

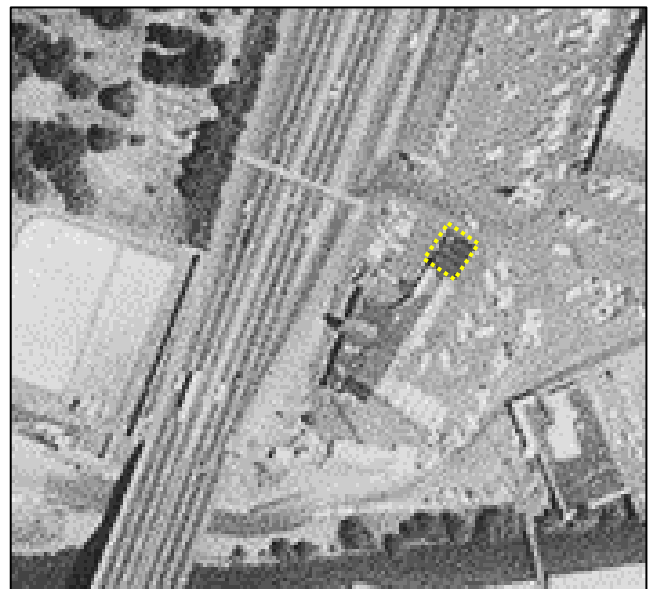


Figure 31. Aerial view of Waddle's Drive-In Coffee Shop and vicinity. The dotted outline shows additional expansion since 1960 (USGS, 1970).

⁸³ Please note, these and any subsequent aerial images are the highest resolution images available.

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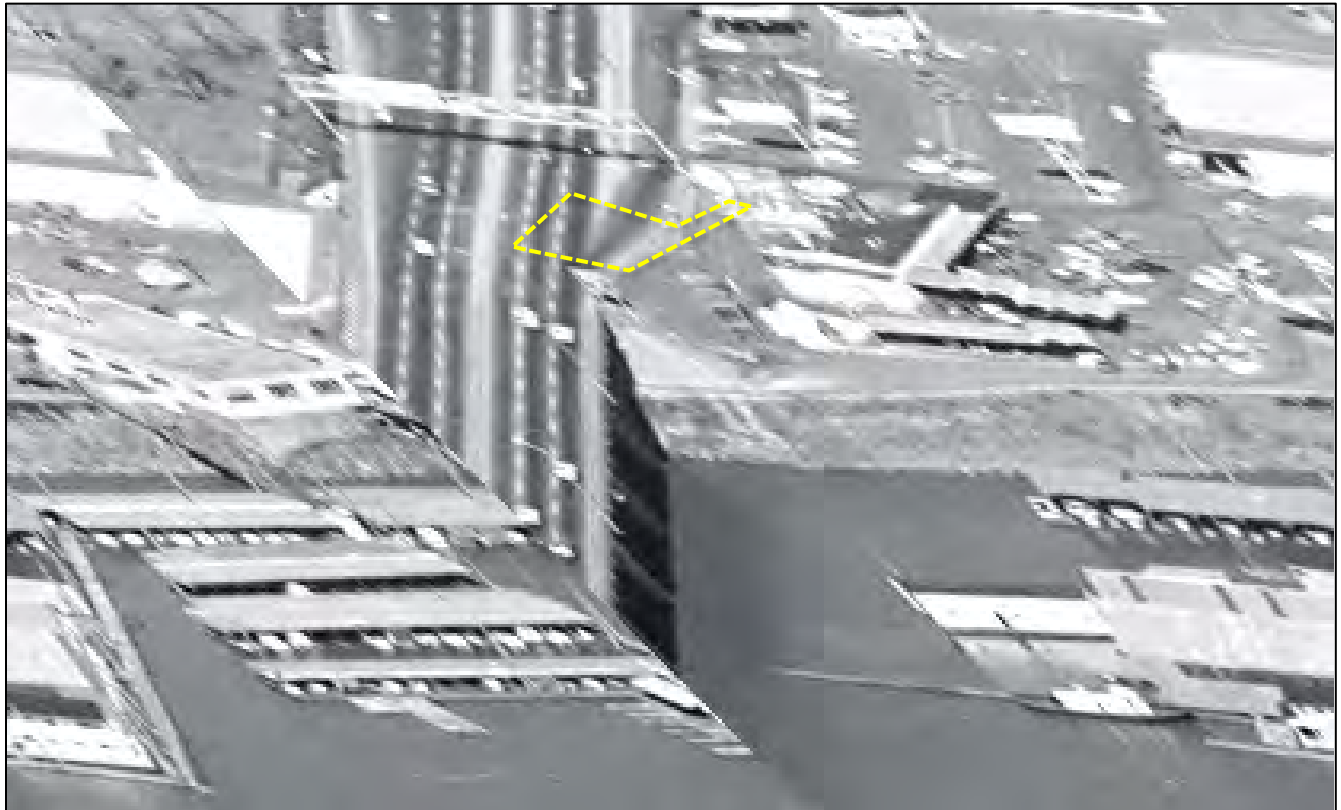


Figure 32. Bird's eye aerial view of Waddle's Drive-In Coffee Shop and vicinity, view facing north showing full extent of additions depicted in Figures 27–30. The dotted outline shows the approximate original footprint of the building (ODOT, 1965).

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Figure 33. Postcard of Waddle's Drive-In Coffee Shop, view facing south. This image likely dates to the early 1960s, shortly after the completion of alterations begun in 1959 (eBay).



Figure 34. Photograph of the first McDonald's to feature a mansard roof in Matteson, Illinois (McDonald's, 1970).

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Figure 35. Postcard of Waddle's Drive-In Coffee Shop, view facing south. This image likely dates to ca. 1969–1971. Note the additional alterations to the north elevation including expanded dine-in area with mansard roof (SwellMap on Flickr).



Figure 36. Aerial view of Waddle's Drive-In Coffee Shop. The dotted outlines show expansion of dine-in area after 1970. The arrow marks where the separate car service awning is no longer present (Clark County MapsOnline, 1974).

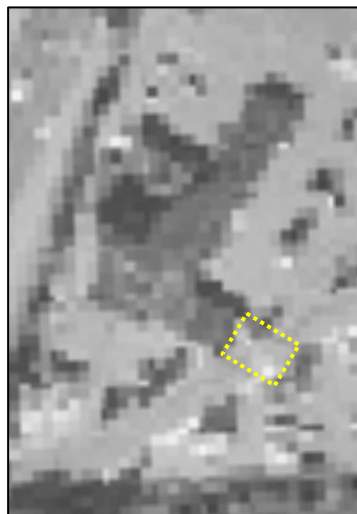


Figure 37. Aerial view of Waddle's Coffee Shop. The heavy dotted outline shows where a section of the car service awning was removed after 1974 (Clark County MapsOnline, 1984).



Figure 38. Aerial view of Waddle's Coffee Shop showing significant reductions and alterations to the former car service awnings (Portland Maps, 2001).

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Figure 39. Hooters Restaurant, east elevation, view facing northwest (Google Streetview, June 2009).



Figure 40. Hooters Restaurant, north elevation, view facing south (Google Streetview, October 2018).

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Figure 41. Hooters Interior, which appears similar to the interior of JayBee's Chicken Palace in Figure 8 above (Andrew Rogers via Google Images, 2018).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Gault Residence (OR 54)	SHPO Resource ID: TBD
Street Address: 1425 North Pier 99 Street	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C-02000	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.605592°, -122.680565°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / business	Construction Date: ca. 1943
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 2000–2010, Windows replaced; ca. 2021–2023, Windows (lower level south elevation) replaced; Awning and Signage (west elevation) removed
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material: Double hung & Wood; Single hung & Metal or Vinyl	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Brick Decorative: Wood - Board & Batten	
Roof Type & Material: Asphalt/Composition - Shingle	Plan Type: U-Shape	
Structural System Type: Wood - Platform Frame	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
Styles: Minimal Traditional	Plan	Minimal
	Windows	Moderate
Register Status: Not Listed	Cladding	Minimal
	Doors	Extensive
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" 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	

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Street Address: 1425 North Pier 99 Street	City, County, State: Portland, Multnomah County, Oregon



Figure 1. The Gault Residence at 1425 North Pier 99 Street, view facing south (WillametteCRA May 4, 2023).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The Gault Residence at 1425 North Pier 99 Street was constructed in 1942–1943 (Figure 1). The building is a former single-family residence located in the North Portland neighborhood of Portland, Multnomah County, Oregon (Figures 2 and 3). The immediate surroundings of the building are heavily commercial and industrial (Figures 1, 4, 5, and 6). The North Portland Harbor and levee are located to the north of the single-family residence. A boat storage yard is located to the east, an asphalt paved parking lot and metal boat storage building are located to the south, and an adjacent boat retail building (Totem Pole Marina/Pier 99) is located to the west. The landscaping is limited to small areas of grass lawn and small shrubbery plantings.

10 The U-shaped building is one story with a daylighted basement. The long axis of the building, approximately 65 feet, is oriented along a southeast-to-northwest axis, which is roughly parallel to the North Portland Harbor (part of the Oregon Slough and Columbia River) immediately to the north of the building (Figures 7–10). The lower level of the building is a daylight basement roughly level with the grade level to the east, south, and west of the building. The main level of the building is roughly level with the earthen levee to the north. The building is most likely of wood frame construction and appears to be supported on a concrete foundation.

15 At the lower level, the north side of the daylight basement is buried into the south face of the earthen berm levee along North Portland Harbor (Figures 8 and 9). The west, south, and east elevations of the daylight basement are clad with brick masonry. Two former garage door openings are located at the west elevation of the lower level: the former garage door opening to the north has been infilled with a 6-panel pedestrian door and T1-11 siding (Figure 7). This door appears to serve as the main entrance to the building. The former garage door opening to the south has been infilled with a dark anodized aluminum sliding patio door. The lower level of the south elevation is defined by several painted wood double-hung windows, two vinyl double-hung windows, and a pedestrian door located in the center. The lower level of the east elevation contains apertures for several windows: these were boarded at the time of survey (Figure 9).

25 At the main level, the primary mass of the building is clad with painted wood horizontal siding and is capped with a side-gabled roof clad with asphalt composition shingles. The gable ends are clad with painted wood board and batten siding and feature a triangular louvered gable vent at the top; the western gable end also has painted plywood sheathing attached to its face (Figure 7). Two wings, comprising the U-shape of the footprint, extend northward from the primary mass of the building at the main level, each of which measures approximately 20 feet wide by 20 feet long and is clad with brick masonry, topped by a hip roof. The wings create a small courtyard space on the north side of the upper (main) level of the building. This courtyard appears to be approximately 30 25 feet wide and 15 feet deep; it has a brick-clad outdoor fireplace on the east side and a pedestrian door flanked by boarded-up windows on the south side (Figure 1). The east wing has a large, fixed sash picture window at its north elevation. The west wing has a metal sliding patio door at the north elevation leading to a wood porch with a solid wood railing and two painted wood double-hung windows at the west elevation. Each of these windows has an 8-light upper sash over an 8-light lower sash (Figure 8).

35 The west elevation of the main level of the building has a painted wood double-hung window with a 6-light over 6-light sash configuration. The window to the south appears to be a replacement vinyl or aluminum window unit with a simulated 8-light upper sash and simulated 8-light lower sash. The south elevation of the main level of the



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building features a variety of painted wood double-hung windows and replacement windows (Figures 1, 7, and 10). The two windows at the west end of the south elevation appear to be replacement vinyl or aluminum window units with simulated 8-light upper and lower sashes. There are two more windows to the east which are mulled together. Each of these windows appears to be a replacement vinyl or aluminum window unit with simulated 8-light upper and lower sashes. A small bay window projects out in the center of the south elevation. The windows on the angled walls at the west and east sides of the bay window appear to be painted wood casement units with four equal lights, and the two windows on the south side of the bay window appear to be painted wood double-hung windows with a 6-light over 6-light sash configuration. The two windows to the east of the projecting bay are mulled together. These windows appear to be painted wood double-hung windows with a 6-light over 6-light sash configuration. Finally, the single window at the east end of the south elevation appears to be a replacement vinyl or aluminum window unit with simulated 8-light upper and lower sashes.

There is a pedestrian door at the east elevation of the main level of the building. This door is accessed by a painted wood staircase and projecting deck structure. Four windows in two groups are located to the north of the door. Each of these windows appears to be a replacement vinyl or aluminum window unit. The east elevation of the wing at the east end of the main level has two windows and each of these windows appears to be a replacement vinyl or aluminum window unit.

Boundary Description

This one-story with daylight basement building is located at 1425 North Pier 99 Street. It was formerly a single-family residence and is currently a commercial property (Figures 2 and 3). The building's tax lot (2N1E34C-02000) is bounded by the North Portland Harbor (part of the Oregon Slough and Columbia River) to the north, an adjoining tax lot to the east, North Pier 99 Street to the south, and the northbound lane of Interstate 5 to the west. The tax lot sits within the Peninsula Drainage District #2 (PEN 2) and includes a legacy encroachment upon the Columbia River Levee. This creates a site with a unique sloping grade and ready water access. The tax lot includes four large-scale buildings and structures, as well as multiple small-scale structures and landscape features. The recommended National Register of Historic Places (NRHP) boundary of the Gault Residence is defined by its footprint, including the partially enclosed courtyard (Figure 3).

INTEGRITY

The former residence is located in its original location in North Portland, Multnomah County, Oregon. It has been somewhat altered during the past ten to twenty years. These alterations include the replacement of many of the original windows and the infilling of the former garage door openings in the daylight basement. The metal sliding patio door on the north elevation on the west wing also appears to be a later alteration. However, the building does retain many of its character-defining features. The general setting of the building consists of North Portland Harbor to the north, a boat storage yard to the east, a highway interchange to the south, and a commercial showroom to the west. The setting is largely unchanged and is consistent with the period of significance, although is somewhat diminished by the construction of a metal storage building immediately to the south. The building is currently used for commercial uses and is no longer used as a residence. In summary, the building retains its integrity of location, design, and feeling, while its integrity of setting, materials, workmanship, and association has been slightly diminished.



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STATEMENT OF SIGNIFICANCE

5 The first documented occupant of the site, Gault's Moorage, was named after its owner, Dewey David Gault (1898–1953). Gault was born in Nelson, Nebraska on October 21, 1898, and his family moved to Athol, Idaho, by 1910; by 1918, Gault was working as a farmer near Belmont, Idaho.¹ Gault relocated to Spokane, Washington, by 1920, where he was a shop foreman for the Willys-Overland Pacific Company automobile service department.² He married Hazel Jane Doyle (1895–1983) in March 1922 in Lewiston, Idaho.³ By 1923, Gault was working as a shop foreman for the Harry L. Olive Company, where he perfected a crude oil burner for building heating furnaces.⁴

10 Around 1926, the Gault family relocated to Coeur d'Alene, Idaho, where Dewey built an automobile sales and service building at the intersection of Fourth and Coeur d'Alene Avenues. Gault operated this establishment as the Dewey Gault Motor Company, which dealt in Willys-Knight automobiles.⁵ In May 1929, Gault sold his business and he and his family relocated to Vancouver, Washington, where they lived at 1905 D Street.⁶ In late June 1929, Gault opened the DeSoto Sales and Service Company at 113 East 8th Street in Vancouver.⁷ By 1931, Gault operated the Gault Motor Company at 812 Broadway Street in Vancouver.⁸ Precise details about Gault's business activities between 1931 and 1933 are currently unknown, although by 1934 the Gault family was living in North Portland.⁹

20 Gault opened Gaults' Boat Harbor just east of the Interstate Bridge in North Portland in 1934 (Figures 11, 12, and 13). Within the next six years, he applied to the U.S. Army Corps of Engineers to drive piling and dolphins in North Portland Harbor and also designed and installed a marine railway to raise boats out of the water for maintenance and storage (Figure 14).¹⁰ Gault's moorage was described as "a favorite among the small boat owners of the

¹ Ancestry.com. 1910 United States Federal Census [database on-line]. Lehi, UT, USA: Ancestry.com Operations Inc, 2006.; U.S., World War I Draft Registration Cards, 1917-1918 [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc, 2005.

² "Overland Promotes Gault," *Spokesman-Review* (Spokane, WA), November 28, 1920, 50.

³ "Miss Doyle Is Bride," *Spokane Chronicle* (Spokane, WA), March 13, 1922, 12.

⁴ "Gault Will Pilot Overland Car In Big Leap Event At Interstate Fair," *Spokane Chronicle* (Spokane, WA), July 26, 1923, 14;

"Crude Oil Burners Sideline For Harry L. Olive Company," *Spokane Chronicle* (Spokane, WA), November 22, 1923, 16.

⁵ "Advertisement: It has everything that wins you to a finer Six," *Spokane Chronicle* (Spokane, WA), June 21, 1928, 22; "Lake City Firm Grows In Size," *Spokane Chronicle* (Spokane, WA), August 23, 1933, 8.

⁶ "Buys Auto Plant," *Spokane Chronicle* (Spokane, WA), May 3, 1929, 3; Polk's Vancouver (Washington) City Directory, (Seattle, WA: R. L. Polk and Company, 1931), 114.

⁷ "De Soto Motors Has Gala Opening In Vancouver," *Columbian* (Vancouver, WA), June 20, 1929, 7; "DeSoto Passes 100,000 Mark Reports Gault," *Columbian* (Vancouver, WA), October 26, 1929, 5; "Rain, Where Art Thou?" *Columbian* (Vancouver, WA), November 30, 1929, 5.

⁸ Polk's Vancouver (Washington) City Directory, (Seattle, WA: R. L. Polk and Company, 1931), 114.

⁹ "City Items: Births," *Columbian* (Vancouver, WA), November 26, 1934, 7; "Boats, Launches, and Equipment: Bargain," *Oregonian* (Portland, OR), September 30, 1934, 30. Dewey and Hazel Gault had three children: John "Jack" Sherman Gault (1923–1988); Caryl Ellen Lovell (b. 1931); and Robert Doyle Gault (1934–2016).

¹⁰ "Boats, Launches, and Equipment: Bargain," *Oregonian* (Portland, OR), September 30, 1934, 30; *Polk's Portland* (Oregon) *City Directory*, (Portland, OR: R. L. Polk and Company, 1937), 456; "Dolphin Permit Sought," *Oregonian* (Portland, OR), September 14, 1939, 16; "Marine Rail New Design," *Oregonian* (Portland, OR), April 13, 1940, 20.



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area,” but after the U.S. declared war on Japan in 1941, it, like many other boatyards in the area, redirected its efforts toward the needs of the U.S. Navy.¹¹

At some point, Gault also constructed a house for his family on the premises. The 1937 directory for Portland indicated that Dewey and his wife Hazel also lived at the property known as Gault’s Boat Harbor.¹² No other information is known about this family residence, which may have been temporary. The resource in question, which was likely a second house, constructed later, did not appear on a 1942 drawing issued by the Oregon Department of Transportation, but it was present a year later, in an aerial photograph of the area (Figures 15 and 16).¹³ In 1943, Dewey and Hazel Gault were listed as defendants in a lawsuit filed by the Oregon State Highway Commission condemning nearly fifty percent of their property for right of way access to public roads. In the documentation of the lawsuit, the Gaults were compensated for 1.865 acres at \$3,500 per acre; a new building “partly completed,” valued at nearly \$3,000; over 1,500 feet of track, purchased at 85 cents per foot; 30 boats in the yard at \$27.50 each; and severance damage of \$1000. A final verdict was issued in May 1943 in favor of the state but required the Oregon Highway Commission to pay the couple \$16,500.¹⁴ The residence may have been constructed with funds from the condemnation lawsuit.

In 1947, Gault leased his property to George I. Jones and W. B. Bidwell, who opened a “super-service station and moorage for pleasure craft” under the name “Interstate Marine Co”; although Jones and Bidwell operated their business on the property, it was noted that Gault kept his residence there.¹⁵ Three years later, Cliff Andrus opened “Cliff’s Marine” on the property, intending to cater to his “yacht club fellow members.”¹⁶

Dewey David Gault died on October 10, 1953, at the age of 54.¹⁷ In 1955, his widow, Hazel Gault, sold the property to John W. Coleman and S. A. Masters, who planned to develop the site into a new business, “The Marina”; Coleman also planned to live in the house on the property.¹⁸ Hazel Gault relocated to 334 SE 78th Avenue in Portland and later resided at 5608 NE Cleveland Avenue in Portland.¹⁹ In January 1958, Masters placed a classified advertisement in *The Oregonian* offering the approximately three-acre property for sale, which included a “beautiful modern spacious home, 5,000 square feet of boat show room, 100 boat moorage capacity,

¹¹ *The Log* (United States: Miller Freeman Publications, 1945). The last four years of World War II are also referred to as the Pacific War; this denotes the conflict fought between the United States—with China and Great Britain—and Japan, fought mostly in the Pacific Ocean and bordering lands. Portland’s proximity to the theater made it an advantageous location for ship building and repair.

¹² R. L. Polk & Co., *Polk’s City Directory*. (Portland, OR) 1937. The Gaults may have constructed a temporary house, or lived in a floating home docked in the harbor.

¹³ Sketch Showing Proposed Right of Way Northeast of Denver Ave.-Union Ave. Junction. August 1942. Drawing by the Oregon State Highway Division. Courtesy Oregon Department of Transportation (ODOT).

¹⁴ The State of Oregon, by and through its State Highway Commission, composed of Henry F. Cabell, Huron W. Clough, and Herman Oliver, versus Dewey D. Gault and Hazel J. Gault, husband and wife; and Peninsula Drainage District Number Two, organized and existing under and by virtue of the laws of the State of Oregon. Final Judgment, 148442, May 27, 1943.

¹⁵ Barber, Lawrence, “River Ramblings,” *Oregonian* (Portland, OR), March 30, 1947, 25.

¹⁶ Barber, Lawrence, “Northwest River Ramblings,” *Oregonian* (Portland, OR), October 29, 1950, 39. Barber may have been referring to the Portland Yacht Club, located further east on the harbor, or the Columbia River Yacht Club, which had been established in 1946.

¹⁷ “Dewey D. Gault,” *Oregon Journal* (Portland, OR), October 11, 1953, 12; “Dewey D. Gault,” *Oregonian* (Portland, OR), October 11, 1953, 37.

¹⁸ Barber, Lawrence, “Northwest River Ramblings With Pleasure Craftsmen,” *Oregonian* (Portland, OR), April 3, 1955, 41.

¹⁹ Polk’s Portland (Multnomah County, Ore.) City Directory (Portland, OR: R.L. Polk & Company, 1956), 366; “Coming Events,” *Columbian* (Vancouver, WA), May 30, 1958, 4.



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3,500 square feet of space for dry storage.”²⁰ The Beebe Company purchased the site—and inventory and equipment, as Masters required—as a second location for its retail store, the Totem Pole Marina.²¹ Less than a year later, a fire tore through the site, destroying the old three-story building, which contained the boat building and repair shop, storage, and a sales facility, and the machinery Gault had built for the marine railway (Figure 17).
 5 The company hosted a literal “Fire Sale” and constructed a new building—the Totem Pole Marina No. 2, designed by architect John Storrs—that opened for business on the site in September of 1960.²²

The Beebe Company sold the property to Kai Theilade in 1962, where he opened and operated “Kai’s Boat Harbor” for the following three years.²³ In December 1963, Lewis Donald Criteser, also known as Donald L. “Don” Criteser (1915–1996), purchased John Platt’s interest in the Totem Pole Marina property and announced plans to
 10 open “Owens Boat Harbor” at the site.²⁴ Don Criteser continued to own the property until at least 1988.²⁵ The former residence at 1425 North Pier 99 Street has housed a variety of businesses since the Gault period of ownership. The most recent occupant is a marine surveying company.

The former residence is one of the few remaining properties that recall the presence of a vibrant maritime district in the North Portland Harbor. Built in connection to Gault’s marina and boat-building workshop, the house is
 15 evidence of the integration of business and pleasure fueled by the river. Gault found ample opportunities to develop his technical expertise, designing and repairing watercraft; that he also lived on the river demonstrates the area’s changing attitude toward the Columbia and the maritime industry. The house’s approximate construction date corresponded to the area’s transition from a site of wartime heavy industry to more recreational
 20 uses of the Columbia. The Gaults, Coleman, The Beebe Company, Kai Theilade, Don Criteser, and their respective clients took advantage of the area, which offered “one of the finest systems of boating waters in the nation. Within 53 miles of downtown Portland, there are 173 miles of navigable river and 478 miles of shoreline including good sand beaches, all fine boating ‘country’ for the waterborne pleasure seeker.”²⁶ The residence offered immediate proximity to the river, which was emphasized by the two wings extending north and the outdoor courtyard overlooking the Columbia.

25 National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Gault residence is not significant under Criteria A, B, C, or D. It is recommended not eligible for listing in the NRHP.

Based on WillametteCRA’s evaluation of the resource within its historic context, the Gault House does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under

²⁰ “Boating Business for Sale or Lease,” *Oregonian* (Portland, OR), January 31, 1958, 36.
²¹ “Boats, Equipment,” *Oregonian* (Portland, OR), February 14, 1959, 25; “Marina Fire Razes Shop,” *Oregonian* (Portland, OR), March 2, 1960, 5.
²² “Hyperbolic Paraboloid Now Merely Technical Terminology For A Roof,” *Oregonian* (Portland, OR), September 8, 1960, 19.
²³ Barber, Larry, “River Ramblings With Pleasure Craft,” *Oregonian* (Portland, OR), December 30, 1962, 50.
²⁴ Goetzl, Ed, “Pleasure Boating,” *Oregon Journal* (Portland, OR), December 13, 1963, 18.
²⁵ Jantzen Beach-Delta Park Intchge. Sec., Pacific Highway, Multnomah County. July 1982. Drawing by the Oregon State Highway Division. Courtesy Oregon Department of Transportation (ODOT); Swift Intchge.-Delta Park Intchge. Sec., Pacific Highway, Multnomah County. December 1988. Drawing by the Oregon State Highway Division. Courtesy Oregon Department of Transportation (ODOT).
²⁶ Lawrence Barber, “River Ramblings With Pleasure Craftsmen,” *The Oregonian*, March 14, 1946, 2.



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Criterion A. Although the building was part of Gault’s large boatbuilding and moorage complex, this association is not comparatively strong enough to meet the threshold for NRHP significance.

5 The building does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Although the owner of the building, Dewey Gault, had a successful business on the property, his role in Portland’s history was not comparatively significant enough for NRHP eligibility.

The house does not sufficiently embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic value to qualify as significant under Criterion C.

10 The Gault House is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, the Gault House, at 1425 North Pier 99 Street, does not meet the predetermined significance thresholds. As such, it is recommended not eligible for listing in the NRHP.



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- 30 Sanborn Map Company. Portland, Oregon, Volume 4, 1908–December 1950 (1924–July 1950).
- Spokane Chronicle* (Spokane, WA). 1922–1933.
- Spokesman Review* (Spokane, WA). 1920.
- 35 Staehli, Alfred M. “They sure don’t build them like they used to: Federal Housing Administration insured builders’ houses in the Pacific Northwest from 1934 to 1954” (PhD diss., Portland State University, 1987), PDXScholar (3799).

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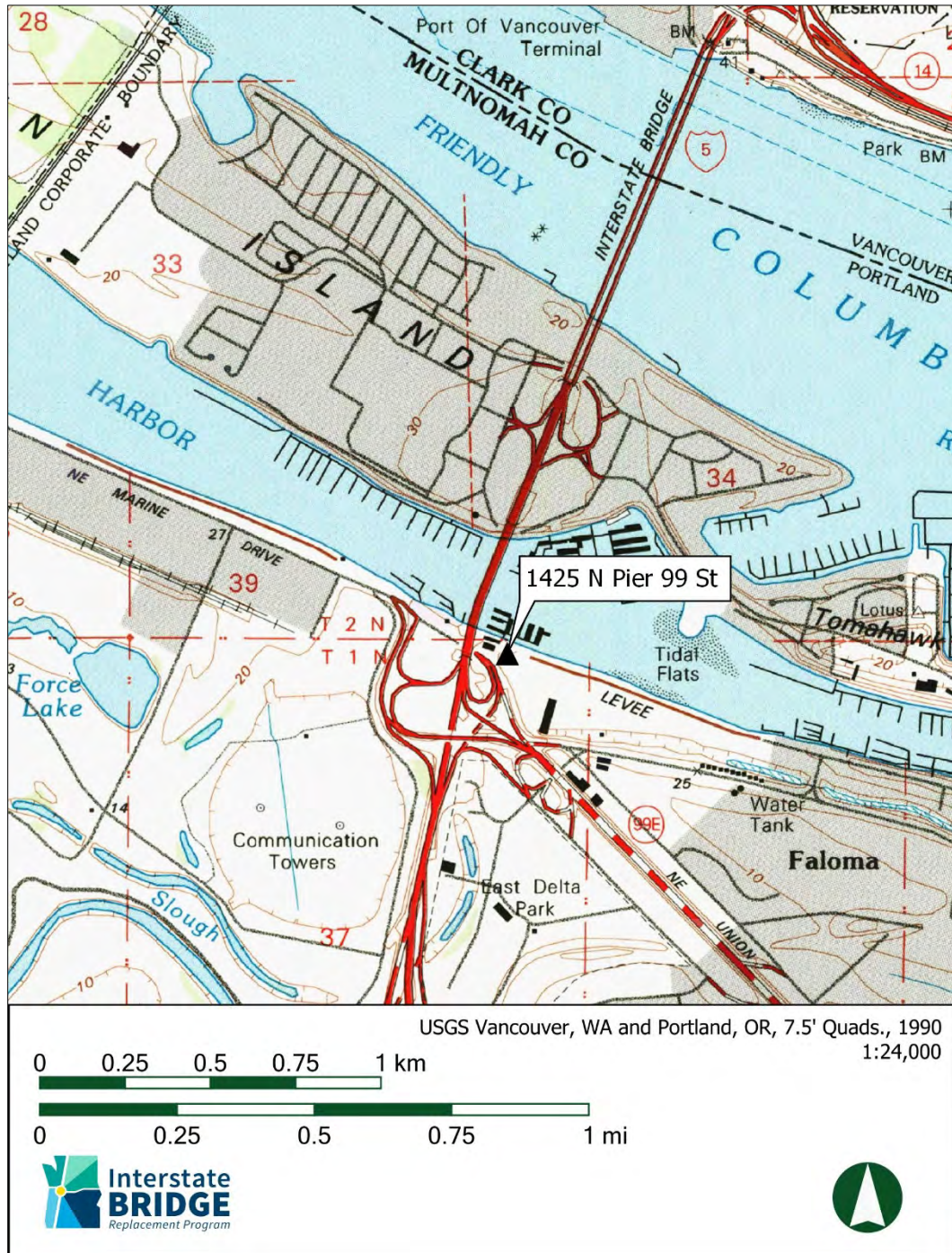


Figure 2. Topographic map showing location of 1425 North Pier 99 Street.

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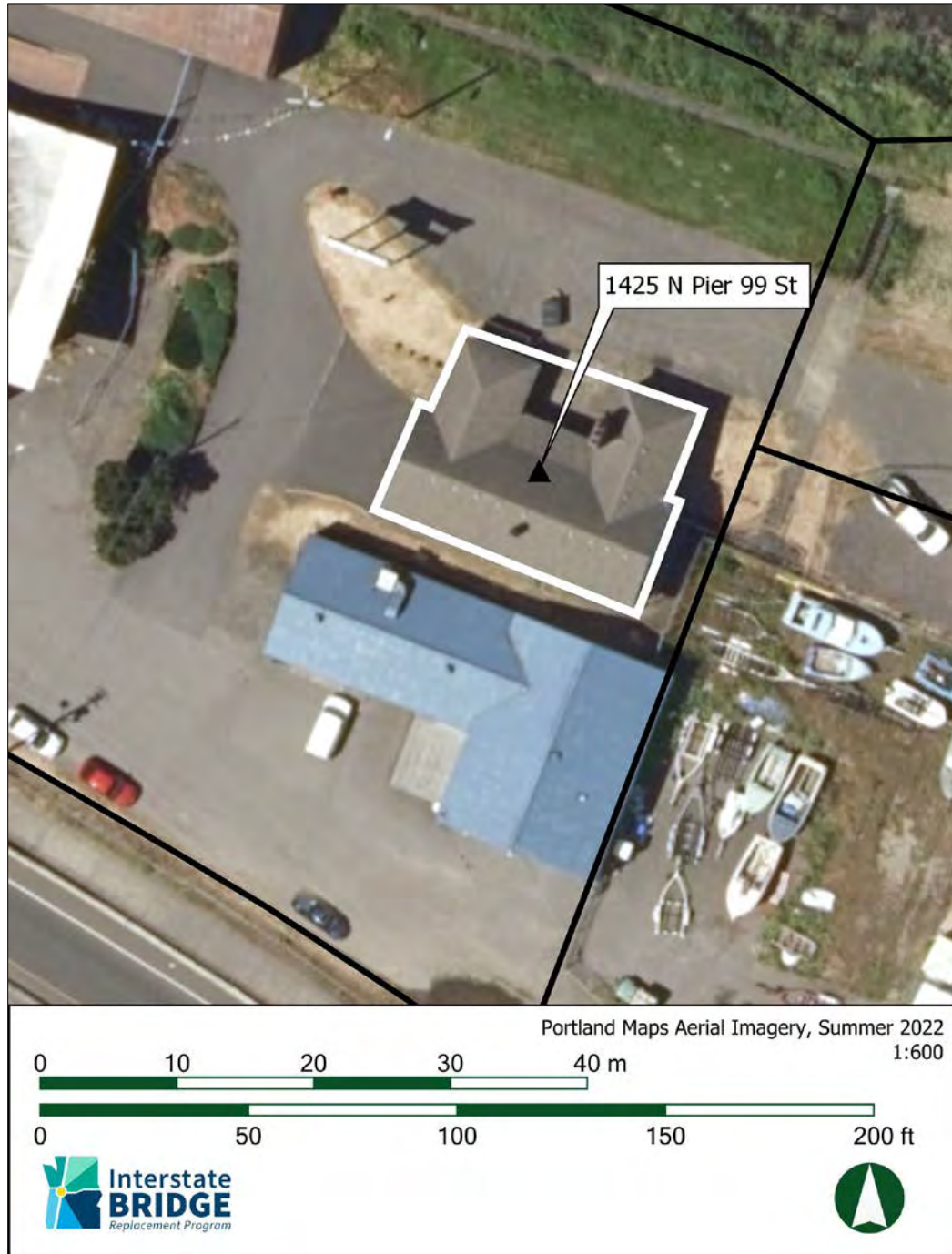


Figure 3. Aerial photograph showing location of 1425 North Pier 99 Street with recommended NRHP boundary in white.

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Figure 4. Context of the Gault Residence at 1425 North Pier 99 Street, view facing north (WillametteCRA January 13, 2023).

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Figure 5. Context of the Gault Residence at 1425 North Pier 99 Street, view facing northeast (WillametteCRA January 13, 2023).

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Figure 6. Context of the Gault Residence at 1425 North Pier 99 Street, view facing southeast (WillametteCRA January 13, 2023).

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Figure 7. West elevation of the Gault Residence, view facing northeast (WillametteCRA May 4, 2023).

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Figure 8. West and north elevations of the Gault house, view facing southeast (WillametteCRA May 4, 2023).

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Figure 9. East elevation of the Gault house, view facing southwest (WillametteCRA May 4, 2023).

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Figure 10. Oblique view of the southern elevation of the Gault house, facing west (WillametteCRA May 4, 2023).

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Figure 11. Undated photo of the Gault moorage. Based on the presence of the marine rail in the background, ca. 1940 (Gault Family Album, Portland Yacht Club).

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Figure 12. Undated photo of the Gault moorage. Based on the assumed age of the Gault children (Caryl and Robert), the photo is ca. 1938 (Gault Family Album, Portland Yacht Club).

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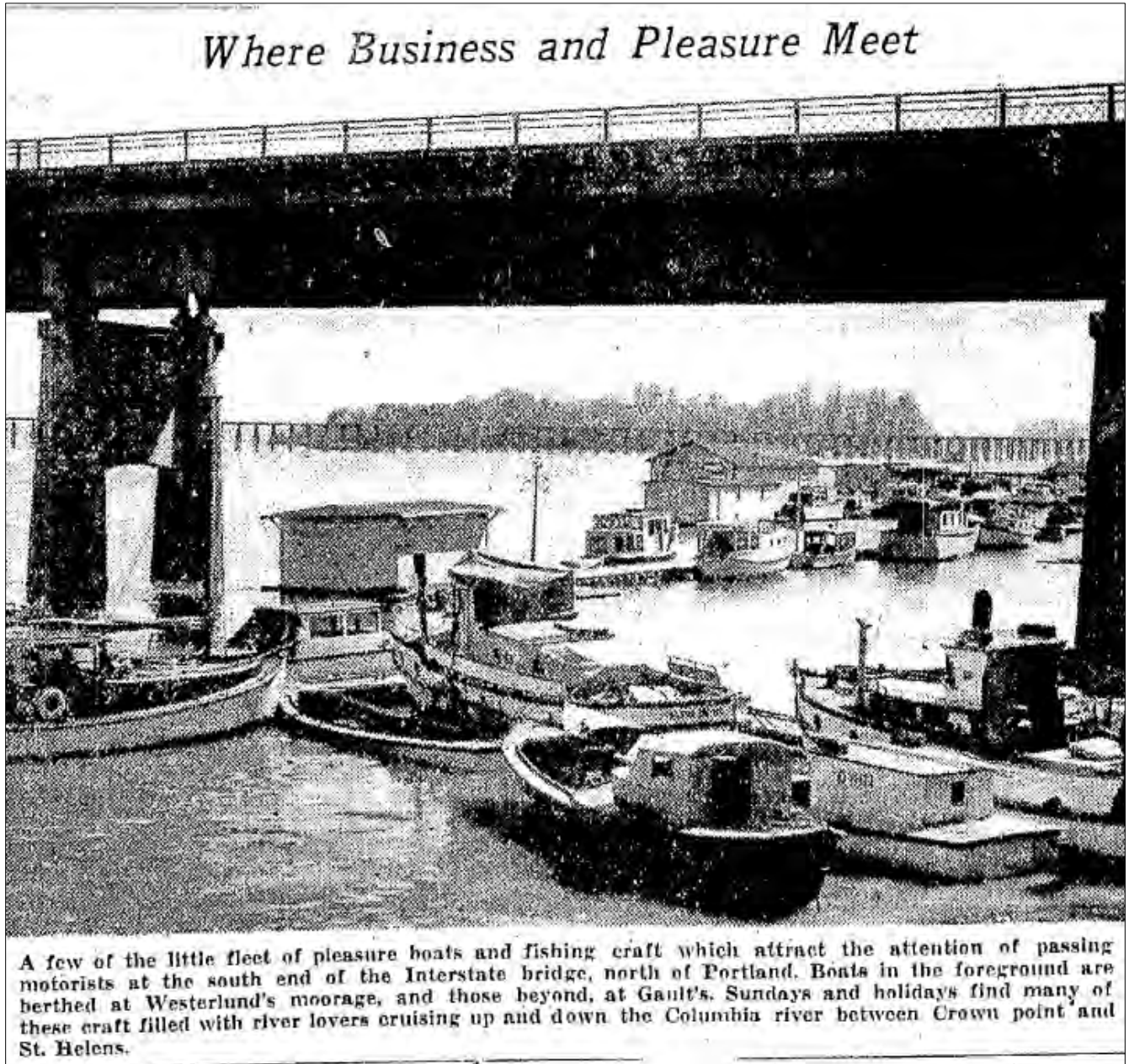


Figure 13. Newspaper photo showing the Westerlund and Gault moorages. (*The Oregonian* [Portland, OR], April 23, 1939, 16).

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Figure 14. The railway tracks built to load and unload boats into the harbor. (*The Oregonian* [Portland, OR], April 16, 1940, 20).

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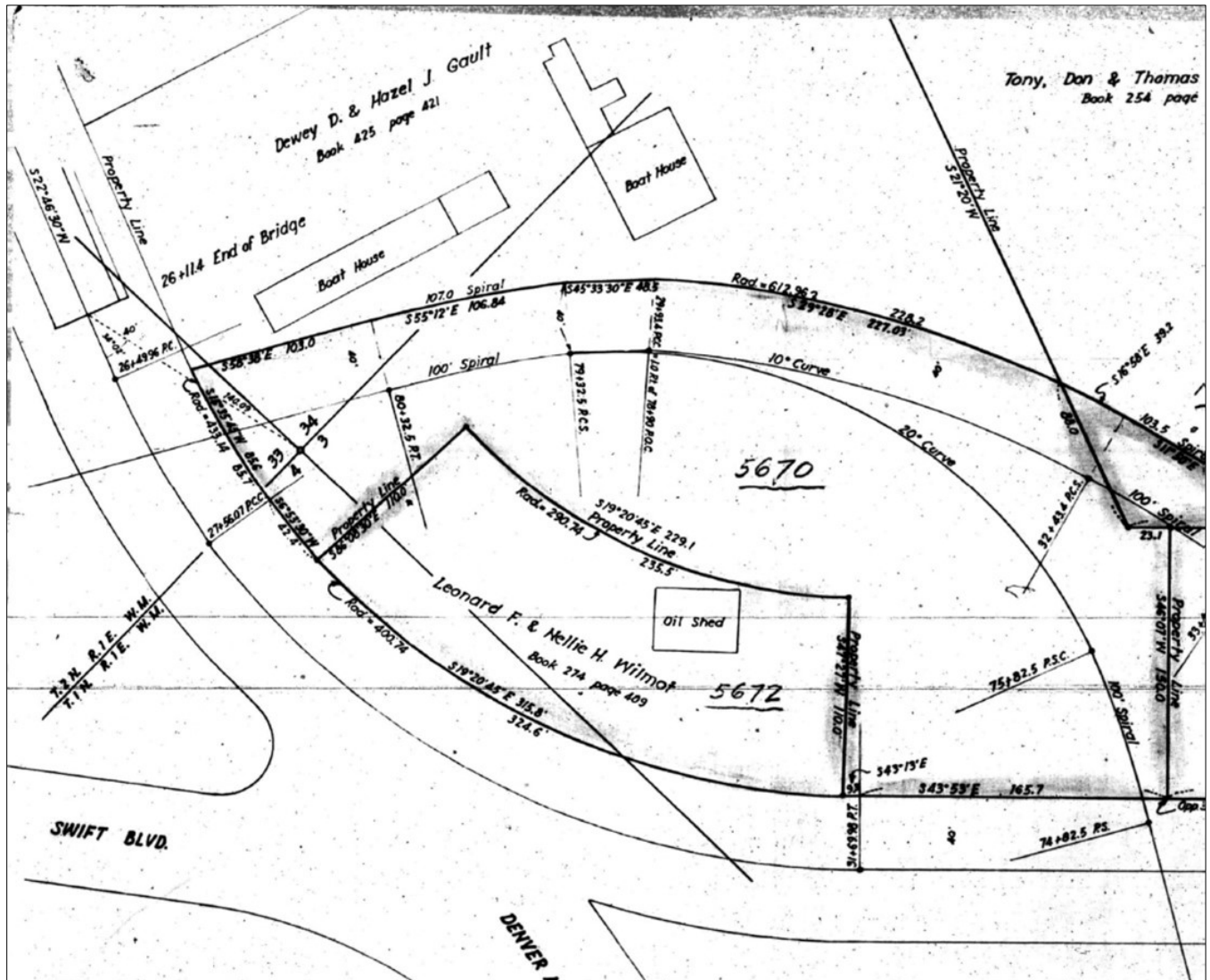


Figure 15. The Dewey D. and Hazel J. Gault property in 1942. Sketch Showing Proposed Right of Way Northeast of Denver Avenue-Union Avenue Junction. August 1942 (Oregon State Highway Division [ODOT]).

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Figure 16. Aerial photograph, 1943. Yellow arrow indicates the Gault Residence at 1425 North Pier 99 Street (Portland Maps).

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Figure 17. Yellow arrow indicates the Gault Residence at 1425 North Pier 99 Street, accompanying the article "Blustery Wind Sweeps Fire Through Marina; Boats Lost" (*The Oregonian* [Portland, OR], March 3, 1960, 2).



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Street Address: 1610 North Pier 99 Street	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E33DD-00100	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 33
Coordinates: 45.606949°, -122.683339°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: DOMESTIC / single dwelling; COMMERCE/TRADE / business	Construction Date: ca. 1936
Historic Use: DOMESTIC / single dwelling; COMMERCE/TRADE / business	Alterations & Dates: ca. 1984 to 2010, Windows and siding replacement and other alterations
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context: Commerce, Maritime History

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material: Double hung & Wood; Single hung & Metal or Vinyl	Exterior Surface Materials: Primary: Wood - Shingle Secondary: Wood - Board & Batten Decorative: Wood - Clapboard	
Roof Type & Material: Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1.5	Changes to Structures:	
Styles: Traditional	Category:	Change Level:
	Plan	Minimal
Register Status: N/A	Windows	Moderate
	Cladding	Minimal
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor	Doors	Extensive
	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. Westerlund Residence at 1610 North Pier 99 Street, view facing north (WillametteCRA December 2021).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The Westerlund Residence at 1610 North Pier 99 Street (formerly 1535 North Marine Drive) was constructed ca. 1936 for the Westerlund family. The building is a one-and-one-half-story single-family residence located in North Portland, Multnomah County, Oregon (Figures 2 and 3). The residence is one of three buildings located on the 1.09-acre tax lot. The residence is located toward the west end of the tax lot adjacent to the Diversified Marine property to the west. The immediate surroundings of the residence are heavily industrial and directly related to marine construction and repair activities and vessel storage located along the south bank of North Portland Harbor (part of the Oregon Slough and the Columbia River). Adjacent arterial roads and interstate highway interchanges constructed since the late 1930s and early 1940s have generally isolated the property from its immediate surroundings. Based on the existing site conditions, it appears that the primary access to the property is from North Pier 99 Street. The property can also be accessed from marine vessel mooring slips located in North Portland Harbor. A two-car garage is located immediately to the west of the Westerlund Residence. A large boat storage shed is located to the east of the Westerlund Residence toward the east end of the tax lot.

15 The primary mass of the Westerlund Residence has a roughly rectangular footprint that measures approximately 25 feet from east to west by 30 feet from north to south. An addition is located on the west side of the residence and measures approximately 5 feet wide by 15 feet long. The long axis of the residence is oriented along a southwest-to-northeast axis (31 degrees from north), which is roughly perpendicular to North Portland Harbor immediately to the north of the residence. The residence is wood frame construction. The foundation is constructed from reinforced concrete. The residence is topped by a front-gabled catslide roof. There are shed-roofed dormers on the east and west faces of the gable.

25 The north elevation of the Westerlund Residence faces North Portland Harbor (Figures 4 and 5). The residence is clad with painted, raked wood shingles along the main level of the elevation and the gable end is clad with painted wood board and batten siding. A modern sliding glass door is located at the east end of the main level elevation and opens onto a small wooden porch constructed from unpainted pressure-treated lumber. Two painted wood double-hung sash windows are located at the west end of the main level elevation. These windows are mulled together, and each has a four-equal-vertical-light upper sash over a single-light lower sash. There is a modern vinyl horizontal slider window at the east end of the gable end. Two modern vinyl single-hung windows are centered in the gable end. Each of these windows has a single-light upper sash over a single-light lower sash.

30 The west elevation of the Westerlund Residence faces the adjacent two-car garage (Figure 6). Most of this elevation is obscured from view, but there is painted wood clapboard siding on the addition. Set into the elevation is a group of three windows of an undetermined material. The west face of the gable roof is clad with asphalt composition shingles. There is a shed-roofed dormer on this roof face. The sides of the dormer are clad with painted wood clapboard siding, and there is a painted wood window in the dormer end with a three-equal-light sash.

35 The south elevation of the Westerlund Residence faces North Pier 99 Street (Figures 6, 7, and 8). The residence is clad with painted, raked wood shingles at the main level elevation and the gable end is clad with painted wood board and batten siding. An entrance door is located at the west end of the main level elevation. This entrance door appears to be surrounded by a concrete frame. Two modern vinyl single-hung windows are located to the east of the entrance door. Each of these windows has a single-light upper sash over a single-light lower sash. A vinyl horizontal slider window is located to the east of these two windows. Another entrance door is located at the



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east end of the main level elevation. This entrance door appears to be surrounded by a concrete frame. Each of these entrance doors is protected by a shed-roofed overhang. The sides of these overhangs are clad with painted wood clapboard siding and the roofs are clad with asphalt composition shingles. The gable end is clad with painted wood board and batten siding. Two modern vinyl single-hung windows are centered in the gable end.

- 5 The east elevation of the Westerlund Residence faces the adjacent boat storage shed to the east (Figure 8). The residence is clad with painted, raked wood shingles at the main level elevation. There is a painted wood window located approximately in the center of the main level elevation with a two-light divided sash. A single modern vinyl single-hung window is located at the north end of the main level elevation. This window has a single-light upper sash over a single-light lower sash. The west face of the gable roof is clad with asphalt composition shingles.
- 10 There is a shed-roofed dormer on this roof face. The sides of the dormer are clad with painted wood clapboard siding, and there is a painted wood window in the dormer end with a three-equal-light sash. A brick masonry chimney is located to the north of the dormer near the gable ridge.

15 The two-car garage is located to the west of the Westerlund Residence (Figures 5–7, and 12–15). This garage was constructed ca. 1943 to 1950 for the Westerlund family (Figures 13 and 14). The garage footprint measures approximately 20 feet square and is separated from the adjacent residence by approximately 6 feet. The visible elevations of the garage are clad with painted, raked wood shingles. The garage has a front-gabled roof clad with asphalt composition shingles. The garage door is located on the south elevation of the garage. This appears to be a modern aluminum roll-up garage door unit.

20 The boat storage shed is located to the east of the Westerlund Residence (Figures 9–11, 13–15, and 21). This building has two primary masses constructed side by side. The north mass was constructed ca. 1938 to 1943 (Figures 12–14). It has a footprint that measures approximately 30 feet wide by 60 feet long, with the long axis oriented roughly parallel to the North Portland Harbor. The south mass was constructed ca. 1938 to 1943 and was enlarged ca. 1984 to 2000. It has an irregular rectangular footprint that measures approximately 25 feet wide by 80 feet long, with the long axis parallel to the adjacent mass to the north. This building is separated from the

25 Westerlund Residence by approximately 60 feet. The north elevation of the building is not visible from the public right-of-way. The visible gable end of the west elevation of the north mass is clad with painted wood board and batten siding. There is a wood-framed vent approximately centered in the gable end. The west end of the south mass is painted concrete masonry unit (CMU) masonry, and the south elevation of the addition to the east is clad with painted wood T1-11 plywood siding. Corrugated translucent fiberglass panels run along the top of the south

30 wall of the addition. The east elevations of the north and south masses are clad with painted T1-11 plywood siding. The north mass is capped with a gabled roof clad with galvanized corrugated metal. The south mass is capped with a shed roof clad with galvanized corrugated metal.

35 The primary alterations to the Westerlund Residence include the replacement of over half of the original wood sash windows. These alterations were most likely made ca. 1984 to 2010. The garage door of the two-car garage does not appear to be original and was most likely installed ca. 2000 to 2010. The alterations to the boat storage shed were most likely completed ca. 1984 to 2000 and include extensive alterations to the original fenestration, cladding, and roofing.



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Boundary Description

5 The former Westerlund Residence and Westerlund Boat and Machine Shop is located at 1610 North Pier 99 Street (Figures 2 and 3). The site address was formerly 1535 North Marine Drive. The building's tax lot (2N1E33DD-00100) is 1.07 acres in area and is bounded by the North Portland Harbor to the north, Interstate 5 to the east, North Pier 99 Street to the south, and an adjacent tax lot to the west. The tax lot includes three buildings. The recommended National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot and includes the existing single-family residence, garage, and boat storage shed located at 1610 North Pier 99 Street (formerly 1535 North Marine Drive).

INTEGRITY

10 The former Westerlund Residence was constructed ca. 1936 and is located in its original location in North Portland, Oregon. It has been significantly altered during the past forty years. This includes the replacement of approximately half of the original windows and all of the historic doors, and the alteration of some apertures to accommodate smaller windows or a sliding door. However, the Westerlund Residence retains some of its character-defining features indicative of its Minimal Traditional style, like its compact form, roof eaves with minimal overhang, and gabled roof. The primary setting of the building consists of North Portland Harbor to the north, a boat storage shed to the east, North Pier 99 Street to the south, and an adjacent garage to the west. The setting has changed somewhat since the late 1970s and early 1980s but is still consistent with the period of significance. The Westerlund Residence is still used as a residence, and although it is unknown if the occupants are directly associated with the operations of the marine business, the presence of a residential building on site conveys the history of the boat manufacturing business and the close relationship of living and working on the North Portland Harbor. In summary, the building retains its integrity of location, setting, feeling, and association, while its integrity of design, materials and workmanship has been diminished.

25 The garage was constructed ca. 1943 to 1950 for the Westerlund family and is located in its original location in North Portland, Oregon. It has been only slightly altered since its original construction and maintains similar character-defining features as the Residence that indicate its Minimal Traditional style. The primary setting of the garage consists of North Portland Harbor to the north, the Westerlund Residence to the east, North Pier 99 Street to the south, and an adjacent industrial property to the west. The setting has changed somewhat since the late 1970s and early 1980s but is still consistent with the period of significance. The garage is still used as a garage and is associated with the residential building immediately to its east. In summary, the building retains its integrity of location, setting, feeling, and association, while its integrity of design, materials, and workmanship has been slightly diminished.

35 Finally, the boat storage shed was constructed ca. 1936 to 1943, enlarged ca. 1938 to 1943, and enlarged again ca. 1984 to 2000. It is still located in its original location in North Portland, Oregon. It has been highly altered since its original construction and has severely diminished integrity of design, materials, and workmanship. The primary setting of the boat storage shed consists of North Portland Harbor to the north, Interstate 5 to the east, North Pier 99 Street to the south, and the Westerlund Residence to the west. The setting has changed somewhat since the late 1970s and early 1980s but is still consistent with the period of significance. The boat storage shed appears to be still used for storage by the current occupant of the site, and still associated with marine operations on the Columbia River. In summary, the structure retains its integrity of location, setting, feeling, and association, while its integrity of design, materials, and workmanship has been severely diminished.



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STATEMENT OF SIGNIFICANCE

Joel John Westerlund (1871–1939) established the Westerlund Boat and Machine Shop (also known as the Westerlund Boat and Machinery Works or the Westerlund Boat and Machine Works) in 1936.¹ This boat-building business was located at the northwest corner of the intersection of the Swift Highway (present-day North Marine Drive) and the Pacific Highway (present-day Interstate 5).² Joel John Westerlund (also known as Johannes Johnsson Westerlund Biggas) was born on August 5, 1871, in Nykarleby, Lansu-Suomi, Finland.³ He arrived in Oregon in 1891 and worked for forty-five years in the Columbia River salmon fisheries. Prior to his arrival in the United States, Joel Westerlund apprenticed as a boatbuilder in Finland, and upon his retirement from fishing in 1936, he returned to the trade by opening the Westerlund Boat and Machine Shop (WBMS) in North Portland, Oregon.⁴ His two sons, Alfred John “Al” Westerlund (1899–1962) and Fridolph Joel Westerlund (also known as Joel Fridolph Westerlund or Joe F. Westerlund) (1912–1977) worked at the WBMS as machinists.⁵ By 1938, the WBMS facility included a combination shed and boat house, a derrick, a machine shop, and a house.⁶ Directory listings indicate that Joel John Westerlund and his wife Ida Johanna Westerlund (1875–1941) resided in the house to the west of the machine shop.⁷ Joel John Westerlund died on December 4, 1939, and his two sons inherited their father’s business.⁸ Ida J. Westerlund died on July 15, 1941.⁹

Joel John Westerlund’s brother, Alfred Westerlund (1877–1947), not to be confused with Joel John Westerlund’s son, Alfred John “Al” Westerlund (1899–1962), was also a boatbuilder whose boat works were either located in the immediate vicinity of the WBMS or within the WBMS building complex.¹⁰ Alfred Westerlund appears to have worked often with the master boatbuilder Werner A. Albertson (1895–1969), another Finnish native who worked for the WBMS but it is unclear if Alfred Westerlund (1877–1947) worked directly for the WBMS.¹¹ Albertson constructed several large wooden boats while associated with the WBMS, including the *Wesgo*, a 20-foot cabin runabout completed in 1939 for Joe F. Westerlund; the hull of the all-wood, 30-foot, gasoline-driven tugboat *Gus of Skamania*, completed in 1941 for the Puget Sound Bridge and Dredging Company; the 47-foot sport fishing charter boat *Tradewinds Kingfisher*, designed by the Seattle naval architect Ed Monk, Senior (1894–1973) and

¹ “Boats, Marine Equipment,” *Oregon Journal* (Portland, OR), May 24, 1936, 16; Polk’s Portland (Oregon) City Directory, (Portland, OR: R.L. Polk & Company, 1937), 1388, 1984.
² Proposed Rearrangements at Westerlund Boat Yard, Portland, Ore. April 22, 1938. Drawing by the Oregon State Highway Division. Courtesy Oregon Department of Transportation (ODOT).
³ Ancestry.com. “Joel Johannes Johnsson Westerlund Biggas. Accessed February 22, 2023. <https://www.ancestry.com/family-tree/person/tree/70750997/person/332006653962/facts>.
⁴ “Boats, Marine Equipment,” *Oregon Journal* (Portland, OR), May 24, 1936, 16; Polk’s Portland (Oregon) City Directory, (Portland, OR: R.L. Polk & Company, 1937), 1984.
⁵ Polk’s Portland (Oregon) City Directory, (Portland, OR: R.L. Polk & Company, 1937), 1388.
⁶ Proposed Rearrangements at Westerlund Boat Yard, Portland, Ore. April 22, 1938. Drawing by the Oregon State Highway Division. Courtesy Oregon Department of Transportation (ODOT).
⁷ Polk’s Portland (Oregon) City Directory, (Portland, OR: R.L. Polk & Company, 1937), 1388.
⁸ “Death Notices: Westerlund,” *Oregon Journal* (Portland, OR), December 5, 1939, 19.
⁹ Ancestry.com. Oregon, U.S., State Deaths, 1864-1971 [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2021. Original data: Oregon Death Records, 1864-1971. Salem, Oregon: Oregon State Archives.
¹⁰ “Alfred Westerlund,” *Oregon Journal* (Portland, OR), February 6, 1947, 18; Polk’s Portland (Oregon) City Directory, (Portland, OR: R.L. Polk & Company, 1939), 2115.
¹¹ “Merchant Ship, Naval Vessel and Workboat Builders of the Pacific Coast,” *The Log* (United States: Miller Freeman Publications), July 30, 1943, 187.



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completed in 1941 for Stanley Allyn’s use at Depoe Bay, Oregon; and a 42-foot towboat completed in 1942 for the Mirene Company of Portland.¹² Including the *Gus of Skamania* and the *Tradewinds Kingfisher*, Albertson and the Westerlund brothers constructed seventeen powered boats during 1941.¹³ The *Tradewinds Kingfisher* was listed in the NRHP in 1991 and demolished in 2013.¹⁴

5 During WWII, a nautical trade publication listed the WBMS as a builder of wooden commercial boats, including tugboats and boom boats. Alfred John “Al” Westerlund and Joe F. Westerlund were recorded for their role in machinery installations and Werner A. Albertson was identified as the boatbuilder.¹⁵ Known wooden vessels constructed by the WBMS during WWII include the 25-foot sloop *Gravy*, designed by the Seattle naval architect Walter Howell, and completed in 1942 for Gil and Francis Cheney; the 29-foot express cruiser *Ramona K II*,
 10 completed in 1942 for Milton T. Wall; the 27.5-foot log-towing boat *Connie*, completed in 1943 for Albert L. Bernert; and the 30-foot cabin boat *Ramona IX*, completed in 1944 for the Ramona Towboat Company.¹⁶

15 Based on available newspaper accounts, wooden boat construction at the WBMS appears to have ceased by the late 1940s. Meanwhile, the WBMS began fitting out larger commercial vessels. The metal hulls of these vessels were constructed at other shipyards and then completed and launched at the WBMS. Some examples of this work include a steel-hulled, 40-foot Diesel tugboat completed in 1946 for Paul Martin of Camas, Washington; the steel-hulled, 54-foot Diesel tugboat *Peter J.*, completed in 1954 for the Knappton Towboat Company; a steel-hulled, 35-foot combination pleasure and commercial fishing boat completed in 1954 for Ted McGrath; and the steel-hulled, 60-foot tugboat *Mary L.*, completed in 1958 for the Knappton Towboat Company.¹⁷

20 As the WBMS shifted to working on large, mostly steel-hulled watercraft, the need for wooden boatbuilders decreased. Master boatbuilder Werner A. Albertson gradually moved away from working on boats, and by 1955 he was working in a plywood plant; he appears to have retired altogether by 1960.¹⁸ Alfred John “Al” Westerlund

¹² “Runabout Fitted for Boat Builder,” *Oregonian* (Portland, OR), June 5, 1939, 4; “New Fishing Boat Being Built Here,” *Oregon Journal* (Portland, OR), January 26, 1941, 14; “Name Given Charter Boat,” *Oregonian* (Portland, OR), June 27, 1941, 12; “Tug Launched After 30 Days,” *Oregonian* (Portland, OR), November 20, 1941, 13; “Firm Begins Towboat Job,” *Oregonian* (Portland, OR), January 4, 1942, 49.

¹³ “Firm Begins Towboat Job,” *Oregonian* (Portland, OR), January 4, 1942, 49.

¹⁴ NRHP Nomination, Charter Sport Fishing Cruiser *Tradewinds Kingfisher*. Oregon Historic Sites Database.

¹⁵ “Merchant Ship, Naval Vessel and Workboat Builders of the Pacific Coast,” *The Log* (United States: Miller Freeman Publications), July 30, 1943, 187.

¹⁶ “Sloop Joins River Fleet,” *Oregonian* (Portland, OR), April 3, 1942, 14; “Ramona K II Joins Guard,” *Oregonian* (Portland, OR), April 17, 1942, 12; “2 Small Boats Sold in Portland,” *Oregonian* (Portland, OR), October 12, 1943, 6; “Cabin Boat Built For Towing Use,” *Oregonian* (Portland, OR), April 7, 1944, 22.

¹⁷ “Diesel Tug to Run For Camas Man,” *Oregonian* (Portland, OR), April 5, 1946, 26; “New Diesel Tug Put in Service,” *Oregonian* (Portland, OR), March 22, 1954, 13; Barber, Lawrence, “30-Mile Course Laid Out For Predicted Log Race,” *Oregonian* (Portland, OR), November 14, 1954, 51; “New Tug on Waterfront,” *Oregonian* (Portland, OR), January 26, 1958, 38.

¹⁸ Polk’s Portland City Directory (Portland, OR: R. L. Polk & Company, 1955), 30; Polk’s Portland City Directory (Portland, OR: R. L. Polk & Company, 1960), 11.



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died of a heart attack on February 18, 1962.¹⁹ His surviving brother, Joe F. Westerlund, appears to have reconfigured the WBMS as a general machine shop by 1963.²⁰ One of the last major vessels serviced at the WBMS was the *AI-W*, a 57-foot deep-sea fishing boat operated by Ivar Westerlund, a cousin of Joe F. Westerlund, and named in honor of the late Alfred John “AI” Westerlund.²¹

5 Werner A. Albertson died on September 12, 1969, at the age of 74.²² By 1974, WBMS had been renamed Westerlund Boat and Marine, and the address of the business became 1535 North Marine Drive following the annexation of North Portland by the City of Portland.²³ Joe F. Westerlund died on September 11, 1977, in his home on the property, where he had reportedly lived since ca. 1936.²⁴ Joe F. Westerlund’s sisters inherited the property, which they sold to Mark Spregs in 1982.²⁵ Available documentation indicates that the Westerlund Residence was still used as a residence after the sale to Spregs. Additionally, observations made of the property during the survey fieldwork in 2021 and 2022 indicate that the Westerlund Residence is still used as a residence.

15 The former WBMS property is currently addressed as 1610 North Pier 99 Street. Schrouder’s Machine Shop occupied the property from ca. 1975 until 1984, and then George’s Upholstery operated an upholstery shop there between 1984 and 1986. The Harbor 2 Boatyard operated a marine vessel repair and storage facility at the property between 1986 and 1988. The Schooner Creek Boat Works operated a boat building and repair business at the property between 1988 and 2000. In 2007, the property at 1610 North Pier 99 Street was investigated by the U.S. Environmental Protection Agency under the federal Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA, also known as Superfund) program. The study found several hazardous materials regulated under CERCLA on both the property and in the marine sediment in North Portland Harbor adjacent to the property. However, available records did not indicate that these hazardous materials have been mitigated or removed.²⁶ As of 2009, the former WBMS property was being used to store marine vessels in boat houses and along slips located in North Portland Harbor.²⁷

Minimal Traditional Style

25 Houses built in the “Minimal Traditional” style were mainly constructed during the period of 1935 and 1950; however, their ubiquity and quality of construction mean that they have had an outsized influence on speculative

¹⁹ “Alfred J. Westerlund,” *Oregonian* (Portland, OR), February 20, 1962, 19; “Alfred Westerlund,” *Oregon Journal* (Portland, OR), February 20, 1962, 6.

²⁰ “Boats, Motors, Marine: Machine Shop Now Open for Business,” *Oregonian* (Portland, OR), April 20, 1963, 28.

²¹ “Portlander Builds Deep Sea Vessel, Begins Quest for Salmon, Albacore,” *Oregonian* (Portland, OR), May 22, 1964, 27.

²² “Werner Albertson,” *Oregon Journal* (Portland, OR), September 15, 1969, 6; “Werner A. Albertson,” *Oregonian* (Portland, OR), September 15, 1969, 18.

²³ “U.S. sues fishing vessel,” *Oregon Journal* (Portland, OR), October 11, 1977, 4; “Obituaries: Boating firm owner dies,” *Oregon Journal* (Portland, OR), September 13, 1977, 26.

²⁴ “Obituaries: Boating firm owner dies,” *Oregon Journal* (Portland, OR), September 13, 1977, 26; “Joe F. Westerlund,” *Oregonian* (Portland, OR), September 13, 1977, 41.

²⁵ Final 1610 North Pier 99 Site Inspection Report, Portland, Oregon, Technical Direction Document Number 08-03-0006, prepared for the United States Environmental Protection Agency (Seattle, WA: Ecology and Environment, Inc., August 2009), 2-2.

²⁶ Final 1610 North Pier 99 Site Inspection Report, 8-1, 8-2.

²⁷ Final 1610 North Pier 99 Site Inspection Report, 2-1, 2-2.



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5 housing built in the United States in the twentieth century. At the outset, Minimal Traditional houses were built to answer the ever-growing need for single-family housing. These houses were most commonly built by speculative builders and often located in large tract housing developments. Built during the years of the Great Depression, the house style and its construction were reflective of the austere conditions that had redefined the country and possibilities for its future. The design of Minimal Traditional houses was influenced in form by the popular preceding Revival styles, particularly Tudor and Colonial Revival, but included none of the recognizable detailing, hence the assessment of this style as a “compromise” style.²⁸

10 Houses were designed from stock plans and were mostly one-story, usually less than 1,000 square feet. Materials varied, including wood, brick, stone, or, in some cases, a combination. Design elements of previous styles, like the steep pitch of Tudor Revival roofs, or decorative accents of a Cape Cod, were changed to accommodate cheaper, more efficient construction. Most roofs of the minimal traditional style were without overhang, and the pitch of the gable or hip roof was low and gradual; most façade detailing was omitted. Many houses were built without a basement to save on costs.

15 The possibility of new home construction during the Great Depression was made possible in large part by the passing of the 1934 National Housing Act and the subsequent creation of the Federal Housing Administration, part of Roosevelt’s New Deal agenda. The Act was a means to put unemployed laborers to work, to improve housing conditions overall, and to provide for insurance of mortgages, protecting lenders from foreclosure losses. The FHA had a positive impact on the building code, ensuring that new American houses were constructed according to a minimum standard. A survey of FHA-insured houses of the 1930s revealed clear preferences, as
 20 the most common design was a small two-bedroom, one-bath, Colonial Revival cottage built over a full or partial concrete basement, wood-framed, with a separate dining room.²⁹

Some Minimal Traditional houses—compact, one-story, cottages with corner windows, hip roofs, and commonly, with a single octagonal window—are often called WWII Era Cottages, or “Roosevelt Cottages,” on account of the large number of houses built for GIs (with financial assistance from the 1944 GI Bill) upon their return from WWII.

25 NRHP Eligibility: Westerlund Residence

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Westerlund Residence is significant under Criterion A with an overall period of significance of ca. 1936 to 1963. As the resource does not possess the requisite integrity to communicate its significance under Criterion A, it is recommended not eligible for listing in the NRHP.

30 Based upon WillametteCRA’s evaluation of the Westerlund Residence within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and maritime history. In conjunction with its associated garage and boat storage shed, the Westerlund Residence retains its association with the development of the maritime industry and shipbuilding in the early twentieth century, and its relationship to living on the North Portland Harbor. The period of significance for this criterion is ca. 1936 through 1963, which
 35 demarcates the construction of the building through the complex’s conversion to a general machine shop.

²⁸ Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
²⁹ Alfred M. Staehli, “They sure don’t build them like they used to: Federal Housing Administration insured builders’ houses in the Pacific Northwest from 1934 to 1954” (PhD diss., Portland State University, 1987), 100–101, PDXScholar (3799).
 Surveyor/Agency: Adam S. Alsobrook, WillametteCRA for IBR Program Date Recorded: February 28, 2023
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Although the resource is significant under Criterion A, alterations to the Westerlund Residence have reduced its integrity of design, materials, and workmanship such that it is no longer able to convey this significance.

5 The Westerlund Residence does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Although the building is strongly associated with the productive lives of the various members of the Westerlund family, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Westerlund Residence is an example of a residence constructed in the Minimal Traditional style, however, it does not sufficiently embody the distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

10 The Westerlund Residence is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

15 In summary, WillametteCRA recommends the Westerlund Residence as not eligible for listing in the NRHP. The resource is not significant under Criteria B, C, or D, and while it is significant under Criterion A, it does not possess sufficient integrity to communicate that significance.

NRHP Eligibility: Westerlund Garage

WillametteCRA recommends that the Westerlund Garage is significant under Criterion A with an overall period of significance of ca. 1936 to 1963. As the resource does not possess the requisite integrity to communicate its significance under Criterion A, it is recommended not eligible for listing in the NRHP.

20 Based upon WillametteCRA's evaluation of the Westerlund Garage within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and maritime history. In conjunction with its associated residence and boat storage shed, the Westerlund Garage retains its association with the development of the maritime industry and shipbuilding in the early twentieth century, and its relationship to living on the North Portland Harbor. The period of significance for this criterion is ca. 1945 through 1963, which demarcates the approximate construction of the building through the complex's conversion to a general machine shop. Although the resource is significant under Criterion A, alterations to the Westerlund Garage have reduced its integrity of design, materials, and workmanship such that it is no longer able to convey this significance.

30 The Westerlund Garage does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Although the building is strongly associated with the productive lives of the various members of the Westerlund family, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Westerlund Garage is an example of a garage in the Minimal Traditional style, however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

35



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The Westerlund Garage is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

5 In summary, WillametteCRA recommends the Westerlund Garage as not eligible for listing in the NRHP. The resource is not significant under Criteria B, C, or D, and while it is significant under Criterion A, it does not possess sufficient integrity to communicate that significance.

NRHP Eligibility: Westerlund Boat Storage Shed

10 WillametteCRA recommends that the Westerlund Boat Storage Shed is significant under Criterion A with an overall period of significance of ca. 1936 to 1963. As the resource does not possess the requisite integrity to communicate its significance under Criterion A, it is recommended not eligible for listing in the NRHP.

15 Based upon WillametteCRA's evaluation of the Westerlund Boat Storage Shed within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and maritime history. In conjunction with its associated residence and garage, the Westerlund Boat Storage Shed maintains its association with the development of the maritime industry and shipbuilding in the early twentieth century. The period of significance for this criterion is ca. 1936 through 1963, which demarcates the construction of the building through the complex's conversion to a general machine shop. Although the resource is significant under Criterion A, alterations to the Westerlund Boat Storage Shed have reduced its integrity of design, materials, and workmanship such that it is no longer able to convey this significance.

20 The Westerlund Boat Storage Shed does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Although the building is strongly associated with the productive lives of the various members of the Westerlund family, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

25 The Westerlund Boat Storage Shed is a utilitarian building. It does not sufficiently embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify for as significant under Criterion C.

The Westerlund Boat Storage Shed is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

30 In summary, WillametteCRA recommends the Westerlund Boat Storage Shed as not eligible for listing in the NRHP. The resource is not significant under Criteria B, C, or D, and while it is significant under Criterion A, it does not possess sufficient integrity to communicate that significance.



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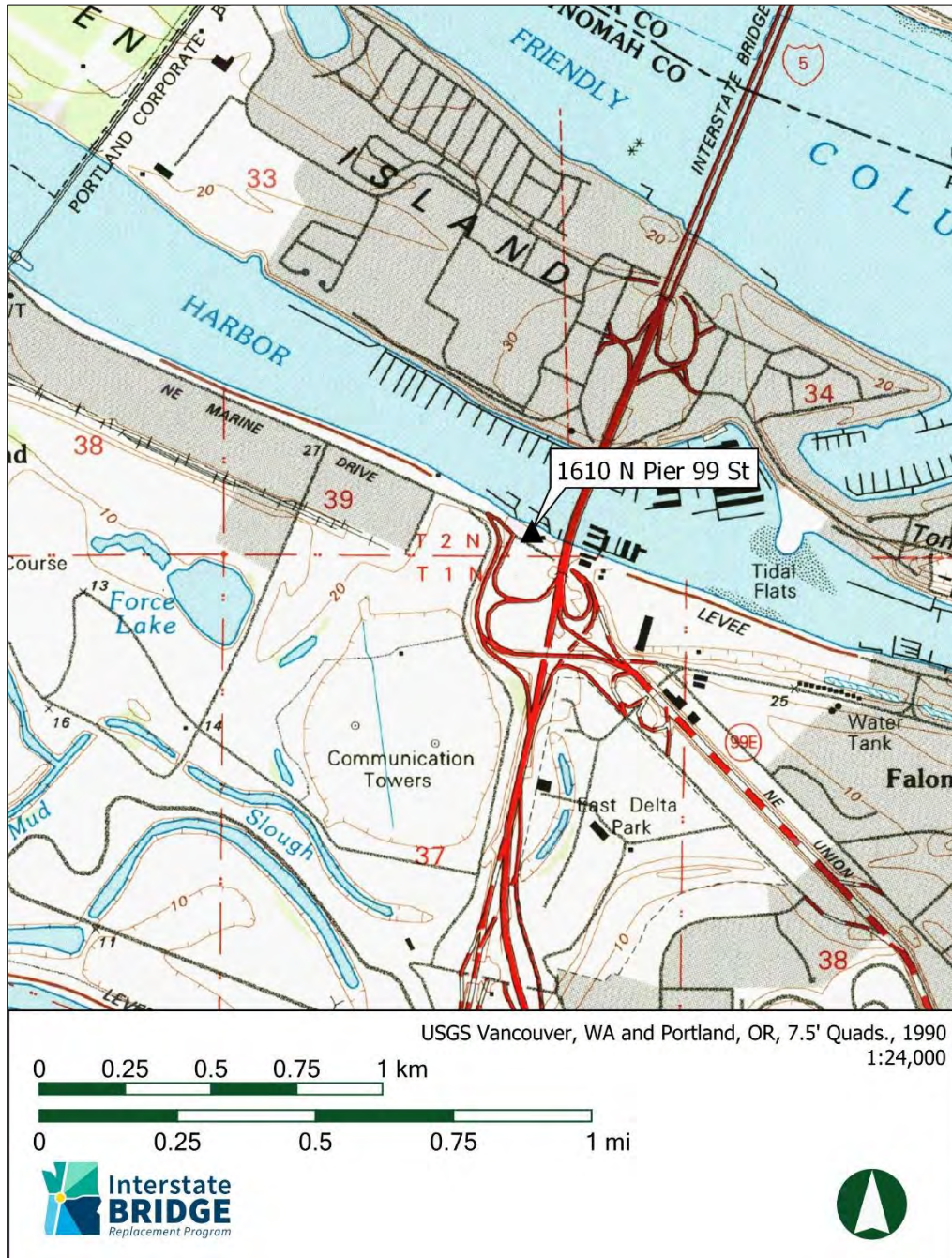


Figure 2. Location map of 1610 Pier 99 Street in North Portland, Multnomah County, Oregon.

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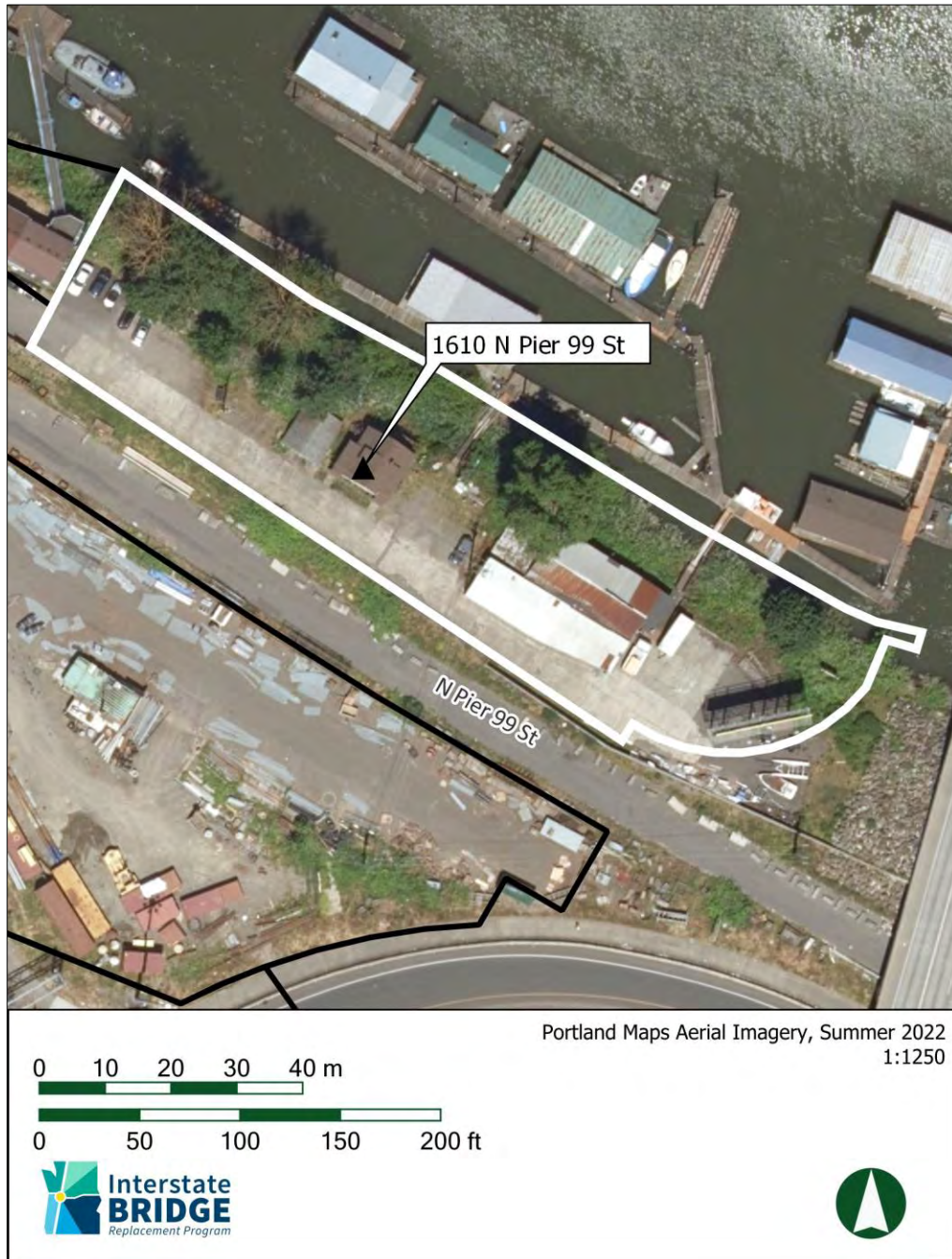


Figure 3. Aerial photograph showing location of 1610 North Pier 99 Street and recommended NRHP boundary (white).

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Figure 4. Context of the Westerlund Residence, view facing south (WillametteCRA June 14, 2022).

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Figure 5. North elevation of the Westerlund Residence, view facing south (WillametteCRA June 14, 2022).

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Figure 6. West and south elevations of the Westerlund Residence, view facing northeast (WillametteCRA June 10, 2022).

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Figure 7. South elevation of the Westerlund Residence, view facing north (WillametteCRA December 2021).

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Figure 8. South and east elevations of the Westerlund Residence, view looking northwest (WillametteCRA June 10, 2022).

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Figure 9. West and south elevations of the Westerlund Boat and Machine Shop, view facing northeast (WillametteCRA June 10, 2022).

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Figure 10. South elevation of the Westerlund Boat and Machine Shop, view facing north (WillametteCRA June 10, 2022).

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Figure 11. South and east elevations of Westerlund Boat and Machine Shop, view facing northwest (WillametteCRA June 10, 2022).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Westerlund Residence / Westerlund Boat and Machine Shop (OR 55)	SHPO Resource ID: TBD	
Street Address: 1610 North Pier 99 Street	City, County, State: Portland, Multnomah County, Oregon	

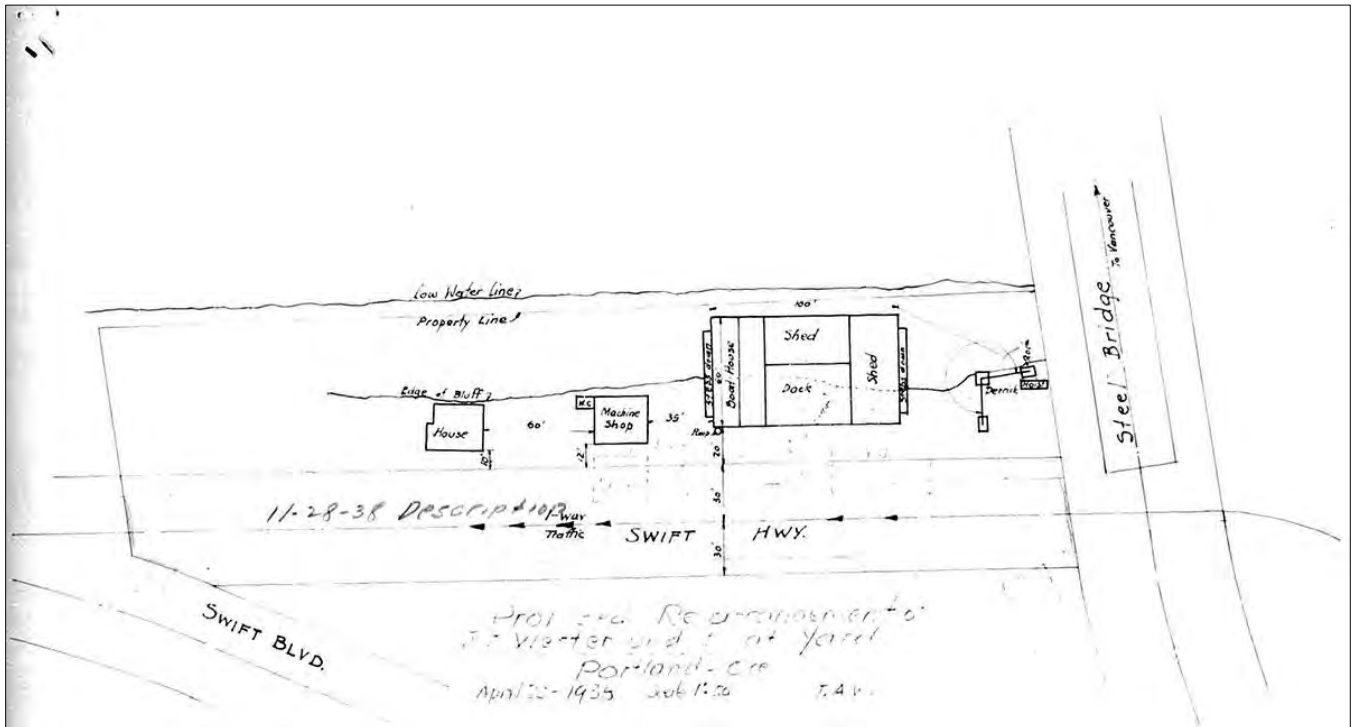


Figure 12. Site plan drawing of the Westerlund Boat and Machine Shop, April 22, 1938. Courtesy Oregon Department of Transportation (ODOT).

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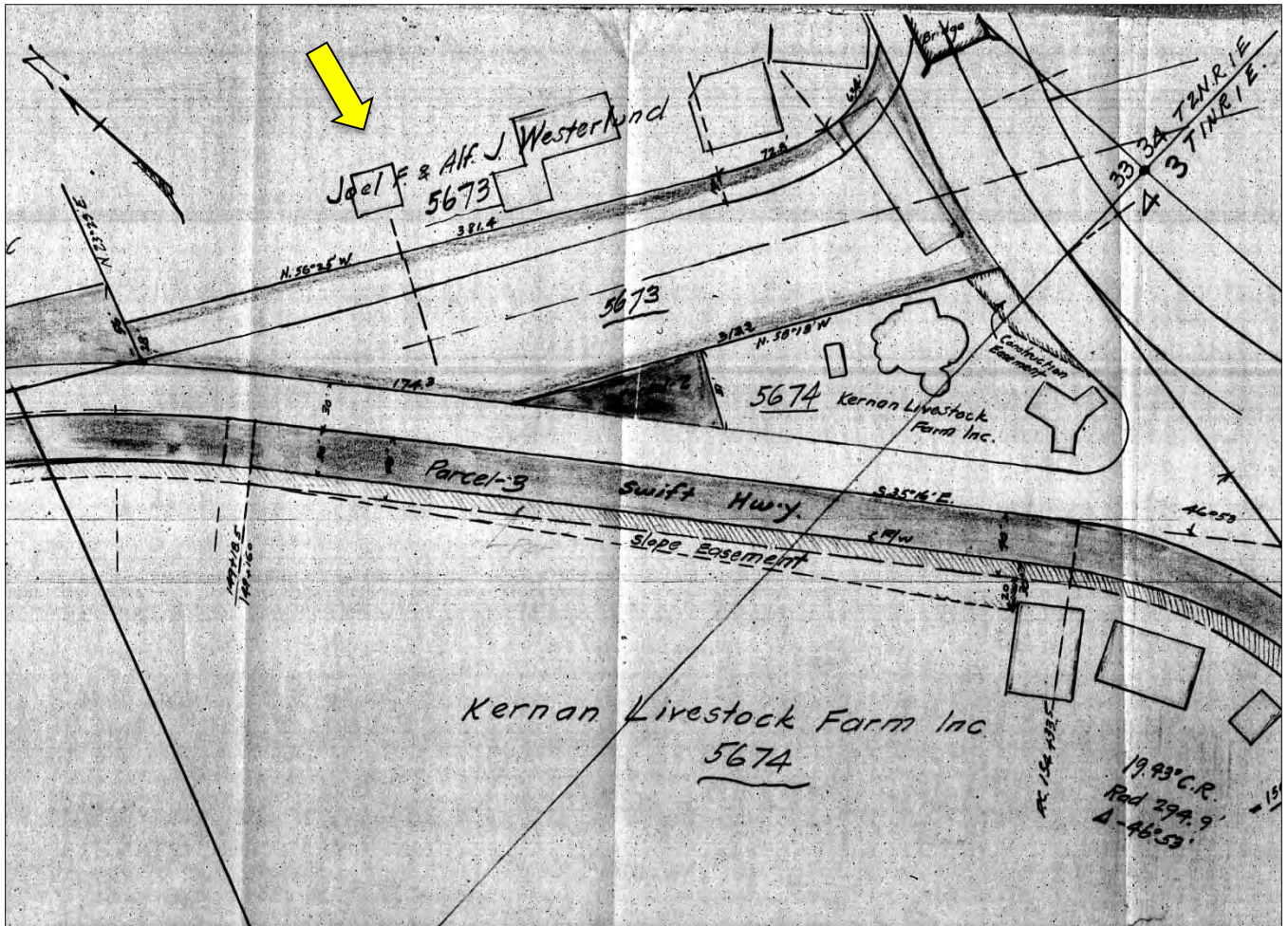


Figure 13. Site plan drawing of the Westerlund Boat and Machine Shop, February 4, 1943. Yellow arrow indicates the Westerlund residence. Courtesy Oregon Department of Transportation (ODOT).

5

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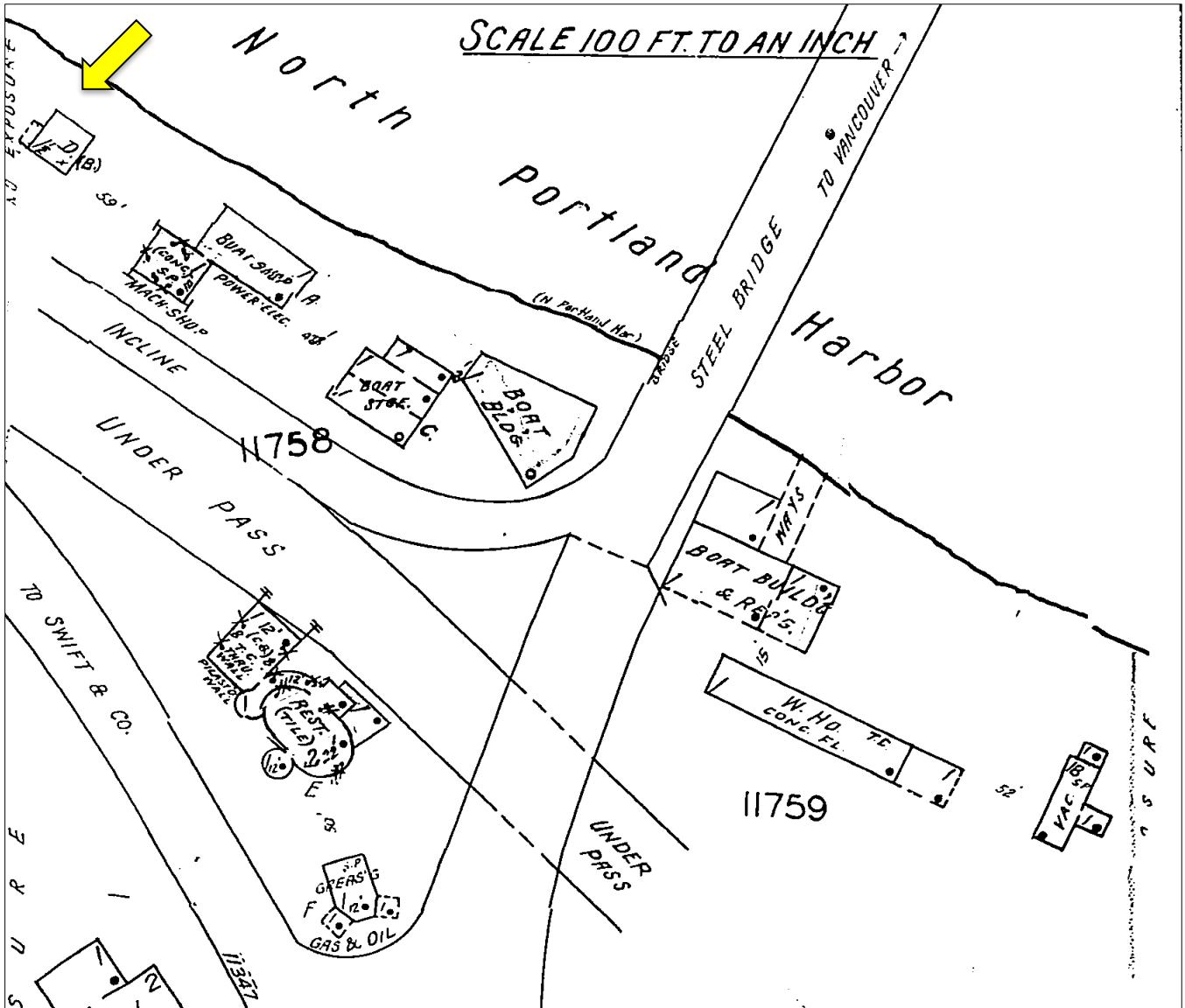


Figure 14. The Westerlund Boat and Machine Shop in 1950. Yellow arrow indicates the Westerlund residence. Sanborn Map Company, Portland, Oregon, Volume 4, 1908 – December 1950 (1924–July 1950), Sheet 499b.

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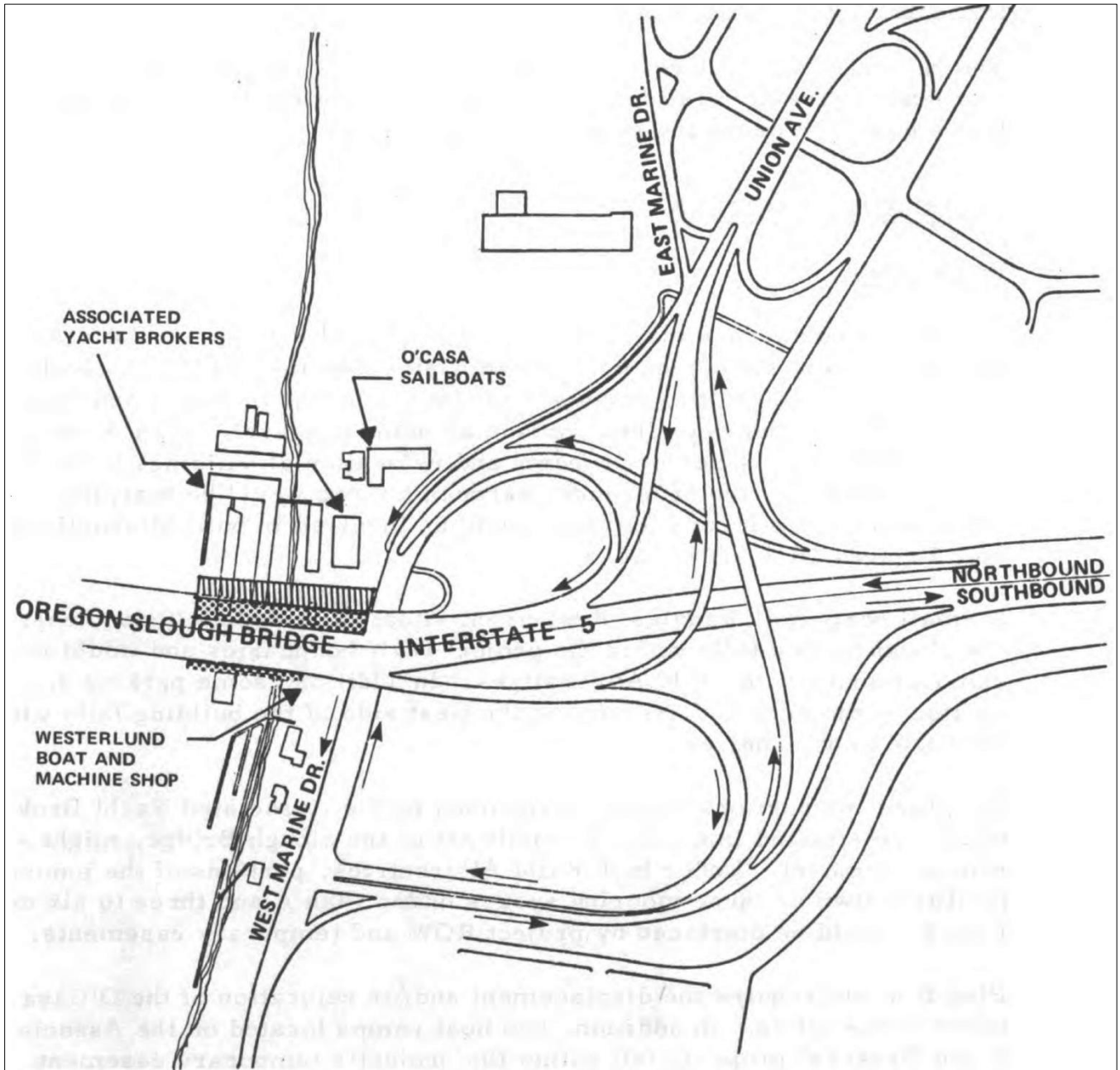


Figure 15. Location of the Westerlund Boat and Machine Shop indicated on a 1979 map. "Figure 10-1, Right-of Way Acquisition, Alternative A (Southern Section)," Draft Environmental Impact Statement, Jantzen Beach-Delta Park Interchange, Oregon Department of Transportation (ODOT), 1979.

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Figure 16. Aerial photograph, October 25, 1951. Yellow arrow indicates the Westerlund residence at the Westerlund Boat and Machine Shop. United States Geological Survey.

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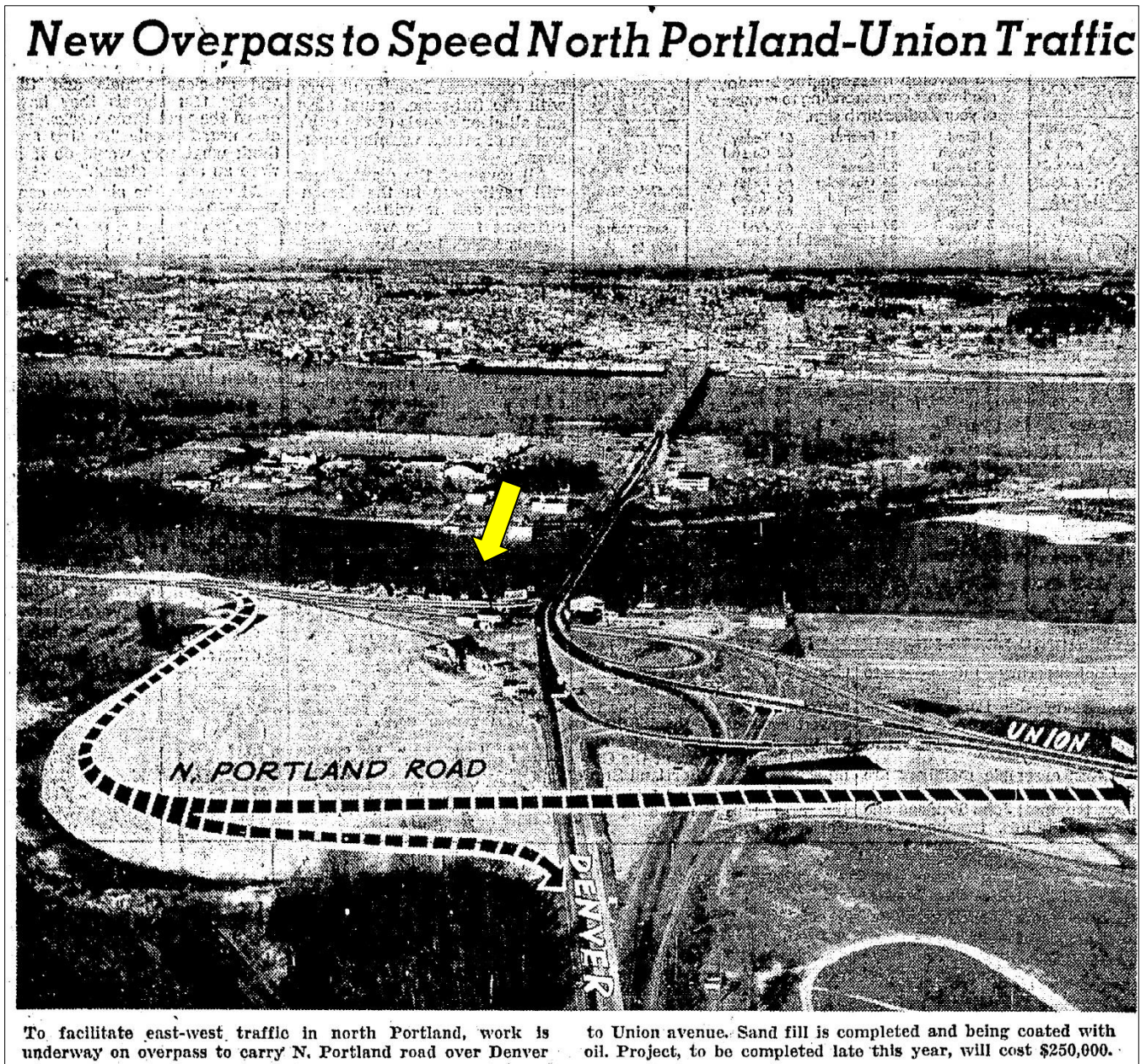
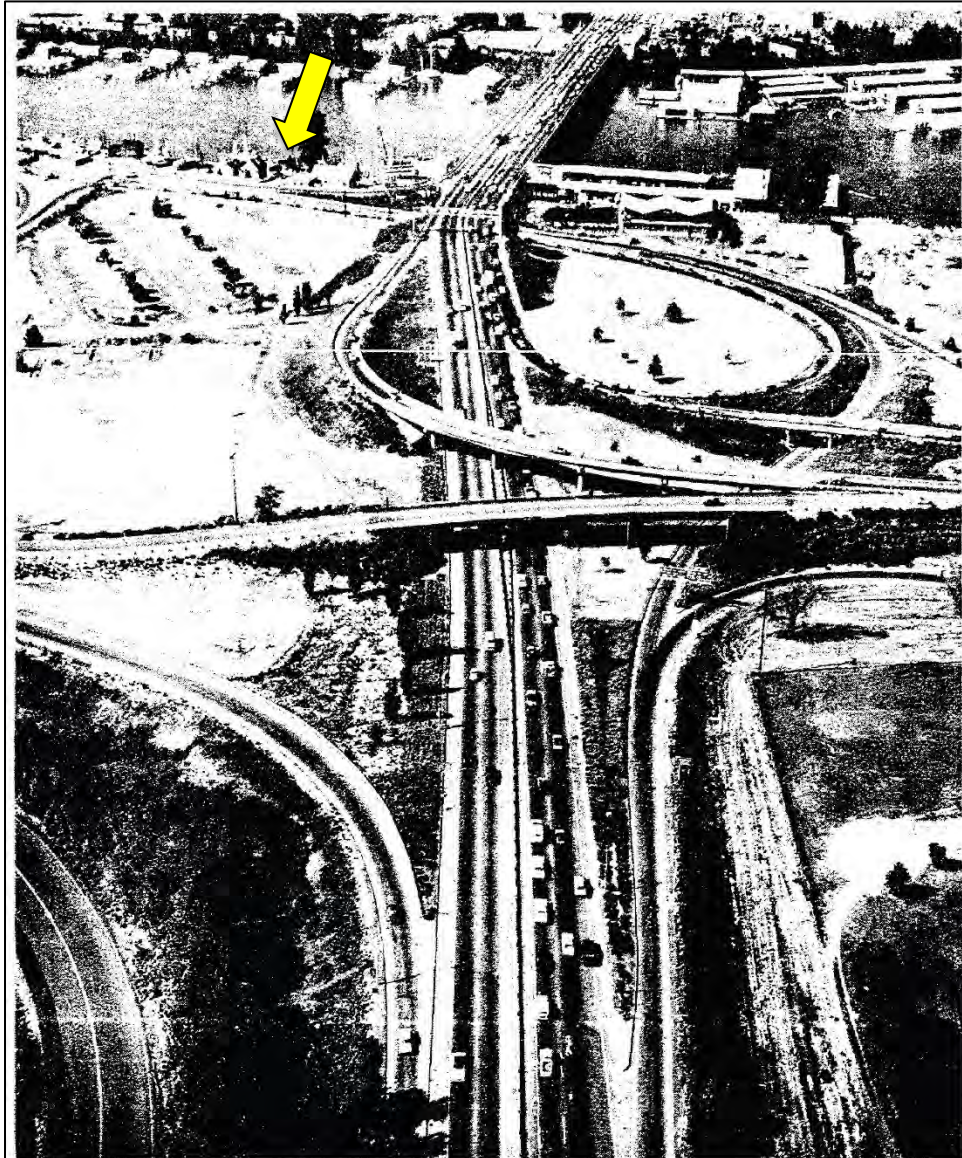


Figure 17. Yellow arrow indicates location of the Westerlund residence at the Westerlund Boat and Machine Shop. "New Overpass to Speed North Portland-Union Traffic." *Oregonian* (Portland, OR), March 28, 1954, 36.

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IMPROVEMENTS PLANNED — Gas crisis has done little to ease congestion in Oregon Slough Bridge area of Interstate 5, so Oregon Department of

Transportation proposes to replace bridge with wider structure and to modify interchange ramps.

Figure 18. Yellow arrow indicates location of the Westerlund residence at the Westerlund Boat and Machine Shop. "State asks public help in deciding I-5 project," Oregon Journal (Portland, OR), July 7, 1979, 1.

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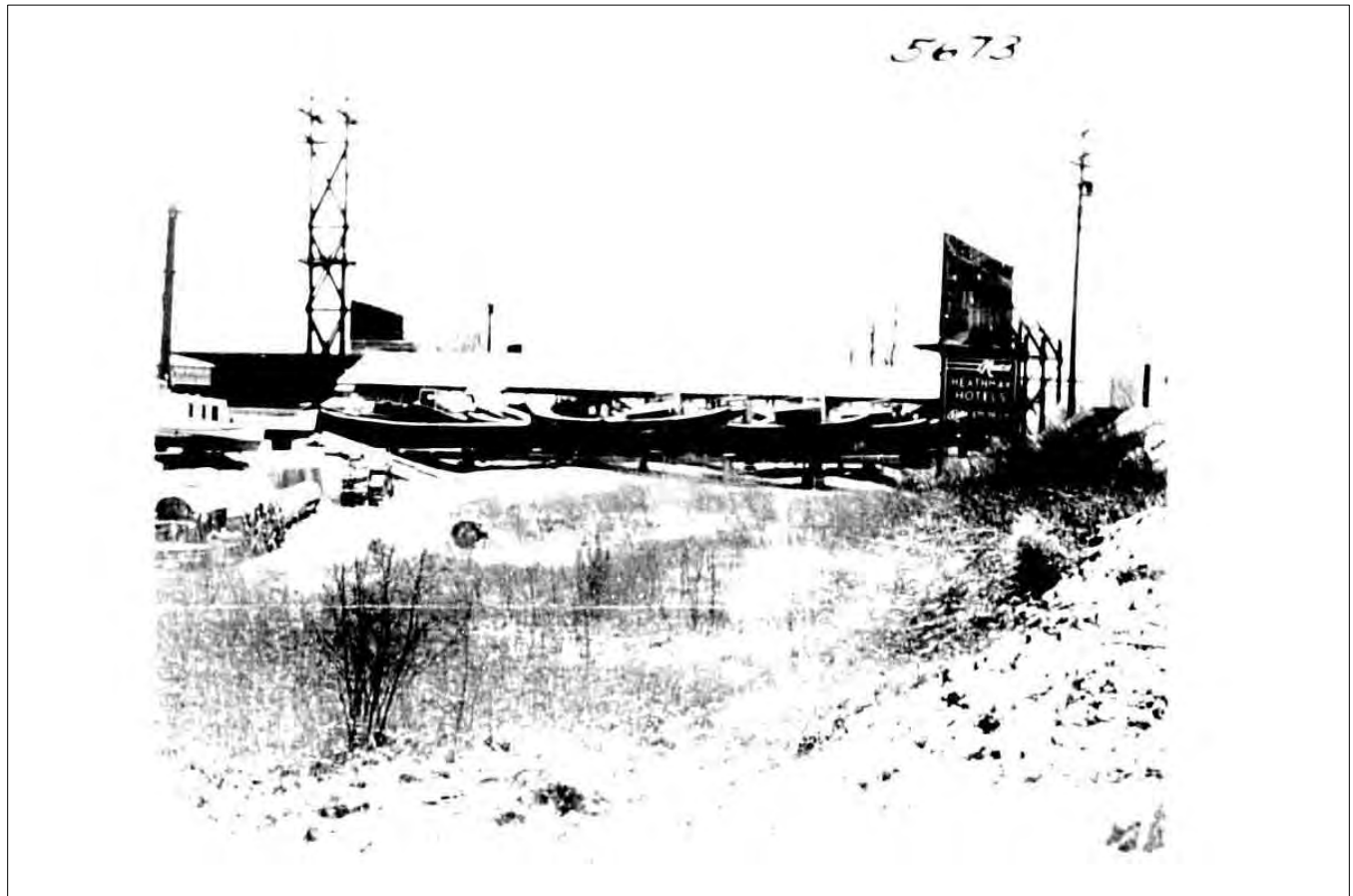


Figure 19. Copy of a historic photograph of a boat storage shed at the Westerlund Boat and Machine Works, ca. 1938, view facing east. This structure was removed for road construction ca. 1943 to 1950. Courtesy Oregon Department of Transportation (ODOT).

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Figure 20. Copy of a historic photograph of the machine shop (left) and boat storage shed (right) at the Westerlund Boat and Machine Works, ca. 1938, view facing northeast. Courtesy Oregon Department of Transportation (ODOT).

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Figure 21. Copy of a historic photograph of the machine shop at the Westerlund Boat and Machine Works, ca. 1938, view facing north. Courtesy Oregon Department of Transportation (ODOT).

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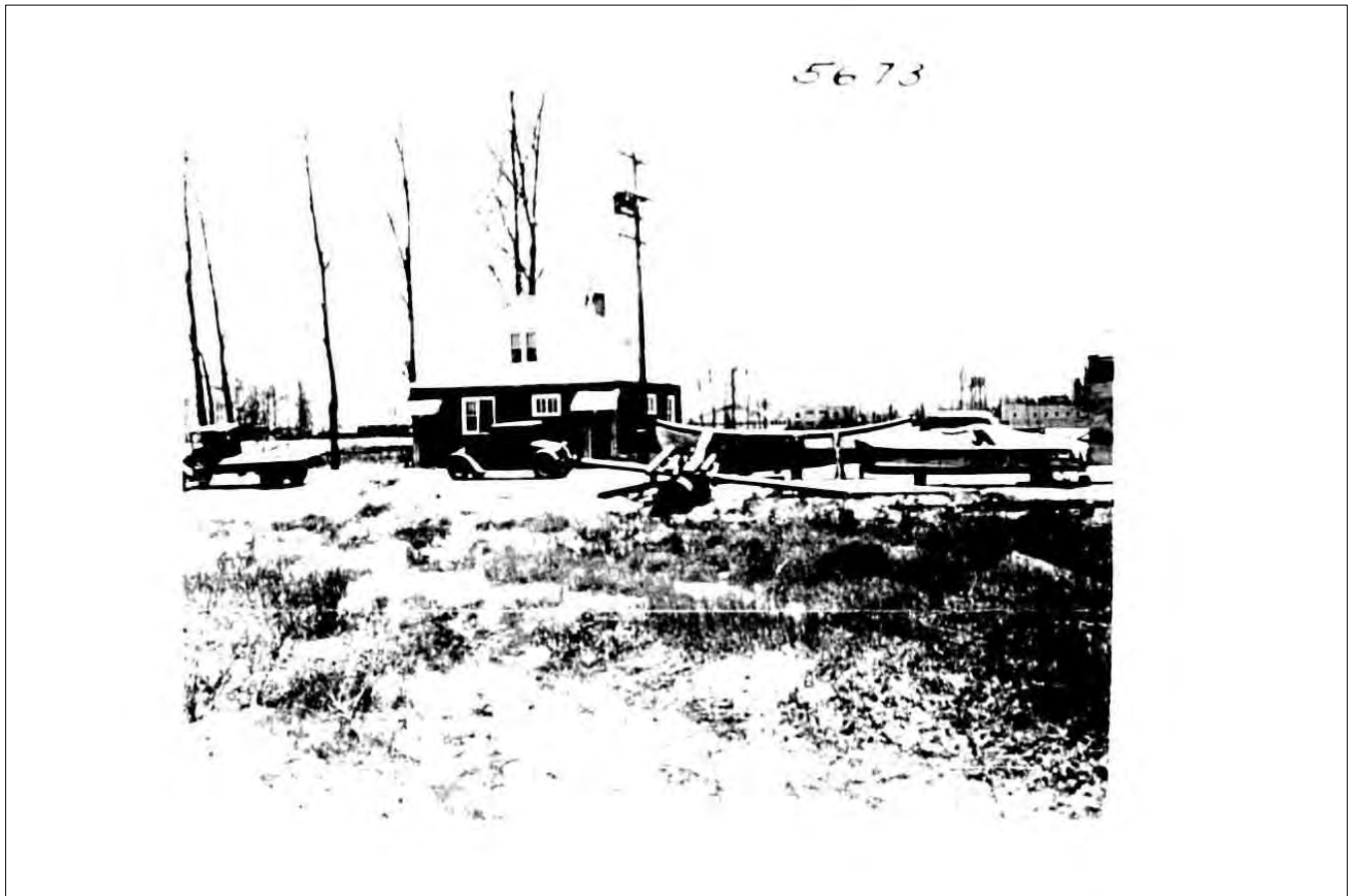


Figure 22. Copy of a historic photograph of the Westerlund residence at the Westerlund Boat and Machine Works, ca. 1938, view facing north-northeast. Courtesy Oregon Department of Transportation (ODOT).

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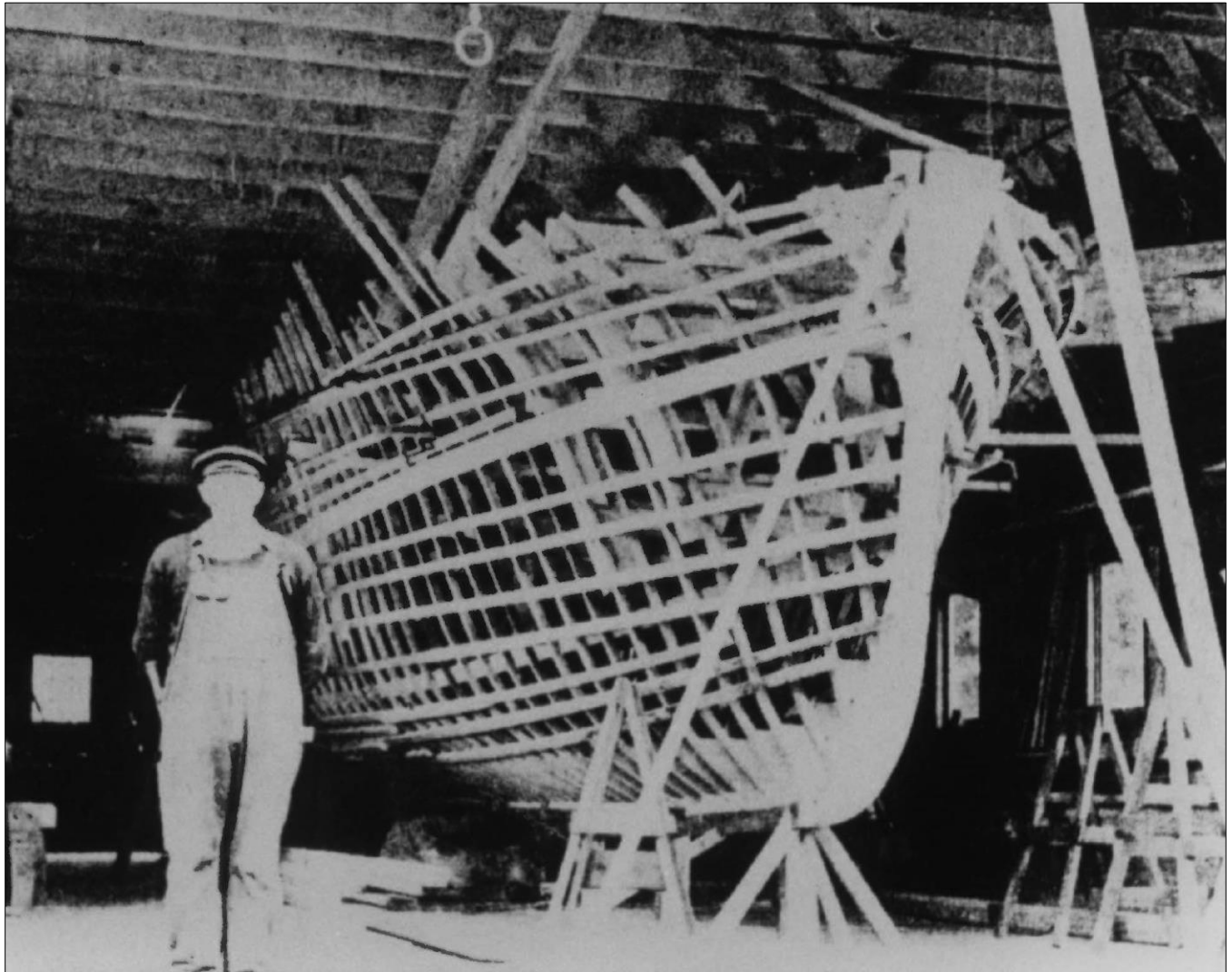


Figure 23. Werner A. Albertson standing next to the uncompleted hull of the *Tradewinds Kingfisher* at the Westerlund Boat and Machine Shop, January 1941. National Register of Historic Places nomination for the Charter Sport Fishing Cruiser *Tradewinds Kingfisher*, August 15, 1991.

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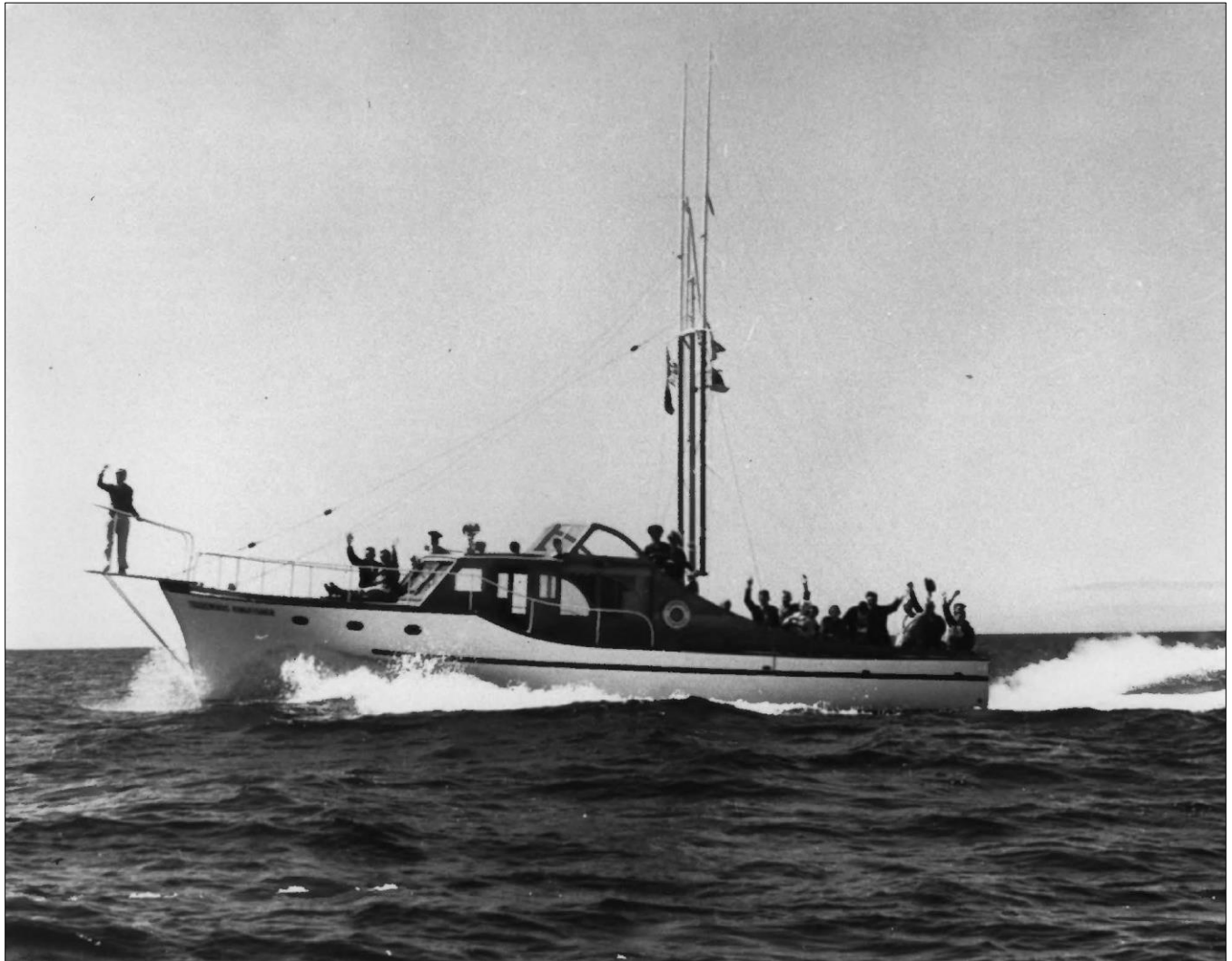


Figure 24. The *Tradewinds Kingfisher* underway in the Pacific Ocean, July 1941. National Register of Historic Places nomination for the Charter Sport Fishing Cruiser *Tradewinds Kingfisher*, August 15, 1991.



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Portland Assembly Center (Portland Expo Center. Other Historic Names: Pacific International Livestock Association Building) ¹ (OR 56)	SHPO Resource ID: 50293
Street Address: 2060 North Marine Drive	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E33-00200, 1N1E04-00100	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 1 North Range: 1 East Section: 5 Township: 2 North Range: 1 East Section: 32
Coordinates: 45.607291°, -122.689692°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: SOCIAL / meeting hall	Construction Date: 1919 (reconstructed 1924)
Historic Use: GOVERNMENT / correctional facility; SOCIAL / meeting hall; RECREATION AND CULTURE / auditorium	Alterations & Dates: 1924, Fire and rebuilding of structure; 1942, Alteration for use as an assembly center; 1946, Dismantling of temporary barracks; 1979, Removal of barns; 1982, Construction of Hall D; 1996, Construction of Hall E; ca. 2001, Replacement of Hall D
Architectural Classification / Resource Type: Mixed / Site	Historic Context: Agriculture, Architecture, Commerce, Community Planning and Development, Ethnic Heritage: Asian, Military, Politics/Government, Social History, Other: Wartime Internment Camp

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Other
Window Type & Material: Fixed & Aluminum; Window Wall & Aluminum; 8-over-8 Double-hung Sash & Wooden	Exterior Surface Materials: Primary: Metal Secondary: Glass Decorative: Metal
Roof Type & Material: Other (AlphaGuard liquid roofing system)	
Structural System Type: Masonry - Brick; Metal - Steel	Plan Type: Irregular

¹ The National Park Service's National Register Bulletin *How to Complete the National Register Registration Form* notes that the name of a property should be that which "best reflects the property's historic importance or was commonly used for the property during the period of significance." Although the building at 2060 North Marine Drive possesses multiple areas of significance, the property's association with the incarceration of people of Japanese descent is found to be its strongest association. Therefore, the name applied to site during this period has been used as the property name.



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DAHP Project No. 2020-12-07501		SHPO Case No. 21-0006
Property Name: Portland Assembly Center (OR 56)		SHPO Resource ID: 50293
Street Address: 2060 North Marine Drive		City, County, State: Portland, Multnomah County, Oregon
Number of Stories: 2	Changes to Structures:	
	Category:	Change Level:
Styles: Georgian Revival; Modern	Plan	Extensive
	Cladding	Extensive
Register Status: Not listed	Interior	Extensive
	Windows	Moderate
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



Figure 1. Aerial view of Portland Assembly Center, view facing southeast (IBR/Bentley Systems May 26, 2022).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The Portland Assembly Center is located upon two adjacent tax lots which comprise 48.81 acres (one 37.90 acres and the other 10.91 acres) along the Columbia River in the North Portland area of Portland, Multnomah County, Oregon (Figure 2). The resource is a complex of five interconnected exposition halls built between 1924 and 2001 and given contemporary names Halls A, B, C, D, and E (Figure 3).² The complex is located on the western portion of the tax lots, parallel to the wide slough of the North Portland Harbor (previously the Oregon Slough); as such, the complex is orientated approximately 22 degrees to the northeast. The north-south axis of the complex measures approximately 940 feet and the east-west axis measures just under 1,000 feet.

Halls A, B, and C

10 Halls A, B, and C are located in the northernmost section of the complex, which was completed in 1924 (Figure 1). This section has a T-shaped footprint comprised of Halls A and B, oriented along Marine Drive, approximately 1,000 feet from east to west, and Hall C, which abuts the south sides of Halls A and B and measures approximately 320 feet from north to south. A double-height space topped by a low-pitched front-facing gable roof, slightly inset from the exterior walls, defines the center of the north-south axis. Halls A and B flank the east and west sides of the double-height space and are topped by similarly low-pitched side gable roofs. A Midcentury Modern-style portico marking the public entrance is located at the eastern end of Hall A. This is articulated by five square piers that project from the building wall and support a flat-topped covering and a large "EXPO" sign composed of a metal screen and neon-style lettering (possibly updated to LED lettering) (Figures 4 and 19).
15 Another entrance is located on the north elevation, slightly recessed, composed of five paired aluminum frame full glass doors, and leads into the central double-height space (Figures 5 and 20). Additional public entries are defined by identical paired aluminum frame full glass doors set beneath projecting blue canvas awnings. Other fenestration includes flush steel doors, as well as a variety of contemporary aluminum frame windows. The main volumes of Halls A and B are clad in a combination of horizontally orientated corrugated metal panels and vertically orientated standing-seam metal panels. The halls are roofed in AlphaGuard liquid roofing.³

25 Hall C, located to the south of the double-height space, rises to approximately three stories in height beneath a low-pitched gable roof. The hall is clad in vertically oriented metal panels and is accessed through both pedestrian entries composed of aluminum frame full glass doors, as well as metal roll-up vehicular doors (garage doors). Aerial imagery indicates that some original 8-over-8 double-hung wood sash windows may be located in the clerestory of Hall C beneath the gable roof; however, these windows could not be directly surveyed.

30 Hall D

South of Hall C, and separated from it by approximately 50 feet, is the rectangular volume of Hall D. The building, approximately 325 feet by 250 feet, rises three stories in height to a low-pitched barrel-vaulted roof supported by bowstring trusses and is covered by the same light membranous material. The building's primary entry is through

² The complex is herein treated as a "site," as defined by the National Register Bulletin 15: "a site is the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure," *How to Apply the National Register Criteria for Evaluation*, 5. On the current status of the exposition halls, see Metropolitan Exposition-Recreation Commission, *Expo Center Expansion: Construction Cost Management* (Portland, OR: Multnomah County Library, 1998), 4.

³ Portland Expo Center, "Expo Center Roof Project Saves Money, Helps Environment," 2012, <https://www.expocenter.org/about-expo/news-and-updates/expo-center-roof-project-saves-money-helps-environment>



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5 a triple-height rectilinear pavilion appended to the east elevation and composed of cylindrical piers infilled by an aluminum frame window wall. A metal canopy hung from steel cross ties projects out from the entry and covers an inset ticket booth and numerous pairs of aluminum frame full glass entry doors. A low rectilinear clerestory tops the entry with a row of aluminum framed ribbon windows (Figure 6). The west elevation of Hall D is defined by two double-height pavilions that project from the southwest and northwest corners of the footprint. Between these are five vehicular doors: three accessed by a subgrade ramp for truck loading, and one larger one to either side for entry into the hall (Figure 7). Aside from the window walls, the building is clad in horizontally orientated metal panels. Its additional fenestration includes metal roll-up vehicular doors, additional aluminum frame full glass entry doors, and aluminum frame ribbon windows. Hall D was constructed in 2001.

10 Hall E

Hall E, which was built in 1997, is located approximately 35 feet south of Hall D. The building’s rectangular footprint measures approximately 388 by 321 feet with a 30-foot by 150-foot enclosed space connecting it to Hall D. The building’s design is similar to Hall D: it also rises approximately three stories in height to a low-pitched barrel-vaulted roof supported by bowstring trusses and covered by the same AlphaGuard liquid roofing (Figure 6).
 15 Hall E’s primary entry is through a double-height rectilinear pavilion appended to the east elevation and is composed of cylindrical piers infilled by an aluminum frame window wall. A curved metal awning hung from steel cross ties projects out from the entry and covers numerous pairs of aluminum frame full glass entry doors. Near the southeastern corner of the hall is a large-scale multi-story sign with a triangular footprint and sides composed of three steel ladder-like sides. The word “EXPO” is spelled out along the height of the northeast and southeast-facing sides of the sign in colorful box signage (Figures 6 and 21). The west elevation of the hall is defined by a pavilion projecting approximately 40 feet from the main footprint. In the center of this are two oversized vehicular doors, which are accessed by a subgrade tuck-loading ramp (Figure 7).
 20

Landscaping

25 Surrounding Halls A–E are paved surface parking lots, which cover nearly the full extent of both tax parcels. The eastern parking lot includes trees along its principal circulation routes, most of which were added in the late 1990s and early 2000s. Between the summer of 2000 and the summer of 2001, a landscaped section in the center of the eastern parking lot was expanded and roughly corresponds to portions of a paved circular roundabout developed for the 1959 Oregon Centennial Exposition (Figures 8, 9, and 10). During this time, the boundaries of the parking lots were defined by elongated vegetated islands.

30 Immediately east of the boundary of the site’s tax lots is the “Expo Center Station,” the terminus of the Yellow Line of the Portland Metropolitan Area Express (MAX) light rail system. The station was built in 2004 and includes a public sculpture titled *Voices of Remembrance* commemorating the incarceration of Japanese Americans during World War II (WWII). The installation, created by Portland artist Valerie Otani, includes five cedar torii (sacred arch gates) hung with family identification tags, representing the number of Japanese Americans who passed
 35 through the Portland Assembly Center.⁴

Alterations

The Portland Assembly Center has undergone repeated changes since its original construction in 1919. Amongst the first of these was the building’s reconstruction in 1924, which retained much of the original design but

⁴ John Foyson, “Internees Recall a Past They Hope is Never Forgotten,” *Oregonian* (Portland, OR), February 20, 2005, B02.



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5 sacrificed some notable elements like the original domed roof. During its period of use by the U.S. Government (1942–1946), a number of temporary barracks, laundry facilities, and an infirmary were constructed to the east of the main buildings, and subsequently removed. The character-defining portico on the north elevation was removed after 1959. Extensive interior renovations were made when Multnomah County took ownership of the site in 1965. Wooden stock barns that originally surrounded Hall C were damaged past the point of repair and subsequently removed in 1979 (see Figure 11).

Boundary Description

10 The recommended National Register of Historic Places boundary of the Portland Assembly Center is defined by the area that had been contained within the barbed wire fence of the 1942 facility (Figure 11). The boundary is part of the larger tax lot (R323452). Within the boundary, only the historic building containing Halls A, B, and C contribute to the site's historic significance; Hall D, as well as the surrounding parking lots and associated landscape features, do not contribute as they were added to the site after the close of the period of significance (Figure 12).

INTEGRITY

15 The Portland Assembly Center has been substantially and repeatedly altered. These alterations have negatively impacted the site's historic integrity, even if more than one period of significance is considered. Since 1982 (the end of the historic period as it relates to the Interstate Bridge Replacement (IBR) Program), the site's design has been substantially altered with the removal of original livestock pens, the addition of new wings, the reconfiguration of the secondary entry, and substantial alterations to the building's cladding and fenestration.
20 Other changes have altered the surrounding parking areas and removed the landscape features that had been associated with the 1959 Oregon Centennial Exposition, replacing them with additional surface parking and new exhibition halls (Figures 13 and 14).

25 In all, the Portland Assembly Center retains little of its integrity of design, materials, workmanship, or feeling. It wholly retains its integrity of location. Over time, the site's setting experienced some development occurring during WWII and after the construction of Interstate 5 (I-5) in the 1950s. Despite material changes to the immediate built environment, the site continues to possess an immediate adjacency to North Marine Drive with an unimpeded northern view of Portland Harbor and a mixed industrial and rural setting. The site's integrity of association has also been retained depending upon the period of significance; while Pacific International's annual livestock expositions no longer occur within the buildings, they continue to be used for a variety of large-scale private and public events.
30

STATEMENT OF SIGNIFICANCE

The North Portland Industrial District

35 Today, the far reaches of North Portland are glimpsed mainly by travelers driving north or south along I-5. The visible landscape resists easy definition and includes an eclectic variety of natural reserves, housing developments, recreational sites, and industrial areas. Such piecemeal development is a legacy of the area's



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challenging geography which, prior to European American colonization, was a lush labyrinth of wetlands, low islands, and natural drainage channels between the main channel of the Columbia River and the Oregon Slough.⁵

Upon arrival in the region, the first Euro-Americans dismissed the area; Philadelphian John Townsend noted that “there is not sufficient extent unencumbered, or which could be fitted for the purposes of tillage, in a space of time short enough to be serviceable; others are at some seasons inundated, which is an insurmountable objection.”⁶ While some settled in the area, seasonal flood events meant that agricultural efforts were at constant risk of sudden loss leaving the land primarily useful for growing hay and grazing livestock.⁷ One surveyor, writing in 1854, explained that from May to mid-July, “farmers may sail over their farms in boats. This overflow makes the bottom lands... very unhealthy in autumn.”⁸ Substantial development in the area was postponed until early twentieth-century industrial companies became interested in the waterways and proximity to the soon-to-be-completed Spokane, Portland & Seattle Railway (SP&S).⁹ Beginning in 1907, the Union Meat Company and Portland Union Stock Yards—local subsidiaries of the meatpacking firm Swift and Company—purchased lands along the southern shore of the Columbia River, and through 1909, constructed large-scale stockyards and meatpacking facilities.¹⁰ The river not only provided transportation for businesses but also “disposed of” substantial waste products by way of its downstream flow.¹¹ In time, the facilities came to employ some 1,500 workers who were housed in the company-built settlement of Kenton located along Denver Avenue.¹²

With the arrival of the Union Meat Company and accompanying infrastructure, other businesses quickly followed suit. By 1911, a dozen other industries, including the Monarch Lumber Company, a shingle company, and a dairy farm, had all established a presence along the shore of the Columbia River, helping to form the beginning of a “North Portland Industrial District.”¹³ Interests behind these companies paralleled a national conversation on land drainage, reclamation, and plans to dredge a deep water harbor in the Oregon Slough between the north shore of the Columbia River and the south shore of Hayden Island were quickly made.¹⁴

Foremost among these interests was the Peninsula Industrial Company—owned by the family members of Swift and Company—which controlled 3,000 acres of North Portland real estate, including the lands beneath the stockyard, meat packing plant, and lumber company.¹⁵ Newspaper articles report that the company planned to use fill from the dredge to raise the level of their holdings 30 feet above the flood level in order to “develop a large factory and shipping district, which will have all the advantages of water and rail transportation without switching

⁵ Carl Abbott, “Settlement Patterns in the Portland Region: A Historical Overview,” (Paper prepared for the Metro Future Vision Commission, Portland, OR, January 1994), https://pdxscholar.library.pdx.edu/oscdl_planning/10, 14.

⁶ Qtd. in Abbott, “Settlement Patterns,” 14.

⁷ O’Brien and Allen, “Columbia Slough Drainage Districts,” 11-12; Liza Mickle and Nicholas Starin, *East Portland Historical Overview & Historic Preservation Study* (Portland, OR: City of Portland Bureau of Planning and Sustainability, 2009), <https://irma.nps.gov/DataStore/DownloadFile/582035>, 11.

⁸ Qtd. in O’Brien and Allen, “Columbia Slough Drainage Districts,” 12

⁹ Abbott, “Settlement Patterns,” 28; Stroud, “Troubled Waters in Ecotopia,” 70.

¹⁰ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12

¹¹ Ellen Stroud, “Troubled Waters in Ecotopia: Environmental Racism in Portland, Oregon,” *Radical History Review* 74 (1999): 70.

¹² Abbott, “Settlement Patterns,” 28; O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

¹³ Stroud, “Troubled Waters in Ecotopia,” 70; O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

¹⁴ “Dredge Develops Factory Lands,” *Oregonian* (Portland, OR), April 16, 1911, 4.

¹⁵ “Dredge Develops Factory Lands,” *Oregonian*.



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charges yet will be outside the city limits and thus avoid city taxes.”¹⁶ Other property owners along the Columbia Slough and Hayden Island supported the effort and, in 1913, were successful in lobbying the U.S. Geographic Board to change the name of “Oregon Slough” to “North Portland Harbor.”¹⁷

5 The government-aided dredging began in 1913, and the land around the harbor was further improved by dikes and levees to protect low-lying property beginning in 1916. Mostly underwritten by Union Meat, other private entities contributed to the levees to form drainage districts along the slough’s length.¹⁸ Running from east to west, these districts included the Sandy Drainage Improvement Company, the Multnomah Drainage District No. 1, the Peninsula Drainage District 1, and the Peninsula Drainage District 2.¹⁹

The Pacific International Livestock Association

10 In 1910, the nascent Union Meat Company held a livestock contest at their North Portland facility. The event was successful and the following year they expanded it, beginning what would become an annual occurrence. The event passed through various names including the “Northwest Livestock and Feeder Show” and the “Pacific International Dairy Show” until in 1913, the name was changed again to the “Pacific International Livestock Show” to reflect the inclusion of pigs, sheep, and horses.²⁰ In July 1918, the show was formally incorporated by C.C. Colt, H.L. Corbett, J.D. Farrell, Edward Boyce, and Phil Metschan, Jr. as the “Pacific International Livestock
15 Exposition”.²¹

At its outset, the show was held in the Union Stockyards and underneath tents set up nearby.²² Show organizers, however, soon found these facilities to be inadequate and sought new accommodation. Likely owing to the strong connections between the Union Meat Company and the Exposition’s directors, a low-lying site was secured
20 immediately east of the stockyards and prepared with sand and gravel dredged from the North Portland Harbor. Designs for an elaborate, purpose-built exposition hall in the Georgian Revival style were commissioned from Portland architect Lewis Irvine Thompson (1888–1930) which included a dramatic brick masonry façade, a projecting Ionic portico, and a double clerestory surmounted by a low dome.²³ Consistent with Thompson’s vocal declarations, the framing of the new building was designed not with iron or steel but instead with Oregon-sourced
25 fir which, Thompson believed, was structurally superior.²⁴

¹⁶ “Dredge Develops Factory Lands,” *Oregonian*.

¹⁷ “Bridgeton New Subdivision,” *Oregonian* (Portland, OR), May 12, 1912, 10; “Changes Name of Oregon Slough,” *Oregonian* (Portland, OR), January 13, 1913, 4.

¹⁸ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

¹⁹ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

²⁰ “Pupils Attend Dairy Exhibition,” *Oregon Journal* (Portland, OR), November 23, 1912, 3.

²¹ “Articles of Incorporation,” *Oregon Journal* (Portland, OR), July 3, 1918, 18.

²² Joe Bianco, “P.I. Building, Aged, But Undaunted, to Embark on New Career,” *Oregonian* (Portland, OR), May 3, 1959, 38.

²³ “Livestock Exposition Opening Monday May be Greatest in the Country,” *Oregon Journal* (Portland, OR), November 16, 1919, Section 3, Page 1; “Stockyards Aid Farmers,” *Oregonian* (Portland, OR), January 1, 1917, 11.

²⁴ “Beautiful New Stadium at State Fair Grounds,” *Oregonian* (Portland, OR), October 13, 1918, 17.



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5 Construction was undertaken by A. Guthrie and Company under the supervision of George A. Buckler and paid for through a subscription campaign amongst regional ranchers.²⁵ Advertisements to stockmen declared that the building was “costing \$250,000 and covering seven and one-half acres and which will be the biggest and finest building of its kind in the country.”²⁶ Completion of the building was set for November 1919 to coincide with the start of the year’s livestock exposition (Figures 15 and 16).²⁷

10 Once opened, the new building was declared a resounding success by local boosters.²⁸ Writing on January 1, 1920, the Portland-based *Oregonian* proclaimed that the 1919 show was “the largest livestock show ever attempted in the west” and “undoubtedly marked an epoch in the development of the livestock industry of the Northwest.”²⁹ Unfortunately, on the afternoon of July 23, 1924, a fire began in a nearby shingle mill and spread to the Exposition Building and its Douglas fir frame.³⁰ The fire spread quickly and was, as the *Oregonian* reported “one of the most spectacular in Portland in some time. From every part of the city, the huge column of black smoke was visible. Flames leaped hundreds of feet in the air.”³¹ By the time it was extinguished, only the masonry façade of the main building remained (Figure 17).³²

15 The tragedy, however, was quickly overcome and plans were immediately made to begin reconstruction of the site, with the hope of completing the new building in time for the winter exposition. By August 8, a new construction contract was signed with Grant Smith and Company and in less than two weeks, two new pavilions had been completed and work continued underway, with 300 carpenters working at a frenzied pace.³³ Finally, on October 29, the replacement building was complete and the exposition was held on schedule beginning on November 1, 1924.³⁴

20 Assembly Center and Army Control

25 In early 1942, only a few months after declaring war on Japan, President Franklin Delano Roosevelt (1882–1945) signed Executive Order 9066. This order authorized the forced removal of all persons deemed a national security threat from the U.S. West Coast; it resulted in the widespread removal, relocation, and incarceration of more than 120,000 persons of Japanese descent regardless of their American citizenship, immigration status, or criminal record. Incarceration was carried out through the issuance of 108 Civilian Exclusion Orders from late March to August 1942.³⁵ Orders were posted in public places and demanded that Japanese Americans assemble in predetermined locations. They were given only a week to prepare and allowed to bring only what they could carry with them.³⁶ Many were forced to sell off their property at far below its actual value. Overall losses have long been

²⁵ “Pacific International Livestock Association,” *Heppner Herald* (Heppner, OR), September 23, 1919, 7.

²⁶ “Pacific International Livestock Association,” *Heppner Herald*.

²⁷ “Pacific International Livestock Association,” *Heppner Herald*.

²⁸ “Northwest Destined to Become Greatest Livestock Center of Country,” *Oregonian* (Portland, OR), January 1, 1920, 12.

²⁹ “Pacific International Livestock Association,” *Heppner Herald*.

³⁰ Bianco, “P.I. Building,” 38.

³¹ “\$500,000 Fire Hits Livestock Show,” *Oregonian* (Portland, OR), July 24, 1924, 4.

³² “\$500,000 Fire Hits Livestock Show,” *Oregonian*.

³³ “Stock Exposition Rebuilds,” *Oregonian*, Section 2, Page 2.

³⁴ “Will Observe Completion of Show Pavilion,” *Oregon Journal* (Portland, OR), October 12, 1924, 16.

³⁵ Brian Niiya, “Civilian Exclusion Orders,” *Densho Encyclopedia*, Updated June 12, 2020, https://encyclopedia.densho.org/Civilian_exclusion_orders/?_ga=2.39488359.576145178.1684260229-175654737.1684260229.

³⁶ Niiya, “Civilian Exclusion Orders.”



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stated at around \$400 million, but more recent estimates place that number closer to \$1-3 billion (not adjusted for inflation).³⁷

As enacted by the army, two military areas were established: Military Area No. 1 included portions of Oregon and Washington east of the Cascade Mountain Range, Western California, and much of Southern Arizona. Military Area No. 2 consisted of the remainder of California, Oregon, and Washington. Temporary assembly centers were established within Area No. 1, where detainees awaited transfer to more permanent camps in Area No. 2.³⁸ The entire operation was overseen by the newly formed War Relocation Authority (WRA).³⁹ As General DeWitt described in a post-war summary of operations, the task of selecting sites for future assembly center locations was “a task of relative simplicity,” with a short list of fundamental factors.

First, it was necessary to find places with some adaptable pre-existing facilities suitable for the establishment of shelter, and the many needed community services. Second, power, light, and water had to be within immediate availability as there was no time for a long pre-development period. Third, the distance from the Center of the main elements of evacuee population served had to be short, the connecting road and rail net good, and the potential capacity sufficient to accept the adjacent evacuee group. Finally, it was essential that there be some area within the enclosure for recreation and allied activities as the necessary confinement would otherwise have been completely demoralizing.⁴⁰

Japanese American residents of Multnomah County were forced to assemble at the Pacific International Building, which had been leased by the Federal Government for \$27,000 a year.⁴¹ The entire property was surrounded by a barbed wire fence with guard towers at its corners.⁴² In April 1942, as the facilities were being prepared, the *Oregon Journal* noted, “The 11-acre exposition building now has a military aspect, being completely surrounded by a wire fence. Only the outer walls remain familiar” (Figure 18).⁴³ Living quarters were hastily constructed out of plywood in what had previously been animal pens. Walls were only about 8 feet high, while the ceilings rose 20 to 30 feet, leaving occupants little privacy.⁴⁴ Planks were hastily laid for floors.⁴⁵ People who were held at the Portland Assembly Center recalled the extreme heat, smells left from the livestock, and fly infestations.⁴⁶ An inspection by the U.S. Public Health Service in July recorded temperatures of 107 degrees within the facilities. This caused the administration to extend curfew by an hour and a half to allow

³⁷ Natasha Varner, “Sold, Damaged, Stolen, Gone: Japanese American Property Loss During WWII,” *Densho Encyclopedia*, April 4, 2017, <https://densho.org/catalyst/sold-damaged-stolen-gone-japanese-american-property-loss-wwii/>

³⁸ Zuigaku Kodachi, Jan Heikkala, and Janet Cormack, “Portland Assembly Center: Diary of Saku Tomita,” *Oregon Historical Quarterly* 81, no. 2, (1980): 150.

³⁹ Craig Collison, “Japanese American Wartime Incarceration in Oregon,” *Oregon Encyclopedia*, last updated July 27, 2022, https://www.oregonencyclopedia.org/articles/japanese_internment/#.Y91wlnDMI2w

⁴⁰ DeWitt, John L. *Final Report, Japanese Evacuation from the West Coast* (Washington D.C.: United States Government Printing Office, 1943), 151.

⁴¹ Brian Niiya, “Portland (Detention Facility),” *Densho Encyclopedia* (website), last revised August 13, 2021, [https://encyclopedia.densho.org/Portland%20\(detention%20facility\)](https://encyclopedia.densho.org/Portland%20(detention%20facility)); Oregon Journal Collection, “Japanese Evacuees, Portland Assembly Center,” The Oregon History Project (website), updated 2021, <https://www.oregonhistoryproject.org/articles/historical-records/japanese-evacuees-portland-assembly-center/#.YuCz87bMI2w>.

⁴² Niiya, “Portland (Detention Facility).”

⁴³ “Jap Exodus Center Set,” *Oregon Journal* (Portland, OR), April 14, 1942, 1.

⁴⁴ Niiya, “Portland (Detention Facility).”

⁴⁵ Niiya, “Portland (Detention Facility).”

⁴⁶ Niiya, “Portland (Detention Facility).”



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residents more time outside (Figure 19).⁴⁷ An *Oregon Journal* article from the time noted, “Meals will be served en masse in the Exposition hall to the left, as one enters, of the main entry,” which likely referred to Hall A.⁴⁸ Temporary structures were erected to the east of the main buildings, in an area which had been used as a parking lot. This area housed a laundry facility and a hospital containing seventy beds.⁴⁹

- 5 Photographs from the period are limited and rarely reflect the reality of life in the Portland Assembly Center. The majority of existing photographs were staged by the government as proof that the removal was being carried out humanely.⁵⁰ The local newspapers *The Oregonian* and *The Oregon Journal* both reported positively on the procedures; in an article published in May 1942 *The Oregon Journal* wrote, “Newspapermen visited the center Friday and found it adequate, unpretentious, roomy, and sanitary.”⁵¹ In June 1942, the center’s population peaked at 3,676 incarcerated Japanese Americans.⁵² The majority of those who passed through the Portland Assembly Center were sent to Minidoka Relocation Center in Idaho, Tule Lake Relocation Center in Northern California, or Heart Mountain Relocation Center in Wyoming.⁵³ Approximately two and a half years after signing the order, President Roosevelt rescinded Executive Order 9066, and the last camp was closed by the end of 1945.⁵⁴
- 10
- 15 Beginning as early as 1943, Gresham residents began organizing to prevent the incarcerated Japanese Americans from returning. In 1944 they established a group known as Oregon Anti-Japanese, Inc., later renamed the Japanese Exclusion League, which advocated for “the enactment of legislation, both State and Federal, designed to exclude from United States citizenship all persons now ineligible for citizenship, as well as their descendants.”⁵⁵ Other similar groups formed, including a significant movement in Hood River.⁵⁶ In February 1945, Joint Memorial No. 9 was passed by the Oregon House, encouraging the president to continue the incarceration of Japanese Americans until the war’s conclusion.⁵⁷ The WRA encouraged those in the camps to move east upon release rather than return to their homes.⁵⁸ Overall, approximately 70 percent of incarcerated Japanese American residents returned to Oregon.⁵⁹
- 20
- 25 The Portland Assembly Center operated from May 2 to September 10, 1942. The facilities remained in operation by the U.S. Army for the duration of WWII, used for various purposes that included housing lend-lease materials and as an airplane assembly plant.⁶⁰ On July 14, 1946, the U.S. Army Engineers returned management of the

⁴⁷ Niiya, “Portland (Detention Facility).”

⁴⁸ “Japanese Move Into Big Center; Occupy Temporary Home,” *Oregon Journal* (Portland, OR), May 2, 1942, 2.

⁴⁹ Niiya, “Portland (Detention Facility);” “Japanese Move Into Big Center; Occupy Temporary Home,” *Oregon Journal* (Portland, OR), May 2, 1942, 2; “350 Japanese Answer Army Pavilion Call,” *Oregon Journal*, (Portland, OR), May 3, 1942, 6.

⁵⁰ Trudy Flores and Sarah Griffith, “Japanese Evacuees, Portland Assembly Center,” Oregon History Project, Last Updated 2021, <https://www.oregonhistoryproject.org/articles/historical-records/japanese-evacuees-portland-assembly-center/#.Y9sNMXDMI2w>.

⁵¹ “Japanese Move Into Big Center; Occupy Temporary Home,” *Oregon Journal* (Portland, OR), May 2, 1942, 2; In 2022 *The Oregonian* published an article acknowledging its support for incarceration; Rob Davis, “Concealed Consequences,” *Oregonian* (Portland, OR), October 26, 2022, <https://projects.oregonlive.com/publishing-prejudice/concealed-consequences-wwii>.

⁵² Niiya, “Portland (Detention Facility).”

⁵³ Oregon Journal Collection, “Japanese Evacuees.”

⁵⁴ Flores and Griffith, “Japanese Evacuees, Portland Assembly Center.”

⁵⁵ Eiichiro Azuma, “History of Oregon’s Issei, 1880-1952,” *Oregon Historical Quarterly* 94 no. 4 (Winter 1993/1994): 353.

⁵⁶ Azuma, “History of Oregon’s Issei,” 354-355.

⁵⁷ Collison, “Japanese American Wartime.”

⁵⁸ Collison, “Japanese American Wartime.”

⁵⁹ Collison, “Japanese American Wartime.”

⁶⁰ “Exposition Plant Returned by Army; Wrecking Begins,” *Oregonian* (Portland, OR), July 14, 1946, 10.



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building to Pacific International Corporation. The eight temporary barracks that had been constructed on the site were dismantled and the lumber re-used for repairs within the complex.⁶¹

Postwar Period (1946–1957)

5 After the war's end, the Assembly Center reverted to its civilian usage with few visible testaments to its wartime uses, aided by the return to its previous name, the Pacific International (PI) Pavilion. In the 1948 Vanport Flood, the complex sustained moderate damage, which was described by exposition president T.B. Wilcox (1924–1990) as “a staggering blow.”⁶² Wilcox contended that the damage was particularly serious “because it was unexpected, unbudgeted, and uninsured” and explained that “[t]o remedy this we have decided to present [on] October 1 to 9

10 the most ambitious show ever attempted in 38 years of Pacific International History.”⁶³ Repairs included the laying of a new reinforced concrete floor, a new electrical system, and the replacement of doors ruined by the flood. Other improvements came as a result of events held at the facility. In May 1952, a boxing match between Harry Matthews (1922–2003) and Rex Lane (ca. 1928–2000) was held in the center, drawing a crowd of 11,000. The size of the audience prompted new fire safety concerns and an inspection by the state fire marshal. The

15 resolution was an agreement by the building’s board to make improvements to the facilities.⁶⁴ To secure funds for the repairs, a lease agreement was reached with the Tumpene Company, which used the facilities as storage for U.S. Air Force ground vehicles.⁶⁵ The annual Pacific International shows held in 1954–1956 were limited in their use of the buildings because many needed repairs to condemned sections had not been made.⁶⁶

Centennial and Preparation (1957–1959)

20 Oregon Centennial Exposition was an event planned for the summer of 1959 to kick off a yearlong celebration of the state’s centennial. In March 1957, the Pacific International Building was selected by the Centennial Commission and approved by the state legislature as the site for the exposition.⁶⁷ The property was considered the best option due to its size and ability to accommodate the planned exposition, but at that point, the buildings were badly in need of repair. The Commission, led by Anthony Brandenthaler (1895–1979), reached an

25 arrangement with Pacific International that permitted the Commission’s use of the facilities for the coming two years and, instead of paying rent, it would make the necessary repairs to get the facilities ready for the exposition.⁶⁸

In April 1958, Donald J. Stewart (1895–1996) and K.E. Richardson (ca. 1910–2003), of the firm Stewart and Richardson, were selected to design the layout of the “Frontier of the Future” Centennial Exposition.⁶⁹ Work on

⁶¹ “Exposition Plat Returned,” *Oregonian*.

⁶² “Pavilion Gets Okey of City,” *Oregonian* (Portland, OR), August 8, 1948, 3.

⁶³ “Pavilion Gets Okey of City,” *Oregonian*.

⁶⁴ “Fire Protection for PI Pavilion to be Improved,” *Oregon Journal* (Portland, OR), May 24, 1952, 2.

⁶⁵ Bianco, “P.I. Building,” 38.

⁶⁶ Bianco, “P.I. Building,” 38.

⁶⁷ Walt Penk, “P-I Said Likely Site for 1959 Centennial,” *Oregon Journal* (Portland, OR), February 28, 1957, 1.

⁶⁸ Bianco, “P.I. Building,” 38.

⁶⁹ “Centennial Fete Architects have Long List of Buildings,” *Oregon Journal* (Portland, OR), April 10, 1958, 6; Chrissy Curran, “The Architectural Legacy of the 1959 Centennial Exposition,” *Oregon Historical Quarterly*, vol. 110 (2009): 262.



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the site began in the summer of 1958.⁷⁰ Stewart and Richardson commissioned three abstract murals to decorate the exterior of the main building, which became referred to as the “Centennial Building.”⁷¹

5 The Oregon Centennial Exposition was held from June 10 to September 17, 1959 (Figure 20).⁷² Initial projections had predicted attendance would be 5 to 8 million, so the actual attendance of 1.3 million came as a disappointment.⁷³ Following the exhibition, all pavilions and other impermanent features were transferred to state agencies and sold to the public through a “sealed bid.”⁷⁴ Among the relics of the exposition still publicly accessible is the 30-foot-tall Paul Bunyan statue, which was moved to Portland’s Kenton neighborhood.⁷⁵

County Control (1965–Present)

10 On July 1, 1965, Multnomah County, Oregon, became the site’s permanent owner.⁷⁶ Work began immediately on a \$200,000 renovation that included the installation of a sprinkler system and firewall.⁷⁷ The livestock exhibition occurred on schedule in October; Pacific International leased the building. The complex came to be known as the “Multnomah County Expo Center” around this time.

15 In March 1979, two of the site’s five barns, the horse and hog barns, were deemed beyond repair and demolished.⁷⁸ The future of the remaining three barns, also in disrepair, was a contentious issue for the rest of the year. The County, referring to a study conducted in January 1979, believed that the buildings were unstable due to leaky roofs, dry rot, and structural problems. Pacific International officials, including the company’s president Leslie “Les” Buell (notable also as the president of Hayden Island, Inc.) and general manager Clark Schenkenberger, believed that the buildings should be repaired, and felt that since assuming control of the buildings in 1965, the County had failed to do its part in maintaining them.⁷⁹ Ultimately, the objections were moot and all of the barns were demolished.

A 60,000-square-foot steel addition known as “Hall D” was built in 1982.⁸⁰ In April 1999, the Metro Council approved a plan to replace the building with a new \$15.8 million exhibit hall, funded entirely by the Expo Center’s revenue.⁸¹ The original Hall D, which had been built in 1982, was removed after the summer of 1999; the new Hall D opened in the summer of 2001 (Figures 8–10).

25 Work on a 135,000-square-foot addition known as “Hall E” began in June 1996 and was completed in March 1997. The building was built with a system of five trusses which allowed for a 108,000-square-foot space free of

⁷⁰ “Fair Site’s Link Begun,” *Oregon Journal* (Portland, OR), August 24, 1958, 10.

⁷¹ Curran, “The Architectural Legacy,” 271.

⁷² David Kludas, “Centennial Exposition of 1959,” *Oregon Encyclopedia*, updated March 23, 2022, https://www.oregonencyclopedia.org/articles/centennial_exposition_of_1959/#.YuCv77bMI2w.

⁷³ Curran, “The Architectural Legacy,” 277.

⁷⁴ Curran, “The Architectural Legacy,” 277.

⁷⁵ Kludas, “Centennial Exposition.”

⁷⁶ “Opening of P-I Livestock Exposition to Start New Page in Long History,” *Oregonian* (Portland, OR), October 3, 1965, 28.

⁷⁷ Watford Reed, “\$200,000 Gives ‘New Look’ to Aged P-I Building,” *Oregon Journal* (Portland, OR), September 27, 1965, 4.

⁷⁸ Stan Federman, “Future Hinges on Stadium Vote,” *Oregonian* (Portland, OR), November 6, 1966, 1.

⁷⁹ Katie Durbin, “Preservation of barns at Expo Center sought,” *Oregonian* (Portland, OR), November 29, 1979, 22; Katie Durbin, “P-I barns receive reprieve,” *Oregonian* (Portland, OR), November 30, 1979, D10.

⁸⁰ Metropolitan Exposition-Recreation Commission, *Expo Center Expansion: Construction Cost Management* (Portland, OR: Multnomah County Library, 1998), 4

⁸¹ Richard Gregory Nokes, “Metro Oks Exhibit Hall at Expo Center,” *Oregonian* (Portland, OR), April 2, 1999, C08.



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5 columns and other vertical support.⁸² The addition was constructed to accommodate the Smithsonian Institution's "America's Smithsonian" exhibit, a touring show commemorating the institution's 150th anniversary.⁸³ The "America's Smithsonian" show was held as planned, running for approximately a month that spring.⁸⁴ While the Expo Center remains an active component of the City and County's public facilities, more recent efforts have been made to begin documenting and memorializing the site's multilayered history and the lives that have passed through it.

National Register of Historic Places Eligibility

Previous recommendations

10 The Portland Assembly Center was previously evaluated as a building and recommended not eligible for inclusion in the National Register of Historic Places (NRHP) in 2009 by surveyors associated with the Columbia River Crossing project.⁸⁵ Surveyors wrote that "Halls A, B, and C of the Portland Expo Center are not eligible for listing...although significant events have occurred and are part of the history of the Portland Expo Center [Portland Assembly Center], the buildings have been altered several times over their history and have lost integrity of design, materials, and feeling."⁸⁶ The Oregon State Historic Preservation Office (SHPO) concurred with the recommendation; the buildings are listed as "not-eligible/non-contributing" on the Oregon Historic Sites Database. However, this recommendation is over ten years old, compelling a reevaluation at the current time per 36 CFR 800.4(c)(1).⁸⁷ Additionally, the National Historic Landmarks Theme Study "Japanese Americans in World War II" was subsequently published in 2012 and provides additional context for evaluation.⁸⁸

Current recommendation

20 The Portland Assembly Center is a complex and multilayered site with a history that touches on a wide variety of areas. Unlike the prior evaluation, the resource is herein evaluated as a "site," which is defined in the National Park Service's (NPS) National Register Bulletin 15 as, "...the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic, cultural, or archaeological value regardless of the value of any existing structure."⁸⁹

25 The site is significant under Criterion A at both a local and state level in the areas of Agriculture (state), Commerce (state), Community Planning and Development (local), Ethnic Heritage: Asian (state), Military (state), Politics/Government (state), Social History (state), and Other: Wartime Internment Camp (state). It is strongly associated with Portland's historic status as a center of trade and the nexus for a wide agricultural hinterland. It is

⁸² Metropolitan Exposition-Recreation Commission, *Expo Center Expansion*, 6.

⁸³ Metropolitan Exposition-Recreation Commission, *Expo Center Expansion*, 5.

⁸⁴ Metropolitan Exposition-Recreation Commission, *Expo Center Expansion*, 6.

⁸⁵ Rosalind Keeney, "Portland Metropolitan Exposition Center, Pacific International Livestock Association Buildings," Section 106 Documentation Form, 2009. Oregon Historic Sites Database.

⁸⁶ Keeney, "Portland Metropolitan Exposition Center," 8.

⁸⁷ In full: "The passage of time, changing perceptions of significance, or incomplete prior evaluations may require the agency official to reevaluate properties previously determined eligible or ineligible."

⁸⁸ Wyatt, *Japanese Americans in World War*.

⁸⁹ National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation* (Washington D.C.: National Park Service, 1997), 5.



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5 also representative of the regional development of the cattle industry and was financially supported by ranchers and cattlemen across Oregon as a central gathering and event space. As a representative outgrowth of Portland's local meatpacking industry, it speaks to the local development of a large industrial district along the North Portland Harbor. The site possesses further significance as a social gathering space for the hosting of large-scale events and expositions by residents of both northwest Oregon and southwest Washington and it is a testament to the ambition that these residents held for the ongoing development of their region.

10 The site possesses substantial additional significance at the state level for its direct association with the WWII Homefront and the incarceration program detaining Japanese Americans. It is one of only 15 Temporary Assembly Centers originally designated by the Wartime Civil Control Administration and it is the only such site in Oregon. All others were located in California, in Puyallup, Washington, and in Mayer, Arizona.⁹⁰ No other sites so directly associated with the events of Japanese exclusion are known within the state, making the Portland Assembly Center unique in its ability to speak to this period.

15 The overwhelming significance of the Portland Assembly Center in the history of Japanese exclusion in Oregon leaves the building open to special consideration despite its loss of integrity. Although no studies are known to exist that speak specifically to the registration requirements for Temporary Assembly Centers, the NPS published the *Japanese Americans in World War II* theme study in 2012 which provided guidance for evaluating the National Historic Landmark (NHL) eligibility of sites associated with Japanese Exclusion.⁹¹ In addition to contextualizing this historic event, the theme study notes that "Properties that do not appear to be eligible for NHL designation should be studied for possible National Register of Historic Places eligibility."⁹² Of the five Criteria used to evaluate NHL eligibility, the Theme Study focuses on Criterion 1, "places where nationally significant historical events occurred," which approximates Criterion A of the NRHP.

25 The nomination of the Manzanar War Relocation Center to the NRHP in 1976, and as a National Historic Landmark in 1985, set the precedent for the recognition of sites that do not meet the established standards of integrity but nevertheless possess "transcendent significance in American history."⁹³ Regarding Temporary Assembly Centers, the study states that:

30 A historic building that has been engulfed by later development may have lost its setting, as well as the feeling and association of the historic times. Because many of the assembly centers were located in more urban areas than the relocation centers, the change over time of the broader location, including the viewshed, is expected and will have a less significant impact than at other sites. Nevertheless, the immediate setting should bear some resemblance to the original function (such as a fairground). The least significant of these properties are sites that have extensive post-war construction, such as malls and subdivisions.⁹⁴

⁹⁰ Wyatt, *Japanese Americans in World War*, 61.

⁹¹ Barbara Wyatt, ed., *Japanese Americans in World War II* (Washington DC: US Department of the Interior, National Park Service, 2012).

⁹² Wyatt, *Japanese Americans in World War*, 109.

⁹³ Wyatt, *Japanese Americans in World War*, 94.

⁹⁴ Wyatt, *Japanese Americans in World War*, 97.



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The study continues:

5 Assembly centers may be eligible under Criterion 1 if they were the setting of an exceptionally historic event associated with the process of confining Japanese Americans in response to the Civilian Exclusion Orders. Particularly notable would be events that influenced the treatment of detainees, that resulted in detainee resistance, or that resulted in important legal decisions. An assembly center that became a relocation center, notably Manzanar, may be significant for its dual role of assembly and relocation center. The assembly centers are not as likely to be eligible for National Historic Landmark designation as the relocation centers, which were built specifically for the confinement function, were occupied for a much longer period of time, and, for this reason, generally had a more profound effect on the lives of Japanese Americans during World War II.⁹⁵

15 Ultimately, it is clear that the Portland Assembly Center is not eligible for listing as an NHL. However, the resource is a rare example of its property type, and this, along with its transcendent importance in the context of state history, outweighs the negative impact of its serial alterations since the end of Japanese incarceration. The NPS's National Register Bulletin 15 states that a comparison with similar resources is "important to consider when evaluating the integrity of a property that is a rare surviving example of its type. The property must have the essential physical features that enable it to convey its historic character or information. The rarity and poor condition, however, of other extant examples of the type may justify accepting a greater degree of alteration or fewer features, provided that enough of the property survives for it to be a significant resource."⁹⁶

20 The Portland Assembly Center retains sufficient essential physical features to convey its significance. Character-defining features of the site include the essential physical features of Halls A, B, and C that date to the period of significance: the halls' linear double-height massing, low-pitched gable roofs, open interior spaces, central street entry onto Marine Drive, and materials including exposed heavy timber framing, masonry and wood crib wall structures, and the intact multilight windows in the roof monitors. Additionally, character-defining features of the site are those aspects of setting and location that were conducive to its selection as an assembly center: namely

25 the site's flat topography; orientation along the Columbia River; views of North Portland Harbor and the Columbia River Levee; proximity to nearby population centers and transportation infrastructure including the roadway, waterway, and rail lines; its semi-industrial land use, which allowed for immediate availability of energy and water; and its spatial arrangement including the open east half of the site and covered space for shelter and recreation.⁹⁷

30 The resource possesses integrity of location for the continued presence in its original location adjacent to Marine Drive West. The integrity of the site's mixed industrial and rural setting is also intact. The site's integrity of association is also intact through its continued use in large-scale private and public events. The resource retains

⁹⁵ Wyatt, *Japanese Americans in World War*, 98.

⁹⁶ DeWitt, *Final Report, Japanese Evacuation from the West Coast*, 151; National Park Service, *National Register Bulletin 15*, 47.

⁹⁷ DeWitt, *Final Report, Japanese Evacuation from the West Coast*, 151; National Park Service, *National Register Bulletin 16: How to Complete the National Register Registration Form* (Washington D.C.: National Park Service, 1997), 32.



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5 little of its integrity of design, workmanship, materials, or feeling. As a rare example of its property type, despite alterations to the resource’s integrity, the Portland Assembly Center maintains essential character-defining features to the extent that it can convey its multiple areas of significance. The Portland Assembly Center possesses exceptional importance in the context of state history and is the only location within the state of Oregon that conveys the horror of Japanese incarceration. As such, the Portland Assembly Center is recommended eligible for the NRHP under Criterion A in the areas of Ethnic Heritage-Asian: Japanese, Military, Politics/Government, Social History, and Other: Wartime Internment Camp. The site’s period of significance is limited to 1942, corresponding to the period of incarceration of Japanese Americans.

10 The Portland Assembly Center does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

15 As originally designed, the Portland Assembly Center would have been significant under Criterion C, at a local level of significance, in the area of architecture. The Portland Assembly Center was an example of a large-scale exhibition hall in the Georgian Revival style. The period of significance for this Criterion is 1919, the year of the building’s construction. The subsequent alterations, however, to the building’s integrity of design, materials, workmanship, and feeling, have diminished its ability to convey its significance under this criterion.

In its current state, the building does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

20 The Portland Assembly Center is not currently associated with known archaeological sites. It is not currently significant under Criterion D.

In summary, WillametteCRA recommends the Portland Assembly Center eligible for listing in the NRHP under Criterion A with an overall period of significance of 1942. The resource is recommended not eligible under Criteria B, C, or D.



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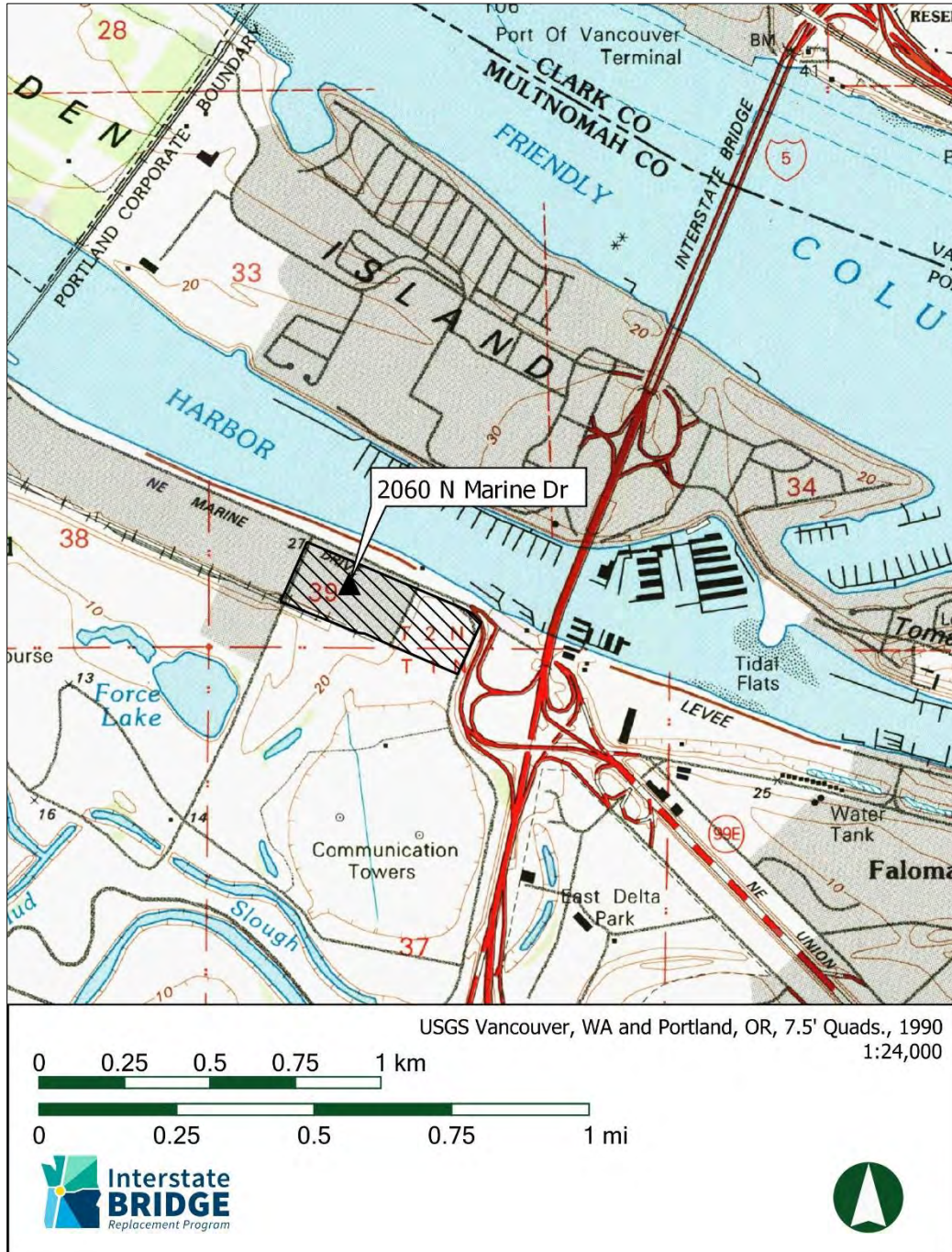


Figure 2. Location map of the Portland Assembly Center, Portland, Multnomah County, Oregon.

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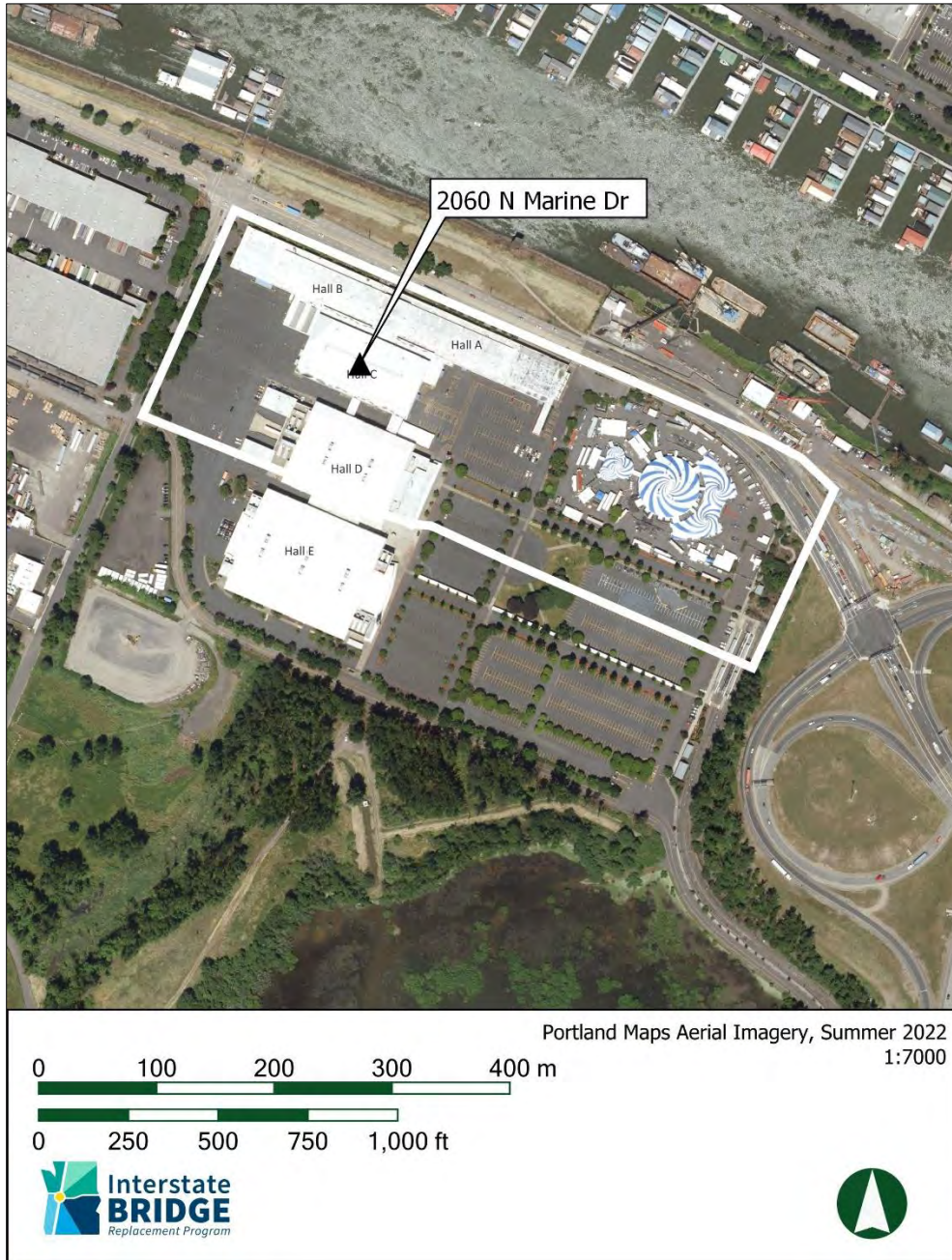


Figure 3. Aerial image of Portland Assembly Center, showing recommended NRHP boundary in white.

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Figure 4. Contemporary 3D model of Portland Assembly Center from aerial flyover, view facing west. View includes all halls (IBR/Bentley Systems May 26, 2022).

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Figure 5. Contemporary 3D model of Portland Assembly Center from aerial flyover, view facing northeast. View of garage entrance to Hall C (IBR/Bentley Systems May 26, 2022).

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Figure 6. Contemporary 3D model of Portland Assembly Center from aerial flyover, view facing southwest. View includes lobbies attached to Halls D and E (IBR/Bentley Systems May 26, 2022).

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Figure 7. Contemporary 3D model of Portland Assembly Center from aerial flyover, view facing east. View of Halls D and E (IBR/Bentley Systems May 26, 2022).



5 Figures 8–10. Aerial images of the center from summer 1999, 2000, and 2001 documenting the removal and replacement of Hall D (PortlandMaps 2023).

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Figure 11. Black and white aerial image of the Portland Assembly Center, 1943, showing the recommended NRHP Boundary in white (Portland Maps).

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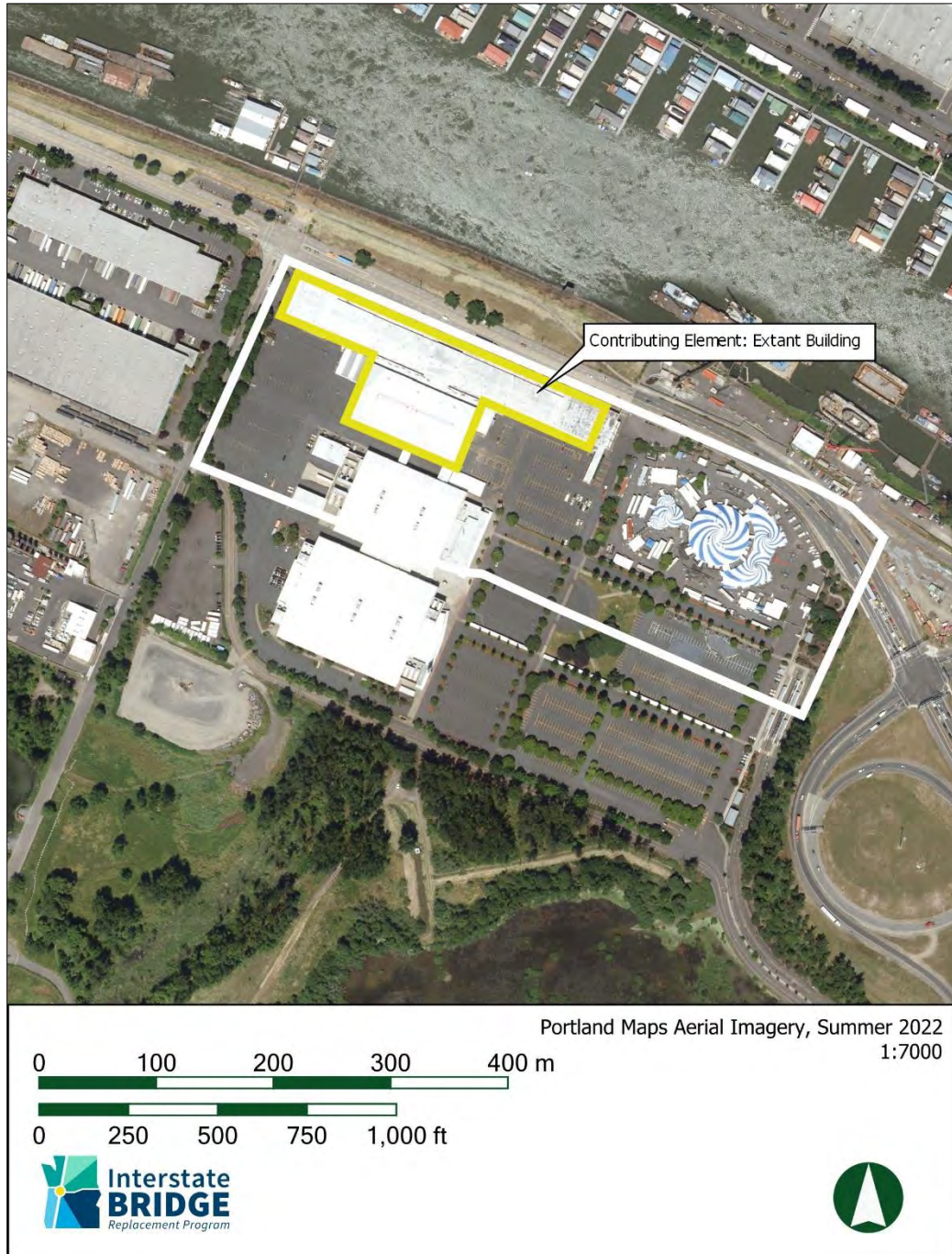


Figure 12. Aerial image of Portland Assembly Center, showing recommended NRHP boundary in white and contributing element in yellow.

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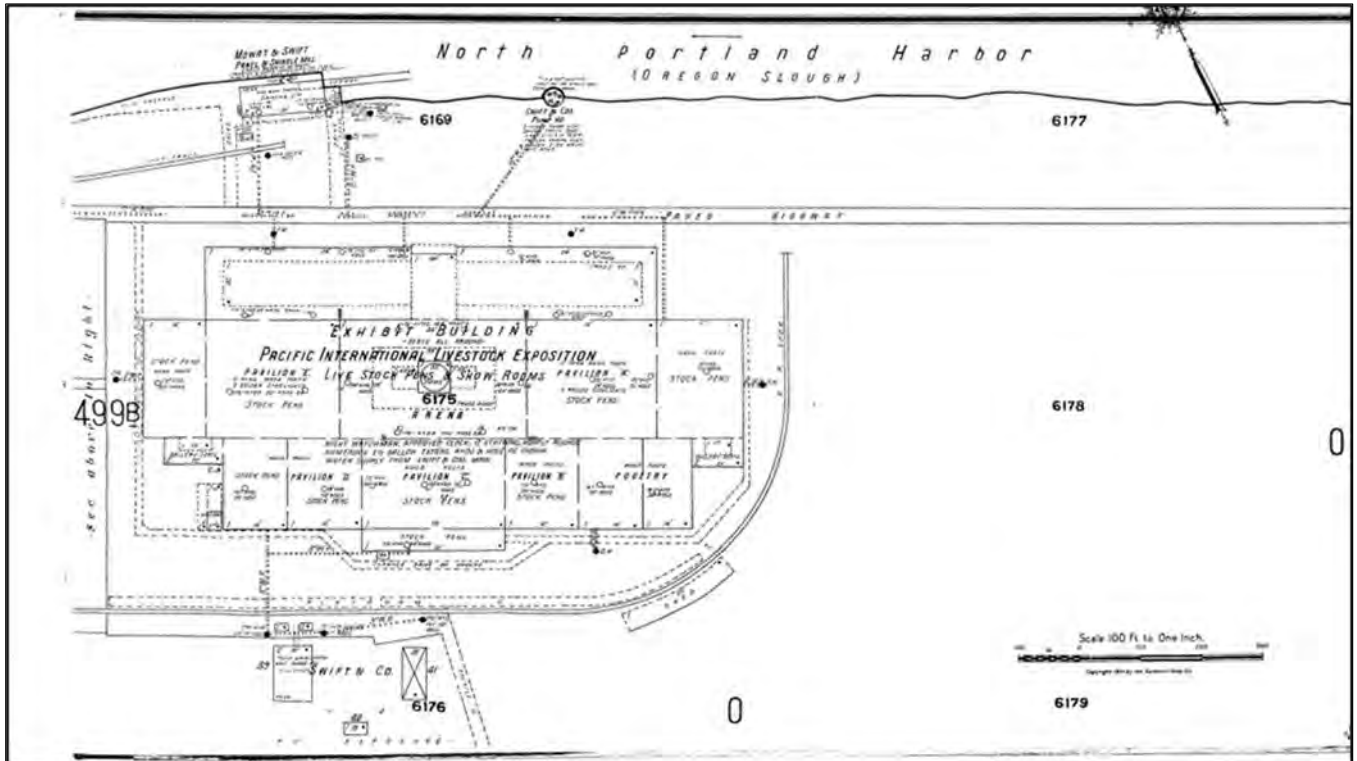


Figure 13. Section of a Sanborn Map Including the Portland Assembly Center (Sanborn Map Company, *Portland* [1924-1928], 499b).

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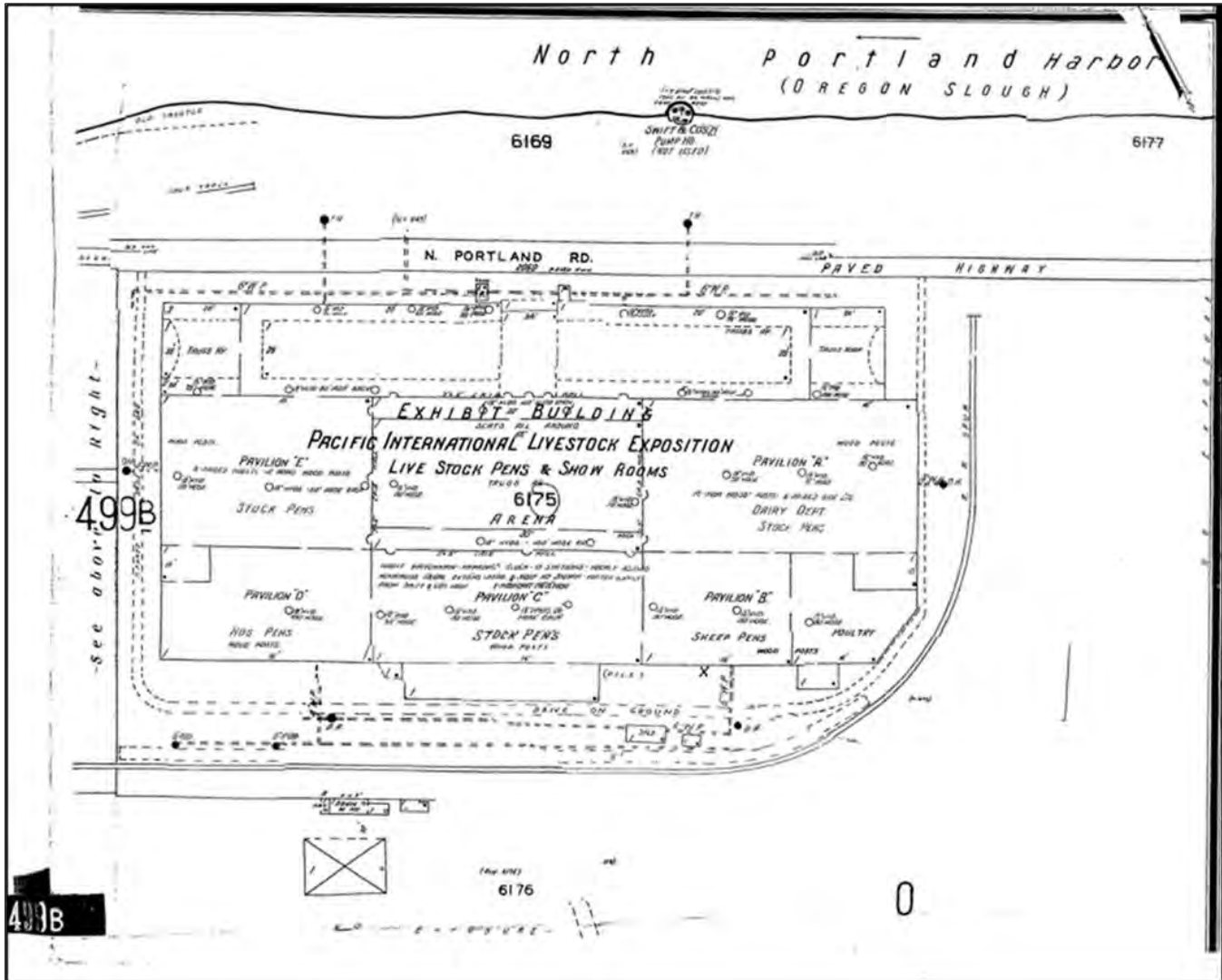


Figure 14. Section of a Sanborn Map Including the Portland Assembly Center (Sanborn Map Company, *Portland* [1908-1950], 499b).

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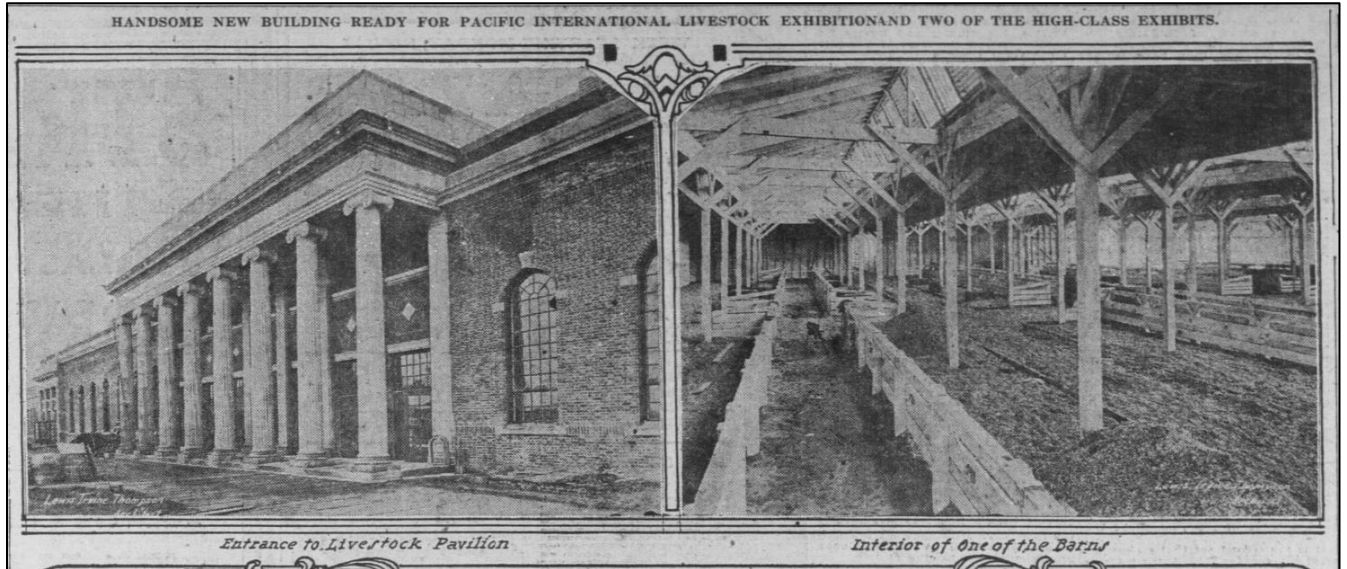


Figure 15. Images of the completed structure, published in *The Oregonian* shortly before the building's official opening (*The Oregonian* [Portland, Oregon] November 16, 1919).



5

Figure 16. Image of the north elevation of the completed structure published upon completion (*The Oregonian*, [Portland, Oregon] January 1, 1920, 12).

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Figure 17. *The Oregon Journal's* coverage of the fire, July 1924 (*The Oregon Journal*, [Portland, Oregon] July 24, 1924, 6).

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Figure 18. Temporary Japanese American detention center being built along North Marine Drive in front of the Pacific International Livestock Exposition building, April 6, 1942 (Oregon Historical Society, *Al Monner Collection*, 2023).

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Figure 19. Aerial image of the Portland Assembly Center, facing south. Halls A, B, and C are visible (DeWitt, *Final Report, Japanese Evacuation from The West Coast*, 173).

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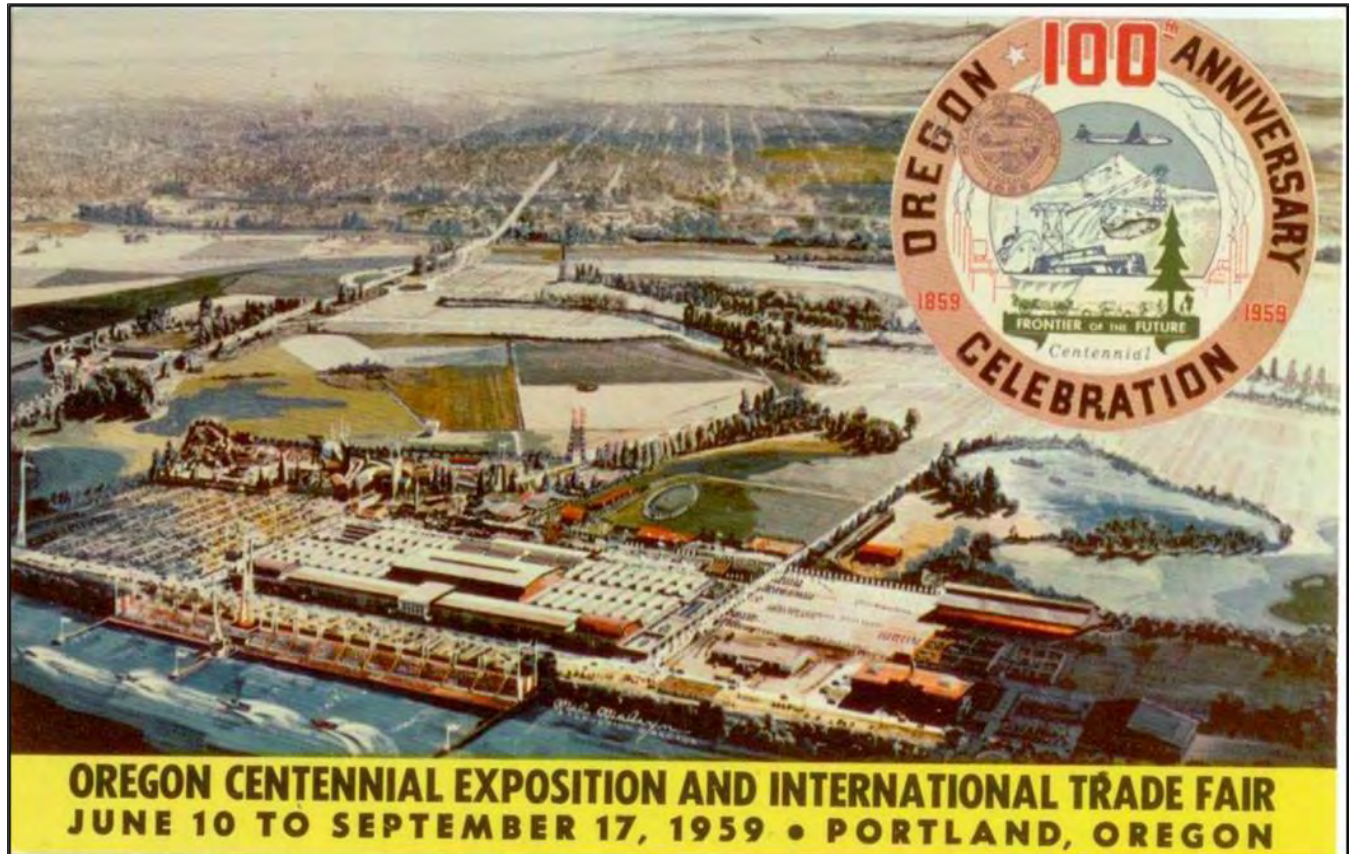


Figure 20. Postcard commemorating the 1959 Oregon Centennial Exposition. Halls A, B, and C are visible (Crocker, ebay.com 2023).

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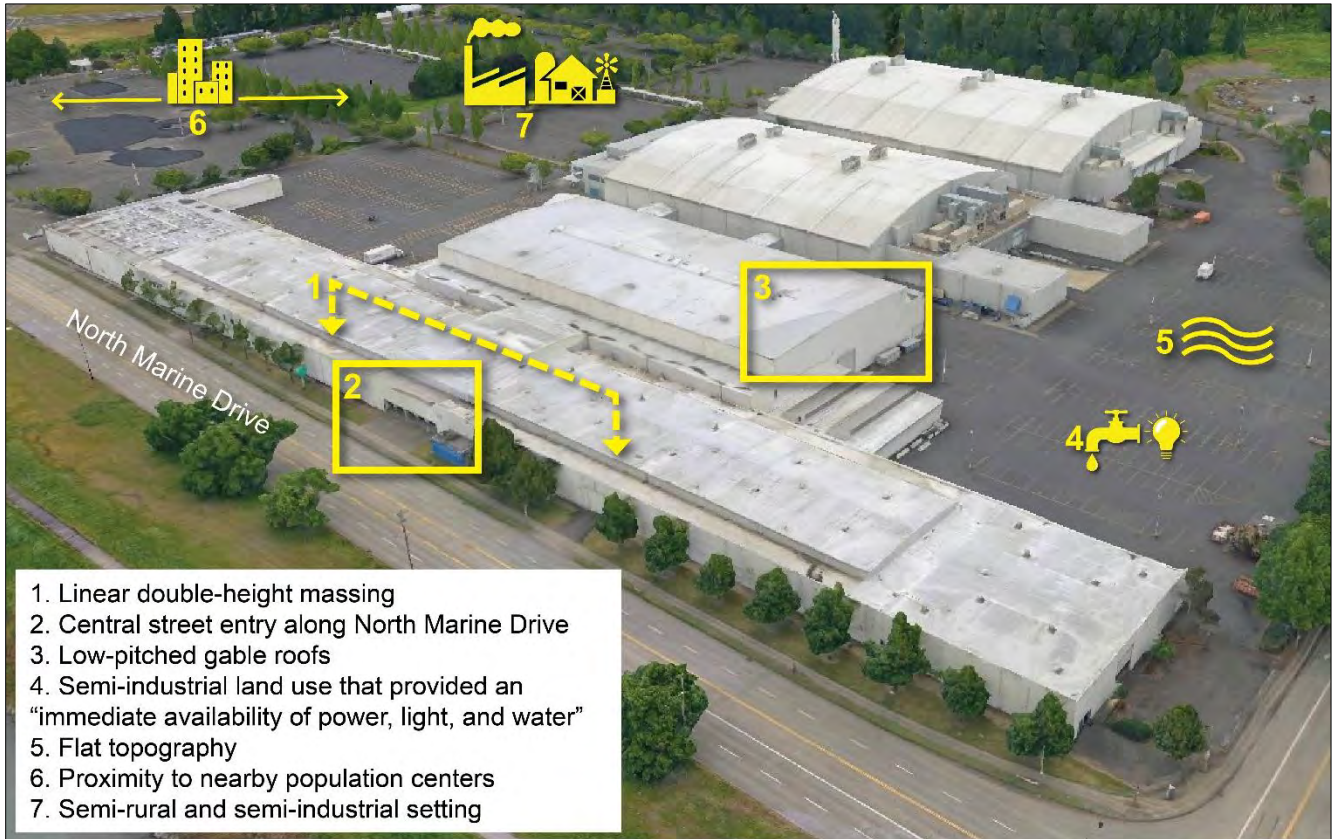


Figure 21. Diagram of character-defining features, overlaid on a contemporary 3D model of Portland Assembly Center from aerial flyover, view facing southwest (IBR/Bentley Systems May 26, 2022).

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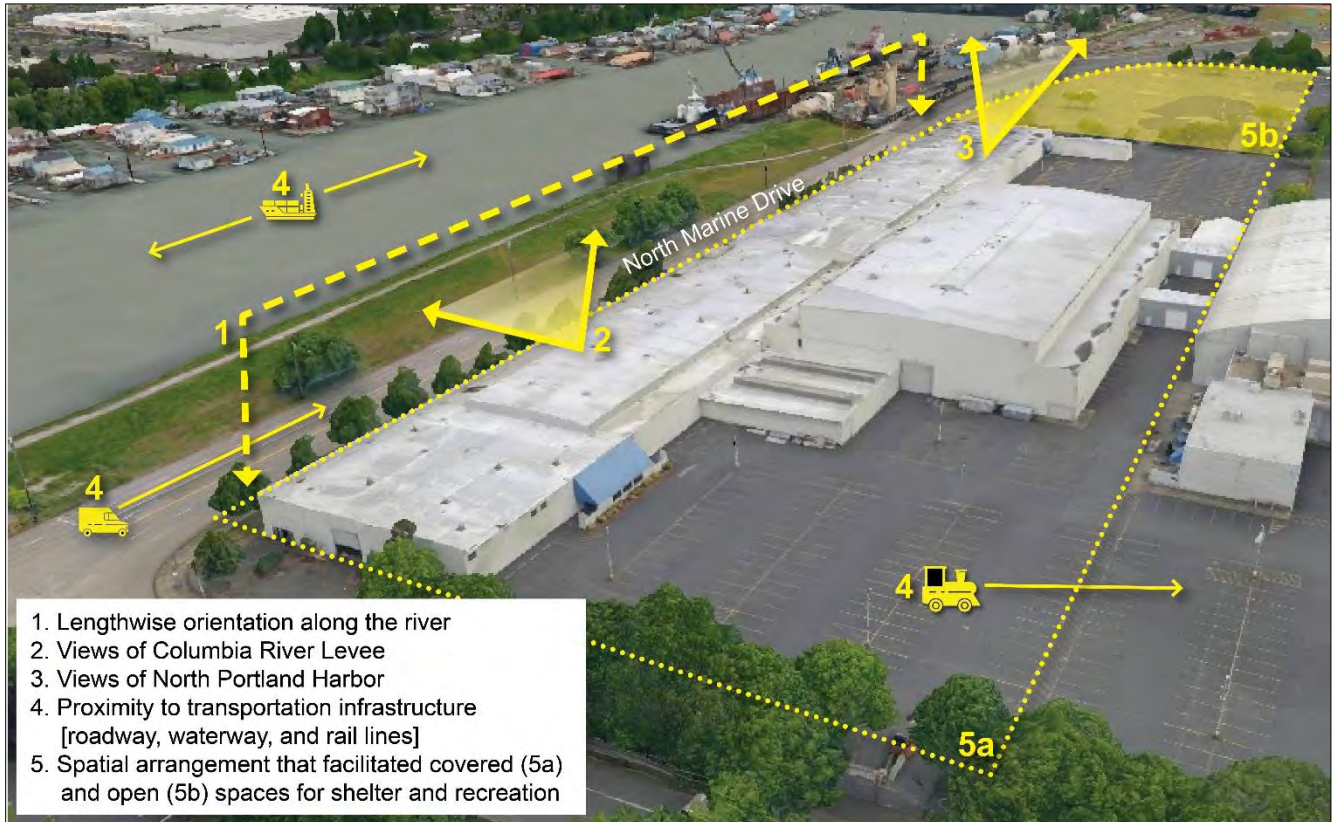


Figure 22. Diagram of character-defining features, overlaid on a contemporary 3D model of Portland Assembly Center from aerial flyover, view facing northeast. (IBR/Bentley Systems May 26, 2022).

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Figure 23. Diagram of character-defining features, overlaid on a photograph of the interior of Hall C (Columbia River Images, 2016). Note that the building's interiors have not substantially changed since this photo was taken in 2016.

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Figure 24. Diagram of character-defining features, overlaid on a photograph of the interior of Hall A (Columbia River Images, 2016). Note that the building's interiors have not substantially changed since this photo was taken in 2016.



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Property Name: Montgomery Ward Automotive Center (Duluth Trading Co.) (OR 102)	SHPO Resource ID: TBD
Street Address: 12300 North Parker Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C -00400, 2N1E33 -00100	Plat Block Lot: TL 400
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.612607° Longitude -122.680828°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / specialty store	Construction Date: 1972
Historic Use: COMMERCE/TRADE / specialty store	Alterations & Dates: 1980–1986, porte-cochère removed 1980–2009, cladding replaced, side garage entrance in-filled, and windows at corners in-filled. 2015–2018, bulkhead removed, false front added, cladding and windows replaced.
Architectural Classification / Resource Type: Other: Postmodern / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - Shopping Center	
Window Type & Material: Fixed & Aluminum	Exterior Surface Materials: Primary: Concrete - Block (CMU) Secondary: Wood - Vertical Boards and Drop Siding Decorative: Stone - Ashlar/cut	
Roof Type & Material: Flat with Parapet		
Structural System Type: Post and Beam	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
Styles: Not Discernable	Category:	Change Level:
	Plan	Moderate
	Windows	Extensive
Register Status: Not listed	Cladding	Extensive
	(Other)	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. Montgomery Ward Automotive Center Building, west and south elevations, view facing northeast (WillametteCRA January 22, 2024).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

Note: The building footprint is oriented approximately twenty degrees off truth north. For the purposes of this description, the front of the building is referenced as west, and the rear of the building is referenced as east.

5 The Montgomery Ward Automotive Center Building at 12300 North Parker Avenue is a Postmodern style commercial building located on Hayden Island in Portland, Multnomah County, Oregon. It is situated on the east side of the island approximately 1000 feet south of the island's north shoreline and approximately 440 feet west of Interstate 5 (I-5) (Figure 2). The tax lot is a mid-block parcel located between North Hayden Island Drive and North Tomahawk Island Drive (Figure 3).

10 The area around the Montgomery Ward Automotive Center Building is part of a commercial belt that covers much of the eastern half of Hayden Island. Bisected by I-5, the area is overlaid by a curvilinear network of local streets that provide vehicular access to the Jantzen Beach Mall along with a variety of other low-rise commercial developments. The footprints of nearly all these developments occupy only a small portion of the tax lot while the remainder is occupied by paved parking, often outlined by landscaped medians. Although the area near the shoreline of Hayden Island possesses views of the Columbia River, the North Portland Harbor (the Oregon Slough), and the Cascade Mountain Range, the areas in the center of the island are defined by views only of adjacent developments and landscaped planting strips.

15 The building is located on a tax lot that is highly irregular in shape and excludes the surrounding paved parking areas, which are a part of the tax lot of Jantzen Beach Shopping Center. These parking areas are adjacent to the building on its north, west (primary), and south elevations while North Center Avenue runs adjacent to the building's east (rear) elevation. The lot includes the principal building lined with a concrete walkway on portions of its west, north, and south elevations as well as a paved area around the building's southeast corner. A public sidewalk lined with trees also runs along the east edge of the lot (Figure 3).

20 The building possesses an irregular plan consisting of a large rectangular core with three rectangular projections. The building's widest extents are approximately 150 feet from east to west and approximately 170 feet from north to south. The largest of the three projections is on the building's west elevation and contains the building's main entrance and display windows. The projection at the building's northeast corner is a covered waste area (Figures 9 and 10). The third projection, near the building's southeast corner, is several feet lower in height than the rest of the building and likely contains mechanical equipment (Figures 1, 7, and 9). The roof is flat with a variable-height parapet.

25 The walls of the building are clad with a variety of materials. The entire east elevation and portions of the north, south, and west elevations feature split-face concrete blocks (CMUs) (Figures 1 and 4–8). The projecting primary entrance on the west elevation and the projecting covered trash area on the north elevation feature vertical imitation wood boards, imitation wood drop siding, and ashlar stone wainscoting and piers (Figures 4 and 6). The primary entrance consists of two sets of anodized, aluminum-frame, glass double doors divided by a narrow concrete block pier, each flanked by sidelights and topped with transoms. Additional storefront display windows are located on both sides of this entry. All fenestration is fixed with anodized aluminum frames. Other details include sloped vinyl awnings and a false front above the entry doors and display windows (Figure 4).



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The interior was not accessible at the time of survey; however, recent customer photographs reveal a largely open floor plan with racks and shelves below an exposed wood-frame ceiling supported by steel posts. Flooring is linoleum tile and the perimeter walls are gypsum board (Figure 11).

5 The building has been extensively altered since its original construction. The original porte-cochère on the building's west elevation was removed between 1980 and 1986 (Figures 14 and 15). The storefront windows on the corners of the building's west projection were infilled with wood panels and the garage entries on the north and south elevations were infilled with CMUs by 2009 or earlier (Figure 16). The original bulkhead that wrapped around the north, south, and west sides of the building's west projection was removed, and the remaining original 10 milled aluminum windows and entry doors were replaced with anodized aluminum between July 2015 and October 2018 (Figures 17 and 18). At this time, a false front was installed above the building's primary entry doors and storefront display windows. Vertical imitation wood boards and horizontal drop siding, as well as ashlar stone wainscoting and piers, were added onto and around the false front, entry, windows, and trash enclosure.

Boundary Description

15 The Montgomery Ward Automotive Center Building is set on a single tax lot (2N1E34C -00400) which includes its footprint, the surrounding concrete walkway, and some paved areas. Its associated parking areas, however, are contained within the much larger and adjacent/surrounding tax lot (2N1E33 -00100) which also contains the majority of the Jantzen Beach Shopping Center. Since the surrounding parking areas are associated with the building, the recommended National Register of Historic Places (NRHP) boundary contains them along with the building footprint, surrounding concrete walkway, and paved areas (Figure 3).

INTEGRITY

25 As a result of extensive alterations to its interior and exterior since its construction, The Montgomery Ward Automotive Center Building no longer possesses integrity. The building's original drop wood siding has been replaced, the original bulkhead has been removed, several of the original window and garage door openings have been in-filled, all of the original milled aluminum windows and doors have been replaced, and the plan has been altered by the removal of the porte-cochère. Although the building has remained in its original location, its setting, while remaining commercial, has changed with new, nearby construction across North Hayden Island and North Tomahawk Island Drives to the north and south and across North Parker Avenue to the west, as well as by the alteration of the path of North Tomahawk Island Drive to the south (Figures 3 and 14).

30 Ultimately, the Montgomery Ward Automotive Center Building retains its integrity of location and some of its integrity of setting, but its integrity of design, materials, workmanship, feeling, and association have been diminished or lost altogether.

STATEMENT OF SIGNIFICANCE

35 The Montgomery Ward Automotive Center Building is located on the east half of Hayden Island, west of I-5. Hayden Island was originally developed as an extensive bathing resort known as Columbia Beach in 1915 and later expanded into the Jantzen Beach Amusement Park in the 1920s. After the amusement park entered a period of decline starting in the 1950s, Hayden Island Amusement Company (later renamed Hayden Island, Inc.) began focusing on residential and commercial development around the amusement park. Starting in 1957, moorages for up to 200 floating homes were constructed on Jantzen Beach west of the Interstate Bridge as well as moorages



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for smaller pleasure boats on Jantzen Beach east of the bridge.¹ More extensive developments followed under the direction of Leslie “Les” Buell (1919–2013) who joined Hayden Island, Inc. in 1962.² After closing the amusement park in 1970, Hayden Island, Inc. redeveloped the site as a shopping center in 1980.³ The \$50 million redevelopment also included a 200-unit motel (Thunderbird Motel), a theater, and 1,181 additional units of housing.⁴ Other structures, in addition to the Montgomery Ward Automotive Center Building, were constructed in the vicinity of the shopping center during the amusement park’s redevelopment, including additional moorage for floating homes and marine vessels on Jantzen Beach and on neighboring Tomahawk Island.⁵

The Hayden Island “Look”

Completed by August 1972, the Montgomery Ward Automotive Center Building was most likely developed by Hayden Island, Inc. for its first tenant, Montgomery Ward Automotive Center, an accessory business to Montgomery Ward’s larger department store within the Jantzen Beach Shopping Center.⁶ Images of the building, the larger department store, and another Montgomery Ward Auto Center in California suggest that the subject building was originally designed in Montgomery Ward’s corporate style, which was then modestly adapted to the branded corporate style of Hayden Island, Inc., referred to as “the Northwest look” by company officials (Figures 20 and 21).

The “look,” in essence, was an adaptation of then-current architectural trends since termed Northwest Regionalism.⁷ Northwest Regionalism was a style popular in Oregon and Washington starting in the 1930s that blended the austerity of International Style architecture—sleek lines, lack of ornamentation, strategic use of glass, and open floor plan—with the minimalism of traditional Japanese architecture and the warmth of locally sourced materials such as cedar, pine, fir, and stone.⁸

The Hayden Island “look” evolved through the use of sprawling, low-slung building forms, capped with distinctively shaped roofs. Additionally, the use of specific materials and details, such as round wood piling, glulam beams, large expanses of glass, rough-sawn wood siding on the building exteriors, and wood shingles on the roofs helped tie all of the Hayden Island, Inc. properties together visually. One notable feature on several properties was wood plank siding, which was variably laid horizontally, vertically, or diagonally. The general

¹ Lawrence Barber, “River Ramblings: More Boat Ramps, Moorages Due Soon,” *Oregonian* (Portland, OR), March 11, 1957, 11.

² Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, (Portland, OR: WillametteCRA, 2023), 127–135; “Hayden Corp. Deserts Its Island Boundaries,” *Oregonian* (Portland, OR), July 17, 1983, E1; “Leslie Woodrow Buell,” (obituary), *Oregonian* (Portland, OR), January 6, 2013. Accessed March 17, 2023. <https://obits.oregonlive.com/us/obituaries/oregon/name/leslie-buell-obituary?id=24767084>.

³ Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, 127–135.

⁴ “Hayden Island To Grow,” *Oregon Journal* (Portland, OR), April 8, 1968, 23.

⁵ Alsobrook, et al., 150–157.

⁶ “Newest,” *Oregon Journal* (Portland, OR), September 28, 1972, 10.

⁷ “Less Than Year Old, Center Still Growing,” *Oregon Journal* (Portland, OR), August 9, 1973, 48.

⁸ “Paul Thiry: The Father of Pacific Northwest Modernism,” *Atomic Ranch*. Accessed May 22, 2023. <https://www.atomic-ranch.com/modernist-index/paul-thiry/>; Joe Barthlow, “Meet Builder Robert Rummer,” *Eichler Network*. Accessed May 22, 2023. <https://www.eichlernetwork.com/article/meet-builder-robert-rummer/>; Hope H. Svenson, “Portland Modern: The Northwest Architecture of Van Evera Bailey,” *Oregon Historical Quarterly* 112, no. 4 (2011): 434–61. <https://doi.org/10.5403/oregonhistq.112.4.0434>.



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architectural style of the buildings on Hayden Island was described in contemporary newspapers with a wide range of adjectives, including “low profile marine Northwest,” and “contemporary.”⁹

The corporate look of the Montgomery Ward Automotive Center Building was adapted to this style through the use of drop wood siding (locally sourced materials) on its porte-cochère and heavy overhanging bulkhead. However, because of more recent changes, namely the removal of the building’s porte-cochère and bulkhead, added false front, recladding with imitation wood, and in-filled windows, the building no longer has a discernible style.

Montgomery Ward¹⁰

Aaron Montgomery Ward (1843–1913) originally established “Montgomery Ward & Company” as a mail-order business in 1872 in Chicago, Illinois. The company grew quickly and established a nationwide network of large distribution centers from which it shipped tens of thousands of products featured in its catalogs. For most of the twentieth century, the company competed fiercely with the mail order business of Sears, Roebuck and Co., founded in 1892. Montgomery Ward first arrived in Portland in 1913 and established its Western US headquarters and distribution center there in 1920.¹¹ During the 1920s, Montgomery Ward rapidly opened retail stores across the country with retail service offered at its Western US headquarters in Portland as early as 1922.¹² By the end of the 1930s, it had become the country’s largest retailer. Although a precise date is unknown, it was during this period of growth that Montgomery Ward began offering automotive services in conjunction with its retail business. The Montgomery Ward Automotive Center at 2775 Fourth Street in Santa Rosa, California, is the earliest known example, already in operation by 1940 (Figure 19).

Anticipating a recession after World War II, Montgomery Ward made the ultimately short-sighted decision not to resume retail business expansion, which allowed Sears to outcompete them in the 1950s. Montgomery Ward finally executed a turnaround under new management in 1961 after which it streamlined its operations and resumed expansion. In 1971, Montgomery Ward contracted with Hayden Island, Inc. to be the first retail tenant of the soon-to-be-constructed Jantzen Beach Shopping Center.¹³ However, the company began to scale back its operations in the following decade, namely by ceasing its mail-order operations in 1985. It also appears to have closed the Montgomery Ward Automotive Center around this time based on aerial imagery, which indicates the removal of the building’s porte-cochère (Figures 14 and 15). After a series of ill-fated acquisitions, a failed attempt to restart its mail-order business, and generally struggling to compete with other large retailers like Target and Walmart during the 1990s, the company filed for bankruptcy in 1997. On December 28, 2000, the company

⁹ Leonard Bacon, “Hayden Island project to offer city within city,” *Oregonian* (Portland, OR), April 16, 1972, 72; Ed Goetzl, “Pleasure Boating,” *Oregon Journal* (Portland, OR), August 4, 1972, 29; “Less Than Year Old, Center Still Growing,” *Oregon Journal* (Portland, OR), August 9, 1973, 48.

¹⁰ Unless otherwise cited, this section is sourced from John Steele Gordon, “The Perils of Success,” *American Heritage*, Vol. 45, No. 3 (May/June 1994). Accessed January 23, 2024. <https://www.americanheritage.com/perils-success>; “It’s The Montgomery, Not The Ward,” *Pleasant Family Shopping* (blog), November 6, 2010. Accessed January 23, 2024. <https://pleasantfamilyshopping.blogspot.com/search/label/Jefferson%20Ward>.

¹¹ “Montgomery Ward Mail Order Plant Nearing Completion,” *Oregon Journal* (Portland, OR), May 9, 1920, 25.

¹² “Visitors to the International Livestock Exposition,” *Oregon Journal* (Portland, OR), November 8, 1922, 10.

¹³ “Ward’s To Open Hayden Island Store,” *Oregonian* (Portland, OR), June 16, 1971, 31.



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announced it would cease its remaining operations, and its Jantzen Beach department store closed two months later.¹⁴ The Duluth Trading Company, the building’s current tenant, opened its 37th store in the building in 2018. Originally founded in Duluth, Minnesota in 1989, Duluth Trading Company sells workwear, tools, and accessories in over 50 stores across the United States.¹⁵

5 National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Montgomery Ward Automotive Center Building is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

10 Based upon WillametteCRA’s evaluation of the Montgomery Ward Automotive Center Building within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the redevelopment of the Jantzen Beach Amusement Park into a shopping center in the 1970s, this association is relatively weak compared to that of Montgomery Ward’s more extensive department store within the shopping center. Therefore, the Montgomery Ward Automotive Center Building’s association with the redevelopment of Jantzen Beach
15 Amusement Park is not comparatively strong enough to meet the threshold for NRHP significance.

The Montgomery Ward Automotive Center Building does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

20 At the time of its construction, the Montgomery Ward Automotive Center Building was an example of a commercial building designed in a combination of Montgomery Ward’s and Hayden Island, Inc.’s corporate styles. However, due to extensive alterations, it no longer sufficiently embodies the distinctive characteristics of its type, period, or method of construction; represents the work of a master; or possesses high artistic values to qualify as significant under Criterion C.

25 The Montgomery Ward Automotive Center Building is also not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, the Montgomery Ward Automotive Center Building is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.

¹⁴ “Wards To Shut Its Doors,” *Columbian* (Vancouver, WA), December 29, 2000, 1.

¹⁵ Mike Rogoway, “Duluth Trading Company opens first Oregon store at Jantzen Beach,” *Oregonian* (Oregon, WA), May 18, 2018. Accessed January 24, 2024. https://www.oregonlive.com/business/2018/05/duluth_trading_company_opens_f.html; “Duluth Lore,” *Duluth Trading Company*. 2024. Accessed January 24, 2024. <https://www.duluthtrading.com/content/duluth-lore?feature=ftdl>.



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Property Name: Montgomery Ward Automotive Center (Duluth Trading Co.) (OR 102)	SHPO Resource ID: TBD
Street Address: 12300 North Parker Avenue	City, County, State: Portland, Multnomah County, Oregon

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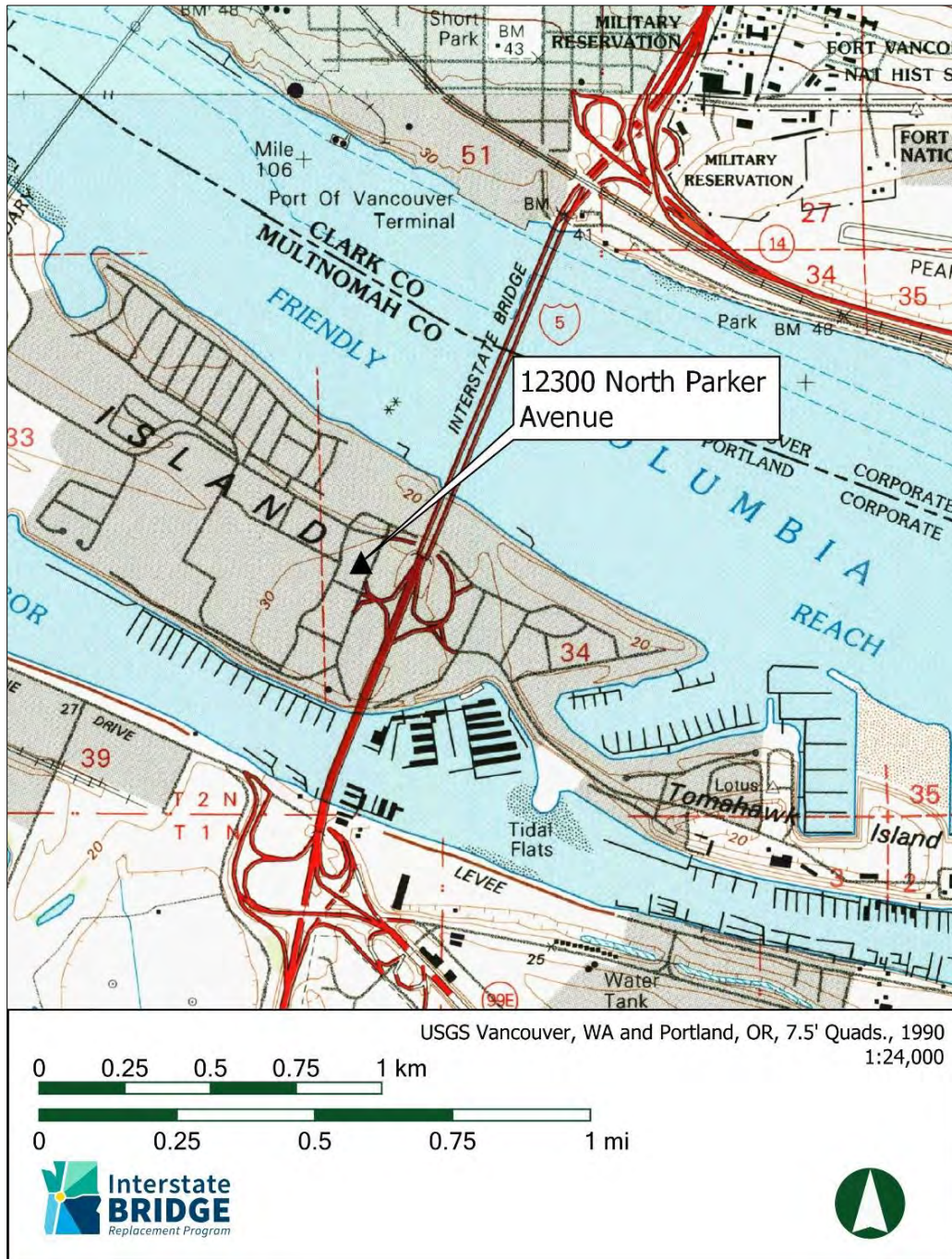


Figure 2. Location map of the Montgomery Ward Automotive Center Building in Portland, Multnomah County, Oregon.

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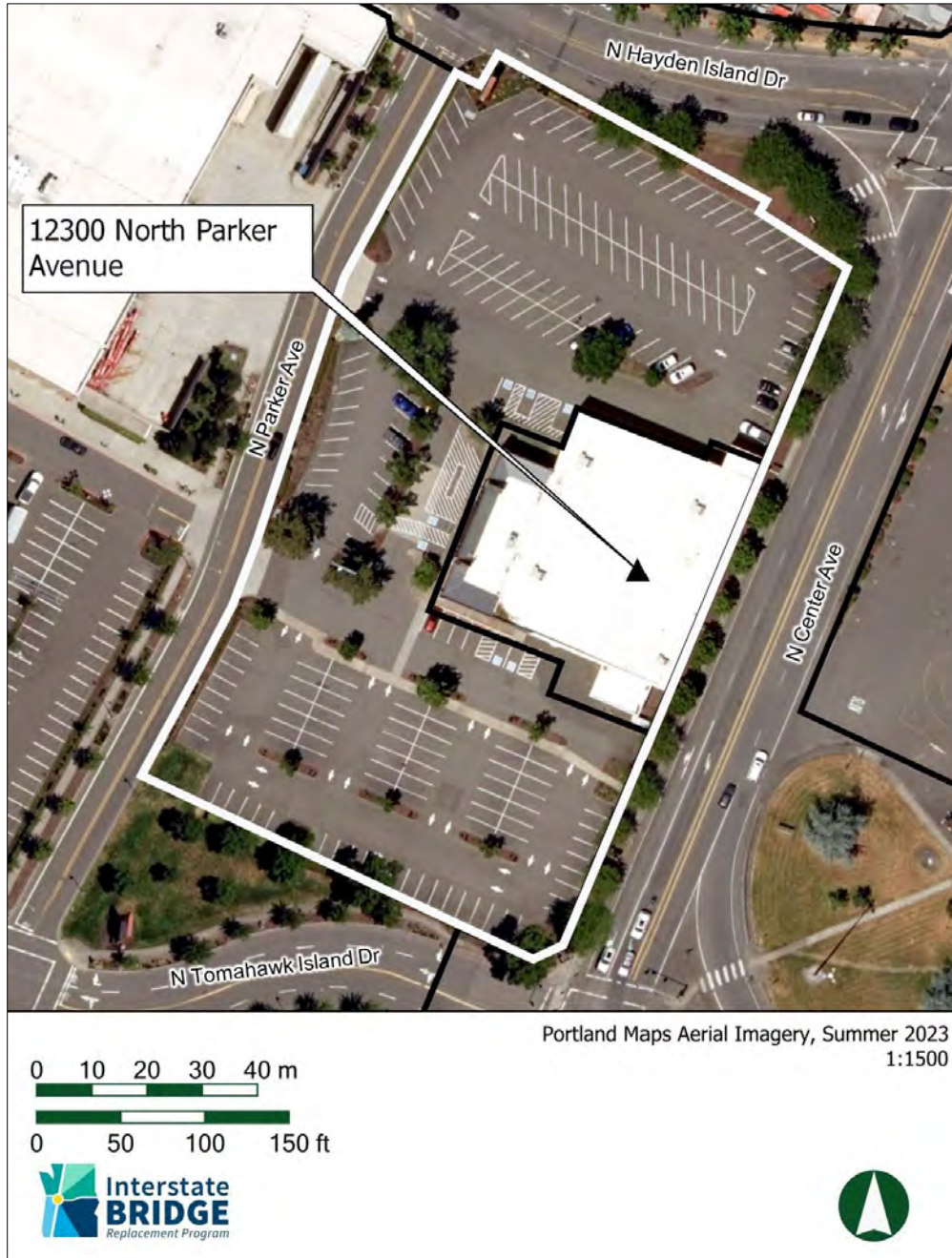


Figure 3. Aerial map of the Montgomery Ward Automotive Center building, showing the recommended NRHP boundary in white. Note the curved path of North Tomahawk Island Drive. It was originally straight as shown in Figure 14 below.

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Figure 4. Montgomery Ward Automotive Center Building, west elevation, view facing east (WillametteCRA January 22, 2024).



Figure 5. Montgomery Ward Automotive Center Building, west and north elevations, view facing southeast (WillametteCRA January 22, 2024).

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Figure 6. Montgomery Ward Automotive Center Building, north elevation, view facing south (WillametteCRA January 22, 2024).



5 Figure 7. Montgomery Ward Automotive Center Building, south elevation, view facing north (WillametteCRA January 22, 2024).

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Figure 8. Montgomery Ward Automotive Center Building, east elevation, view facing southwest (WillametteCRA January 22, 2024).

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Figure 9. Annotated aerial photograph of the Montgomery Ward Automotive Center Building (Portland Maps Summer 2023).

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Figure 10. Facing east toward the covered waste area of the Montgomery Ward Automotive Center Building (Google Streetview May 2023)

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Figure 11. Interior of the Montgomery Ward Automotive Center Building (George Scott via Google Images December 2023).

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Figure 12. Image of the Montgomery Ward Automotive Center Building shortly after its construction. Note that an original version of this photograph was viewed in a private collection and shows the bulkhead clad in drop wood siding (Oregon Journal, September 28, 1972).

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Figure 13. Bird's eye aerial view facing north toward the Montgomery Ward Automotive Center Building (right) and the main Montgomery Ward department store (left). Columbia River, Interstate Bridge, and Vancouver are in the background (City of Portland 1974).

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Figure 14. Aerial photograph of the Montgomery Ward Automotive Center Building (center). Note the straight path of North Tomahawk Island Drive marked by the arrow. Its current path is curved as shown in Figure 3 (Portland Maps 1980).

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Figure 15. Infrared aerial photograph of the Montgomery Ward Automotive Center Building (center). The arrow points to area where the porte-cochère was removed. It also appears the wood siding may have been removed by this time as well when compared to the previous image. (Portland Maps 1986).

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Figure 16. Montgomery Ward Automotive Center Building. Note the extensive alterations: original wood siding is no longer present, in-filled storefront windows and garage entry outlined in white (Google Streetview 2009).

5



Figure 17. The Montgomery Ward Automotive Center Building is in largely the same condition as the previous image (Google Streetview 2015).



Figure 18. Montgomery Ward Automotive Center Building altered once again to its present condition with the removal of the bulkhead and its replacement with a false front and addition of ashlar stone and imitation wood siding (Google Streetview 2018).

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Figure 19. An early Montgomery Ward automotive service center at 2775 Fourth Street in Santa Rosa, California (Sonoma County Library 1940).

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MONTGOMERY WARD
CENTENNIAL 2
OUR 100TH ANNIVERSARY YEAR

Jantzen Beach Center

Don't miss the excitement of our Grand Opening! Portland's most modern department store opens Wednesday! See the two huge floors stocked with quality merchandise . . . backed by Montgomery Ward's famous guarantee. Still the same famous policy today as it was 100 years ago, "SATISFACTION GUARANTEED OR YOUR MONEY BACK"

Enjoy top quality service in all departments! Visit the new Gourmet Shop for expert cooks, The Hobby Shop, The Jr. Reflections Shop for junior and petite sizes. Visit the Health Food Shop and the Buffeteria-restaurant with comfortable seating for 150. See the huge 16 bay Auto service Center. It's crammed with new equipment to make your car run better, faster and longer!

Save now! Outstanding values await you in every department! Use your Ward Charg-account . . . "charge it"! See it all today at Wards new Jantzen Beach Center. Doors open at 10:00 a.m.!

Sale prices effective at all 3 Ward stores through August 12.

1400 JANTZEN BEACH CENTER
Just take the Jantzen Beach exit from Interstate 5 from Portland or Vancouver. Plenty of Free parking.

REGULAR STORE HOURS
9:30 to 9:00 PM Monday through Friday/9:30 to 6:00 PM Saturday/12 to 5:00 PM Sunday
Phone 283-4411





2741 N.W. VAUGHN
9:30 to 9:00 PM Monday, Thursday, Friday
12:00 to 5:00 PM Sunday/9:30 to 5:30 other days/Phone 227-7631



MALL 205-9800 S.E. WASHINGTON
9:30 to 9:00 PM Monday through Friday
9:30 to 6:00 PM Saturday/12:00 to 5 PM Sunday/Phone 255-9200

**See the next 13 Pages for
GRAND OPENING
SPECIALS!** WIN \$1000 CREDIT ACCOUNT
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Figure 20. An architectural rendering of the Montgomery Ward department store at Jantzen Beach Center with a bulkhead that appears to also be clad with wood (Columbian, [Vancouver, WA] 1972).

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Figure 21. A former Montgomery Ward Automotive Center in San Bernardino, California, with a similar sign and bulkhead (Google Streetview March 2018).



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Street Address: 12348 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C-00500	Plat Block Lot: TL 500
USGS Quad Name: Portland, OR-WA	Township: 2N Range: 1E Section: 34
Coordinates: 45.612568°, -122.678892°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: TRANSPORTATION / road-related (vehicular)	Construction Date: 1959
Historic Use: TRANSPORTATION / road-related (vehicular)	Alterations & Dates: ca. 1960–1970, CMU entrance pavilion at west elevation and CMU entrance enclosure at south elevation added Unknown, former main entrance at east elevation infilled, painted metal security grilles at windows added, and window tinting film added
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Transportation

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Utilitarian	
Window Type & Material: Fixed & Aluminum; Operable & Aluminum	Exterior Surface Materials: Primary: Stucco Secondary: Concrete Decorative: Concrete - Block (CMU)	
Roof Type & Material: Flat with Eaves & Asphalt/Composition (Thermoplastic polyolefin [TPO])	Plan Type: Rectangular	
Structural System Type: Masonry - Concrete Block; Wood - Platform Frame	Changes to Structures:	
Number of Stories: 2 (with penthouse)	Category:	Change Level:
Styles: Modern	Plan	Slight
Register Status: Not listed	Windows	Slight
	Cladding	Intact
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	

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Figure 1. The Toll Administration Building (ODOT Permit Center). View facing northeast (WillametteCRA December 8, 2021).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

The Toll Administration Building, also known as the Oregon Department of Transportation (ODOT) Permit Center, is a two-story building with a penthouse located on Hayden Island in Portland, Multnomah County, Oregon (Figures 2 and 3). The building has a rectangular footprint that measures 40 feet wide by 72 feet long. The long axis of the building is oriented along a southwest to northeast alignment which is roughly parallel to the Interstate 5 centerline immediately to the east of the building. The first floor of the building is built into the side of a sloped embankment along the west side of Interstate 5. The exterior walls of the first floor are exposed concrete foundation walls which have been painted a creamy beige color. The second floor of the building is constructed of a wood frame and clad with stucco plaster which has also been painted a creamy beige color. The second floor is protected by a flat roof that overhangs all four walls by 3 feet 6 inches. The flat roof was originally clad with built-up material but appears to have been reroofed with a thermoplastic polyolefin (TPO) cap sheet. The penthouse is located at the northeast corner of the building and measures 20 feet by 23 feet, with the long axis of the penthouse oriented perpendicular to the long axis of the floors below. The penthouse is protected by a flat roof that overhangs all four walls by 3 feet 6 inches. The penthouse also appears to have a TPO roofing material in place like the main roof (Figures 4–9).

As originally constructed, the main entrance to the building was located at the center of the east elevation at the second floor (Figure 8). Currently, the main entrance to the building is located on the west elevation of the first floor and faces a large, asphalt-paved parking area to the west of the building (Figure 6). However, between 1960 and 1970, an enclosed entrance pavilion was constructed on the west elevation of the first floor at the former rear entrance for employees.¹ This entrance pavilion was constructed of stack bond concrete masonry units (CMU). About half the CMU are flat faced and the other half feature a raised chevron motif. The CMU with the raised chevron motif are stacked vertically with the chevrons pointing up. These CMU stacks are separated with a vertical stack of smooth-faced CMU blocks. The CMU blocks have been painted a creamy beige color. The recessed entrance features mill-finish aluminum storefront double doors with full-height sidelights on each side. This area is illuminated with a vandal-resistant commercial light fixture mounted onto the underside of the projecting flat roof. A small vestibule is beyond the outer doors and another single mill-finish aluminum storefront door leads into the public spaces on the first floor of the building (Figures 5, 6, and 7).

The exterior windows on the north, west, and south façades of the first floor are all mill-finish aluminum units in a variety of configurations. Two windows on the north elevation provide light and ventilation to a space originally constructed as an employee locker room. Each of these two windows has been covered over with a painted metal mesh security cage. There are three windows on the first-floor west elevation to the north of the entrance pavilion. The northernmost of these windows is a mill-finish aluminum awning unit with privacy glazing and provides light and ventilation to a restroom. The two other mill-finish aluminum windows provide light and ventilation to the original locker room and lunchroom spaces. Each of these windows has an operable hopper lower sash with a fixed upper sash. The large bank of four mill finish aluminum windows south of the entrance pavilion are not original and were installed by 1996.² A former garage door opening on the south elevation of the first floor has

¹ Nationwide Environmental Title Research, Aerial photograph of 12348 North Center Avenue, Portland, Multnomah County, Oregon, 1960, accessed May 30, 2023, <https://historicaerials.com/viewer#>; Nationwide Environmental Title Research, Aerial photograph of 12348 North Center Avenue, Portland, Multnomah County, Oregon, 1970, accessed May 30, 2023, <https://historicaerials.com/viewer#>.

² Philip R. McCurdy. Revised Information Building, Jantzen Beach, Highway I-5, Sheet 1 of 6, Drawing Number 96105, Philip R. McCurdy, architect, April 10, 1996. Courtesy City of Portland Department of Building Services.



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been infilled. An entrance door at this elevation has received a CMU enclosure similar to the entrance pavilion on the west elevation of the first floor (Figures 4–9).

5 The exterior windows on the four elevations of the second floor are all mill-finish aluminum units in a variety of configurations. There are two window openings on the north façade. Each of these window openings has two mill-finish aluminum windows mullied together. Each of these windows has an operable hopper lower sash with a fixed upper sash. One lower sash in each pair of windows has been modified to hold an air conditioning unit (Figures 4 and 5).

10 There are five window openings on the west elevation of the second floor. The northernmost of these openings has two mill-finish aluminum windows mullied together. Each of these windows has an operable hopper lower sash with a fixed upper sash. There are two smaller windows to the south, and each mill-finish aluminum window has an operable awning lower sash with a fixed upper sash. There are two window openings to the south of these two smaller windows. Each of these window openings has two mill-finish aluminum windows mullied together. Each of these windows has an operable hopper lower sash with a fixed upper sash (Figures 5, 6, and 7).

15 There are two window openings on the south façade of the second floor. Each of these window openings has two mill-finish aluminum windows mullied together. Each of these windows has an operable hopper lower sash with a fixed upper sash (Figures 7 and 8).

20 There are four window openings on the east façade of the second floor. Each of these window openings has two mill-finish aluminum windows mullied together. Each of these windows has an operable hopper lower sash with a fixed upper sash. All four of these window openings have been covered over with painted metal security grilles. The former recessed main entrance to the building has been infilled with a dark anodized aluminum storefront door with full-height sidelights. Finally, there are five large mill-finish aluminum windows on the exterior of the penthouse: one window is on the north elevation, three windows are on the east elevation, and one window is on the south façade. Most of the windows on the entire building appear to have reflective tinting film applied to the glass (Figures 8 and 9).

25 Alterations

30 The painted CMU entrance pavilion on the west elevation of the first floor was added between 1960 and 1970.³ The painted CMU entrance enclosure at the south elevation of the first floor appears to have been added at the same time. The garage door opening on the south elevation of the first floor was infilled by 1996.⁴ The former main entrance on the east elevation of the second floor was infilled at an unknown date. The painted metal security grilles at the windows on the north façade of the first floor and the east façade of the second floor were added at an unknown date. Finally, a reflective tinting film was applied to the windows at an unknown date.

³ Nationwide Environmental Title Research, Aerial photograph of 12348 North Center Avenue, Portland, Multnomah County, Oregon, 1960, accessed May 30, 2023, <https://historicaerials.com/viewer#>; Nationwide Environmental Title Research, Aerial photograph of 12348 North Center Avenue, Portland, Multnomah County, Oregon, 1970, accessed May 30, 2023, <https://historicaerials.com/viewer#>.

⁴ Philip R. McCurdy. Revised Information Building, Jantzen Beach, Highway I-5, Sheet 1 of 6, Drawing Number 96105, Philip R. McCurdy, architect, April 10, 1996. Courtesy City of Portland Department of Building Services.



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Boundary Description

The recommended National Register of Historic Places (NRHP) boundary of the property is defined by the historic parking lot and landscape features associated with the development of the resource. This includes the entire tax lot, plus the surrounding landscape features bounded by North Hayden Island Drive to the north, Interstate 5 to the east, the southbound Interstate 5 offramp to the south, and North Center Avenue to the west (Figure 3).

INTEGRITY

The Toll Administration Building is in its original location at Hayden Island in Portland, Oregon. It has been minimally altered since its original construction and retains all of its character-defining features including elements of its Modern style and the plate glass fenestration that allowed it to oversee toll operations to the east. The primary setting of the building consists of Interstate 5 to the east and urban development on Hayden Island to the west and south. The development around the building, as well as the adjacent toll plaza, has been changed since the end of the historic period, however, both public and private improvements have retained a scale and land use consistent with its period of significance. The concrete sidewalks immediately adjacent to the east, south, and west sides of the building appear to be in their as-built configuration. The asphalt-paved parking lot to the west of the Toll Administration Building was enlarged and expanded between 1970 and 1981 when the road circulation network on Hayden Island changed. Additionally, the Toll Administration Building continues to serve as a publicly accessible office for the same agency that initially constructed it. In all, the building retains its integrity of location, materials, workmanship, feeling, and association to a high degree while its integrity of design and setting have been only minimally diminished.

STATEMENT OF SIGNIFICANCE

History

By the 1940s, automotive traffic usage had grown so widespread that the original 1917 Interstate Bridge was becoming a bottleneck for drivers along the Pacific Highway. From 13,100 daily vehicular crossings in 1936, the bridge handled 30,747 by 1950. Boat traffic had also increased: bridge openings had doubled to 2,000 per year by 1948. Various solutions were proposed, including a plan to modify the existing bridge to give water traffic more clearance and to add a second, parallel bridge alongside the first. This plan was ultimately adopted and, when completed, the bridge would have a new total capacity for 75,000 to 80,000 vehicles per day, as well as substantial additional clearance without requiring the operation of the lift span.⁵

In November 1952, the Oregon and Washington state highway commissions held a joint meeting in Portland to discuss the construction and financing arrangements for the new bridge. The highway commissions agreed on an estimated project cost of \$11,200,000 and to impose tolls on both the 1917 Interstate Bridge and the new span. The commissioners also agreed to start the construction of the new bridge within five years.⁶

⁵ Jonathan Clarke, Vancouver-Portland Interstate Bridge, Historic American Engineering Record Written Historical and Descriptive Data, (Washington, DC: US Department of the Interior, Historic American Engineering Record, 1993), 9.

⁶ "Start Asked In 5 Years, Toll Slated," *Oregonian* (Portland, OR), November 25, 1952, 1.



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In March 1953, Oregon State Highway Engineer Robert H. “Sam” Baldock (1889–1968) announced that tolls for passenger vehicles would be fifteen cents. He estimated that the total cost of the second bridge and approaches would be \$27,000,000, with \$11,200,000 of that amount recouped from tolls within nine years and the remainder of the costs shared equally by the two states.⁷ Further details of the proposed project were publicly announced in
 5 May 1953, when *The Oregonian* published general plans of the new bridge and approaches. As originally conceived, the tolling facilities included the Toll Administration Building, (today known as the ODOT Permit Center), along with other components including a wide toll plaza and individual toll booths. Owing to geographic constraints in downtown Vancouver, the complex was placed on Hayden Island at the bridge’s southern end.⁸ The Toll Administration Building was designed by Carl Conrad Schneider (1899–1969), an architect and engineer with
 10 the Oregon State Highway Department’s Bridge Division.⁹ Preliminary design drawings for the building were completed by February 9, 1959 (Figure 16).¹⁰ Final drawings for the building were completed by May 1959 (Figure 17).¹¹

Bids for the construction of the tolling facilities at the south end of the bridges were opened in late May 1959.¹² The toll collection system was fabricated by Taller and Cooper, Incorporated, of Brooklyn, New York, at a cost of
 15 \$301,600.¹³ The \$142,600 contract for the construction of the tolling facilities was awarded to the General Construction Company of Portland in late June 1959.¹⁴ Construction of the \$80,000 Toll Administration Building was well underway by mid-September 1959.¹⁵ However, based on available documentation, it is unclear if this construction budget was part of the contract issued to the General Construction Company for the construction of the tolling facilities. Work on the building was completed in time for the start of toll collection on January 11, 1960
 20 (Figures 14 and 15). Motorists could purchase pre-paid toll tokens at the Toll Administration Building at a slight discount from the cash toll rate.¹⁶

After the opening of the new bridge, tolling continued for six years until the cost of both spans was paid off. The last toll was collected on November 1, 1966, during an elaborate ceremony commemorating the retirement of
 25 \$14.5 million in bonds. Howard Burnham (1900–1985), who along with his father Allison Burnham (1866–1939) had been in the first vehicle to cross the toll-free bridge on January 1, 1929, paid the last toll from the comfort of a Rolls Royce Silver Cloud automobile. Vancouver Mayor Albert C. Angelo, Senior (1920–2007) removed another one of the toll baskets, and Mrs. Mary Helen Kiggins McAleer (1909–1988) and Mrs. Eleanor Watson Holman Burkitt (1906–2002), who had opened both the 1917 and 1958 bridges, were on hand once again to untie the

⁷ “Proposed Toll on Bridge Brings Back Memories of Old,” *Oregonian* (Portland, OR), March 1, 1953, 20.

⁸ “One-Way Traffic, North, South Due When Interstate Bridge Built.”

⁹ Identity of Robert W. Schneider provided by Chief Historian Robert W. Hadlow with the Oregon Department of Transportation.

¹⁰ Oregon State Highway Department, Columbia River Interstate Bridge between Portland, Ore. and Vancouver, Wash., Toll Administration Building, Preliminary Design, Sheet 2 of 3, Drawing Number 14850 (Salem, OR: Oregon State Highway Department, February 9, 1959). Courtesy Oregon Department of Transportation.

¹¹ Oregon State Highway Department, Plans for Proposed Project, Toll Collecting Facilities, Portland-Vancouver Interstate Toll Bridge, Pacific Highway, Multnomah County, Oregon and Clark County, Washington, Drawing Number 15049 (Salem, OR: Oregon State Highway Department, May 1959). Courtesy Oregon Department of Transportation.

¹² “Highway Board Issues Bid Call,” *Oregonian* (Portland, OR), May 10, 1959, 27.

¹³ “Toll Collection System Bought,” *Oregonian* (Portland, OR), May 6, 1959, 15.

¹⁴ “Eugene Firm Low Bidder,” *Oregonian* (Portland, OR), July 2, 1959, 16.

¹⁵ “East Interstate Span 80 Percent Complete,” *Oregonian* (Portland, OR), September 14, 1959, 7.

¹⁶ “Toll Bridge Operation Irons Out Early Kinks,” *Oregonian* (Portland, OR), January 12, 1960, 3.



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ribbon on the new toll-free bridge crossing.¹⁷ After the ceremony, the toll booths were removed and the toll plaza on Hayden Island reconfigured (Figures 12 and 13).¹⁸

5 Following the removal of tolls on the two Interstate Bridges, the Toll Administration Building served as an Oregon tourist information center from ca. 1967 to at least 1994. The building underwent several small-scale changes during that time to increase user comfort. Today, the building houses the ODOT Motor Carrier Transportation Division’s commercial truck permit office.

Modern and International Styles

10 Originally, “Modern Architecture” was a phrase used to describe those buildings that emerged at the end of the nineteenth century that had no previous historical precedent, a direct connection with new technologies and materials, and were conscious attempts to align with contemporary social, spiritual, and artistic movements. In Europe, some of the first identifiable buildings were designed by the Austrian group “Vienna Secession,” which comprised many former pupils of Otto Wagner, author of the 1898 treatise *Moderne Architektur*; in America, the commercial “skyscrapers” of the firm Adler & Sullivan, and the residential work of Frank Lloyd Wright (1867–1959), much of which was in Chicago, shocked the American architectural elites, who were still designing in accordance with historical and classical styles. Despite its eventual coalescence into a recognizable appearance, modern architecture in the first decades of the twentieth century took many forms, including the subjective expressions of Antoni Gaudi (Spain, 1852–1926), Victor Horta (Belgium, 1861–1947), and Bruno Taut (Germany, 1880–1938), the industrial utopias of Antonio Sant’Elia (Italy, 1888–1916) and Tony Garnier (France, 1869–1948), and the articulations of plastic space associated with the De Stijl movement (Netherlands, ca. 1917–1931).

20 The novelty of “Modern” architecture was contentious, and its ideology, as well as the appearance of many of the early buildings, were debated in the popular and professional press in the early decades of the twentieth century. Stripped of identifiable style, many people rejected the aesthetic as plain and ugly. Advocates, however, demanded that architecture match the contemporaneous improvements in industrial engineering, which was motivated by function alone and characterized by its formal plasticity and constant innovation, producing technologies like airliners, steamships, and motor cars. Designers applied this same utilitarian logic to their architectural forms and embraced the authentic aesthetic possibilities of steel and reinforced concrete without regard to the artificiality of an applied “style.” New possibilities emerged from new construction assemblies: post and beam construction meant that symmetrical compositions and heavy, load-bearing masses were no longer necessary; the exterior envelope of the building, therefore, could be abstractly applied, and functional volumes arranged in asymmetrical compositions; and the mass-production of panes of glass and glass block transformed the role of the window in the façade.

35 In Europe, this alignment with industrial production took on a socialist bent, particularly after World War I, which had been a harsh awakening to the power of new technologies. Architects like J. J. P. Oud (Netherlands, 1890–1963), Ludwig Mies van der Rohe (Germany, 1886–1969), Walter Gropius (Germany, 1883–1969), and Swiss-born Le Corbusier (France, born Charles-Édouard Jeanneret, 1887–1965) defended technology’s potential to have a positive impact by using it to address man’s most urgent need, the house. Le Corbusier called for the

¹⁷ “Interstate Bridge Tolls to Disappear on Nov. 1,” *Oregonian* (Portland, OR), October 19, 1966, 1; “After Seven Years, Interstate Bridge Paid Up,” *Oregonian* (Portland, OR), November 1, 1966, 14; “Bond-Burn to End Tolls,” *Oregonian* (Portland, OR), November 1, 1966, 1; “Ribbon Snippers At 1917 Bridge Opening Participate In Ceremony Removing Tolls,” *Oregonian* (Portland, OR), November 2, 1966, 26.

¹⁸ “Toll Lifted From Bridge,” *Oregonian* (Portland, OR), November 2, 1966, 1.



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house to be a “machine for living,” and in his 1923 manifesto, *Vers Une Architecture*, he wrote: “The various classes of workers in society to-day no longer have dwellings adapted to their needs... It is a question of building which is at the root of the social unrest of to-day: architecture or revolution.”¹⁹ European architects imbued Modern Architecture with utopic ambitions, which often appeared in the form of an urban social housing tower.

5 Modernist architects also campaigned for a modern approach to city-planning, advocating for “tabula rasa” conditions, an erasure of the old city fabric, in order to create the sites for their new, rational cities. In the United States (U.S.)—despite a similar presence of sub-standard living conditions in many cities—the architectural innovation failed to have as much social resonance as in Europe. It was not until the Museum of Modern Art (MoMA) proclaimed in the 1932 exhibition “Modern Architecture” that the European experiments in modern
10 architecture had actually resulted in a recognizable style—which was dubbed, due to the lack of individual expression present in the work, “International Style”—that architects in the U.S. began to seriously consider the possibilities of a new aesthetic in architecture. In addition to the work of Oud, Mies, Gropius, and Le Corbusier, models of a few American projects were included in MoMA’s exhibition: Howe & Lescaze’s (ca. 1929–1935) Christie-Forsyth Housing Development; Richard Neutra’s (Austria, 1892–1970) the Ring Plan School; Raymond
15 Hood’s (U.S., 1881–1934) Country Tower; the Bowman Brothers’ (ca. 1928–1936) Lux Apartments in Evanston; and “House on a mesa,” an unbuilt project of Frank Lloyd Wright, who was billed as a progenitor of the younger generation.

As a style, International architecture retained features from the early experiments: asymmetrical volumetric compositions punctuated by horizontal windows; a distinct structural system, usually steel and reinforced
20 concrete; abstract elevations often covered in stucco and painted white; and a flat roof that emphasized the building’s horizontal proportion. Once codified as a style, the social importance of modern architecture’s revolutionary aims faded into deemphasis. Although modernist housing in Europe took the form of government-owned high-rises (a model known as tower-in-the-park), in America, simultaneous development in the inter- and postwar years took the form of suburban, single-family homes. Complex relationships between lending
25 institutions, borrowers, the building industry, and the popular press created an inhospitable landscape for the novelties of International Style architecture. Southern California, which had already established a reputation for architectural innovation, was the site of some of the first successful American buildings in a recognizable International style, like Richard Neutra’s Health house (1929), designed for Dr. Phillip Lovell.

In the Pacific Northwest, International Style architecture was quickly adapted to the landscape and climate, with
30 significant changes to its appearance, which were illustrated in the house Pietro Belluschi designed for his family (1936) and John Yeon’s Watzek house (1937).²⁰ When Neutra was asked to design a house for the De Graaf family in 1940, the similarities to the Health house were obvious—the composition, ribbon windows, flat roof, cantilevers, and thin structural supports—but Neutra accommodated the Northwest by using a more regional material: vertical tongue-and-groove siding instead of a stuccoed exterior. Belluschi also designed one of the first
35 American skyscrapers in the International style: the Equitable Building (now known as the Commonwealth building), a twelve-story concrete-frame building (now fourteen stories) erected in downtown Portland between 1944 and 1948, sheathed in taut aluminum with large sheets of green-tinted plate glass.²¹

¹⁹ Le Corbusier, and Etchells. *Towards a New Architecture* (1923). Mineola, NY: Dover, 1986. In later editions, the title has been translated as “Toward an Architecture.”

²⁰ See the section “Northwest Regionalism.”

²¹ For more information on Belluschi’s Equitable Building, see Leland Roth, “Equitable Building” in *The Oregon Encyclopedia*, https://www.oregonencyclopedia.org/articles/equitable_building/.



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5 During the first three decades of the twentieth century, governmental buildings across the U.S. were commonly executed in a variety of Classical Revival styles. However, beginning in the late 1920s and early 1930s, Modernist concepts rapidly changed the appearance of governmental buildings across the country and in the Pacific Northwest. During the Great Depression, President Franklin D. Roosevelt's New Deal programs injected vast sums of money into federal construction projects, such as federal courthouses and post offices.

10 Federal emergency work programs such as the Works Progress Administration (WPA) and Public Works Administration (PWA) also provided funding for local and state governmental buildings. The architects for many of these projects were centralized in Washington, DC, and they began experimenting with Modernist styles, including the Art Deco, Art Moderne, and Streamline Moderne. Many governmental buildings of this time period are sometimes referred to as either PWA Moderne or WPA Moderne, monikers that identify both the building style and the source of construction funding.

15 One notable example of this design trend is the City Hall building in Toledo, Oregon, which was constructed by the WPA in 1939. This modest-sized building features classical Beaux Arts axial symmetry in both elevation and plan but it is rendered in an austere Art Deco style.²² Additionally, the Modernist design trends of the 1930s and 1940s are also reflected in the designs for transportation facilities in Oregon, such as Portland's Greyhound Bus Depot at SW Taylor Street and SW 5th Avenue, completed in 1939 and the Union Pacific Railroad passenger depot at Nyssa, Oregon, completed in 1941.²³ As the Midcentury Modern style emerged following World War II, governmental buildings began to show the influence of Modernism with a reduction of ornament and a focus on clean, planar lines. These tendencies are evident in the Toll Administration Building with its large expanses of smooth stucco cladding, flat roof, overhanging eaves, and the metal sash fenestration.

25 The Toll Administration Building is among several Modernist buildings designed by Carl Conrad Schneider (1899–1969) for the Oregon State Highway Department between the mid-1950s and mid-1960s. Schneider was an architect and engineer with the Oregon State Highway Department's Bridge Division (Figure 23).²⁴ Schneider designed the Depoe Bay Ocean Wayside at Depoe Bay, Lincoln County, Oregon, which was completed in 1956 and listed in the NRHP in 2012 (Figure 18).²⁵ Preliminary design drawings for the Toll Administration Building at Portland, Multnomah County, Oregon, were completed by Schneider on February 9, 1959, and he completed the final drawings by May 1959 (Figures 16 and 17).²⁶ In November 1961, Schneider designed an Oregon State

²² Oregon Historic Sites Database, City Hall, 206 North Main Street, Toledo, Lincoln County, Oregon, accessed January 31, 2023, <https://heritagedata.prd.state.or.us/historic/>.

²³ Faded Portland, *Deep Dive: Portland Greyhound Bus Terminal*, accessed January 31, 2023, <https://fadedportland.wordpress.com/2016/06/28/trailways-depot-1976/>; Adam Alsobrook, *The Stationary Streamliner: The Union Pacific Depot at Nyssa, Oregon*, accessed January 31, 2023, <https://adamalsobrook.net/researchandwriting/the-stationary-streamliner-the-union-pacific-depot-at-nyssa-oregon>.

²⁴ Identity of Carl Conrad Schneider provided by Chief Historian Robert W. Hadlow with the Oregon Department of Transportation.

²⁵ National Register of Historic Places, Depoe Bay Ocean Wayside, Depoe Bay, Lincoln County, Oregon, National Register #12000082.

²⁶ Oregon State Highway Department, Columbia River Interstate Bridge between Portland, Ore. and Vancouver, Wash., Toll Administration Building, Preliminary Design, Sheet 2 of 3, Drawing Number 14850 (Salem, OR: Oregon State Highway Department, February 9, 1959). Courtesy Oregon Department of Transportation; Oregon State Highway Department, Plans for Proposed Project, Toll Collecting Facilities, Portland-Vancouver Interstate Toll Bridge, Pacific Highway, Multnomah County, Oregon and Clark County, Washington, Drawing Number 15049 (Salem, OR: Oregon State Highway Department, May 1959). Courtesy Oregon Department of Transportation.



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5 Highway Department office building at The Dalles, Wasco County, Oregon (Figure 19).²⁷ In May 1964, Schneider created preliminary designs for office buildings at Astoria, Clatsop County, Oregon and Corvallis, Benton County, Oregon (Figure 20).²⁸ Schneider created the final designs for the office building at Astoria in August 1965, but the drawings for the office building at Corvallis were ultimately completed by other personnel in the Oregon State Highway Department Bridge Division (Figures 21 and 22).²⁹

In summary, the Toll Administration Building is a representative example of a Modernist governmental building constructed in the Pacific Northwest during the late 1950s time period.

National Register of Historic Places Eligibility

10 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Toll Administration Building is significant under Criteria A and C. As the resource possesses the requisite integrity to communicate its significance under Criteria A and C, it is recommended eligible for listing in the NRHP with an overall period of significance of 1959 through 1966.

15 Based upon an evaluation of the Toll Administration Building within its historic context, the resource is significant under Criterion A, at the state level in the area of transportation. Completed in 1959, the Toll Administration Building was built to administer tolling of vehicular traffic across the 1917 Interstate Bridge and 1958 Southbound Interstate 5 Columbia River Bridge. The building retains a strong association with an important period of Oregon's transportation infrastructure, even without the associated toll booths, toll canopy, and roadway toll lane configuration. The period of significance for this Criterion is 1959 through 1966, which demarcates its completion through the date when tolls were abolished, and the toll plaza removed.

20 The Toll Administration Building does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

25 The Toll Administration Building is also significant under Criterion C, at the state level in the area of architecture. The building was designed by noted Oregon State Highway Department architect and engineer Carl Conrad Schneider (1899–1969) and constructed by the General Construction Company of Portland. It is a representative example of a Modern style government building and retains its character-defining features, despite some alterations over time and the loss of the adjacent toll plaza canopy. The period of significance for this Criterion is 1959 through 1966, which demarcates its completion through the date when tolls were abolished, and the toll plaza removed.

²⁷ Oregon State Highway Department, Office Building at The Dalles, Wasco County, Elevations, Sheet 4 of 18, Bridge Number 8987, Drawing Number 17381 (Salem, OR: Oregon State Highway Department, November 15, 1961). Courtesy Oregon Department of Transportation.

²⁸ Oregon State Highway Department, Preliminary Plan for Office Building, Astoria and Corvallis, Sheet 1 of 1, Drawing Number 19957 (Salem, OR: Oregon State Highway Department, May 21, 1964). Courtesy Oregon Department of Transportation.

²⁹ Oregon State Highway Department, Office Building at Astoria, Clatsop County, Elevations, Sheet 5 of 14, Bridge Number 9481, Drawing Number 21141 (Salem, OR: Oregon State Highway Department, August 5, 1965). Courtesy Oregon Department of Transportation; Oregon State Highway Department, Office Building at Corvallis, Benton County, Elevations, Condenser Fan Screen, Sections, Sheet 4 of 13, Bridge Number 8975-A, Drawing Number 22154 (Salem, OR: Oregon State Highway Department, June 10, 1966). Courtesy Oregon Department of Transportation.



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The Toll Administration Building is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

- 5 In summary, the Toll Administration Building possesses sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criteria A and C with an overall period of significance from 1959 through 1966. It is not recommended eligible under Criteria B and D.



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Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A	
DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Toll Administration Building (ODOT Permit Center) (OR 103)	SHPO Resource ID: TBD
Street Address: 12348 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon

- Office Building at Astoria, Clatsop County, Elevations, Sheet 5 of 14, Bridge Number 9481, Drawing Number 21141. Salem, OR: Oregon State Highway Department, August 5, 1965. Oregon Department of Transportation.

- 5 — Office Building at Corvallis, Benton County, Elevations, Condenser Fan Screen, Sections, Sheet 4 of 13, Bridge Number 8975-A, Drawing Number 22154. Salem, OR: Oregon State Highway Department, June 10, 1966. Oregon Department of Transportation.

- 10 Roth, Leland. "Equitable Building." Oregon Encyclopedia. Accessed May 30, 2023.
https://www.oregonencyclopedia.org/articles/equitable_building/.

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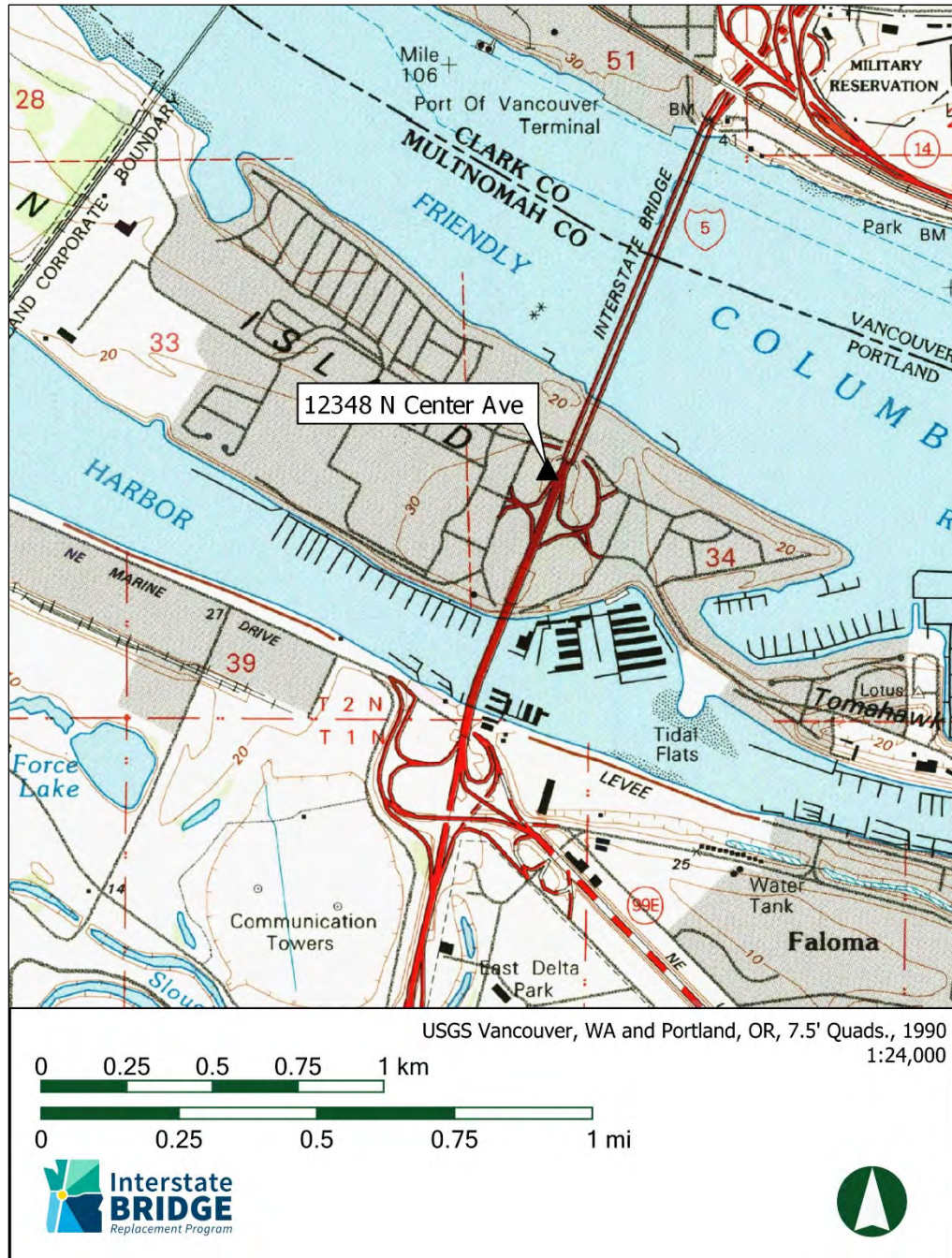


Figure 2. Topographic map showing location of the Toll Administration Building (ODOT Permit Center).

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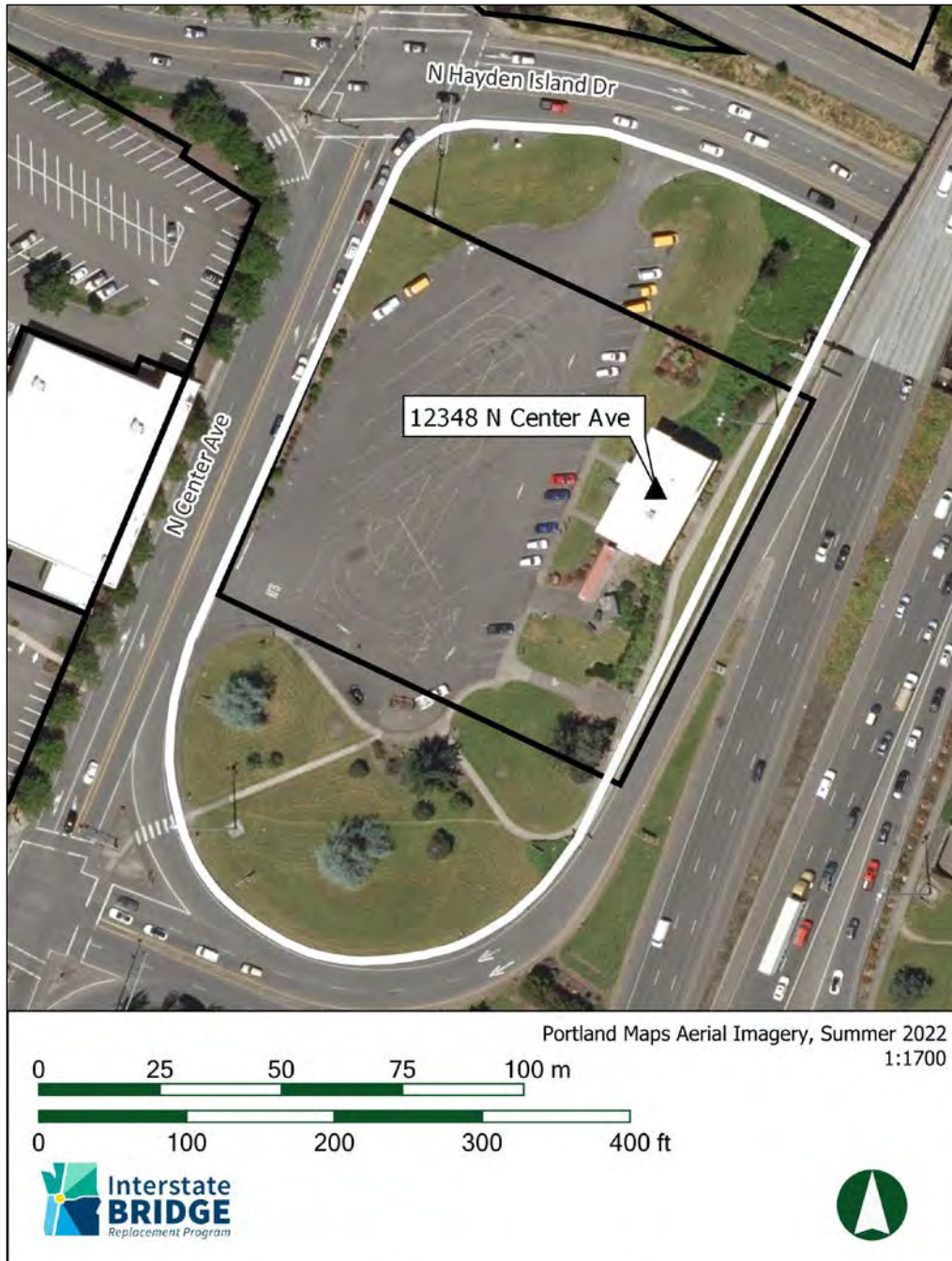


Figure 3. Aerial map showing location of the Toll Administration Building (ODOT Permit Center) with the recommended NRHP boundary in white. Parcel boundaries are shown in black.

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Figure 4. North elevation of the Toll Administration Building (ODOT Permit Center). View facing south (WillametteCRA June 10, 2022).

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Figure 5. North and west elevations of the Toll Administration Building (ODOT Permit Center). View facing southeast (WillametteCRA June 10, 2022).

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Figure 6. West elevation of the Toll Administration Building (ODOT Permit Center). View facing east (WillametteCRA June 10, 2022).

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Figure 7. West and south elevations of the Toll Administration Building (ODOT Permit Center). View facing northeast (WillametteCRA June 10, 2022).

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Figure 8. South and east elevations of the Toll Administration Building (ODOT Permit Center). View facing north (WillametteCRA December 8, 2021).

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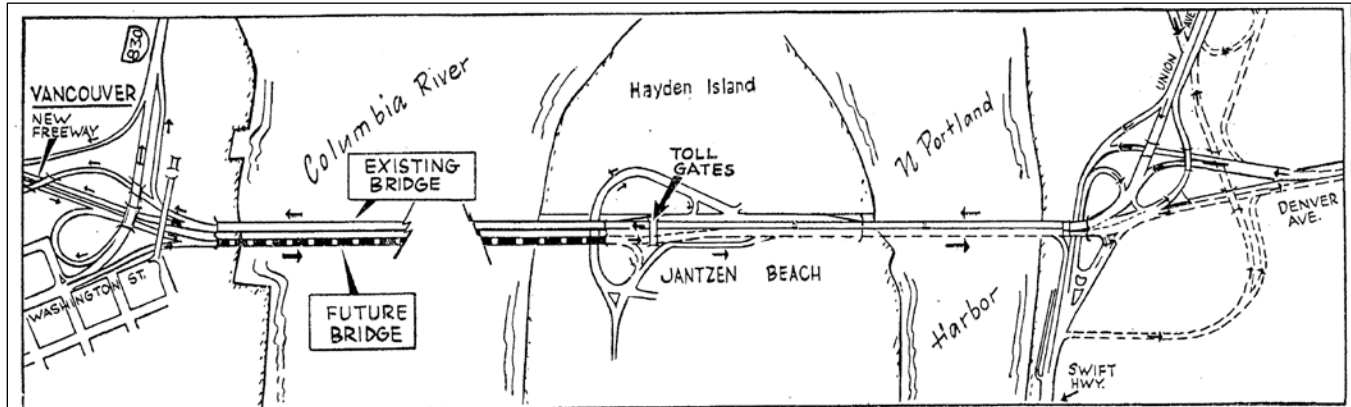
Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A		
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Figure 9. East and north elevations of the Toll Administration Building (ODOT Permit Center). View facing southwest (WillametteCRA December 8, 2021).

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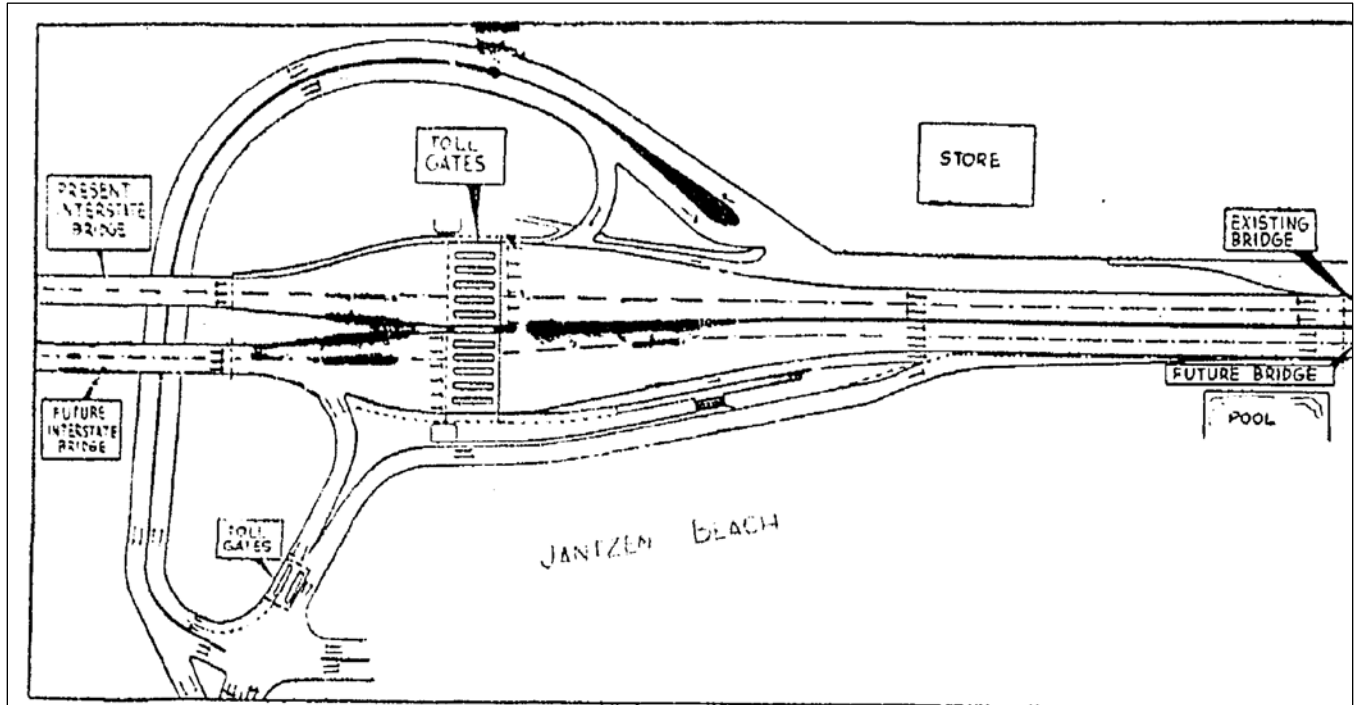


Above map shows how new Interstate bridge approved as a toll structure, will look when a twin bridge is built beside the present bridge. New bridge will be three lanes one-way toward Oregon, while present bridge, changed from four to three wider lanes, will be one-way toward Washington. Toll will be charged on both bridges, with toll gates on Hayden Island near Jantzen Beach. New freeway construction in Washington has been designed to connect with twin bridge. Continuation of twin road will connect at Denver-Union avenue interchange.

Figure 10. Diagram from *The Oregonian* illustrating the location of the new bridge and the arrangement of the tolling facilities at the south end of the two bridges (*The Oregonian* [Portland, OR] May 11, 1953).

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Above map shows how toll gate area near Jantzen Beach will look when new twin Interstate bridge is built. Both bridges will be toll structures until new bridge is paid for. Construction will be three lanes each way, widening to six lanes each at the twelve toll gates. Cars from Washington going to Jantzen Beach instead of Portland will travel on turn-off and pass through two additional toll gates. Jantzen Beach pool will not be changed by new plan.

Figure 11. Diagram from *The Oregonian* illustrating the arrangement of tolling facilities at the south end of the two bridges (*The Oregonian* [Portland, OR] May 11, 1953).

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Figure 12. Photograph of the toll plaza on Hayden Island, 1965 (Washington State Department of Transportation (WSDOT)).

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465-2 12/12/71 Interstate Bridge Portland - Vancouver

Figure 13. Oregon Department of Transportation (ODOT) photograph of Hayden Island, December 12, 1971 (WSDOT).

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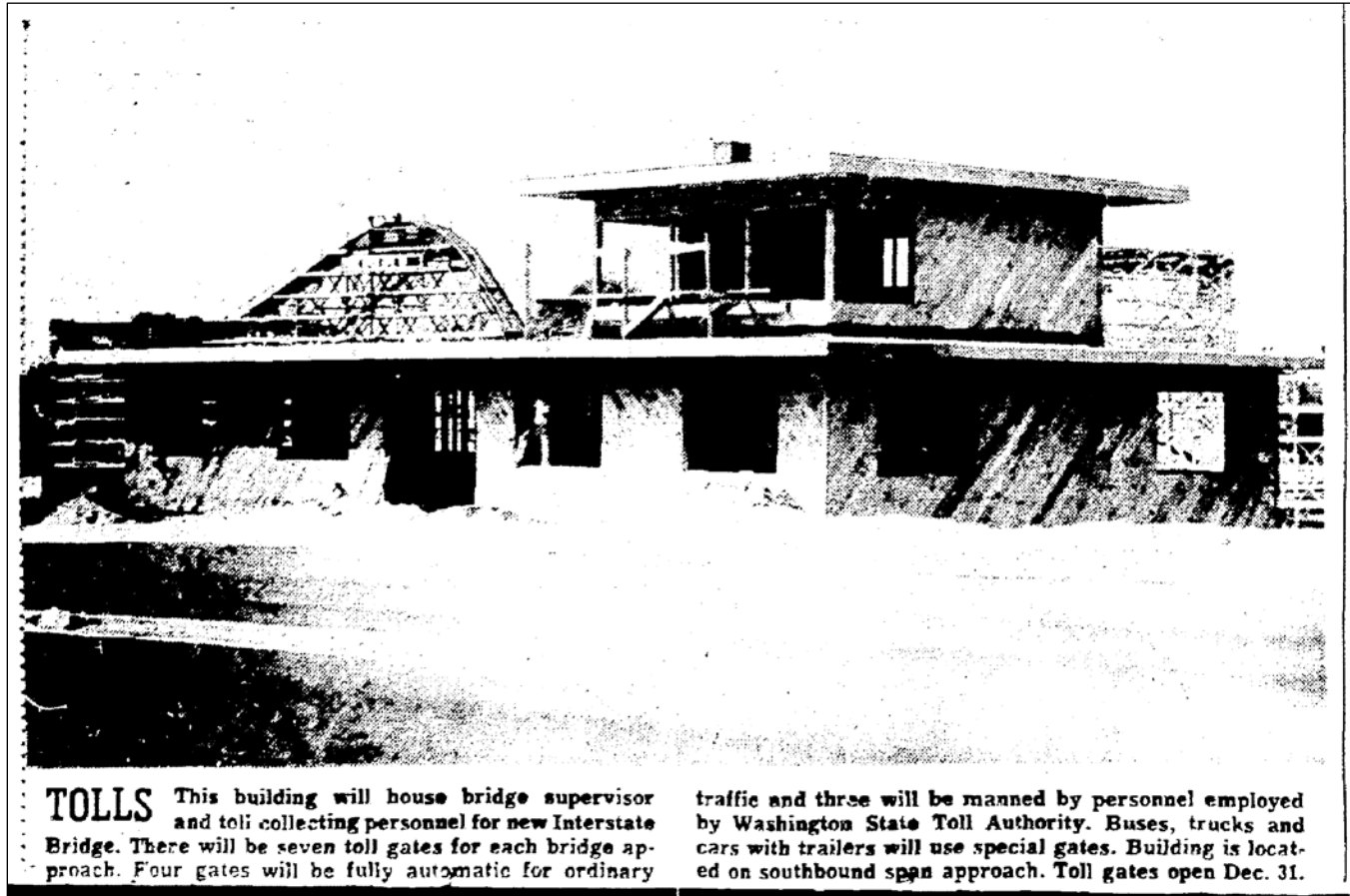


Figure 14. 1959 photograph of the Toll Administration Building (ODOT Permit Center). Despite the poor quality of this reproduction, the diagonal wood sheathing over the wood framing and the window openings can be seen clearly (*The Oregonian* [Portland, OR] September 15, 1959, 37).

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The partially completed toll collection island with the toll facilities administration building are located on the Oregon side of the river. Evening traffic crowds the

Figure 15. Photograph of the Toll Administration Building (ODOT Permit Center) (Washington State Highway Commission, Highway News, November-December 1959).

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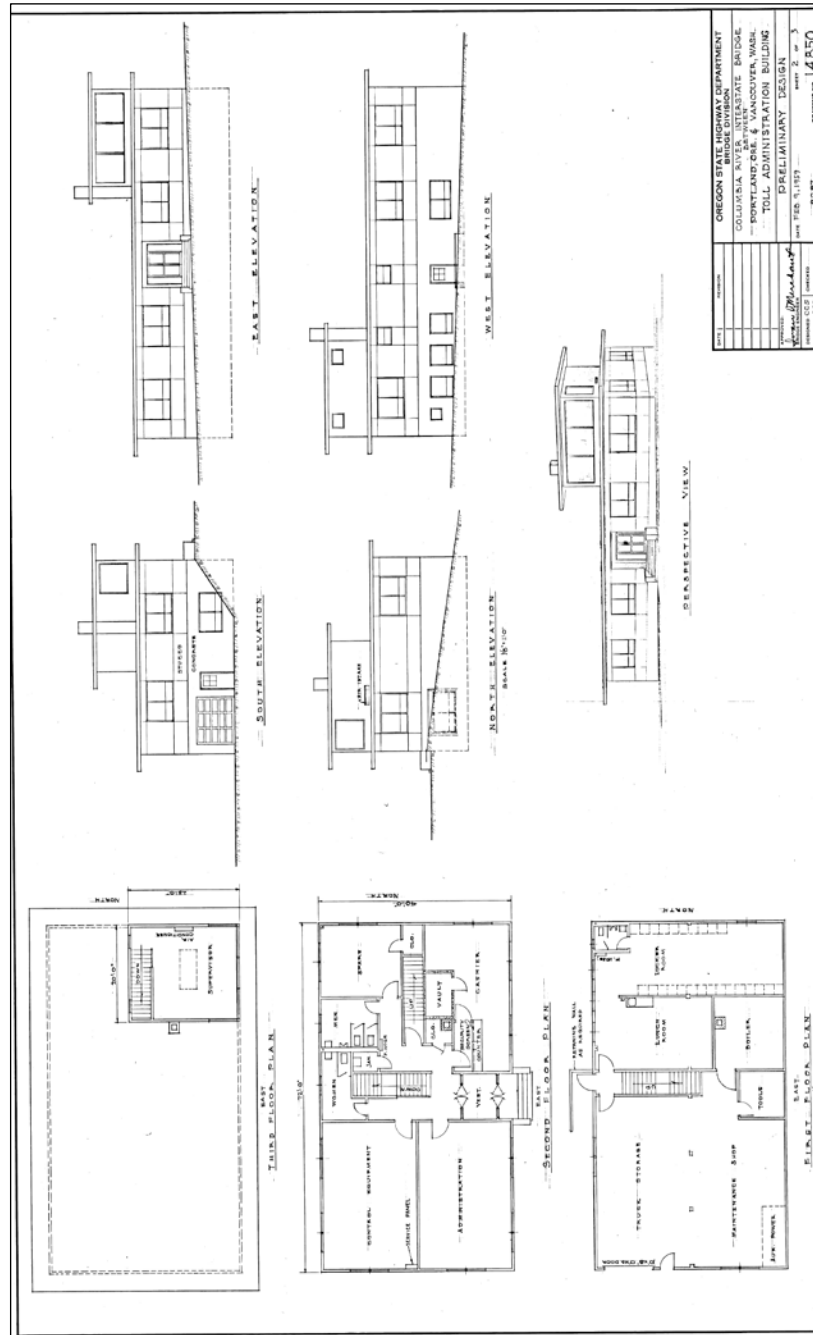


Figure 16. Preliminary plans for the Toll Administration Building (ODOT Permit Center), February 9, 1959 (ODOT).

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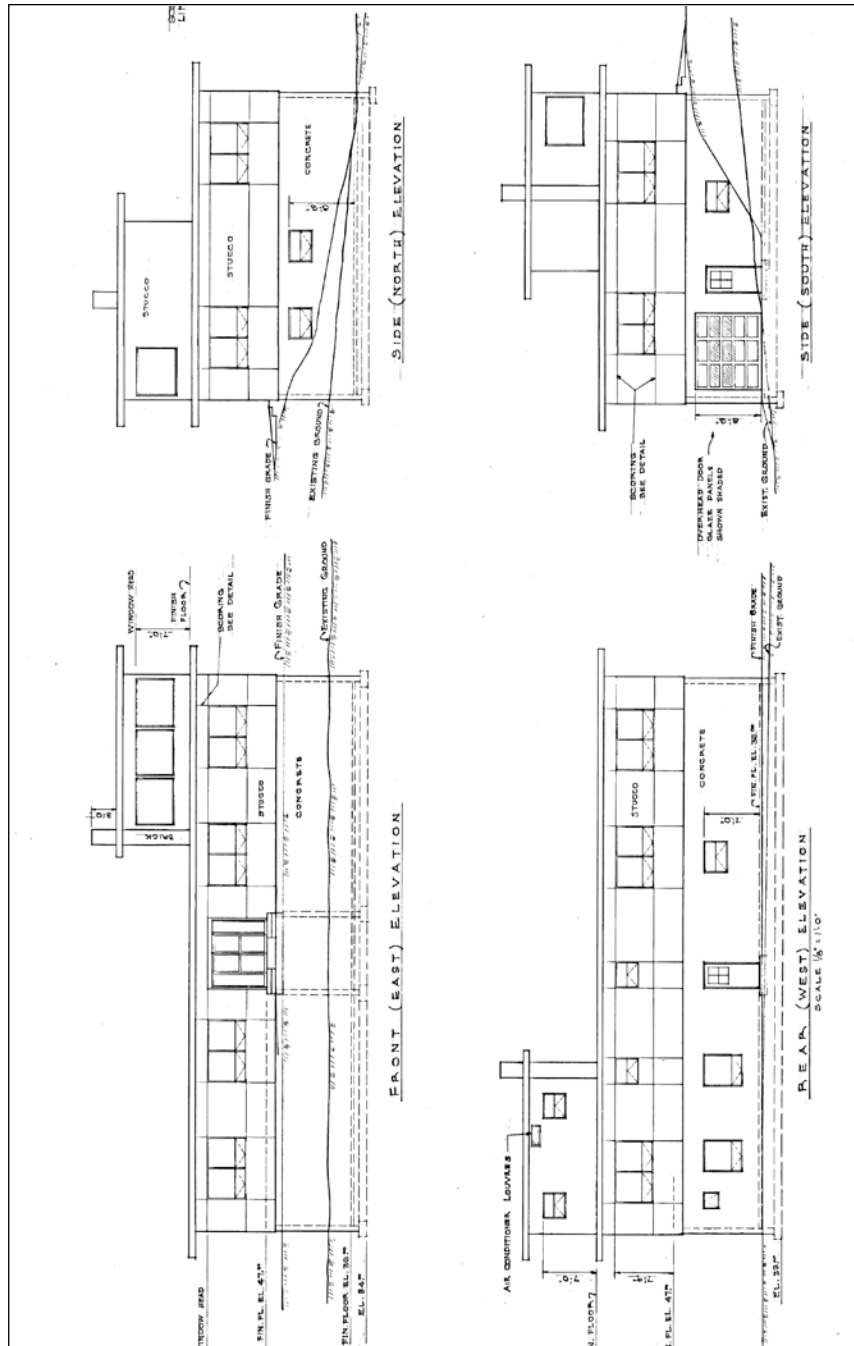


Figure 17. Final elevations for the Toll Administration Building (ODOT Permit Center), April 15, 1959 (ODOT).

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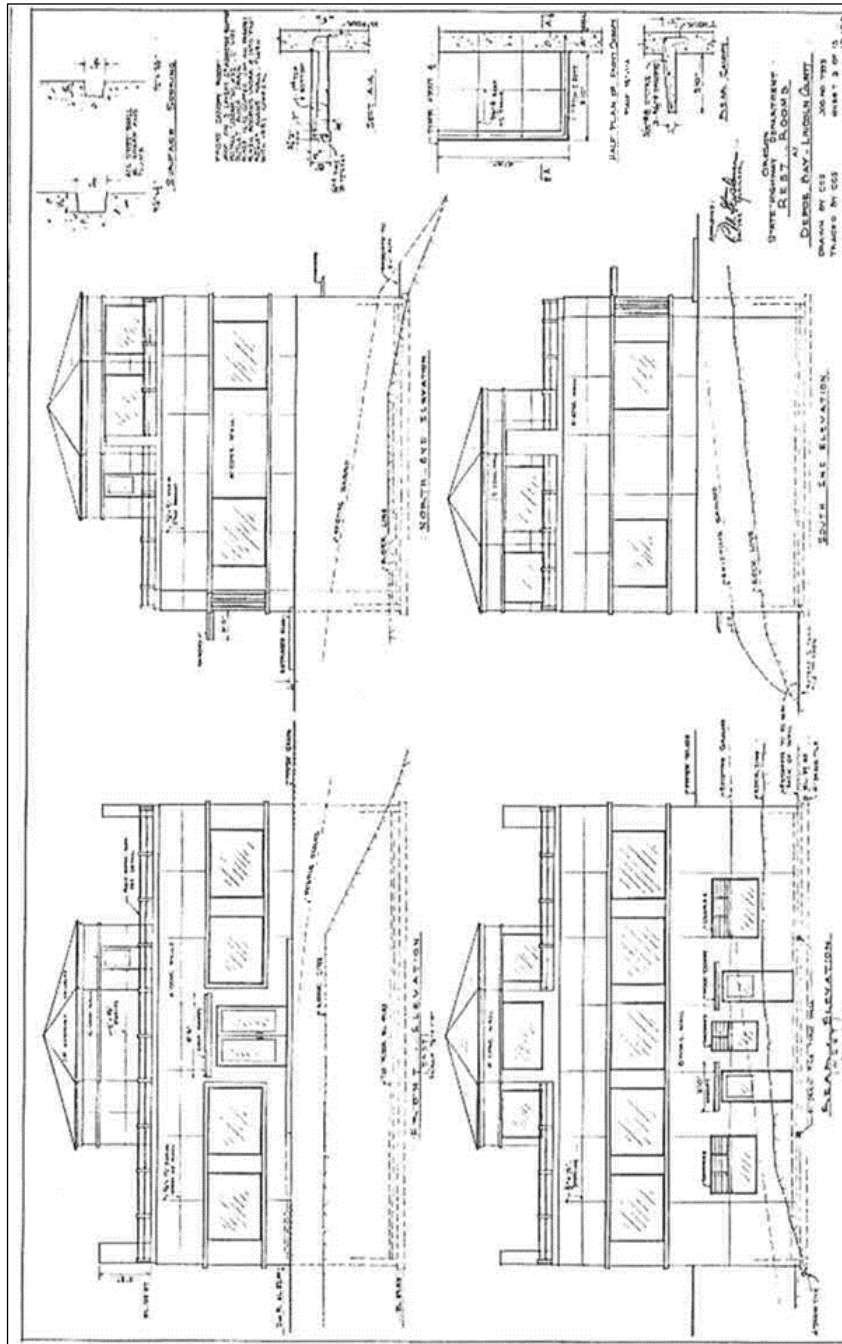


Figure 18. Elevations for the Depoe Bay Ocean Wayside, ca. 1955–1956 (date obscured) (ODOT).

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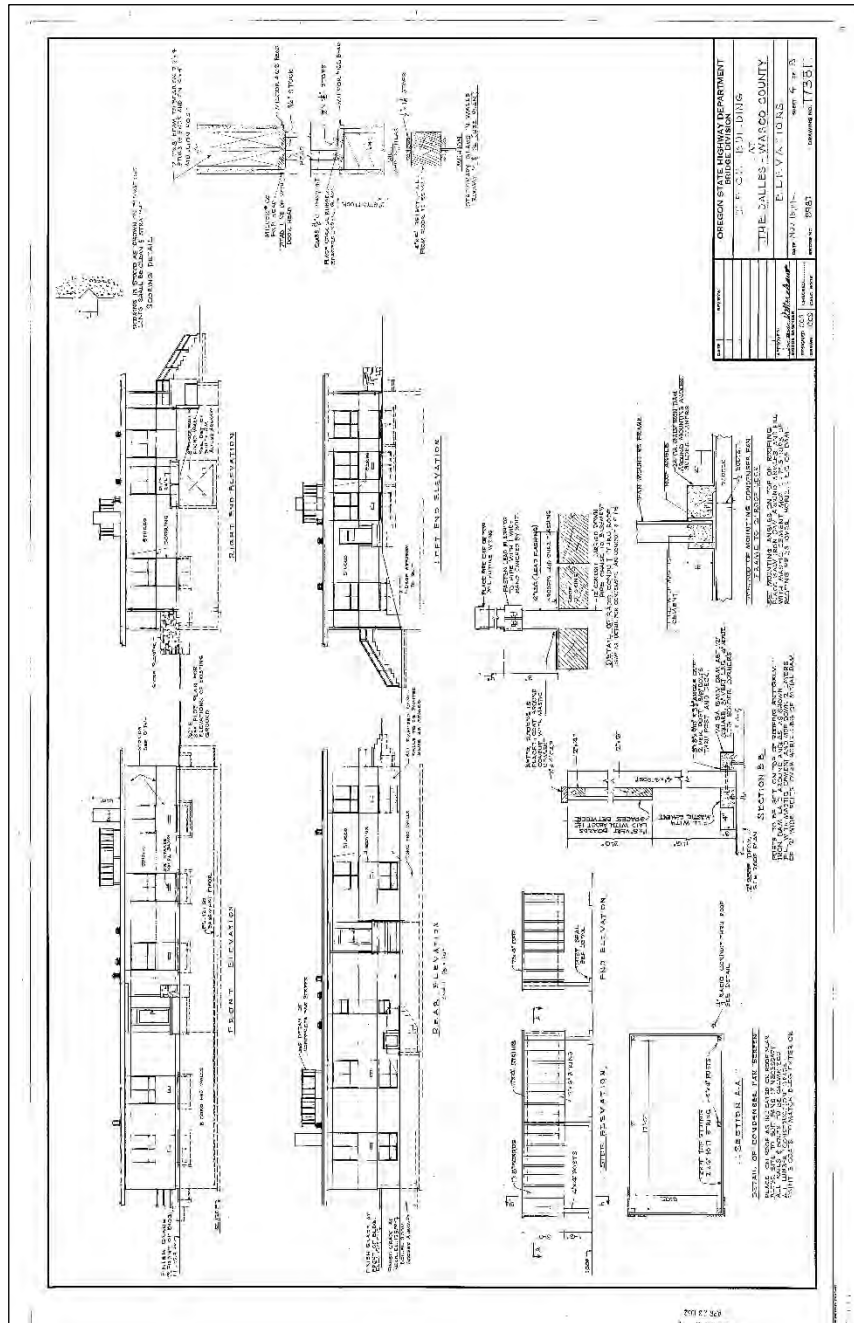


Figure 19. Elevations for the Office Building at The Dalles, Wasco County, November 15, 1961 (ODOT).

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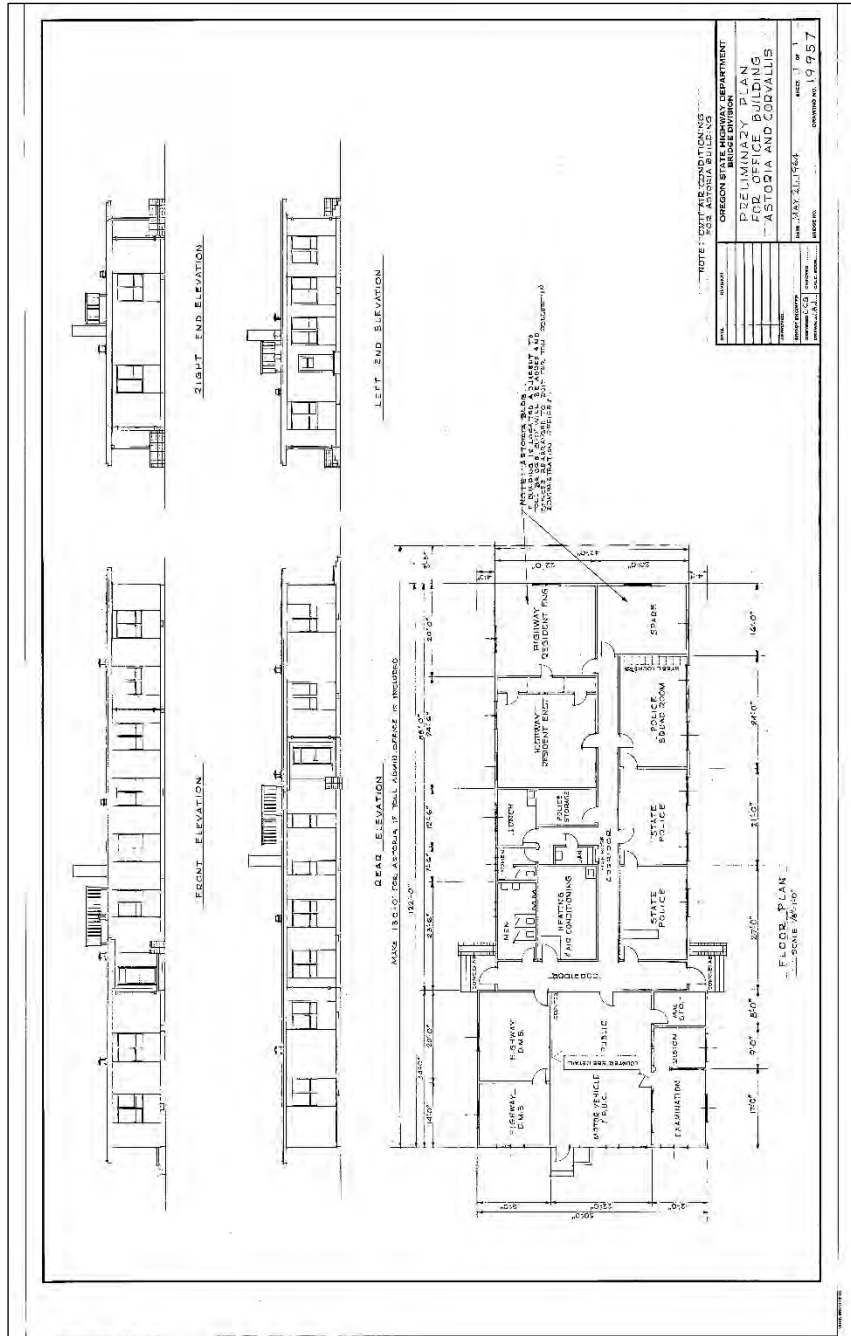


Figure 20. Preliminary Plan for Office Building, Astoria and Corvallis, May 21, 1964 (ODOT).

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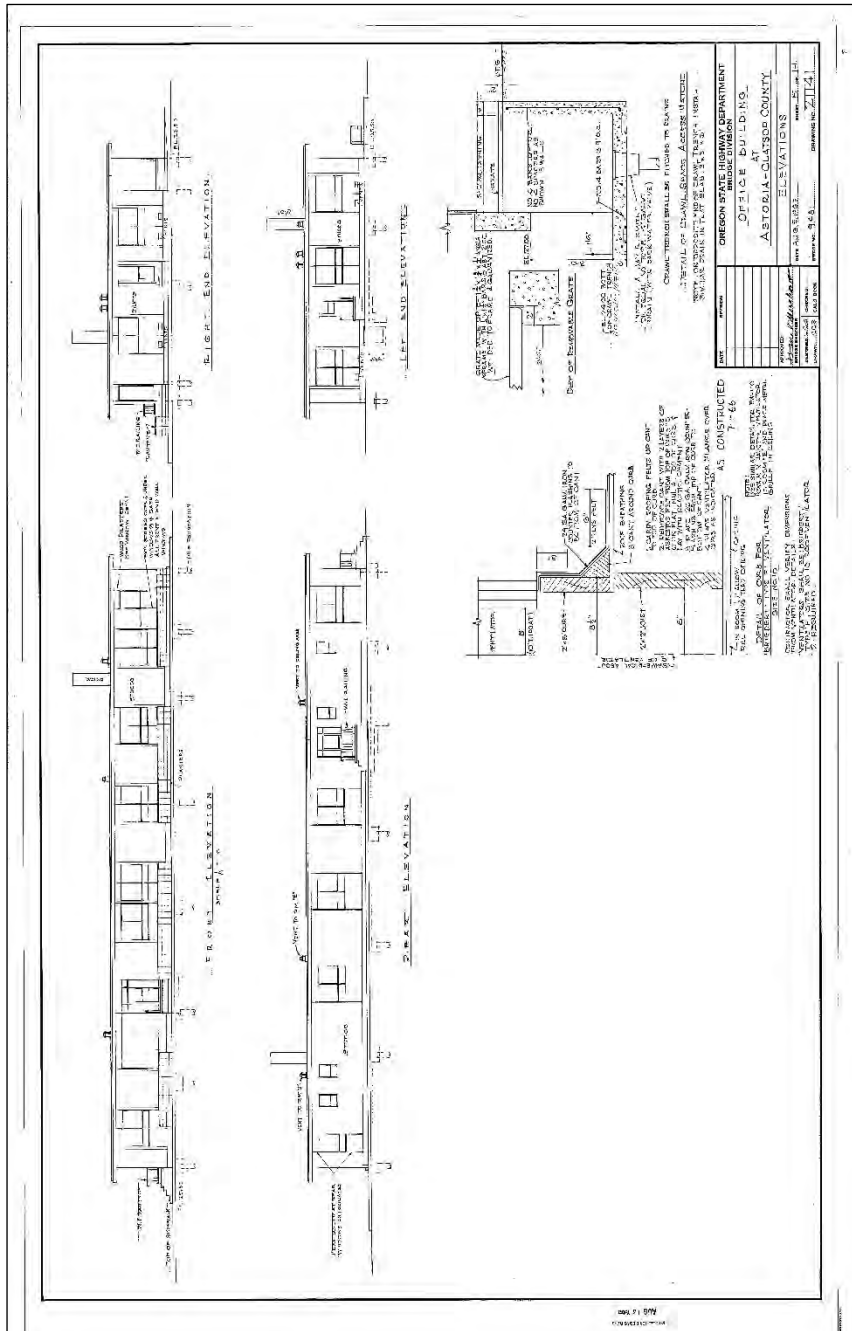


Figure 21. Elevations for Office Building at Astoria, Clatsop County, August 5, 1965 (ODOT).

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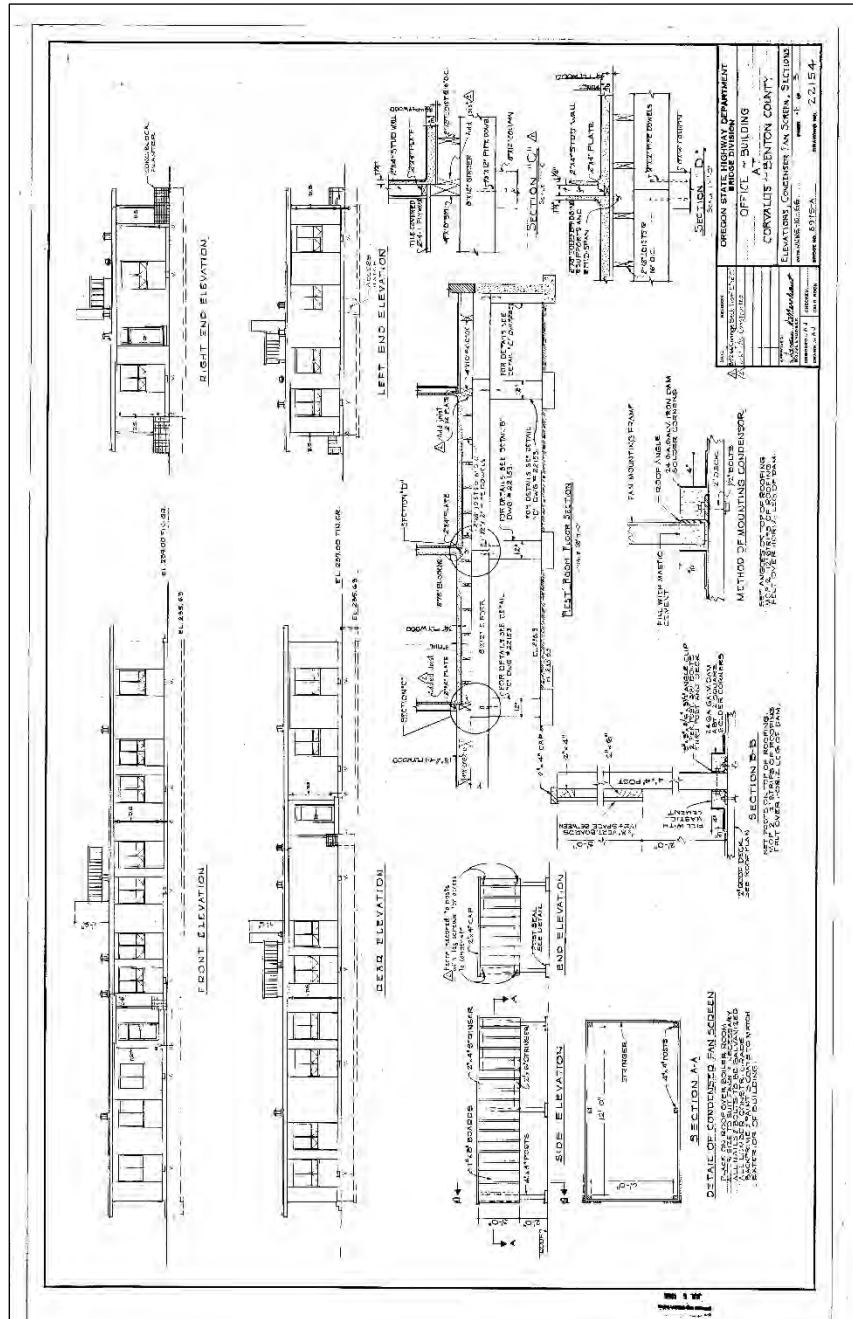


Figure 22. Elevations, Condenser Fan Screen, Sections for Office Building at Corvallis, Benton County, June 10, 1966 (ODOT).



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Figure 23. Carl Conrad Schneider (1899–1969), 1966 (ODOT).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Engine House Pizza Co. #1 (BJ's Restaurant & Brewhouse) (OR 104)	SHPO Resource ID: TBD
Street Address: 12105 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C-00604	Plat Block Lot: Hayden Harbor Shops, Lot 3.
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.610539°, -122.680383°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: VACANT/NOT IN USE	Construction Date: 1976
Historic Use: COMMERCE/TRADE / restaurant	Alterations & Dates: ca. 2009–11, Removal of banner sign ca. 2009–11, Repainting of mansard parapet
Architectural Classification / Resource Type: Other: Roadside / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: multi-light fixed & steel; fixed & aluminum	Exterior Surface Materials: Primary: Brick Secondary: Concrete - Block (cmu) Decorative: Metal	
Roof Type & Material: Flat with Parapet	Plan Type: Rectangle	
Structural System Type: Masonry - Concrete Block	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
Styles: Postmodern; Roadside	Plan	Intact
	Windows	Intact
Register Status: Not listed	Cladding	Intact
	(Other)	
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	

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Street Address: 12105 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon



Figure 1. Engine House Pizza Co. #1, north and west elevations, view facing southeast (WillametteCRA January 13, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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Street Address: 12105 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon

PHYSICAL DESCRIPTION

5 The Engine House Pizza Company Jantzen Beach is a Roadside style chain restaurant building located at 12105 North Center Avenue, on Hayden Island in Portland, Multnomah County, Oregon (Figures 2 and 3). Upon the island, the building is situated along the eastern edge of Interstate 5 (I-5) in a moderate size commercial development called the Hayden Harbor Shops. The development is located between the interstate to the east, the interstate southbound onramp to the north, and the curving alignment of North Center Avenue to the west and south.

10 The area around the Hayden Harbor Shops development is part of a commercial belt that covers much of the eastern half of Hayden Island. Bisected by I-5, the area is overlaid by a curvilinear network of local side streets which provide vehicular access to the Jantzen Beach Mall along with a variety of other low-rise commercial developments. The footprints of nearly all these developments occupy only a small portion of the tax lot while the remainder is occupied by paved parking, often outlined by landscaped medians. While areas near the shoreline of Hayden Island possess views of the Columbia River, the North Portland Harbor (the Oregon Slough), and the Cascade Mountain Range, areas near the center of the island are defined only by views of adjacent
15 developments and landscaped planting strips.

20 The Hayden Harbor Shops Development is among those without views and is divided into six lots each containing its own detached building and associated parking. The Engine House Pizza Company Jantzen Beach occupies the east end of Lot 3 between a multi-tenant modern brick strip mall to the north and a historic-age McDonalds to the south. Its footprint is surrounded by concrete pedestrian walkways and paved parking; within the parking lot, various trees and shrubs are planted in small landscape islands. At the western edge of the property, a low brick wall and black iron gate roughly demarcate the development's edge.

25 The building itself possesses a nearly rectangular footprint constructed atop a concrete slab foundation measuring approximately 75 feet from north to south and 110 feet from east to west (note that the building is orientated approximately 22 degrees off of true north). A portion of the foundation covers a small basement storage room. The walls of the building are constructed from concrete masonry units (CMUs) and rise a single story in height to a flat roof surrounded by a high parapet. The roof is covered in rolled asphalt; on it sit various utilities including heating and air conditioning units. A narrow double-height tower projects from the northwest corner of the building and is also topped by a flat roof surrounded by a high parapet.

30 The public-facing north and south elevations of the building, as well as all four of the tower's walls, are clad in brick masonry veneer laid in standard running bond (Figures 4 and 5). The parapet of these walls is faced in elongated metal panels—similar to standing seam—which approximate the appearance of a mansard roof. The tower element projects approximately 2 feet to the north and west from the main building block and a glazed dining gallery covered by a metal panel shed roof projects approximately 15 feet from the west elevation. Along the rear (east) elevation, a small shed roof covered in corrugated metal panels projects from the wall of the east
35 elevation and covers a rear garbage area that is adjacent to an attached commercial refrigerator (Figures 6 and 7). The building's south elevation is partially covered by a landscaped embankment (Figure 8).

The building's fenestration is highly varied. Along the public-facing north elevation, four large-scale rectangular apertures—reminiscent of garage doors—are filled by multi-light steel windows with blind lower registers (Figure 6). The projecting glazed dining area, meanwhile, on the west, is enclosed by rough-milled timber framing with



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fixed aluminum frame windows set above blind spandrel panels (Figure 5). The building's principal entry is through a set of double full glass aluminum doors set into the north elevation of the tower element. Additional entries include full glass aluminum doors in the north and south elevations of the dining gallery, as well as flush steel service doors placed in the rear east elevation.

5 The interior of the building was not accessible at the time of survey, however, recent patron photographs indicate its public areas were defined by laminate wood floors, a combination of exposed brick and sheetrock-covered walls beneath a gridded ceiling of acoustical tiles. Although recently vacated by its current tenant, the building also notably contained brewing tanks and other associated apparatus placed behind glass to make them visible to patrons.

10 Alterations

Since its initial construction, the setting, form, and fabric of Engine House Pizza Company Jantzen Beach appear to have been little altered. New construction and remodeling have changed some of its neighboring businesses, however, these retain much of the same scale and land use as their predecessors. Elsewhere, the building's overall form, fenestration pattern, and materials appear to be intact. Changes include the removal of a low banner sign atop the parapet of the tower element, as well as the repainting of the false mansard parapet. The building's interior has also likely been altered with updates to its materials and finishes based on changing tenants.

Boundary Description

20 The Engine House Pizza Company is located at 12105 North Center Avenue, in the Hayden Island neighborhood of Portland, Multnomah County, Oregon. The building's parcel (2N1E34C-00604) is irregularly shaped and is bounded by the southbound onramp of I-5 to the east, adjacent tax lots in the same plat to the north and south, and the curvilinear alignment of North Center Avenue to the west. The NRHP property boundary is defined by the boundary of the tax lot and includes Engine House Pizza Company as well as the associated parking lot and planted medians.

INTEGRITY

25 The building at 12105 North Center Avenue was originally built as a restaurant and has been occupied, since its original construction date of 1976, by various restaurants; only recently was the building vacated by BJ's Restaurant and Brewhouse. Other than tenant improvements, including exterior signage to indicate the current occupant, the building appears to have had few changes to its character-defining features, such as the distinctive tower, the faux-mansard parapet, and the fenestration pattern.

30 The setting of the building has changed slightly since 1976: Jantzen Beach Shopping Center, which was an indoor mall located across North Center Avenue, has been transformed from a single building into a collection of stand-alone shops and interspersed parking lots. Thus, the hierarchy that was once present in this part of the island, dominated by the large mall, has been dismantled in exchange for the presence of independent stores comprising the shopping area. The scale and program of the reconfigured shopping area are compatible with the scale and program of the Engine House Pizza Company building.



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Overall, the Engine House Pizza Company retains its integrity of location, design, materials, workmanship, feeling, and association. The integrity of its setting has been slightly diminished by the changes to the surrounding shopping area.

STATEMENT OF SIGNIFICANCE

5 The Engine House Pizza Company restaurant was started by a group of local businessmen, G. Dale Belford (1910–1990), Robert Farrell (1927–2015), Dick Shepherd, and Tim Tufts, in 1974. Farrell and Belford had previous experience opening themed restaurants, namely Farrell's Ice Cream, which eventually grew to more than 60 stores; Tufts and Shepherd were the pizza experts.¹ Their idea for a new kind of pizza and spaghetti restaurant—as opposed to the “dingy, tavernlike” pizza parlors that were then the most common type of pizza restaurant—Engine House Pizza was meant to be an entire dining experience, with bright and open interiors, and a menu that appealed to middle-class families.² Hayden Island was the perfect site for the themed restaurant. “Jantzen Beach is so right for us,” Belford said. “For years, it has been recognized as a fun recreation place.”³ The group’s idea of a memorable dinner out was couched in a sense of nostalgia for “early-day fire trucks and the structures that housed them and their crews.”⁴ The building was designed after those structures historically found all over the country, old firehouses that were easily identifiable by the tall towers used to drain and dry hoses. A special room was built and dedicated to the display of an antique firetruck, retired from active duty in Cedartown, Georgia.⁵

20 The building was designed by Ralph Charles Bonadurer (1923–2001), a local Portland architect who had previous experience with both roadside restaurants as well as themed dining, having designed a Pietro's Pizza in the Faux-Frontier style in Milwaukie, Oregon, in 1969. Bonadurer submitted plans for the reinforced masonry building with heavy timber roof in December of 1974.

25 The company was created with the intention of duplicating and expanding the firehouse theme concept. Ads for the company appeared in the local papers, appealing to potential managers as the company contemplated the second location: “Our first Engine House Pizza Co. is setting Portland on fire.”⁶ Despite (or because of) the company’s success, the original restaurant group was sold to Quaker Oats in 1978, making a six-figure profit. Quaker Oats opened several other locations, including one in the Jantzen Beach Shopping Center’s food court.

In 1981, Pietro’s Pizza, a small Pacific Northwest chain that had been acquired by the Campbell Soup Company in 1973, purchased five locations of Engine House Pizza, including the Hayden Island location on North Center

¹ The two would also open Newport Bay Restaurant, which had a branch just down North Center Avenue, at the site of the present-day Denny’s. See Humble, October 16, 1983, D1. Belford and Tufts paired up again also, designing a microwavable pizza in 1984. See Victoria Salter, “Pizza Ring new entry in frozen food arena,” *Oregonian* (Portland, OR), December 4, 1984, FD22.

² Charles Humble, “Farrell’s betting his ice cream on family-style seafood,” *Oregonian* (Portland, OR), October 16, 1983, D1.

³ Mosey, “Nostalgia.”

⁴ Ed Mosey, “Nostalgia With your food,” *The Columbian*, March 2, 1975, 13.

⁵ Mosey, “Nostalgia.”

⁶ Ad, *Oregonian* (Portland, OR), December 11, 1977, 131.



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Avenue.⁷ As a testament to the success of the engine house theme, the company's expansion redoubled the commitment to the firehouse. The company was sold again in the late 1980s to a California investment company, and expanded to more than eighty locations before owners realized that their user base couldn't support such growth.⁸ In 1996, the company was sold to BJ's Restaurant and Brewhouse, another chain restaurant group that had originated in California in the late 1970s. The restaurant and brewhouse added large brewing tanks to the building's interior. After twenty-six years at the Jantzen Beach location, management announced that the company was closing that location and vacating the building.⁹ Since early 2023, the Engine House Pizza Company building has been vacant.

Hayden Island in the Early Twentieth Century

Although today Hayden Island is known to residents of Portland and Vancouver as a liminal urban space with sprawling commercial offerings and an assortment of residential developments, prior to the twentieth century, the island was highly rural in character. Located in the middle of the Columbia River, in 1910 Hayden Island was crisscrossed only by the Spokane, Portland & Seattle Railway line, and a branch of Portland's electric streetcar network that led to the Vancouver ferry landing. An early plan for a large industrial district on the island had failed to materialize and instead, in 1915, "more than a mile of the island's north shore was developed into a public bathing area" named Columbia Beach.¹⁰ By 1918, the bathing area was under professional management and included an outdoor dance pavilion, a bathhouse, and a promenade. It could reportedly host thousands of visitors during busy organized events who could arrive from Portland or Vancouver over the recently completed Interstate Bridge.¹¹

In time, Hayden Island was considered a prime location for a fairground and the operators of Columbia Beach—William A. Logus (1892–1974) and Leo F. Smith (dates unknown)—believed they could make it viable.¹² Logus and Smith's plan kept with contemporary trends where, across the country, developers and investors built then-novel amusement parks at the end of streetcar lines to encourage ridership and promote development.¹³ In 1927, the pair formed the Hayden Island Amusement Company and purchased forty-two acres of land from the island's owner, Portland Electric Power Company (PEPCO) for some \$40,000.¹⁴ The planned amusement park would replace Columbia Beach but would, purportedly, preserve and develop beaches on both the north and south shores of the island.¹⁵

⁷ Brian Cour, "Pietro's Pizza chain posts soaring growth by stressing quality," *Oregonian* (Portland, OR), December 9, 1984, D12.

⁸ Eric Mortenson, "It's a circular ride for Pietro's Pizza of Milwaukie: Mom and Pop to big chain, to local business again," *Oregonian* (Portland, OR), March 10, 2013.

⁹ "BJ's Restaurant at Jantzen Beach closing down," February 7, 2023, KGW8.com (blog), <https://www.kgw.com/article/money/business/bjs-restaurant-jantzen-beach-closing/>.

¹⁰ "Columbia Beach to be Improved," *Oregonian* (Portland, OR), February 27, 1916, 21; "City is to Have Beach," *Oregonian* (Portland, OR), April 9, 1916, 7.

¹¹ "Columbia Beach," *Oregon Daily Journal* (Portland, OR), July 15, 1918, 8.

¹² "Island Land Purchased," *Oregonian* (Portland, OR), February 6, 1928, 10; "Stock Offered Today," *Oregonian* (Portland, OR), June 13, 1927, 20; "Hayden Island Park Planned," *Columbian* (Vancouver, WA), July 25, 1927, 1.

¹³ Carroll Pursell, "Fun Factories: Inventing American Amusement Parks," *Icon* 19 (2013).

¹⁴ "Island Land Purchased," *Oregonian*; "Hayden Island Park Planned," *Columbian*.

¹⁵ "Hayden Island Park Planned," *Columbian*.



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5 Construction for the \$500,000 park was underwritten by Jantzen Knitting Mills, which had recently developed a highly successful line of swimsuits.¹⁶ The planned park would not only provide recreational opportunities for residents on both sides of the Columbia but, for the Jantzen Knitting Mills, provide valuable marketing and additional local demand for their products.¹⁷ Accepting the funds, the Hayden Island Amusement Company named the new development the “Jantzen Beach Amusement Park” and designed a series of swimming pools, rides, and a promenade lined with game stalls within its landscaped grounds.¹⁸ As hoped, the amusement park proved immediately popular and the company, looking toward expansion, began to acquire more land on the island for the park and other planned investments.¹⁹ Ultimately, at over 123 acres, the Jantzen Beach Amusement Park was for a time the largest in the country and was touted as the “Coney Island of the West.”²⁰

10 The Jantzen Beach Amusement Park continued to act as Hayden Island’s principal occupant and attraction into the early 1930s. In 1934, however, the Hayden Island Amusement Company allowed a small grocer named Anthony Marcianelli (1903–1972) to construct and operate a shop named Tony’s on rented land alongside the main Vancouver-Portland roadway (today, the alignment of I-5).²¹ In 1942, Tony’s was joined by small housing development for wartime laborers named “Jantzen Village.”²² These developments proved successful and the
 15 company began to court other businesses including a drugstore (Kirkhart’s), a service station, and a combination coffee shop and drive-in (Waddles; Figure 9).²³

20 The commercial growth on the island, while initially a supplement to its main attraction, was representative of a fundamental shift in its local development pattern. Instead of a destination for day trips on a fixed transport line, the island was transitioning to a series of services along a major thoroughfare and, as such, had to convince speeding motorists to stop and spend.

Roadside Architecture and Themed Commercial Dining Experiences

Such a transition was not unique to Hayden Island. Similar changes were taking place along roadways all across the United States (U.S.). They had begun around the end of the 1910s just as the automobile was beginning to

¹⁶ Adrienne Denaro, “Jantzen,” in *Oregon Encyclopedia* ed. Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2019), <https://www.oregonencyclopedia.org/articles/jantzen/#.YhjzI5alZhE>; Bonnie Tsui, “Following the Lead of the Diving Girl,” *The New York Times*, September 5, 2019, <https://www.nytimes.com/2019/09/05/travel/portland-oregon-swim-jantzen.html?smid=nytcore-ios-share>.

¹⁷ “Jantzen Beach Opens Tomorrow,” *The Oregon Journal*, May 25, 1928, 12; Kim Buerge, “What a Ride: From Personal Treasure to Museum Collection,” *Dear Oregon: Dispatches from Professional Time Travelers* (blog), <https://www.ohs.org/blog/what-a-ride-from-personal-treasure-to-museum-collection.cfm>; Bonnie Tsui, “Following the Lead of the Diving Girl,” *The New York Times*, September 5, 2019, <https://www.nytimes.com/2019/09/05/travel/portland-oregon-swim-jantzen.html?smid=nytcore-ios-share>.

¹⁸ “What Portland Has Been Waiting For: Jantzen Beach,” *Oregonian* (Portland, OR), May 26, 1928, 5.

¹⁹ William Lambert, “Shifting Sand of Hayden Island Tip Generate Fine Legal Controversy Over Ownership,” *Oregonian* (Portland, OR), April 27, 1959, Section 3 Page 8.

²⁰ Daley, “Hayden Island.”

²¹ “If the Cupboard is Bare,” *Columbian* (Vancouver, WA), June 27, 1934, 2.

²² New Housing Units Planned,” *Oregonian* (Portland, OR), August 30, 1942, Section 2 Page 3.

²³ “Waddles Coffee Shop, Jantzen Beach, Portland, OR,” Pacific Coast Architecture Database, accessed November 17, 2022, <https://pcad.lib.washington.edu/building/12639/>; [Job advertisement for drug and display clerk] *Oregonian* (Portland, OR), April 22, 1948, Section 2 Page 8; Sanborn Map Company. *Portland, Oregon, Volume 4* (New York: Sanborn Map Company, 1924–1950), 499c.



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5 become affordable for the average American family.²⁴ In only a few years, trips that had once been arduously composed of multiple legs including perhaps a carriage, a train, or a steamboat (or all three), could suddenly be reduced to one—a private automobile that was stored in one’s backyard. Almost at once, the spatial geometry that had controlled most nineteenth-century travel was dissolved and, in the words of Henry Ford (1863–1947), “the great multitude” could “enjoy with his [or her] family the blessing of hours of pleasure in God’s great open spaces.”²⁵ Across the country, Model Ts and other vehicles were purchased in the millions and nearly any roadway that had been accessible to a horse and wagon became accessible to a motorist who traveled them both farther and faster.²⁶

10 The irony, however, was that Ford’s inexpensive automobiles at once provided access to these “great open spaces” while also forever altering them. The mass-produced automobile, the first of which came off of Henry Ford’s assembly line in 1908, rapidly and drastically reconfigured the American landscape. Not only were new programs required—the filling station, namely—but many others emerged as a result of the popularity of personalized means of transportation. Commercial and retail establishments, which had previously been limited to locations on the streetcar line, or along the high-traffic blocks of a pedestrian city center, had relied on their convenience to appeal to their users. Once the users of those businesses moved, so too did the businesses themselves.

20 The first appearances of businesses appealing to motorists were rural, high-end, and catered to the gentility, the leisure class that could afford a personal automobile and sought out rustic recreation.²⁷ Tea-rooms in old farmhouses and renovated taverns provided a comfortable setting and an appealing menu and served as a destination for those early explorers on the rather bumpy road. As car travel became more convenient and accessible, the demand for peripheral services also increased. Roadside stands, which looked much like the stalls and booths at beaches and carnivals, offered novelty foods that met the convenience and accessibility desires of the new types of motorists.

25 By the early 1920s, there were over 9 million automobiles in use in the United States; by 1931, the number had more than doubled to over 22 million—amply, one car for every six citizens.²⁸ The dominance of car culture changed even those places that had been designed for pedestrians and streetcars. New parking spots were offered as enticing conveniences of downtown establishments; the soda fountain—already convenient, affordable, and novel in its brick-and-mortar iteration—began responding to the honks of thirsty motorists parked at the curb.²⁹ New businesses, many of which became chains or franchises to take advantage of the opportunity of roadside ubiquity, were designed according to those tenets of convenience and attractability. Often paired with

²⁴ Chester H. Leibs, *Main Street to Miracle Mile* (Boston: Little, Brown and Company, 1985), 5; Detroit Historical Society, “Model T,” *Encyclopedia of Detroit*, accessed April 30, 2023, <https://detroithistorical.org/learn/encyclopedia-of-detroit/model-t>.
²⁵ Qtd. in Detroit Historical Society, “Model T.”
²⁶ Leibs, *Main Street*, 3–4.
²⁷ John A. Jakle and Keith A. Sculle, *Fast Food: Roadside Restaurants in the Automobile Age*, (Baltimore: The Johns Hopkins University Press, 1999), 40–41.
²⁸ Data compiled from demographia.com, “US Population from 1900,” and statista.com, “Number of passenger cars and commercial motor vehicles in use in the United States from 1900 to 1988.” See also Rudy Volti, “A Century of Automobility.” *Technology and Culture* 37, no. 4 (1996): 663–85.
²⁹ This, for instance, describes the origins of the A&W chain, which, in 1923, offered root beers delivered to cars by “tray boys.” See Jakle and Sculle, *Fast Food*, 43.

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motels or gas stations, and sometimes both, the neon glow emblazoning highway cafes, destination restaurants, and coffee shops populated the new roadside landscape.

5 These buildings shared architectural features that resulted from the buildings' locations, intended audience, and the necessity of quick service. First and foremost, a parking lot, once a promotable amenity, became a requirement. A filled parking lot in front of a restaurant was excellent (and free) advertising. Parking lots, especially those located alongside the interstate, attempting to appeal to long-route truck drivers, were modified to accommodate the increasing size of trucks. In order to communicate over the distance of the parking lot, and at the speed of passing cars, large signs were incorporated into building features—on roofs or poles, in neon or extra large, with recognizable characters or colorful ornaments or with streamlined edges that mimicked the speed of the car; sometimes, the building even became its own sign, a giant donut, or ice cream sundae, or wiener dog drive-thru, or, in this case, a large tower mimicking old firehouse towers.³⁰ Inside, some forms of early roadside restaurants, like highway cafes and coffee shops, offered customers a choice of a stool at a counter or a more formal dining room, and sometimes, like at a Howard Johnson, both. The circulation space was often limited, resulting not only in a convivial atmosphere among strangers but an efficient route for servers to quickly turn tables and seat another round of guests. Even the food offered was a result of convenience, as frying foods was the most expedient means of cooking them. Eventually, fried foods came to define “fast food.”³¹

20 Roadside architecture emerged alongside the growing popularity of hyper-themed commercial dining. Although what is known as a “themed” experience can be seen in Paris as early as the last decades of the nineteenth century, its popularity and ubiquity in the U.S. increased with the exposure afforded by the automobile and similar competition along the road. The Brown Derby in Los Angeles, in the shape of a large brown hat, pulled in customers from Wilshire Boulevard since its construction in 1926; the Hoot Owl Café, an owl-shaped stand in Long Beach, made with Buick-headlight eyes, was constructed the same year. The successes of these and other themed restaurants increased in the postwar years when U.S. soldiers returned with tales of exotic locations and corresponding foods—tiki bars became a popular way to satisfy this sense of nostalgia in an unthreatening way.³²

25 In terms of commercial dining experiences catering to the everyday diner, Engine House Pizza Company was ahead of the curve in the U.S. In the late 1950s, it housed a restaurant that ostensibly combined the names of its two owners, Sam Battistone and Newell Bohnett, “Sambo’s,” but capitalized on a (popular, despite racist illustrations and subtext) children’s book of the same name. Its interiors were decorated with paintings retelling the story, the menu with depictions of the narrative, and the cuisine featured “tiger butter” as the secret ingredient in the restaurant’s famous pancakes.³³ The restaurant, which had over 1,000 locations at its peak, proved that a restaurant designed around a theme could be successful.

³⁰ This has sometimes been called “programmatically architecture,” or “theme restaurants” and corresponds to the trend of buying “experiences” rather than simply products and services. See Jakle and Sculle, *Fast Food*, 277.

³¹ On the types of foods offered and the major chains that dominated the highway landscape, see Jakle and Sculle, *Fast Food*.

³² Tyler Campbell, “What Ever Happened to Rainforest Café? — The History of Themed Restaurants,” *InnoVision 3D*, Accessed July 3, 2023, https://youtu.be/z4wVQFo6_qQ.

³³ Hadley Meares, “The Troubling History of Sambo’s Pancake House,” *Food Landscapes*, April 26, 2017, www.kcet.org/food-living/the-troubling-history-of-sambos-pancake-house. Although the combination of Sam and Bo was a convincing anagram of the founder’s names, the name also suggested a well-known archetypal figure who featured prominently in minstrel shows and

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5 Various restaurant chains followed suit: the Hard Rock Café, an American-style restaurant opened in a former car dealership in London in 1971 and expanded in the U.S. a decade later; Chuck E. Cheese, which opened in 1977, offered pizza, an arcade, and animatronics; The Olive Garden, a restaurant unit owned by General Mills, originated in 1982. In each case, the restaurateurs realized that excessive décor and exotic themes attracted tourists while offering an experience more accessible than a theme park like Disneyland.³⁴ Even more than roadside restaurants, themed restaurants with reliable and predictable menus (like pizza and hamburgers) offered a dining experience that proved to be an attraction in and of itself—family-friendly, affordable, and not dependent, like the roadside restaurants were, on a quick turnaround. These restaurants were often attached to or near shopping malls, adding exotic or nostalgic elements of entertainment while simultaneously fulfilling a basic need.

10 Themed restaurants share many of the features of roadside architecture, including location, signage, relationship to the parking lot, and attractive décor. As patterns of driving, eating, family and social life continued to change, so too did the patterns of these establishments—evidenced in the occupancy cycles of Engine House Pizza Company. The heyday of elaborately themed restaurants peaked in the 1990s, and slowly begin to diminish in the early years of the twenty-first century—the 2007 recession was a death knell for many—when rising prices did not correlate to the generally average food.³⁵ Consumers thought twice about spending their hard-earned money at places that had commodified the largely intangible experience of dining out. Recent developments, however, since and on account of the increasing ubiquity of social media, in restaurant design are beginning to return to immersive visual environments.³⁶

Architect Ralph C. Bonadurer

20 Ralph Charles Bonadurer (1923–2001) was born and raised in Portland, Oregon, and graduated from the architecture program at the University of Oregon in 1949. He started his own firm and within the first decade of operation, was hired by developer Edward Pietz to design the first of many schemes for the Thunderbird Hotel chain. Bonadurer's work spans a wide spectrum of both style and form; his buildings are more recognizable by their location alongside a road than they are a design ideology. Other notable designs by the versatile Bonadurer include the First Church of Christ Scientist (1963), the Googie-style Georgia-Pacific Hangars 8007 and 8005 (1959 and 1965, respectively), a Pietro's Pizza location done in a Faux-Frontier style (1969) adjacent to Oregon

other harmful depictions of Black people. The restaurant fought allegations of racism, but eventually changed the name of some of its restaurants before filing for bankruptcy in 1981. Coincidentally, the investors who purchased Pietro's Pizza in the late 1980s had been involved in the Sambo's chain, according to Eric Mortenson, "It's a circular ride," *Oregonian* (Portland, OR), March 10, 2013.

³⁴ Representatives of the hospitality industry in Las Vegas, of course, had also learned the same lesson. The city was transformed during the 1970s with large-scale themed restaurants, casinos, and hotels.

³⁵ See for instance, Charles Bagli, "Novelty Gone, Theme Restaurants are Tumbling," *The New York Times* (New York, NY), December 27, 1998, 1. Accessed July 3, 2023, <https://www.nytimes.com/1998/12/27/nyregion/novelty-gone-theme-restaurants-are-tumbling.html>; and Joanna Fantozzi, "Theme Restaurants: Making the Leap from fad to fixture," *Restaurant Hospitality* (blog), September 20, 2018. Accessed July 3, 2023, <https://www.restaurant-hospitality.com/new-restaurant-concepts/theme-restaurants-making-leap-fad-fixture>.

³⁶ Joanna Fantozzi's "Theme Restaurants" makes this claim.



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Route 99E in Milwaukie, and the Art Deco-style Rhodes Dog and Cat Hospital (ca. 1942) on Northeast Sandy Boulevard.³⁷

NRHP Eligibility

5 Willamette Cultural Resource Associates (WillametteCRA) recommends that Engine House Pizza Co. #1 is not significant under Criteria A, B, C, or D. As such, it is not recommended eligible for listing in the National Register of Historic Places.

Based on WillametteCRA's evaluation of the resource within its historic context, the Engine House Pizza Co. #1 does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A.

10 The resource does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

Although the Engine House Pizza Company is a representative example of Roadside style architecture, it does not sufficiently embody the distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

15 The building is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, WillametteCRA recommends Engine House Pizza Co. #1 as not eligible for listing in the NRHP under Criteria A, B, C, or D.

20

³⁷ City of Milwaukie, "Downtown Milwaukie Architecture," www.milwaukieoregon.gov/planning/milwaukie-history-series-articles. Accessed June 2023. The Portland assessor's office, via PortlandMaps, places the construction date of the Rhodes Dog and Cat Hospital at 1943—likely Bonadurer renovated the building at a later date. https://www.portlandmaps.com/detail/property/3565-NE-SANDY-BLVD/R203127_did/.



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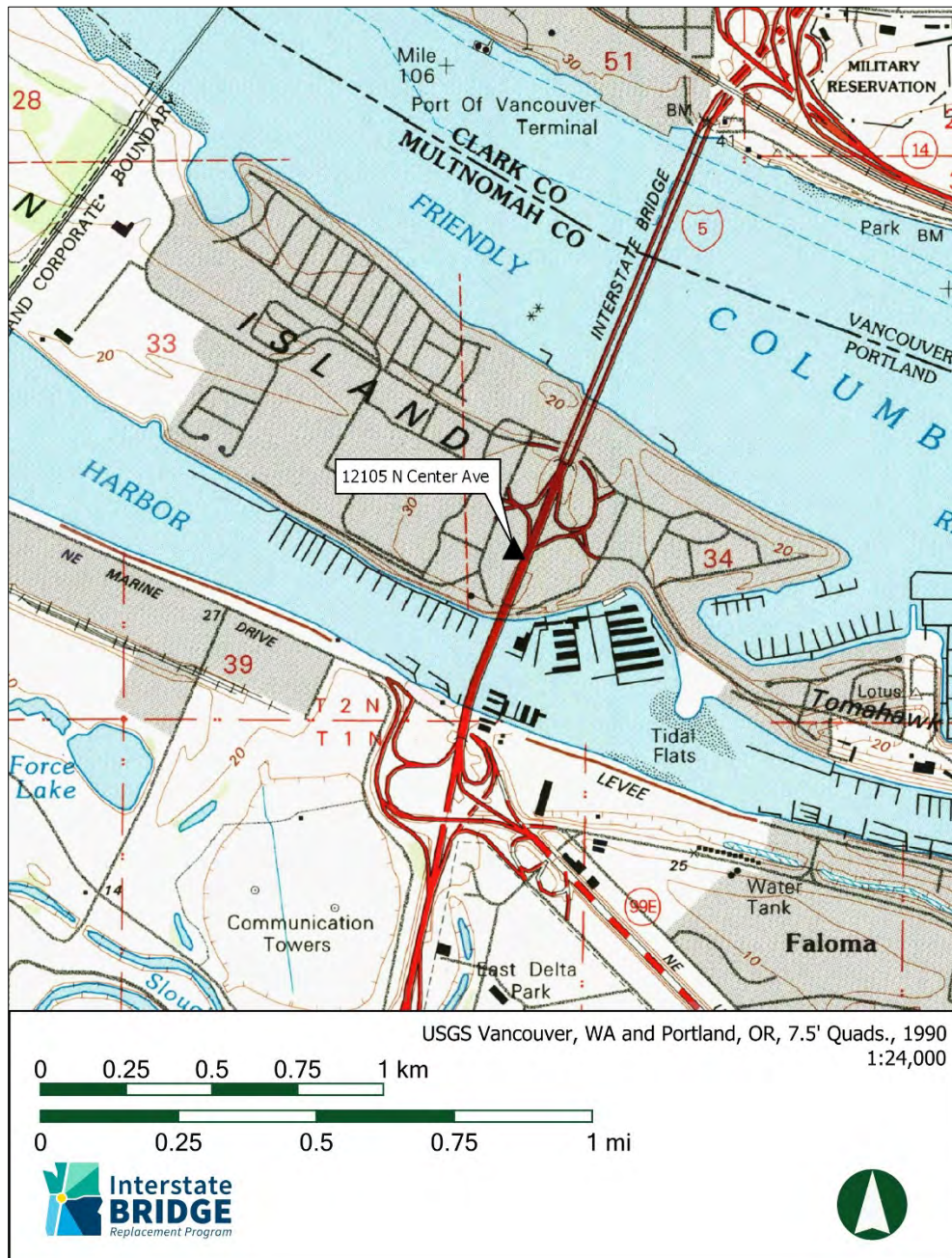


Figure 2. Location map of Engine House Pizza Co., 12105 North Center Avenue, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 12105 North Center Avenue, Engine House Pizza Co., showing NRHP boundary in white.

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Figure 4. Engine House Pizza Co. #1, south and west elevations, view facing northeast (WillametteCRA April 30, 2023).

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Figure 5. Engine House Pizza Co. #1, west elevation, view facing east (WillametteCRA April 30, 2023).

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Figure 6. Engine House Pizza Co. #1, east and north elevations, view facing southwest. Note that the east side of the building was not accessible to pedestrian survey. The elevations have not been significantly altered since captured by Google (Google Street View April 2022).

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Figure 7. Engine House Pizza Co. #1, east elevation, view facing west. Note that the east side of the building was not accessible to pedestrian survey. The elevations have not been significantly altered since captured by Google (Google Street View November 2022).

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Figure 4. Engine House Pizza Co. #1, south and east elevations, view facing northwest. Note that the east side of the building was not accessible to pedestrian survey. The elevations have significantly altered since captured by Google (Google Street View April 2022).

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Figure 5. View of Interstate Highway on Hayden Island looking north towards the Interstate Bridge, ca. 1950 (collection of the author).

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Figure 10. View of Engine House Pizza Company, ca. 1979 (collection of the author).

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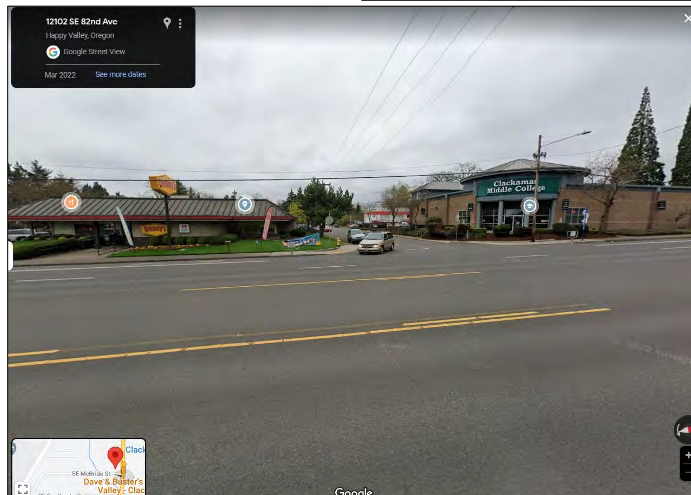
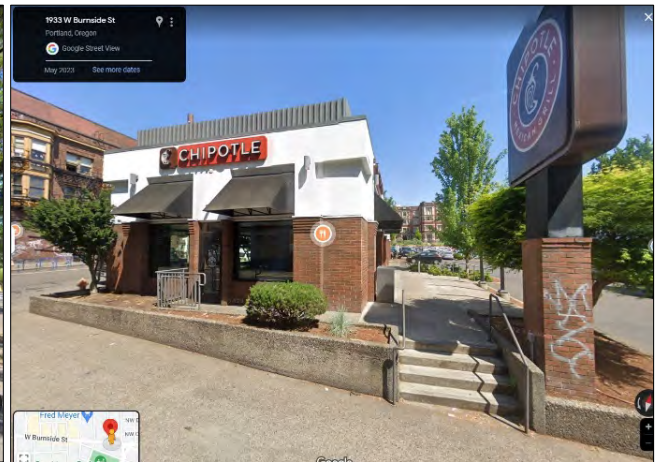


Figure 11. View of extant and former Engine House Pizza locations (Google Street View, 2023).



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Street Address: 12005 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C-00605	Plat Block Lot: Hayden Harbor Shops, Lot 4
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.610166°, -122.680613°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / restaurant	Construction Date: 1976
Historic Use: COMMERCE/TRADE / restaurant	Alterations & Dates: 1982, Addition of drive-thru window on north elevation; 1994, Addition of drive-thru window on east elevation; 2017–2018, Replacement of exterior wall and roof cladding
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Commerce, Community Planning and Development

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - Pavilion	
Window Type & Material: Fixed & Aluminum	Exterior Surface Materials: Primary: Fiber Cement Board Secondary: Simulated Stone Decorative: Metal	
Roof Type & Material: Flat with Parapet		
Structural System Type: Masonry - Concrete Block	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
Styles: No discernible style	Category:	Change Level:
	Plan	Moderate
Register Status: Not Listed	Windows	Moderate
	Cladding	Extensive
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Interior	Moderate
	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. Jantzen Beach McDonald's, west elevation, view facing east (WillametteCRA March 8, 2023).

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 checked="" type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The building at 12005 North Center Avenue, hereafter referred to as Jantzen Beach McDonald's, is located on Hayden Island in Portland, Multnomah County, Oregon (Figure 2). The building is situated along the eastern edge of Interstate 5 (I-5) in a moderate size commercial development called the Hayden Harbor Shops. The development is located between the interstate to the east, the interstate southbound onramp to the north, and the curving alignment of North Center Avenue to the west and south. The Jantzen Beach McDonald's is located on a rectangular tax lot. The building is located at the eastern end of the lot, which also includes a drive-thru (sometimes "drive through") lane, parking lot, and large-scale road sign (Figure 3).

10 The building itself possesses a roughly rectangular footprint with projections on the north and east elevations, constructed atop a concrete slab foundation measuring approximately 50 feet from north to south and 75 feet from east to west. The building's walls are constructed from 8-inch concrete masonry units (CMUs) and rise a single story in height to a flat roof covered in a membrane, surrounded by a low parapet.

15 The building's walls are clad in lapped fiber cement board with imitation masonry panel accent walls on the northwestern corner and on the south elevation (Figure 1). A corrugated metal frieze band extends along the northern and eastern elevation, and part of the southern elevation. The building's fenestration is composed of square aluminum frame plate glass window walls, as well as similarly sized fixed plate glass windows. Entries comprise glass aluminum doors, which lie beneath extended metal canopies and are located on the north and south elevations (Figure 5).

20 A two-lane drive-thru begins along the building's south elevation before curving along the east and north elevation where it merges into a single lane. The drive-thru is serviced by screens and communication machinery placed along the double lanes, as well as aluminum-frame windows set into the north and east projections which provide direct service to patrons' vehicles (Figure 6). A concrete sidewalk runs along the building's west elevation and along a portion of its north elevation. To the west of the building is a paved parking lot that includes two rows of angled parking spots set between vegetated islands, each of which contains a single tree.

25 The interior of the building was not accessible at the time of survey; however, recent patron photographs and plans from the building's 2017 renovation indicate its public areas are defined by laminate floors and gypsum board walls beneath a suspended acoustical ceiling.¹

Alterations

30 Since its original construction in 1976, the Jantzen Beach McDonald's has been heavily altered. In 1982, a drive-thru window was added to the north elevation. The projecting window was designed to be compatible with the existing building and was topped with a double-sloped mansard roof, similar to that covering the main building block. In 1994, an additional drive-thru window was added to the east elevation. At a point between July 2017 and October 2018, the building was re-clad in cement board lap siding and its original double-sloped mansard roof (sometimes a "Pavilion" roof) was replaced with the current flat roof. The same phase of construction also
35 eliminated a row of parking spaces located along the building's south elevation and replaced them with a double

¹ Sherri E. Grueneis, *2016 Building Remodel*, June 20, 2017, Plans by Freiheit & Ho Architects, Multnomah County Permit Number 16-251735, 12005 N Center Ave, A1.0, On file at the Portland Bureau of Development Services and obtained through Public Records Request.



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wide drive-thru lane. Original plans indicate that, while the four vegetated islands in the parking lot to the west of the building remain unchanged, the orientation of the parking spaces has been altered.

Boundary Description

5 The Jantzen Beach McDonald's is located at 12005 North Center Avenue, in the Hayden Island neighborhood of Portland, Multnomah County, Oregon. The building's parcel is a rectangular tax lot bounded by I-5 to the east, North Center Avenue to the west, and adjacent tax lots to the north, developed with a vacant brew pub and south, developed with a commercial strip mall. The parcel includes the building footprint, as well as the associated parking lot, landscaping, drive-thru lanes, and signage. The National Register of Historic Places (NRHP) boundary is defined by the tax lot and includes the building as well as the associated parking lot and landscaping.

10 **INTEGRITY**

15 Since its construction in 1976, the Jantzen Beach McDonald's remains in its original location within the Hayden Harbor Shops development along the west side of I-5. Although its surroundings have changed somewhat as businesses and buildings have moved or been remodeled, its immediate neighboring buildings are unchanged and the surrounding area retains its character as a collection of detached commercial buildings surrounded by parking lots and landscaped medians. The building also continues to serve its original use as a fast-food restaurant and has remained a McDonald's establishment since its opening. Nonetheless, the building's overall integrity has been greatly diminished due to previous alterations. These include the addition of a drive-thru component in 1982 and an extensive remodel that occurred between 2017 and 2018 which altered the building's roof form, its exterior finishes, its fenestration, and its interior, among other features.

20 Overall, the Jantzen Beach McDonald's retains its integrity of location, setting, and association. Its integrity of design, materials, workmanship, and feeling, however, have all been diminished or lost entirely.

STATEMENT OF SIGNIFICANCE

McDonald's Restaurants

25 The story of the contemporary McDonald's restaurant empire begins with brothers Richard (1909–1998) and Maurice McDonald (1902–1971), who opened a small drive-in type restaurant in San Bernadino, California in 1940.² Although the restaurant began as a barbeque establishment the brothers soon found that the majority of their sales came from hamburgers, and they soon streamlined their business model accordingly.³ Using Henry Ford's assembly line model, they began serving a simple menu of hamburgers, cheeseburgers, and soft drinks served and assembled by a small crew, with an emphasis on "speed, lower prices and volume."⁴

30 With the San Bernardino location a success, the McDonalds began to explore the possibility of franchising the brand.⁵ They employed architect Stanley Clark Metson (1910–1992) to design a replicable model for a roadside

² Christopher Klein, "How McDonald's Beat Its Early Competition and Became an Icon of Fast Food," *History*, August 7, 2019, <https://www.history.com/news/how-mcdonalds-became-fast-food-giant>.

³ Klein, "How McDonald's Beat Its Early Competition."

⁴ Richard McDonald, qtd in, Klein, "How McDonald's Beat Its Early Competition."

⁵ Alan Hess, "The Origins of McDonald's Golden Arches," *Journal of the Society of Architectural Historians* 45 no. . (March 1986): 60.



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establishment that would be eye-catching and recognizable.⁶ Working closely with the brothers, Metson conceived of the now iconic “golden arches,” a pair of 25-foot yellow sheet metal arches that rose above a stucco shed roof (Figure 7).⁷ The first building of this design opened in May 1953 in Phoenix, Arizona, and was swiftly followed by others throughout California and the American Southwest.⁸

5 After visiting the San Bernardino restaurant, salesman Ray Kroc (1902–1984) entered an agreement with the brothers to franchise the restaurant nationwide.⁹ Kroc’s first McDonald’s franchise opened in Des Plaines, Illinois, in 1955.¹⁰ Even as the company grew, a period of disagreement over business practices ended with Kroc eventually purchasing the company from the McDonald brothers in 1961.¹¹

10 As television advertising became increasingly important throughout the 1960s, McDonald’s became less reliant on the architectural signage of the golden arches to advertise their identity.¹² In response to increasingly widespread complaints over the appearance of their restaurants, in 1968, McDonald’s debuted a new concept featuring a low-profile double mansard roof. This roof, the company hoped, would help local restaurants successfully harmonize with their surrounding built environment and the design soon became the standard style for all new restaurants.¹³ At the same time, most existing locations were also converted to the double mansard style (Figure 8).¹⁴

15 McDonald’s in the Pacific Northwest

McDonald’s arrived in the Pacific Northwest in 1960 when Oliver “Ollie” Lund (1928–2017) and a group of friends—all veterans of the U.S. Navy—opened a branch of the restaurant in Portland at 551 NE 122nd Avenue.¹⁵ Under their newly formed company, Careers Incorporated, the men opened several more McDonald’s franchises in the area, including the first McDonald’s in Clark County, Washington, which opened in Hazel Dell in 1970.¹⁶ In 20 1975 Lund left the company to form Owl Enterprises, his own company, under which he opened four additional McDonald’s restaurants in Gresham, Sandy, Hillsboro, and Jantzen Beach.¹⁷

Work on the Jantzen Beach location began in early 1976, near the recently completed Engine House Pizza Co. No. 1.¹⁸ The construction was part of a wider pattern of development on Hayden Island, which was overseen by Hayden Island, Inc.

⁶ Hess, “The Origins of McDonald’s Golden Arches,” 62.

⁷ Hess, “The Origins of McDonald’s Golden Arches,” 64.

⁸ Hess, “The Origins of McDonald’s Golden Arches,” 65.

⁹ Public Broadcasting Service, “They Made America: Ray Kroc,”

https://www.pbs.org/wgbh/theymadeamerica/whomade/kroc_hi.html

¹⁰ Jennifer Latson, “How a Late-Blooming Entrepreneur Made McDonald’s the World’s Largest Burger Chain,” *Time*, April 15, 2015, <https://time.com/3774670/mcdonalds-ray-kroc-history/>.

¹¹ Klein, “How McDonald’s Beat Its Early Competition.”

¹² Hess, “The Origins of McDonald’s Golden Arches,” 66.

¹³ Hess, “The Origins of McDonald’s Golden Arches,” 66; Philip Langdon, “Orange Roofs, Golden Arches,” (New York: Alfred A. Knopf, Inc., 1986), 139-140.

¹⁴ Doug Baker, “Inflation Fails to Kill Kickel Cup of Coffee,” *Columbian* (Vancouver, WA), February 15, 1971, 3.

¹⁵ Now 12109 NE Glisan Street; “Drive-In Plans Opening,” *Oregon Journal* (Portland, OR), April 10, 1960, 33.

¹⁶ Jack Hopkins, “Progress Report,” *Columbian* August 13, 1970, 28. Sources differ over the precise number of restaurants ranging from four to six.

¹⁷ Eric Goranson, “Gresham McDonald’s Owner in Australia,” *Oregonian* (Portland, OR), February 23, 1986, C6.

¹⁸ “Hayden Votes Stock Divvy,” *Oregon Journal* (Portland, OR), February 12, 1976, 11.



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Hayden Island, Inc. and McDonald's

- 5 Hayden Island was originally developed as an extensive bathing resort known as Columbia Beach in 1915 and later expanded into the Jantzen Beach Amusement Park in the 1920s. After the amusement park entered a period of decline starting in the 1950s, Hayden Island Amusement Company (later renamed Hayden Island, Inc.) began focusing on residential and commercial development around the amusement park under the direction of Leslie "Les" Buell (1919–2013) who joined the company in 1962.¹⁹ Hayden Island, Inc. continued to operate the amusement park through 1970, but ultimately redeveloped the site as a shopping center in the 1970s.²⁰ The \$50 million redevelopment also included a 200-unit motel (Thunderbird Motel), a theater, and 1,181 additional units of housing.²¹
- 10 Hayden Island, Inc.'s transformation of the Jantzen Beach Amusement Park into the Jantzen Beach Shopping Center was part of a new direction for the company—strategically thought out in a 1975 comprehensive plan that charted the company's plans for the entirety of its 360-acre Hayden Island property.²² In addition to the shopping center, boat moorages, and mobile home park, the company leased land to commercial enterprises that provided necessary or desired services to the island's inhabitants and visitors.
- 15 One such commercial enterprise was the McDonald's, which was placed within a zone defined by the Comprehensive Plan as Policy Area #4. Policy Area #4 was "characterized as being suitable to accommodate high intensity employee/customer uses." Uses included "shopping center, retail sales, department stores, tire, battery and accessory stores, restaurants, service stations, theaters, active recreational facilities, [and a] home improvement center." The plan stated that development requirements needed to include some landscaping
- 20 elements, as well as pedestrian access."²³ To match the company's architectural branding, an article in *The Columbian* noted that at Jantzen Beach, "McDonald's customary golden arches and brick exterior will give way to the natural wood architectural design used throughout Hayden Island."²⁴ The plans, drawn by Roderick G. Parr & Associates were labeled as "Modified Elevations for Local Conditions" and included a board and batten wood siding set beneath the iconic double mansard roof (Figures 9, 10, and 11).
- 25 The Jantzen Beach McDonald's opened on June 23, 1976.²⁵ After the addition of a drive-thru window in 1982, it remained largely unchanged until 2017, when it underwent an extensive renovation that changed the building's overall material and style. The change brought the franchise location in line with a wider effort by McDonald's to phase out the double mansard roof which, by then, was considered outdated. In addition to the Jantzen Beach location, the McDonald's restaurants at NE 122nd and Hazel Dell underwent similar transformations, as did the
- 30 three other locations that Lund opened through Owl Enterprises (Table 1).

¹⁹ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023), 127-135; "Hayden Corp. Deserts Its Island Boundaries," *Oregonian* (Portland, OR), July 17, 1983, E1; "Leslie Woodrow Buell," (obituary), *Oregonian* (Portland, OR), January 6, 2013. Accessed March 17, 2023. <https://obits.oregonlive.com/us/obituaries/oregon/name/leslie-buell-obituary?id=24767084>.

²⁰ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023), 127–135.

²¹ "Hayden Island To Grow," *Oregon Journal* (Portland, OR), April 8, 1968, 23;

²² Nick Steffanoff and William Franklin Horning, *Hayden Island Comprehensive Plan*, Portland Bureau of Planning. Portland, OR, 1975.

²³ Steffanoff and Horning, *Hayden Island Comprehensive Plan*, 1975.

²⁴ "Progress Report," *Columbian* (Vancouver, WA), February 15, 1976, 15.

²⁵ "Guinn New Manager at New McDonald's," *Columbian* (Vancouver, WA), July 14, 1976, 53.



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National Register of Historic Places Eligibility

5 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Jantzen Beach McDonald's is significant under Criteria A and C with an overall period of significance of 1976. As the resource does not possess the requisite integrity to communicate its significance under Criterion A or C, it is recommended not eligible for listing in the NRHP.

10 Based upon WillametteCRA's evaluation of the Jantzen Beach McDonald's within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and community planning and development. The Jantzen Beach McDonald's was part of a significant phase of Hayden Island's development, and fits within the strategy laid out in the 1975 Comprehensive Plan. The period of significance for this criterion is 1976, the year of the building's construction. Although the Jantzen Beach McDonald's is significant under Criterion A, alterations to its integrity of design, materials, workmanship, and feeling from the period of significance have diminished its ability to convey its significance under this criterion.

The Jantzen Beach McDonald's does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B

15 The Jantzen Beach McDonald's is also significant under Criterion C, at the local level in the area of architecture. The original design of the Jantzen Beach McDonald's was an early version of the double mansard style that was employed widely by McDonald's across the country, with locally specific design adaptations added due to its Hayden Island location. The period of significance for this criterion is 1976, the year of the building's construction. Although the Jantzen Beach McDonald's is significant under Criterion C, alterations to its integrity of design, materials, workmanship, and feeling from the period of significance have diminished its ability to convey its significance under this criterion.

The Jantzen Beach McDonald's is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

25 In summary, the Jantzen Beach McDonald's does not possess sufficient integrity to communicate its areas of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criteria A, B, C, or D.



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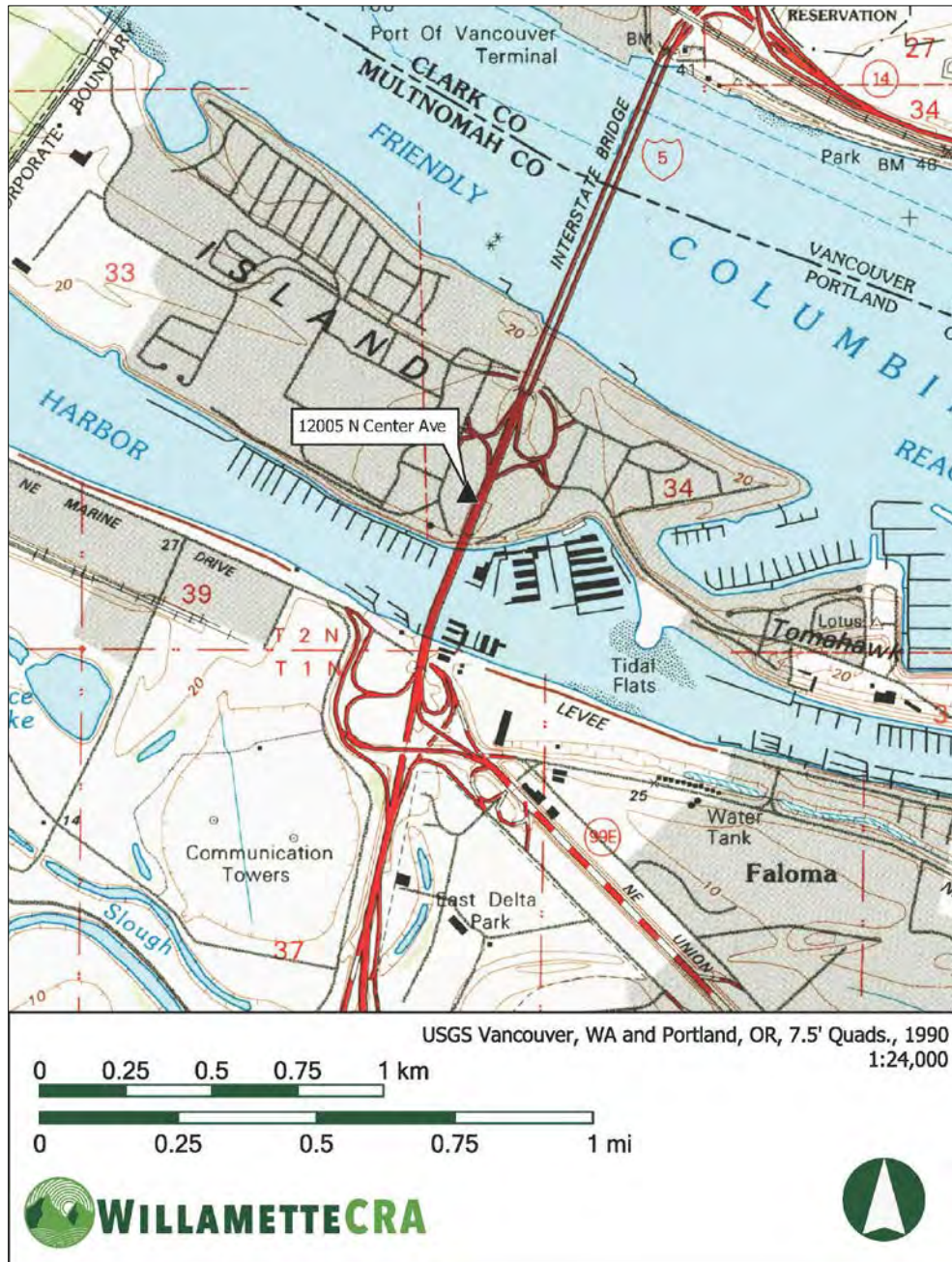


Figure 2. Location map of 12005 North Center Avenue, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 12005 North Center Avenue, showing NRHP boundary in white.

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Figure 4. Jantzen Beach McDonald's, west and south elevations, view facing northeast (WillametteCRA March 8, 2023).

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Figure 5. Jantzen Beach McDonald's, north and west elevations, view facing southeast (WillametteCRA March 8, 2023).

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Figure 6. Jantzen Beach McDonald's, east elevation, view facing west. Note that the eastern side of the building could not be readily accessed from the public right of way (Google Streetview, April 2022).

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Figure 7. Example of the “golden arches” McDonald’s model in Des Plaines, Illinois (Bomkamp, “McDonald’s Museum in Des Plaines Will be Demolished Next Month”).

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Figure 8. Members of the original crew of the Pacific Northwest's first McDonald's gather in front of the NE 122nd Avenue location in 1975 to celebrate the 15th anniversary of its opening. The mansard roofed building, renovated in 1971, is visible in the background (Ferschweiler, "NW 'Mac' Pioneers).

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Figure 9. West elevation of the Jantzen Beach McDonald's, view facing east (Google Maps, July 2017).

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Figure 10. West and south elevations of the Jantzen Beach McDonald's, view facing north (Google Maps, July 2017).

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Figure 11. East elevation of the Jantzen Beach McDonald's, view facing west (Google Maps, July 2017).

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Table 1. McDonald's Locations Associated with Oliver Lund Before and After 2010s Remodels.

Address	Before Remodel	After Remodel
1209 NE Glisan Street, Portland, Oregon	 Google Streetview, 2017	 Google Streetview, 2018
7010 Highway 99, Vancouver, Washington (Hazel Dell)	 Google Streetview, 2014	 Google Streetview, 2016
1567 NE Burnside Road, Gresham, Oregon	 Google Streetview, 2012	 Google Streetview, 2015

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Table 1 Cont. McDonald's Locations Associated with Oliver Lund Before and After 2010s Remodels.

Address	Before Remodel	After Remodel
2435 NE Town Center Drive, Hillsboro, Oregon	 <p align="center">Google Streetview, 2012</p>	 <p align="center">Google Streetview, 2014</p>
37445 US-26, Sandy, Oregon	 <p align="center">Google Streetview, 2011</p>	 <p align="center">Google Streetview, 2021</p>



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Street Address: 12055 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R629410	Plat Block Lot: Hayden Harbor Shops, Block 607, Lot 5
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.609890°, -122.681300°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: Vacant	Construction Date: 1979
Historic Use: COMMERCE/TRADE / specialty store	Alterations & Dates: 2009–2011, Exterior cladding replaced, shed roof over walkway replaced
Architectural Classification / Resource Type: Other: Postmodern / building	Historic Context: Community Planning and Development

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - Strip Commercial	
Window Type & Material: Fixed & Aluminum	Exterior Surface Materials: Primary: Wood - Board & Batten Secondary: Other - Pantile Shingles Decorative: Stone - Ashlar/Cut	
Roof Type & Material: Flat with Parapet, Asphalt/Composition - Built Up		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
Styles: Postmodern	Category:	Change Level:
	Plan	Intact
Register Status: Not listed	Windows	Intact
	Cladding	Extensive
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Interior	Extensive
	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. View of 12055 North Center Ave from Northwest (WillametteCRA June 14, 2022). Note that the property was photographed from the public right of way and was not fully accessible to surveyors.

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

The building at 12055 North Center Avenue (hereafter referred to as the Sailboats Unlimited Building) is a Postmodern style commercial building located on Hayden Island in Portland, Multnomah County, Oregon (Figures 1, 2, and 3). The building is within a moderately-sized commercial development called the Hayden Harbor Shops, which runs alongside the southbound lanes of Interstate 5 (I-5). The development is defined by access to the southbound on-ramp to the north, North Center Avenue to the west and southwest, and Jantzen Avenue to the south. The Sailboats Unlimited Building is in the southern half of the Hayden Harbor Shops. The north and east elevations face the interior parking lot of the development; the west elevation of the building follows the angle of North Center Avenue, and the south elevation of the building faces the access lane leading from the development onto North Center Avenue. The main elevation of the building faces northeast.

The area around the Hayden Harbor Shops development is part of a commercial belt that covers much of the eastern half of Hayden Island. Bisected by I-5, the area is overlaid by a curvilinear network of local streets that provide access to the Jantzen Beach Mall as well as a variety of other low-rise commercial developments. The most visible attribute of the neighborhood is the abundance of paved, surface-level parking lots, which are usually outlined by landscaped medians.

The Hayden Harbor Shops Development is divided into six lots. Each lot contains a single detached building and associated parking. The Sailboats Unlimited Building is located in Lot 5, an irregularly shaped parcel that is defined by North Center Avenue on the west; a boundary with Lot 6 (the Hayden Harbor Shops Building), drawn along the midline of the two buildings' shared parking and access lanes, on the east and south; and a landscaped median shared with Lot 4 (McDonald's) on the north. The lot includes the building, one row of direct-access parking along the building's north and east elevations, single rows of parking along North Center Avenue and the landscaped median to the north, as well as the associated landscaping, which includes several mature trees, planted flower beds, and shrubs planted along the building's base on the south and west elevations.

The building's footprint is irregularly shaped—roughly rectangular with a chamfered southwest corner—constructed atop a concrete slab foundation that measures approximately 80 feet from east to west and approximately 65 feet from north to south (note that the building is oriented 22 degrees off of true north). The walls of the building are wood-framed, finished in a vertical board and batten siding, and rise one story. The building is topped by a flat roof surrounded by a low parapet covered in ribbed metal flashing. The building's west elevation is defined by a narrow projection from the main building block which is topped by a moderately-pitched shed roof covered in pantile shingles (Figure 4). The building's fenestration is varied: the west elevation is defined by large, fixed aluminum frame ribbon glazing (currently boarded over) running the length of the elevation, while the north and east elevations, which serve as the primary entries to the three leasable tenant spaces, are comprised of fixed-frame aluminum glass doors flanked by pairs of fixed frame aluminum frame windows (Figures 1 and 5). The south elevation, which faces the building's service spaces, contains a steel service door as well as other security features and mounted utilities (Figure 6).

A concrete walkway wraps the building on the north and east sides and connects to pathways in the parking lot. The walkway is covered by a metal marquee awning, which is supported by suspension cables fixed to the building's facade as well as by regularly-spaced posts clad in ashlar-cut stone veneer (Figure 7). Combined with the board and batten siding, the awning and columns render the building in a Postmodern style with references to the Rustic style, as well as "Western" or False Front building.



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Alterations

5 Since its initial construction in 1979, the building’s interior has been reconfigured several times to accommodate different tenants. At a point between 2009 and 2011, the building’s exterior was also dramatically changed: the board and batten siding replaced the original diagonal wood siding, the flat metal awnings replaced a shed-roofed canopy covered in pantile shingles (which merged with the shed-roof on the western elevation), and the ashlar-cut stone veneer was laid over the original faux tree-trunk posts (Figure 8). Originally, the building was designed and constructed in the same architectural language as the adjacent Harbor Shops Building, in the same development (Figure 9). Physical changes to the building’s exterior obfuscate this visual connection.

Boundary Description

10 The Sailboats Unlimited Building is located at 12055 North Center Avenue, in the Hayden Island neighborhood of Portland, Multnomah County, Oregon. The building’s parcel is irregularly shaped and bounded by the curvilinear alignment of North Center Avenue to the west, and adjacent tax lots in the same plat to the north, east, and south. The recommended National Register of Historic Places (NRHP) boundary is defined by the tax lot and includes the building as well as the associated parking lot and landscaping, which remain largely unchanged since the historic period and contribute to the resource’s significance (Figure 3).

INTEGRITY

20 The Sailboats Unlimited Building was built as part of Hayden Island, Inc.’s expansion of the Jantzen Beach Shopping Center and remains in its original location, surrounded by much of its historic setting, and continues to function as a commercial property, despite its current vacancy. Moreover, the building’s original design was intended to accommodate multiple different tenants and the regular changes to its interior do not cause irreparable harm to the building’s integrity. The exterior, however, has been heavily altered, especially when compared to the adjacent building in the same development, which was built at the same time, by the same architect, and in the same architectural language of diagonal wood siding with walkways covered by a shingled shed roof. The transformation of the exterior of the Sailboats Unlimited Building—from a language that clearly dated it to the late 1970s into one that belies its authentic historic context—undermines the building’s ability to convey a sense of historical significance. In all, the building retains its integrity of location, setting, and association, however, its integrity of design, materials, workmanship, and feeling have all been heavily diminished or almost entirely lost.

STATEMENT OF SIGNIFICANCE

30 Hayden Island, the 4-mile-long island between Portland and Vancouver, was once just a stopping point for goods and people moving between the two cities on either side. Though settled in the mid-nineteenth century by Gay Hayden, the island maintained a sense of impermanence compared to its neighbors, functioning as a beach resort in the early twentieth century and then, most memorably, as the site of the Jantzen Beach Amusement Park. The park, which opened in 1927, was, like many amusement parks constructed contemporaneously, an incentive to increase ridership of the newly constructed streetcar; more importantly, it offered leisure and amusement to inhabitants of an increasingly dense urban center.¹ Housing developments on the island followed, supported by small shops and services, which eventually established a small commercial strip. By mid-century,

¹ For more on the history and development of Hayden Island, see Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023), 124–168.



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the development company that had created the amusement park began to shift its focus toward a substantial and cohesive development plan for the island: floating homes along the island’s south shore, a manufactured-home community, hotels, motels, and large-scale, permanent housing developments.² Ever mindful of the economies of recreation, the Hayden Island, Inc. company exchanged the amusement park for a regional shopping center, which, like the amusement park had been, was a new, rapidly proliferating phenomenon in the country. The Jantzen Beach Center opened in the fall of 1972. Its scale addressed the region: shoppers came from Washington to take advantage of the tax-free shopping; it was convenient to Portlanders as well as those traveling along I-5; and it provided a service for the local residents. This twentieth-century development of Hayden Island offers a microcosmic reflection of the commercial and architectural evolution of the American landscape.

5

10 A Hayden Island, Inc. Development

Like Jantzen Beach Shopping Center, the giant mall that signaled the onset of significant modern development on Hayden Island, the Hayden Harbor Shops Development, located across from the mall on the east side of North Center Avenue, was an expansion project also developed by Hayden Island, Inc. Suspended between the mall’s parking lots and the access ramps to the Interstate—visible to the 25,000 people who visited the mall during its peak years—the parcels were prime locations for supplemental services that appealed to visitors and local residents alike. In the company’s 1975 Comprehensive Plan, the area was zoned the same as the shopping center:

15

“suitable to accommodate high intensity employee/customer uses. Representative uses include: shopping center, retail sales, department stores, tire, battery and accessory stores, restaurants, service stations, theaters, active recreational facilities, home improvement center. Design and development criteria include: 8% landscape, buffering from less intense uses adjacent, pedestrian linkages to residential areas.”³

20

In 1975, the development was comprised of a Denny’s restaurant, a gas station, and the potential footprint of Engine House Pizza, then in the planning stages (Figure 10). A McDonald’s restaurant was quickly planned and erected in the summer of 1976. In the following two years, Hayden Island, Inc. added the last two buildings in the development: the Sailboats Unlimited Building, a large building located along North Center Avenue, and the Harbor Shops building, a strip commercial building located at the back of the parking lot. Both buildings were designed by David Hickman, a local architect who designed several projects for Hayden Island, Inc.⁴

25

The first tenant of the building at 12055 North Center Avenue—Sailboats Unlimited, a supplier of marine goods and a branch of Dolphin Marina in Washougal—held its grand opening in June of 1979. The new facility (which may have been built to suit for lease) replaced the company’s current operations on SW Corbett Avenue in Portland, with twice as much floor space to show both sail and power craft.⁵ Boats were also displayed in the parking lot (Figure 11).

30

² Alsobrook, et al., 130.

³ Steffanoff, Nick and William Franklin Horing. *Hayden Island Comprehensive Plan*. Portland: Hayden Island, Inc. and Community Systems Planning & Design, 1975. Library copy obtained from Portland Bureau of Planning.

⁴ This is based on a list of Hickman’s office projects supplied to Willamette Cultural Resources Associates by his daughter. Hickman was related to Lester Buell, president of Hayden Island, Inc., and many of his early designs were commissioned by the company.

⁵ “Sailboat firm moving,” *The Columbian*, June 12, 1979, Section 1 Page 9.



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5 Within three years of moving into the 12055 North Center Avenue building, Dolphin Marina was officially defunct.⁶ CalMarine Discount, another marine supplier and one of the original tenants in the Harbor Shops Building, moved across the parking lot to the vacated space; Hickman also designed the remodel.⁷ In 1990, tenant improvement plans were submitted to the city changing the occupancy “from marine sales to restaurant.”⁸ The interior was transformed: a new kitchen added; restrooms enlarged; employee lockers and necessary service spaces added; a new buffet area and exposed circular grill built; and the remainder of the space filled with dining tables. Chang’s Mongolian Grill officially opened in the late summer of 1990, its sixth location in the Pacific Northwest (Figure 12). Chang’s was a local favorite for its “do it yourself” concept—the diner selected from a buffet, and the chef cooked—and inexpensive menu.

10 In 2007, the property in question, as well as other properties within the Hayden Harbor Development, was purchased by companies affiliated with Gordon Sondland (b. 1957), a Seattle-based developer and, from 2018 to 2020, the United States ambassador to the European Union (and author of the resulting 2022 book, *The Envoy: Mastering the Art of Diplomacy with Trump and the World*). At some point in late 2008 or early 2009, Chang’s Mongolian Grill closed and vacated the property. Alterations to the property were undertaken within the following
15 two years, transforming the exterior into the board and batten false-front—a vaguely Western theme—and dividing the large interior into three leasable tenant spaces. New storefronts were added on the east and eastern half of the north elevations, and CJ’s Deli, Huddy’s Deli, and Dede’s Deli, which were all owned by a Eugene-based company, moved in.⁹

20 The segmentation of the interior space of the Sailboats Unlimited Building was consistent with the general direction of the Hayden Harbor Shops in the early 2000s, when the popularity of video poker lottery machines increased. Because Oregon’s laws were looser than Washington’s, Hayden Island was a convenient—and lucrative—location for video poker, particularly on account of its accessibility to Washington residents. A Dotty’s Deli, one of the first chains of storefronts that offered a “welcoming environment” for gamblers, opened in the Harbor Shops building in 2003 and by the following year, it was the most successful lottery retailer in the state.¹⁰
25 Many other retail establishments followed suit, offering a small selection of foodstuffs as an alibi to the five video poker machines, the most permitted by law.

Despite the attempts to modernize the exterior appearance of the Sailboats Unlimited Building, the southern half of the Hayden Harbor Shops development has lost favor with locals, who were dismayed by the transformation of restaurants and retail shops into disguised casinos. Incidents of crime, drug use, driving under the influence, and

⁶ See Wendy Reif, “Debate over river land use permits,” *The Columbian*, September 1, 1982, East County News Page 1.
⁷ The CalMarine remodel is listed as project number 8111 in Hickman’s list of projects, although no further documentation was included.
⁸ Based on permit information obtained from the city of Portland’s Bureau of Development Services, permit #90-102291, issued May 4, 1990.
⁹ The company was called CJ’s Eatery 2, LLC. See Jeff Manning, “Problems with Oregon Lottery video poker at shopping center on Hayden Island prod consideration of new rule,” *The Oregonian*, November 12, 2011. Accessed March 29, 2023. www.oregonlive.portland/2011/11/video_poker_shopping_center_on.
¹⁰ Dotty’s delis were clean, well-lit, with tchotchkes and an atmosphere that felt like “your grandmother’s kitchen,” wrote Steve Mayes in “A Sure Hand,” *The Oregonian*, July 21, 1996, E01. Oregon State Legislature approved poker machines in bars and taverns in 1991, stipulating that the lottery must be supplemental, and not primary, to the establishment’s business.



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fighting made even the parking lot seem unsafe.¹¹ Presently, after the recent closure of CJ's, Huddy's, and Dede's, the building sits vacant and its fate remains unknown.

National Register of Historic Places Eligibility

5 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Sailboats Unlimited building is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

10 Based upon WillametteCRA's evaluation of the Sailboats Unlimited building within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the development of Hayden Island under Hayden Island, Inc., this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Sailboats Unlimited building does not possess a sufficiently strong association with any people significant in our past to qualify as significant under Criterion B.

15 The resource is an example of a Postmodern style commercial building; however, it does not sufficiently embody the distinctive characteristics of its type, period, or method of construction; it does not represent the work of a master, nor does it possess high artistic values to qualify as significant under Criterion C.

The Sailboats Unlimited building is not associated with known archaeological site, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

20 In summary, the Sailboats Unlimited building is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource not eligible for listing in the NRHP.

¹¹ There were many articles published in local papers on the state of the development. See, for instance: Steve Duin, "The Nesting Place of the Golden Goose," *The Oregonian*, February 17, 2004, B01, and "Stripping bare the hypocrisy on Hayden Island," *The Oregonian*, October 16, 2010; Casey Parks, "Jantzen Beach's 'Lottery Row' will remain open after Oregon lottery commission pulls proposed limits," *The Oregonian*, August 5, 2012, and "We Want our Neighborhood Back today," *The Oregonian*, August 6, 2012.



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- 5 *The Columbian* (Vancouver, WA). 1908–1990.
- The Oregonian* (Portland, OR). 1861–2023.
- 10 Steffanoff, Nick and William Franklin Horning. *Hayden Island Comprehensive Plan*. Portland: Hayden Island, Inc. and Community Systems Planning & Design, 1975.

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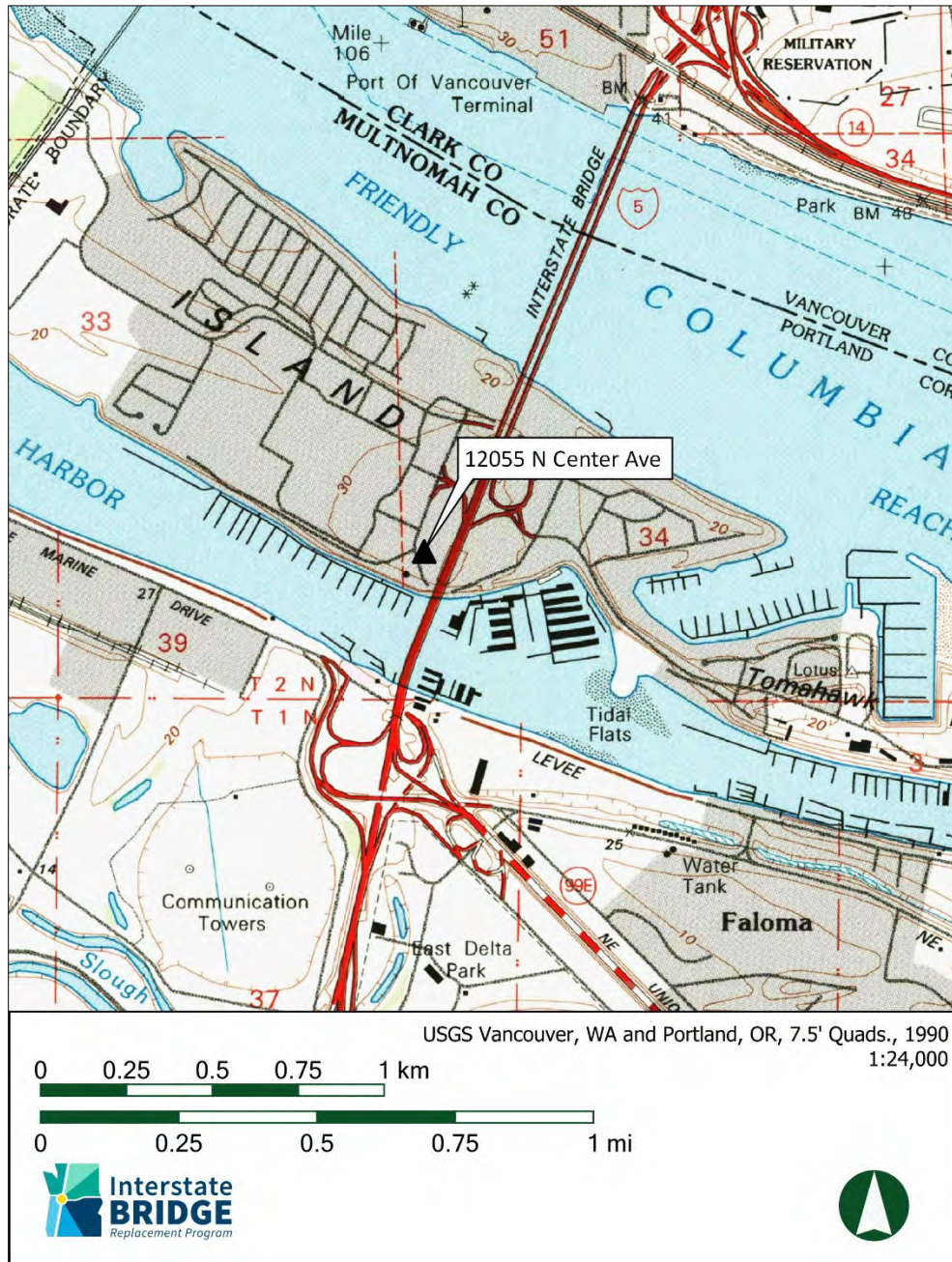


Figure 2. Location map of 12055 North Center Avenue, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 12055 North Center Avenue, showing recommended NRHP boundary in white.

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Figure 4. View of 12055 North Center Avenue from the west. Note the false front wall (WillametteCRA January 13, 2023).

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Figure 5. View of 12055 North Center Avenue from the east (Google Street View, October 2018). Note that the property was photographed from the public right of way and was not fully accessible to surveyors. Google Street View, however, documented the property's recent remodel in 2018. Exterior changes since that time have been limited.



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Figure 6. View of 12055 North Center Avenue from the southwest (WillametteCRA January 13, 2023).

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Figure 7. View of 12055 North Center Avenue from the northwest (WillametteCRA June 14, 2022).

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Figure 8. 2009 view of 12055 North Center Avenue from the west, showing original cladding, canopy over north elevation, and faux tree-trunk posts (Google Street View, June 2009).

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Figure 9. View of the Harbor Shops Building from the southwest (WillametteCRA January 16, 2023).

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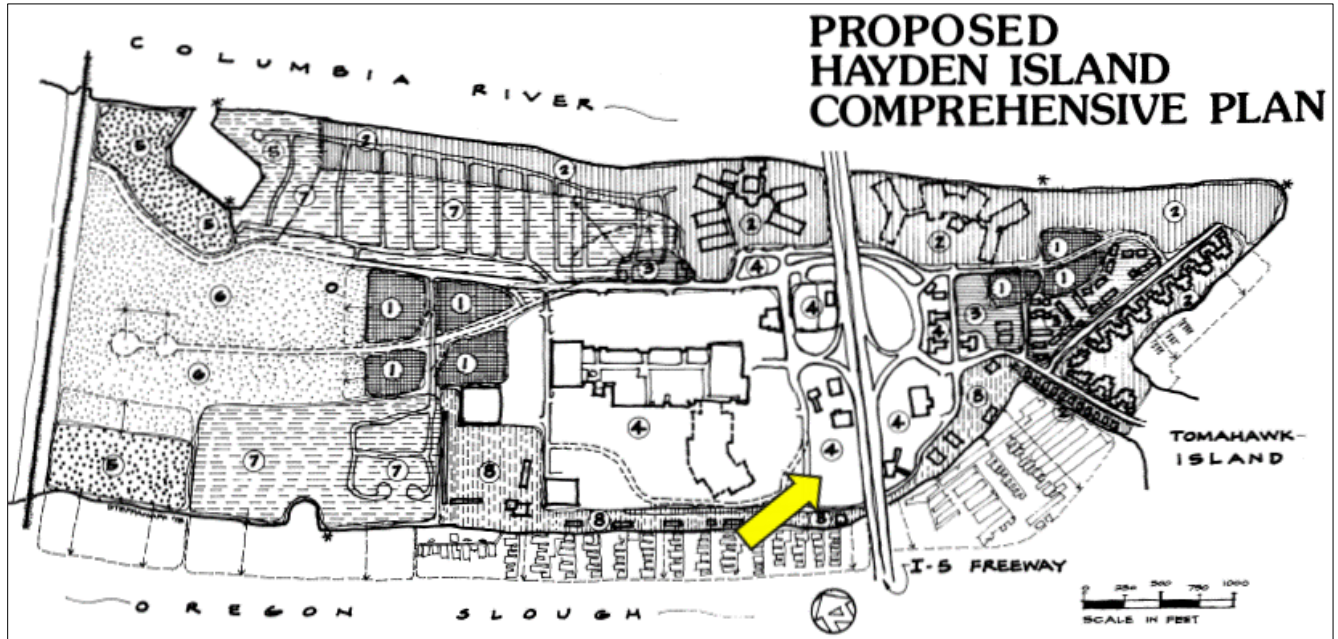


Figure 10. Hayden Island, Inc. 1975 Master Plan, showing the scale of Hayden Harbor Shops Development. A yellow arrow marks the future development site of Sailboats Unlimited (Steffanoff, *Hayden Island Comprehensive Plan*).

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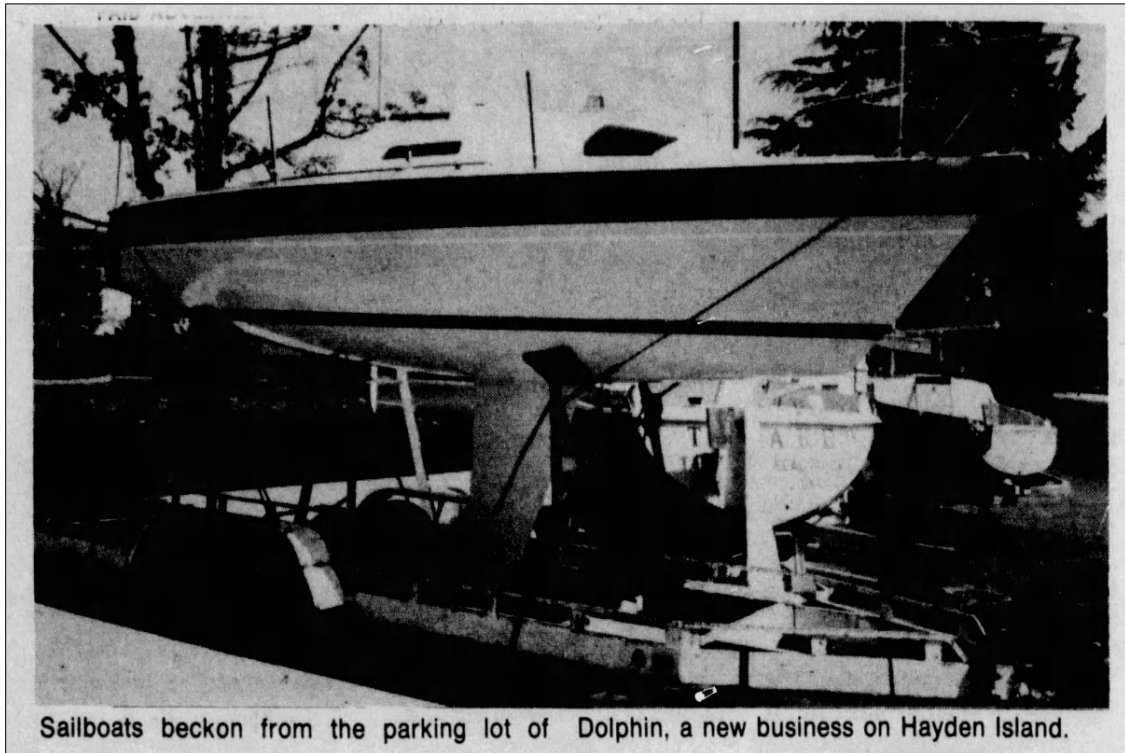


Figure 11. Boats on display in the 12055 North Center Avenue parking lot, 1979 (*The Columbian* [Vancouver, WA], September 12, 1979, 66).

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"1000 Ways of Creative Eating"
It's Easy to order ...

Buffet style. Select meats, vegetable and sauces from food counter, give it to the Chef, go back as many times as you want. Soup and rice will be brought to your table by the waiter.

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Figure 12. Advertisement for Chang's new location at Jantzen Beach, 1990 (*The Columbian* [Vancouver, WA], October 23, 1990, 62).



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Property Name: Harbor Shops (OR 107)	SHPO Resource ID: TBD
Street Address: 11915 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R629411	Plat Block Lot: Hayden Harbor Shops, Block 607, Lot 6
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.609635°, -122.680801°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / specialty store	Construction Date: 1978
Historic Use: COMMERCE/TRADE / specialty store	Alterations & Dates: None known
Architectural Classification / Resource Type: MODERN MOVEMENT / Other: Postmodern / building	Historic Context: Architecture, Commerce, Community Planning and Development

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - Strip Commercial	
Window Type & Material: Fixed & Aluminum	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Wood - Plywood Decorative: Pantile Shingle	
Roof Type & Material: Flat with Parapet, Asphalt/Composition - Built up	Plan Type: Irregular	
Structural System Type: Wood - Braced Frame	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
	Plan	Intact
Styles: Postmodern	Windows	Intact
	Cladding	Intact
Register Status: Not listed	(Other) Interior	Extensive
	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

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Figure 1. 11915 North Center Avenue, the “Harbor Shops” building, view facing northeast (WillametteCRA January 16, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The building at 11915 North Center Avenue (hereafter referred to as the Harbor Shops) is a strip mall located immediately west of Interstate 5 on Hayden Island in Portland, Multnomah County, Oregon (Figure 2). The one-story building rises from a concrete slab foundation with an irregular footprint that measures approximately 260 feet from north to south, 100 feet from east to west, and covers a total area of 14,728 square feet (currently occupied by eight tenants). The footprint comprises an elongated “zigzag” shape (two offset rectangles connected by a parallelogram) and is set within a large, paved parking lot that is occupied by separate fast-food eateries to the north and west (Figure 3).

10 The walls of the building are wood-framed and rise to a high parapet that shields a flat roof. Along the building’s principal west elevation runs a concrete walkway topped by a shed roof which wraps around the building’s northwest and southwest corners before terminating on the north elevation and south elevation (Figures 4–9). The shed roof is supported by faux tree-trunk columns; the north, south, and west walls of the building are clad in diagonally orientated channeled wood siding topped by standing seam metal flashing. The majority of the east elevation is clad like the building’s other walls; however, segments of the wall plane out of sight for easy viewing
15 are clad in weatherproof plywood paneling. Above the walls, the flat roof is covered by a light membranous sheathing while the walkway is roofed by pantile shingles atop a two-foot entablature.

20 The building’s principal west elevation is composed of multiple storefronts, each sized relative to their interior square footage (Figures 5, 6, and 7). Most storefronts have three or four vertically oriented fixed windows in anodized aluminum frames flanking a double- or single-entry full-glass aluminum door. Behind the tempered glazing, neon signs alight the west façade. Additional fenestration is limited to service entries along the rear east elevation which are composed of recessed flush steel doors. Other details include electrical panels, gas meters, and roof drainage pipes all along the east elevation.

25 The paved parking lot around the building includes one row of direct-access perpendicular parking spots in front of the west elevation of the building, with interspersed medians planted with grasses, bushes, and trees. The lot includes two lanes of vehicle traffic and another row of parking spaces facing North Center Avenue and North Jantzen Street. The landscaping strip along North Center Avenue is planted with grasses and mature trees. A paved fire lane follows the eastern edge of the building. The parking lot terminates on the south side of the building.

Alterations

30 Although documentation showing its earlier iterations is limited, the Harbor Shops building and its associated parking lot appear to have undergone few changes since the date of original construction. Some storefronts have been modified through tenant improvement projects, including replacing doors and windows. Because the west wall of the building acts as a shear wall, changes have been in accordance with the original design. The interior of the building has been frequently reconfigured, including layout, mechanical, electrical, and plumbing. As is the
35 case with strip malls typologically, this notion of tenant reconfiguration was part of the building’s original design.

Boundary Description

40 The Harbor Shops building is located at 11915 North Center Avenue, in the Hayden Island neighborhood of Portland, Multnomah County, Oregon. The building’s parcel is irregularly shaped and is bounded by the southbound lanes of Interstate 5 to the east, adjacent tax lots in the same plat to the north and west, and the curvilinear alignment of North Center Avenue to the west and south. The recommended National Register of



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Historic Places (NRHP) boundary is defined by the boundary of the tax lot and includes the Harbor Shops building, as well as the associated parking lot and planted medians, which contribute to the resource’s historic significance as a strip mall.

INTEGRITY

5 The Harbor Shops building was designed to accommodate multiple and constantly changing tenants; as such, the interiors and exterior signage have been regularly reconfigured according to tenants’ needs. While limited documentation has been found to show the building’s original appearance, a visual inspection indicates that few changes have been made to its exterior.

10 The setting of the building has changed slightly since its construction date of 1978. Alterations include the transformation of the adjacent Jantzen Beach Shopping Center from a single, amalgamated building into a collection of myriad stand-alone shops interspersed with surface-level parking lots. Historically, the Harbor Shops building offered convenience and specialty, and, because of its location outside of the mall, appealed to shoppers as much as it did locals and daily office workers. In the area’s current state, each detached store asserts its own identity, independent of its relation to the greater collection of surrounding shops. The Harbor Shops building, 15 flanked by a McDonald’s, a Starbucks, and a Jimmy John’s is, like every other store in the area, a destination, attracting consumers based on its current occupants.

Despite the changes to the building’s setting, the surrounding buildings retain a similar scale and use as the buildings comprising the original setting. The Harbor Shops building, therefore, retains its integrity of location, design, materials, workmanship, feeling, association, and setting.

20 **STATEMENT OF SIGNIFICANCE**

Hayden Island, the 4-mile-long island between Portland and Vancouver, was once just a stopping point for goods and people moving between the two cities on either side. Though settled in the mid-nineteenth century by Gay Hayden, the island maintained a sense of impermanence compared to its neighbors, functioning as a beach resort in the early twentieth century and then, most memorably, as the site of the Jantzen Beach Amusement 25 Park. The park, which opened in 1927, was, like many amusement parks constructed contemporaneously, an incentive to increase ridership of the newly constructed streetcar; more importantly, it offered leisure and amusement to inhabitants of an increasingly-dense urban center.¹ Housing developments on the island followed, supported by small shops and services, which eventually established a small commercial strip. By mid-century, the development company that had created the amusement park began to shift its focus toward a substantial and 30 cohesive development plan for the island: floating homes along the island’s south shore, a manufactured-home community, hotels, motels, and large-scale, permanent housing developments.² Ever mindful of the economies of recreation, the Hayden Island, Inc. company exchanged the amusement park for a regional shopping center, which, like the amusement park had been, was a new, rapidly proliferating phenomenon in the country. The Jantzen Beach Center opened in the fall of 1972. Its scale addressed the region: shoppers came from 35 Washington to take advantage of the tax-free shopping; it was convenient to Portlanders as well as those

¹ For more on the history and development of Hayden Island, see Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023), 124–168.

² Alsobrook, et al., 130.



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traveling along I-5; and it provided a service for the local residents. This twentieth-century development of Hayden Island offers a microcosmic reflection of the commercial and architectural evolution of the American landscape.

A Hayden Island, Inc. development: “The One Spot—the fun spot to shop over 125 great stores.”³

5 Like Jantzen Beach Center, the giant mall that signaled the onset of significant modern development on Hayden Island, the Harbor Shops building at 11915 North Center Avenue was another project developed by Hayden Island, Inc. (Figure 10). A leasing announcement for the building, which was also called “Harbor Island Shops” and “Hayden Harbor Shops,” began appearing in the local newspapers in 1978, boasting of the small strip’s amenities and reach: “Adjacent to Jantzen Beach Center,” “Primary trade area 250,000 homes in Portland and Southern Washington,” “Approximately 25,000 people visit Jantzen Beach on Hayden Island daily,” and
10 “Immediate freeway access – ample parking” (Figure 11).⁴

15 The development on the site of the former Jantzen Beach Amusement Park addressed the new needs of the postwar era: convenient shopping for the ever-increasing suburban population. The mall replaced the old House of Magic, the Merry-Go-Round, the Old Mill, and the Skating Rink, its parking lot paved over the Big Dipper, the Dance Hall, and the midway; the Harbor Shops were built on the site of the “mammoth” swimming pools and high dive—the first pool to offer an underwater musical soundtrack (Figure 12). The amusement park closed in 1970 when its attractiveness as the center for Portland leisure had lost luster. The shopping center, anchored by Montgomery Ward, Newberry’s, and Payless Drugs, opened two years later, offering to the island a new type of
20 “urban” center, an interior street lined with consumables. The mall was an obvious choice for the development company: shopping malls were popping up all over the country, conveniently located next to highways and offering ample parking. They were constructed in response to rapid suburban growth and the optimistic era of consumption, but also as opportunities for shrewd investment, especially after a 1954 law allowed investors to carry depreciating investments as a loss for tax purposes.⁵ Additionally, the mall bypassed the issue that had plagued the amusement park: weather.

25 The area adjacent to the freeway, south of the Jantzen Beach access ramps, was, in Hayden Island, Inc.’s 1975 Comprehensive Plan, zoned the same as the shopping center. In the Plan’s language, both areas were “characterized as being suitable to accommodate high intensity employee/customer uses. Representative uses include: shopping center, retail sales, department stores, tire, battery and accessory stores, restaurants, service stations, theaters, active recreational facilities, home improvement center [sic]. Design and development criteria include: 8% landscape, buffering from less intense uses adjacent, pedestrian linkages to residential areas.”⁶ By
30 the time the Comprehensive Plan was drawn up, the northernmost parcels of land that had once been amusement park picnic grounds had already been developed into a Denny’s (demolished, on the site of the current Starbucks/Jimmy John’s), a 76 service station (later Union Oil, demolished, the site of the current T-

³ “The One Spot” was described in an advertisement in *The Columbian*, January 25, 1980, 83.

⁴ These advertisements for the Harbor Shops appeared in *The Columbian* in 1978 and 1979.

⁵ The optimism of the American consumer, “who continued to spend as if there were no tomorrow,” defined the demand economy built on mass consumption. See Lizabeth Cohen, “From Town Center to Shopping Center: the Reconfiguration of Community Marketplaces in Postwar America,” *The American Historical Review* 101, no. 4 (1996). For a response to this article and more on the evolution of the shopping mall, see Kenneth T. Jackson, “All the World’s a Mall: Reflections on the Social and Economic Consequences of the American Shopping Center,” *The American Historical Review* 101, no. 4 (1996), 1111–1121. www.jstor.org/stable/2169636.

⁶ Nick Steffanoff and William Franklin Horning, *Hayden Island Comprehensive Plan* 1975. Portland Bureau of Planning. Portland, OR.



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Mobile/Mattress Firm), and an Engine House Pizza Company (now BJ's).⁷ A McDonald's opened to the south of Engine House the following summer in 1976. Hayden Island, Inc. filled the Jantzen Beach swimming pools with dirt and concrete and paved North Center Avenue to the waterfront. The Harbor Shops building, 11915 North Center Avenue, and 12055 North Center Avenue (present-day CJ's Deli, formerly Sailboats Unlimited Building), both designed by architect David L. Hickman, were the last buildings added to the development, constructed in 1978.⁸ Each was clad in diagonal wood siding and had a shingled shed roof covering the exterior walkway.

Within two years of its opening, Harbor Shops was filled with tenants: M.T. Bottle and Deli, offering soups, sandwiches, and salads, as well as meats, cheeses, beer, and wine; Sports Specialists, an athletic goods store that filled the vacant "need for a sporting goods shop"; an Oregon state liquor store; Cal Marine Discount, which sold marine-related goods, and proudly broadcasted their participation in "the Portland/Vancouver boating scene"; Fitness Shop; Quiktan, Inc.; Malacca Rattan, a furniture store featuring items made from Indonesian wicker; and Micro Centers of America, which sold microwave appliances.⁹ The range of tenants indicated the makeup of the new suburban center, offering, in one location, a variety of businesses catering to the routine needs of Hayden Island's population. This included the permanent residents, many of whom left during the day but enjoyed leisure and dining options in the evenings and weekends; the workers, many of whom lived elsewhere but took advantage of convenient options during their lunch hours; and the visitors, who visited the island precisely for the sales-tax-free retail and commercial development.

The Evolution of the Strip Mall

The form of the Harbor Shops building—a long rectangular building set in the back of the parking lot—is a typological derivation of the commercial strip, the twentieth-century functional phenomenon that transformed the American landscape. This is related, of course, to the proliferation of the personal automobile and the new behavior patterns it engendered. Those programs directly related to the automobile—the filling station and the super service station—became new but increasingly prevalent forms in the first decades of the twentieth century, designed for the convenience of motorists. Large forecourts in front of a group of buildings announced the convenience of parking; a single sign or feature united the various services offered. By the 1920s, these designs were applied to more programs that answered other, routine needs. In Los Angeles, the first non-automotive drive-in development was Ye Market Place (1924), a retail market that occupied a large lot in Glendale. Three sides of the lot were lined with small shops, each allotted visual prominence as well as direct-access parking in front of the storefront. A covered walkway allowed shoppers to walk between different stores, comparison shopping, or completing multiple errands. Nearly 11,000 cars attended the market's opening day.¹⁰

⁷ Based on an analysis of the 1975 Hayden Island Comprehensive Plan.

⁸ Though there was no architect mentioned in the public record, this information was garnered from a list of projects provided to Willamette Cultural Resources Associates by David Hickman's daughter. Hickman was related to Les Buell, and many of his early commissions were designs for the company.

⁹ Proprietors of these outlets include Tom Cody (Tom's Pizza and Pub); Judy and Billy Meany and Nancy and Ron Miliken (Sports Specialists); and Bob Gamroth and Preston La Bounty (Malacca Rattan); Micro Centers of America was one of four locations in the Portland area, and offered, as part of a purchase, a microwave cooking school program. It was owned by Jim Jones, "the northwest's leading authority on microwave ovens and microwave cooking." See *The Columbian* October 1, 1986, 5.

¹⁰ Richard Longstreth, *The Drive-In, The Supermarket, and the Transformation of Commercial Space in Los Angeles, 1914 – 1941*. Cambridge: MIT Press, 1999.



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5 The inversion of the commercial block form—from the street-fronting façade of the large salesroom, with minimal parking, to the simplified interior pushed to the back of the block, with the prime space given over to parking—changed the relationship of the consumer to commercial space. Its reproducibility changed the relationship between retail and the central or neighborhood business district. The new form could fit into any block within sight and range of a passing motorist and, because it was a speculative real-estate investment, often preceded the density of population upon which it relied. The drive-in market was easily expanded to include more retail and service-oriented options, like clothing and hardware stores, barbershops and salons, pharmacies, and banks. Its presence encouraged further development, but without the clear hierarchies that other precedents, like downtown or neighborhood business districts, had been designed around. By mid-century, four typologies of shopping centers were identified by the Urban Land Institute—the “L” or “U” type, the cluster, the mall, and the strip—each motivated by the same intentions as the drive-in market: accommodating the car and relocating retail to the convenience of its consumers.¹¹ Of these types, the strip was the most common. It was, on account of its long and linear one-story form, cheap to build, easy to construct, and the most adaptable to various site conditions. The type was the perfect ratio of visible tenant frontage to usable rented space, appealing to small retail outlets attracted to the low rent. Unornamented but for signs announcing tenant occupants, the form of the building was united by the pedestrian canopy that ran its length.¹²

20 The Harbor Shops building deployed and exemplified many of these strategies. It is a long and linear building with multiple tenants, pushed to the back of the lot, its irregular footprint parallel to the street, following the path of the motorist. The complexity of its length is resolved not only by the diagonal wood cladding but also by the shingled canopy projecting from the building’s façade. The canopy, which has a slight “western” feel to it, provides the additional service of weather protection, encouraging consumers to travel between stores, as well as a vertical surface for tenant signage. The design of the building is datable to the strip mall’s second generation—maximally efficient, without the bathrooms and gardens that earlier iterations offered. However, sited directly adjacent to Interstate 5, the building’s developers took advantage of the lack of a real center in suburban developments, and offered, in exchange, convenience and choice to both the resident population and the office workers who inhabited the island during the day.

“Lottery Row”

30 In the first few decades of its existence, the Harbor Shops building was often described as “nondescript.” The advertisements for Micro Center of America and Malacca Rattan reminded visitors that the microwaves and Indonesian ottomans were “By the Freeway – next to McDonald’s.” Tenant turnover was frequent and, based on the lack of newspaper accounts, often unnoteworthy to the community. The restaurants fared better than the retail outlets. MT Bottle Shop and Deli, Tom’s Pizza and Pub, Fryer Tuck Chicken, Café del Toro, and Bradley’s Bar and Grill were popular options. Dotty’s Deli #24 signed a lease in 2003. One of a chain of storefronts operating on a business model that focused on a “welcoming environment” for its patrons, Dotty’s operated video poker

¹¹ The various types, as denoted by the Urban Land Institute, were Strip, Mall, “U” Type, and Cluster. For more on the evolution of the strip mall (and its relevance as an historic resource), see Matthew J. Manning, “The Death and Life of Great American Strip Malls: Evaluating and Preserving a Unique Cultural Resource,” Unpublished Master’s thesis (The University of Georgia, 2009). <https://esploro.libs.uga.edu/esploro/outputs/9949333736202959>.

¹² See also City Beautiful, “Why are there so many strip malls?” YouTube, October 16, 2020. https://www.youtube.com/watch?v=5ylswZLu_cY.



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5 consoles under the guise of “nondescript sandwich shops.”¹³ The cheap sandwiches and cigarettes allowed the chain to comply with Oregon’s ban on casinos by following the letter of 1991 legislation permitting establishments five or fewer video poker machines, as long as the lottery was not the “primary business” of the retailer.¹⁴ Within the year, Dotty’s was bringing in more commissions than any other lottery retailer in the state. The reasons the Jantzen Beach Shopping Center and its adjacent retail shops were successful, particularly in the first couple of decades after opening—namely that they answered a need in a convenient location—were similar factors in Dotty’s success. And just as the successes of the early strip malls outside of the city propelled more and more development, so too did Dotty’s encourage more lottery outlets in Hayden Island. Washington shoppers had once taken advantage of the state’s sales-tax-free retail. After the 1991 legislation passed, they flocked to Oregon’s
10 looser laws on video poker: first stop, Jantzen Beach.

In the late 2000s, two big changes affected the property. Gordon Sondland (b. 1957), a Seattle-based developer behind the boutique Provenance Hotels brand and, from 2018 to 2020, the United States ambassador to the European Union (and author of the resulting 2022 book, *The Envoy: Mastering the Art of Diplomacy with Trump and the World*) purchased the building.¹⁵ Concurrently, Oregon Restaurant Services, the parent company of Dotty’s, was sold to a midwestern development company, which took over Dotty’s and additional restaurants in the complex, including Bradley’s and Café del Toro.¹⁶ The company opened two new storefronts, the Anchor Bar and Rachel’s Kitchen, and soon thereafter, a new tenant, Paddy’s Old Irish Café appeared. Every new tenant applied for an Oregon lottery license, and each new tenant improvement project included five new video poker machines. By 2011, the Harbor Shops building was so packed with deli-casinos—the highest concentration of
20 lottery outlets in the state—that it pejoratively became known among the Hayden Island residents as “Lottery Row.”¹⁷ Locals were dismayed by the transformation of restaurants and retail shops into disguised casinos. Crime increased, including drug use, driving under the influence, and fighting. The parking lot appeared unsafe. Residents appealed to Sondland, whose presence in Oregon as a developer, the President of the Board of Trustees of the Portland Art Museum, and the “saving” force behind the Washington Park Summer Concert Series, convinced Hayden Island residents that he was interested in positive community development. Sondland,
25 however, made it clear that his business dealings were based on fiduciary duty rather than local discontent.¹⁸ In addition to rent, the landlord—officially registered as Buena Hayden, LLC—also collects a percentage of gross sales.

¹³ Dotty’s delis were clean, well-lit, with tchotchkes and an atmosphere like “your grandmother’s kitchen,” wrote Steve Mayes in “A Sure Hand,” *The Oregonian*, July 21, 1996, E01. At this point, the chain was oriented toward women thirty-five and older, offering “fun things” like door prizes (blenders, waffle makers), and free coffee and soda.

¹⁴ Steve Duin, “The Nesting Place of the Golden Goose,” *The Oregonian*, February 17, 2004, B01; Steve Mayes, “A Sure Hand,” *The Oregonian*, July 21, 1996, E01.

¹⁵ From information described in newspaper reports, it is unclear if the Harbor Shops development was part of the Jantzen Beach sale-package. Hayden Island, Inc. was acquired by Hillman Properties in 1977 and the company sold Jantzen Beach Shopping Center to Prudential Insurance Company in 1984. In 1995 the mall was struggling, and sold to Birtchner Northwest. Gordon Sondland and his affiliates are listed—under multiple limited liability companies—as the current owners of the entire Harbor Shops development.

¹⁶ Fischer, a South Dakota businessman, purchased the twenty-six Dotty’s locations from Richard Craig Estey after a domestic violence investigation concluded that Estey did not satisfy the Oregon Lottery Commission’s requirements of good character; he was required to sell or to lose his state license to operate.

¹⁷ References to “Lottery Row” are numerous, which implies the intense activism of the local residents. See for instance Casey Parks, “Jantzen Beach’s ‘Lottery Row’ will remain open after Oregon lottery commission pulls proposed limits,” *The Oregonian*, August 5, 2012.

¹⁸ Steve Duin, “Stripping bare the hypocrisy on Hayden Island,” *The Oregonian*, October 16, 2010.



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The twentieth-century forces that propelled the development of the strip mall—real estate speculation, postwar consumerism, the proliferation of the personal automobile, and the suburban “American dream”—have changed the ways Americans live and placed parameters on their futures. The strip mall, once the ultimate symbol of community accomplishment and defining characteristic of its sense of place, has, since the late decades of the twentieth century, been derided as a blight on the landscape, a negative by-product of mid-century optimism and pursuit of progress. Strips were often bypassed by new infrastructure. Tenants followed, leaving the strip mall in a state of decline, if not abandonment. And yet, as the Harbor Shops building demonstrates, the strip mall is resilient and continuously able to adapt to the retail landscape. The low barrier of affordability means that the strip mall is still a sign of America’s upward mobility, particularly for immigrant communities.¹⁹

Postmodernism

Strip malls, as a type, are built for signs. The only identifiable feature of the independent tenant is its signage, the means by which it can attract consumers. This idea, that a building is actually a communication device for the services contained therein, was a theory in the 1972 text *Learning from Las Vegas*, proffered by the team that had already garnered a reputation for its heralding of “Postmodernism,” Denise Scott Brown (b. 1931), Robert Venturi (1925–2018), and Steven Izenour (1940–2001). Postmodernism, which emerged as an idea in Venturi’s first book, *Complexity and Contradiction in Architecture*, established the argument for designing with historical referents, playfulness, and ambiguity. *Complexity and Contradiction* was a result of an analytical study of the buildings and monuments in Rome, undertaken while Venturi was a fellow at the American Academy. *Learning from Las Vegas*, the book written with his partners Denise Scott Brown and Steven Izenour, was another analytical study, an attempt to understand the structural principles that created the urban form known as “the strip.” Scott Brown, an urban planner and architect, Venturi and Izenour, redirected attention toward the landscapes that had been dismissed by “high-culture” theorists; Peter Blake (1920–2006), for instance, had described the same car-inspired postwar commercial strip as “God’s Own Junkyard” in his 1964 book of the same title. Scott Brown, Venturi, and Izenour, along with the students in their Yale design studio, investigated the “ugly and ordinary” buildings—a marked departure from the pure forms of Modernist architecture—and analyzed relationships between the buildings and their associated signage, mediated by the parking lot, and the relationships between symbolism, form, and program. What was “learned” from Las Vegas, for this group, was the fracture between the expression of structure and program—as Modernism’s battle cry “Form follows function” encouraged—on the one hand, and the vernacular building’s efficient communication through conventional forms and applied signage. For Scott Brown, Venturi, and Izenour, expressive form had been displaced by sign and symbol.²⁰ The conventional form of the Harbor Shops building demonstrates the design mentality of the vernacular strip mall. Despite a subtle nod to the Pacific Northwest’s regional accommodation of modernist

¹⁹ This is one of the arguments Matthew J. Manning makes in his Master’s thesis arguing for the strip mall’s historic relevance. In addition, he argues that the strip mall may be important under NRHP criteria A and B for the following: it is a physical representation of historic growth and development trends in an area; it represents important events, like postwar consumerism, technology and/or automobile culture; it offered new conventions in retail experiences; it is associated with the heritage of social, economic, racial and ethnic groups important to the history of an area; it may be directly associated with the life and career of an individual who has made an important contribution to the history of an area (such as, in this case, the original developer, Hayden Island, Inc.). Manning also offers that Criterion C might be relevant to the building’s eligibility for the National Register, and argues that style might not be the most productive means to evaluate the building’s significance. See Manning, “The Death and Life,” 56–59.

²⁰ Robert Venturi, Denise Scott Brown and Steven Izenour, *Learning from Las Vegas* (1972). Cambridge: The MIT Press, 1977. See also Christopher Hawthorne’s 50th anniversary review of the book, “Fifty years of Learning from Las Vegas,” *The New Yorker*, January 27, 2023.



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5 ideology—the wood siding—the dominant design decision of the Harbor Shops building is its lack of identity. The diagonal siding and shingled canopy visually tie together the multiple planes of the western façade and, coupled with the log-like appearance of the supporting column, lends a vaguely rustic theme to the building. The building’s visible vertical surface, however, serves as the backdrop for disparate tenant signage: leprechauns and anchors and multiple variations of “Oregon Lottery.”

National Register of Historic Places Eligibility

10 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Harbor Shops building is significant under Criteria A and C, with an overall period of significance of 1978. The resource possesses the requisite integrity to communicate its significance under Criteria A and C and is therefore recommended eligible for listing in the NRHP.

15 Based on WillametteCRA’s evaluation of the Harbor Shops building within its historic context, the resource is recommended as significant under Criterion A, at the local level, in the areas of commerce and community planning and development. The building is a representative example of the development strategy of the island, particularly as it was aligned with the concurrent patterns of suburban community development and shopping in the American landscape. Though it exemplifies, on the one hand, Hayden Island, Inc.’s optimistic pivot from the leisure activity of the amusement park to the leisure activity of shopping, it also exemplifies, on the other hand, the by-product of such large-scale planning that does not easily accommodate such changing interests. The building is also among the most intact of Hayden Island, Inc.’s late-twentieth-century commercial improvements and readily conveys this period of Hayden Island’s development. Its period of significance under this criterion is defined by the year of its construction, 1978, through 1980, when the building was fully occupied by tenants.

The resource does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

25 The Harbor Shops building is also significant under Criterion C, at the local level in the area of architecture. The resource is an example of a strip mall type that demonstrates the second phase of strip mall development, including the stylistic flourishes that were used to make the building appealing to its pedestrian and automotive customers. It is exemplary of the strip mall’s use within the local region and demonstrates the ways in which the form was suited to its local environment through changes to its materials, rather than basic form. Its period of significance under this criterion is limited to its construction year in 1978.

30 The building is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield information important to prehistory or history. It is therefore not significant under Criterion D.

In summary, the Harbor Shops building possesses sufficient integrity to communicate its multiple areas of significance. WillametteCRA recommends the resource eligible for listing in the NRHP under Criteria A and C, with an overall period of significance of 1978. It is not recommended eligible under Criteria B and D.



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Harbor Shops (OR 107)	SHPO Resource ID: TBD	
Street Address: 11915 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon	

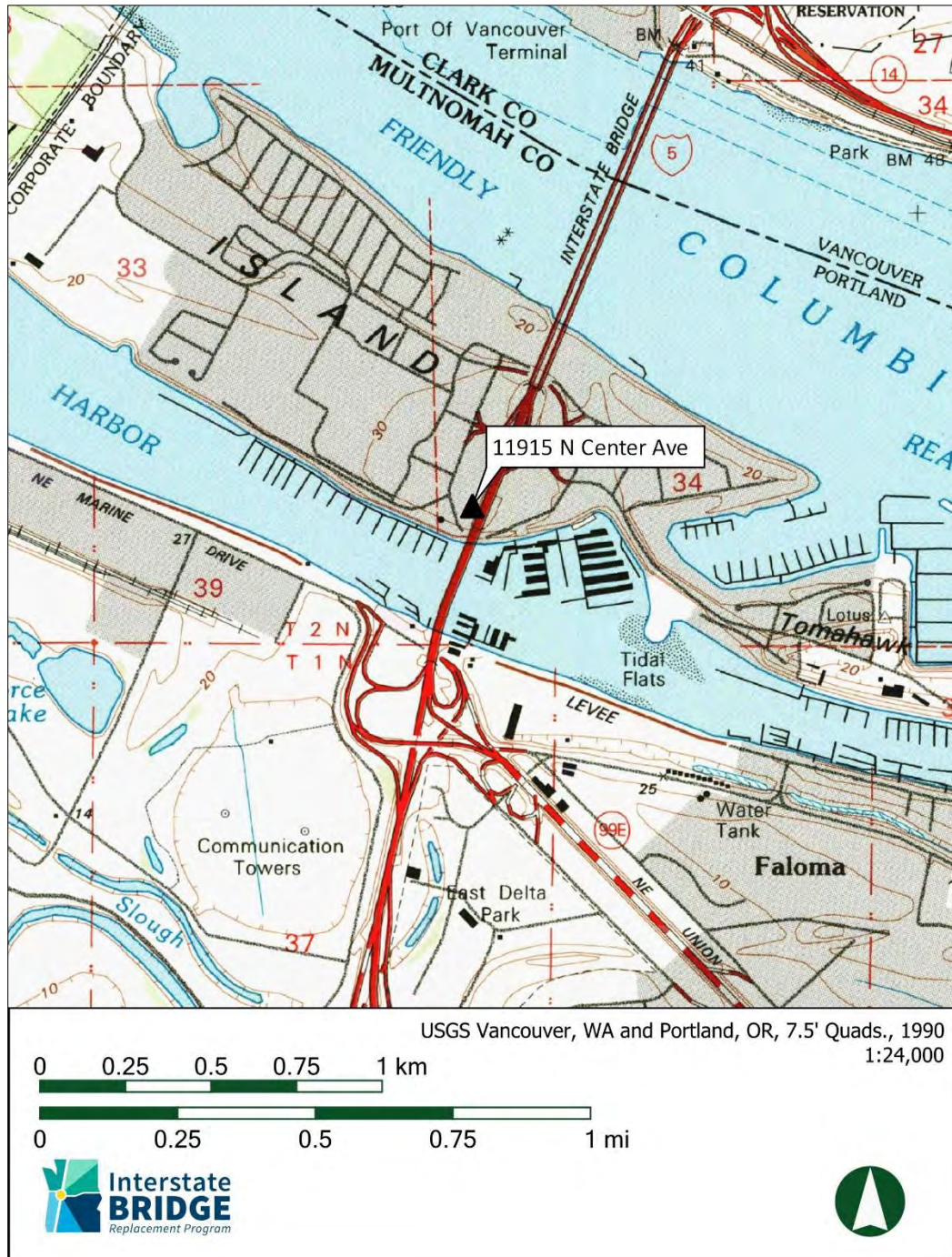


Figure 2. Location map of 11915 North Center Avenue, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 11915 North Center Avenue showing recommended NRHP boundary in white.

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Figure 4. North elevation of the “Harbor Shops” building, view facing southeast (Google Street View, October 2018).

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Figure 5. Partial west elevation of the “Harbor Shops” building, view facing east (WillametteCRA January 16, 2023).

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Figure 6. Partial west elevation of the “Harbor Shops” building, view facing east (WillametteCRA January 16, 2023).

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Figure 7. Partial west elevation of the "Harbor Shops" building, view facing east (WillametteCRA January 16, 2023).

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Figure 8. South elevation of the “Harbor Shops” building, view facing north (WillametteCRA January 16, 2023).

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Figure 9. Fire lane (on right) at the southeast corner of the “Harbor Shops” building, view facing northwest (WillametteCRA January 16, 2023).

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Figure 10. 1987 Aerial view of Jantzen Beach Shopping Center, with the Harbor Shops Building marked by yellow arrow. View facing south (Steve Morgan, "Jantzen Beach Center").

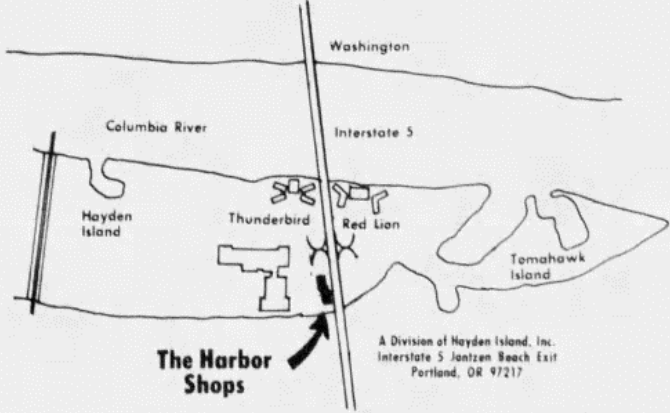
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Now Leasing

Harbor Shops Retail Space Jantzen Beach

- New retail space now available
- Adjacent to Jantzen Beach Center
- Primary trade area 250,000 homes in Portland and Southern Washington
- Approximately 25,000 people visit Jantzen Beach on Hayden Island daily.
- Immediate freeway access — ample parking
- For further information call 283-4111 or 289-5555



The Harbor Shops

A Division of Hayden Island, Inc.
909 N. Tomahawk Island Drive
Portland, OR 97217 283-4111

Figure 11. Recurring advertisement for the Harbor Shops retail space, 1978–1980 (*The Columbian* [Vancouver, WA]).

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Figure 12. The High Dive at Jantzen Beach Amusement Park Swimming Pool, circa 1930s; now the site of the parking lot at 11915 North Center Avenue (Killen, "Throwback Thursday," July 23, 2015).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Jantzen Newport Bay Restaurant (Riverbend Family Steakhouse, Denny's) (OR 108)	SHPO Resource ID: TBD
Street Address: 11950 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E33D-00200	Plat Block Lot: Jantzen Beach West, Block 1, Lot 4
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 33 Township: 2N Range: 1E Section: 34
Coordinates: 45.609512°, -122.681704°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / restaurant	Construction Date: 1980
Historic Use: COMMERCE/TRADE / restaurant	Alterations & Dates: 1984, Remodel, Riverbend to Newport Bay; 1986, Addition of sunroom; 1995, Replacement of roof; 2011–2014, Remodel, Newport Bay to Denny's
Architectural Classification / Resource Type: Other: Roadside / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: Fixed & metal (aluminum or steel); Sunroom & aluminum	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Fiber Cement Board Decorative: Wood	
Roof Type & Material: Mansard & Metal - Standing Seam	Plan Type: Rectangular	
Structural System Type: Wood - Platform Frame	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
	Plan	Slight
Styles: Roadside	Windows	Moderate
	Cladding	Extensive
Register Status: Not Listed	Changes to Roof	Moderate
	Condition: <input checked="" type="checkbox"/> Excellent <input 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

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Figure 1. Jantzen Newport Bay Restaurant, view facing southwest (WillametteCRA, January 13, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The building at 11950 North Center Drive (hereafter referred to by its historic name, the Jantzen Newport Bay Restaurant) is a one-story restaurant located on Hayden Island in Portland, Multnomah County, Oregon. The restaurant is located in an area of low-rise and low-density roadside convenience and fast-food establishments surrounded by paved parking lots and mature landscaping. It is located near the southern edge of its irregularly shaped tax lot which is bounded by North Center Avenue to the northeast, an unnamed service road associated with the Jantzen Beach Mall to the northwest, and adjacent tax lots including a publicly owned water tank, and private parking lot to the south. The parcel itself contains the restaurant building, as well as a substantial parking lot surrounded by landscaped medians. It is accessible from both adjacent roadways and includes a double-height freestanding sign at its northern tip.

10 The restaurant building has a rectangular footprint measuring approximately 70 feet from north to south and 100 feet from east to west. It is constructed at an acute angle to standard cardinal directions with its "north" elevation orientated facing 21 degrees east of true north. Wood frame walls rise a single story in height and are topped by a mansard roof with an approximately three-foot overhang that abuts a low parapet (Figures 2 and 3). The northeast corner of the building is defined by a double-height rectangular vertical element used as a sign while a glazed sunroom with a shed roof projects from the east elevation. The walls of the building are clad in horizontal lapped wood siding while the walls of the upper halves of the west, north, and east elevations are covered by a ribbon of fixed steel frame windows separated by wood mullions. The building's primary entry is formed by a foyer set beneath the roof overhang in the north elevation and accessed through opposing full glass aluminum frame doors with false muntins (Figures 4 and 5). The exterior corners of the walls, as well as some mullions, are clad with heavy timbers inset by recessed bolts which originally contributed to the building's nautical theme (Figure 6).

15 The mansard roof is clad in red standing seam metal panels while the short parapet appears to be clad in stucco or a smooth plywood paneling beneath aluminum flashing. The enclosed flat roof is covered in a light membranous material and supports various heating and air conditioning systems. The overhanging mansard roof covers only a portion of the rear south elevation whose middle is left bare. The wall plane is broken by a projecting aluminum-clad commercial refrigerator, as well as a small enclosure (possibly for garbage receptacles) created from painted concrete masonry units (CMUs).

20 The building's interior was not accessible at time of survey, however, recent photographs posted online by restaurant patrons show an open floorplan defined by booths and freestanding tables with a connected kitchen. Interior materials include an imitation wood linoleum floor, a roof of dark acoustical tiles, and fake veneer wood dwarf walls (Figures 7 and 8).¹

25 Outside the building, the freestanding sign is composed of a rectilinear pier topped by a large signboard. The pier is clad in wood-beveled shiplap siding with corner boards and pierces the signboard to terminate in a triangular top (Figure 9).

¹ Tony M, "The epitome of this Denny's...", Yelp, November 12, 2017, https://www.yelp.com/biz_photos/dennys-portland-9?select=eRkr_lj86nMx3Bx67oTCfQ; Abraham M., [no title], Yelp, August 7, 2022, https://www.yelp.com/biz_photos/dennys-portland-9?select=W9iSCITYga4i4xzkJLF2Sg.



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Alterations

- 5 Since its original construction, the building has undergone various changes to suit its tenants' needs. As originally constructed, the building was roofed with blue concrete roof tiles, possessed a chamfered corner entrance, and was clad in diagonally oriented rough-sawn cedar. All of these elements were altered in the building's transformation to the Newport Bay Restaurant in 1984, which removed and relocated the original entry, updated the windows to multi-paned units, and added maritime-themed ornamentation. Other changes undertaken by Newport Bay included the addition of a sunroom along the east elevation in 1986, as well as the addition of a rear storage room in 1987. The restaurant also updated the building's roof to blue standing seam metal panels in 1995.
- 10 Many of these features were changed again when the building was converted into a Denny's restaurant between 2011 and 2014. Changes include the installation of plate glass windows, the alteration of the roof color, and the addition of a vertical tower sign in the northwestern corner (Figure 10).

Boundary Description

- 15 The National Register of Historic Places (NRHP) boundary of the Jantzen Newport Bay Restaurant is defined by its tax lot (2N1E33D-00200). The roughly triangular lot is bordered by North Jantzen Avenue to the northwest and North Center Avenue to the northeast. The southern property boundary runs along the south side of the main building and continues south around the side of a publicly owned water tank. It then runs west approximately parallel to North Jantzen Street, with borders defined by a neighboring tax lot (Figure 3).

INTEGRITY

- 20 The Jantzen Newport Bay Restaurant remains in its original location and continues to be surrounded by many of the same buildings as during the historic period. Changes have been generally within the same scale and land use as those surrounding the building since its construction and existing vegetation has only matured, rather than been replaced. Changes to the building since that time include the addition of a sunroom and rear storage room (added by Newport Bay but outside the period of significance), the alteration of the building's fenestration, the alteration of its roof color from blue to red, and substantial changes to its interior. The building's landscaping has also been altered by the replacement of its parking lot lighting with modern units. Finally, the building remains in use as a fast-casual eatery, however, changes by its new tenant have sought to minimize the building's earlier maritime décor and replace it with corporate consistency. Overall, the Jantzen Newport Bay Restaurant retains its integrity of location, setting, and association but its integrity of design, materials, workmanship, and feeling have all been diminished.
- 30

STATEMENT OF SIGNIFICANCE

- 35 Hayden Island, Inc.'s transformation of the Jantzen Beach Amusement Park into the Jantzen Beach Shopping Center was part of a new direction for the company—strategically thought out in a comprehensive plan that charted the company's plans for the entirety of its 360-acre Hayden Island property. In addition to the shopping center, boat moorages, and mobile home park, the company leased land to commercial enterprises that provided necessary or desired services to the island's inhabitants and visitors.



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5 As part of the second phase of the shopping center development, in the late 1970s, Hayden Island, Inc. leased the small parcel of land south of the shopping center on the west side of North Center Avenue to Jack and Tina Foyt, as the site of their future “affordable family steakhouse,” the Riverbend Restaurant.² Although the Foyts originally planned to open a franchise, they “felt they could provide a more people-oriented, family-centered eatery” on their own, and hired Vancouver architect Don Eby (1926–2021) to prepare designs.³ Eby’s design was simple: a long, mostly rectangular mass with a chamfered corner denoting the entry. A dominant roof form, made of pre-engineered trusses and covered in blue concrete roof tiles, hung heavy over the vertical walls. Eby specified rough-sawn cedar siding on the elevations, angled to approximate the slope of the roof (Figures 13 and 14).

10 When plans were complete and submitted, Eby left the project, ostensibly over unauthorized changes to his plans by Foyt, who had also acted as the project’s general contractor.⁴ Glenn Bethune (b. 1941), another Vancouver architect, stepped in to replace Eby.

15 Under Bethune’s guidance, the Riverbend opened in September and *The Columbian*, Vancouver’s local newspaper, noted its “pleasant atmosphere of browns and greys [sic]” with “plants, and... semi-private booths for casual dining.” The “more than just a steakhouse” restaurant attempted to capitalize on its unique location, advertising, “Commuters! Your breakfast is ready,” to both Vancouver and Portland motorists: “just cross the bridge and get off at Jantzen Beach. There we are.”⁵ It also appealed to the Hayden Island community who might visit more regularly, with a \$2.25 “Budget Balancer Special Lunch” (Figure 15).

20 Despite its specials, the Riverbend did not last long. The Foyts, who opened restaurants in Vancouver and Beaverton, described the struggle of the independent restaurant, decrying the amount of advertising dollars national companies could spend, and noting that customers preferred cheaper fast food.⁶ Foyt’s complaints were supported by the new occupants of the Riverbend site, which was purchased by Pacific Coast Restaurant Merchants in 1983. The Portland-based company, comprised of Al Fleenor (ca. 1947–unknown), Keith Dean (dates unknown), Robert MacLellan (dates unknown), and Robert Farrell (1927–2015), combined the individual experiences of its management: Fleenor and Dean had owned and operated five Arctic Circle Restaurants and, with MacLellan, renovated the failing restaurant Dungeness Dan’s at Washington Square Mall into the first Newport Bay Restaurant. Farrell, who had founded Farrell’s Ice Cream Parlour—eventually a one-hundred-store chain—as well as Engine House Pizza (located just north of Riverbend, on North Center Avenue), joined them in 25 1983. Owing to his success building multiple restaurant chains, Farrell was already locally renowned and media

² “Family Steakhouse Opens on Island,” *Columbian* (Vancouver, WA), September 17, 1980, Special Section Page 14.

³ “Family Steakhouse Opens on Island,” *Columbian* (Vancouver, WA), September 17, 1980, Special Section Page 14.

⁴ Based on correspondence between Eby and Foyt included in Portland’s Bureau of Development Services, Eby protested how some aspects of his design had been constructed; Foyt released him from the job for his lack of support “eliminating time designs and acquiring cost savings.”

⁵ *The Columbian*. May 20, 1981, 67.

⁶ Jim Stasiowski, “Restaurant Business is Up and Down,” *The Columbian*, January 26, 1986, 88. The Foyts’ other restaurants were called “Christy’s.” The couple opened the Vancouver location in October of 1984 and closed it, after getting to the point of “throwing money away,” in December of 1985.



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coverage of the PCRM and Newport Bay Restaurant highlighted his involvement.⁷ The group, PCRM, purchased the Riverbend and made plans to convert it into a second location of the Newport Bay Restaurant (Figure 16).

5 The group's approach to the restaurant business was intended to attract the mid-market diner who wanted "more than fast food but isn't interested in a higher-priced dinner house."⁸ The strategy was timely, corresponding with the rise of casual dining in the United States, wherein good food was offered in a family-friendly atmosphere.⁹ PCRM—based on Farrell's success with the concept—leveraged "theme" restaurants into recognizable, reliable brands. The article in *The Columbian* announcing the opening of the Jantzen Beach Newport Bay Restaurant noted the theme: "old row boats and a simulated dock decorate the landscape around the building and photos of seashore scenes cover the walls inside."¹⁰ The glass doors and panels also featured etchings of sailboats (Figure 15). The décor augmented the cuisine; the company had noticed a marked rise in the country's consumption of seafood and doubled down on its continued growth. Farrell had high hopes for the brand: "We think we can be the Denny's of the fish restaurants."¹¹ Though the group often pursued locations next to shopping centers and malls to capitalize on convenience, the Jantzen Beach location offered an extra opportunity, adjacent to the Columbia River. Peppered among descriptions of the teriyaki salmon and shrimp and scallop fettuccine was the tagline, "Where fresh seafood comes ashore" (Figures 17 and 18).¹²

20 Pacific Coast Restaurant Merchants successfully transformed many failing restaurants in the Portland and Vancouver areas and maintained multiple brands including Stanford's, Henry's 12th Street Tavern, Portland City Grill, and Manzana. As a business strategy, the company regularly purchased existing buildings to renovate rather than build ground-up and therefore had a varied portfolio of buildings and building types, though certain architectural effects tied together the disparate group: a recognizable angled blue roof, decorative wood posts with rivets, lights positioned along the roof edge, and large multi-light windows divided by muntins. The company made a few changes to the Jantzen Beach location during the years of its tenure, enclosing the chamfered entrance on the northeast corner, adding a glass sunroom on the east side of the building in 1986, a new storage room on the building's south side the following year, and replacing the roof in 1995 with blue standing seam metal panels.¹³

⁷ "Farrell's Betting His Ice Cream on Family-Style Seafood Restaurants," *Oregonian* (Portland, OR), October 16, 1983, D1;

"Farrell's Founder Runs Newport Bay," *Columbian* (Vancouver, WA), March 2, 1984, A6.

⁸ Charles Humble, "Farrell's Betting his ice cream on family-style seafood restaurants," *The Columbian*, October 16, 1983, 46.

⁹ "Casual dining" is often attributed to Norman Brinker (1931–2009), who founded Steak and Ale in 1966 in Dallas, Texas. The popularity of this type of restaurant is datable from the 1960s through the 2000s.

¹⁰ "Farrell's Founder Runs Newport Bay," *The Columbian*, March 2, 1984, A6.

¹¹ Humble, "Farrell's Betting."

¹² See, for instance, the Grand Opening announcement, *The Columbian*, February 23, 1984, 34.

¹³ Correspondence between Associated Design Consultants and Multnomah County Environmental Services/Permit Section, April 1986, Multnomah County Permit Number 860579, R192492, 11950 N Center Ave, On file at the Portland Bureau of Development Services and obtained through Public Records Request; Joe Van Lom, *Alterations & Additions to: Newport Bay Restaurant- Jantzen Beach*. June 11, 1987, Plan by Architects Van Lom, A.I.A., Multnomah County Permit Number 120340, R192492, 11950 N Center Ave, 1–3, On file at the Portland Bureau of Development Services and obtained through Public Records Request; City of Portland Commercial Reroof Permit, June 27, 1995, Multnomah County Permit Number 02462, R192492, 11950 N Center Ave, On file at the Portland Bureau of Development Services and obtained through Public Records Request.



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5 In 2007, a Florida-based private equity firm, Sun Capital Partners, acquired PCRM and its twenty-eight restaurants, eleven of which were Newport Bay locations. The equity group merged the holdings with those of Restaurants Unlimited, a Seattle company. All Newport Bay Restaurant locations were rebranded as Newport Seafood Grill.¹⁴ In 2010, the Jantzen Beach location of Newport Seafood Grill closed and in 2019, Restaurants Unlimited filed for bankruptcy.

10 Like the adjacent shopping center, the restaurant's closure was likely the result of changing consumer tastes and the decline of Hayden Island's attraction as a one-stop destination for shopping, entertainment, and hospitality. Most of the shopping center's independent stores had been replaced by larger, recognizable brands. The mall was transformed from an enclosed interior street into individual buildings separated by parking lots. Brand loyalty, rather than serendipitous shopping, encouraged consumer spending. The restaurant location met a similar fate: from Riverbend to Newport Bay, it became a Denny's restaurant.

15 Between 2011 and 2014, the building was modified into Denny's recognizable colors: a red metal roof was added and its walls were painted yellow above the wood-sided base (today, they are red). A new tower element was added to the northwest corner to support a sign featuring Denny's hexagonal logo for extra visibility. The building's windows were replaced, removing the earlier muntins, and parking lot fixtures were changed from the nautical globes to more standard security lamps.

Don Eby (1926–2021)

20 Donald Eugene Eby was born in Vancouver in 1926. After studying engineering for two years at Clark College he earned a degree in architecture from Washington State College (now Washington State University).¹⁵ His classmates included future Vancouver architects Don Nelson and Ed Walla of the prominent Vancouver firm Nelson, Walla, Dolle (NWD).¹⁶ For two years, Eby worked at the firm of Wimberly and Cooke in Honolulu, Hawaii, before returning to the Pacific Northwest in 1954 (Figure 19)¹⁷.

25 After working in the area for a year, he opened his own office in Vancouver in 1955.¹⁸ The new firm's second project was the design of the Ellsworth and Sifton elementary schools in Vancouver's Evergreen School district, which began Eby's career-long specialty in educational buildings.¹⁹ His 1963 design of the Lacamas Heights School in Camas, Washington, received national acclaim from the American Institute of Architects (AIA) and the American Association of School Administrators.²⁰ Eby's work in Vancouver and the surrounding area was extensive and also included churches, municipal buildings, and residential properties.²¹

¹⁴ Laura Gunderson, "Pacific Coast Restaurants is sold," *The Oregonian*, July 17, 2007, E01.

¹⁵ James F. Fowler, "Architect Eby's Sights Set High," *Columbian* (Vancouver, WA), November 3, 1964, 16.

¹⁶ James F. Fowler, "Designing Trio on Their Way," *Columbian* (Vancouver, WA), March 20, 1965, 15.

¹⁷ Fowler, "Architect Eby."

¹⁸ Fowler, "Architect Eby."

¹⁹ Fowler, "Architect Eby.," "For Today and Tomorrow," *Columbian* (Vancouver, WA), February 19, 1969, 21.

²⁰ Fowler, "Architect Eby.," "For Today and Tomorrow," *Columbian* (Vancouver, WA), February 19, 1969, 21.

²¹ James Fowler, "Progress Report," *Columbian* (Vancouver, WA), June 13, 1963, 31; "County Dads Occupy Remodeled Quarters," *Columbian* (Vancouver, WA), August 30, 1963, 13; "Church Units in First Stage," *Columbian* (Vancouver, WA), August 14, 1970, 12.



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5 Eby's work varied stylistically. While much of his work in the 1960s could be classified as Modernist, his later work was more eclectic. In the mid-1970s he designed branches of the First Independent Bank in Dollars Corner and Brush Prairie, Washington, which both featured a Western theme (Figure 20).²² In 1963 Eby moved his firm to a new office which he had designed at 303 East 16th Street.²³ The firm became Eby, Lien & Associates when Vaughn Lien (ca.1947–2021) was added as a partner around 1979.²⁴ Eby sold the firm to Lien sometime before 1997 and passed away on May 28, 2021.²⁵

National Register of Historic Places Eligibility

10 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Jantzen Newport Bay Restaurant is not significant under Criteria A, B, C, and D. As such, it is recommended not eligible for listing in the NRHP.

15 Based upon WillametteCRA's evaluation of the Jantzen Newport Bay Restaurant within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. The building is associated with its use as a restaurant for the River Bend Steakhouse and the first year of its operation for the Jantzen Newport Bay Restaurant. Although locally notable, the restaurant chain does not possess the requisite significance for listing under Criterion A, even at the local level. It was not a forerunner in the market of fast casual dining and, while moderately successful, is not yet considered to have made a "significant contribution to the broad patterns of our history."

The Jantzen Newport Bay Restaurant does not possess a sufficiently strong association with personages significant to our past to qualify as significant under Criterion B.

20 The Jantzen Newport Bay Restaurant is an example of a Roadside style commercial building, and is the work of architect Don Eby, however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify for as significant under Criterion C. Although the building is the work of Don Eby in the Roadside style, it does not possess enough of the style's characteristics to be considered a true representative. Additionally, while the restaurant building may be considered an example of a fast-casual dining "type," continued changes to it outside the historic period have diminished its ability to convey this significance. Furthermore, it is not yet considered to be such an exceptional example of this type that it compensates for its lost integrity.

30 The Jantzen Newport Bay Restaurant is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

²² "Bank Being Built," *Columbian* (Vancouver, WA), May 19, 1976, 17; "Bank Slates Ribbon Cutting," *Columbian* (Vancouver, WA, December 14, 1977, Hazel Dell News Page 6.
²³ Fowler, "Architect Eby.," "New Apartments Boost City Construction Pace." *Columbian* (Vancouver, WA), November 8, 1963, 15.
²⁴ "Evergreen Eyes New High School," *Columbian* (Vancouver, WA), August 29, 1979, East County News, Page 1.
²⁵ Stephanie Dunnewind, "Vancouver Firm Makes Its Mark on Neighborhood Schools," *Columbian* (Vancouver, WA), February 9, 1997, H8.



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In summary, the Jantzen Newport Bay Restaurant is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.



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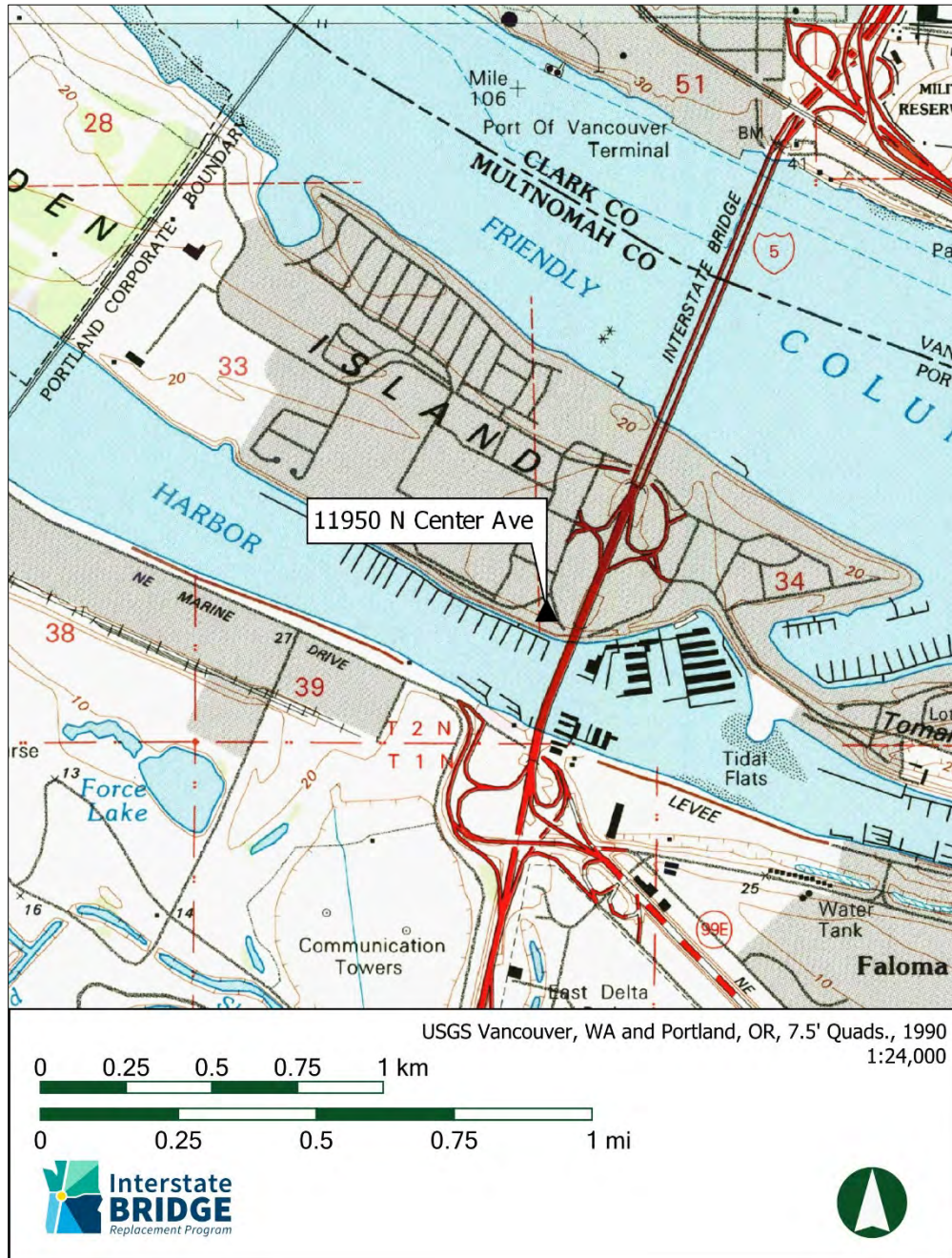


Figure 2. Location map of 11950 North Center Avenue, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map 11950 North Center Avenue showing recommended NRHP Boundary in white.

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Figure 4. Jantzen Newport Bay Restaurant, north elevation, view facing south (WillametteCRA, January 13, 2023).

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Figure 5. Jantzen Newport Bay Restaurant, north and west elevations, view facing southeast (WillametteCRA, January 13, 2023).

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Figure 6. Jantzen Newport Bay Restaurant, east elevation, view facing west (WillametteCRA, January 13, 2023).

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Figure 7. Patron photo of the interior of the Jantzen Newport Bay (Tony M., "The epitome of Denny's").

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Figure 8. Patron photo of the interior of the Jantzen Newport Bay (Abraham M., [no title]).

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Figure 9. A 1986 aerial image of Newport Bay Restaurant and its parking lot (Portland Maps, 1986).

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Figure 10. The Jantzen Newport Bay Restaurant in 2009, north elevation, view facing south (Google Street View 2009).

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Figure 11. The Jantzen Newport Bay Restaurant in 2009, north elevation, view facing southwest (Google Street View 2009).

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Figure 12. The Jantzen Newport Bay Restaurant in 2009, north and west elevations, view facing southeast (Google Street View 2009).

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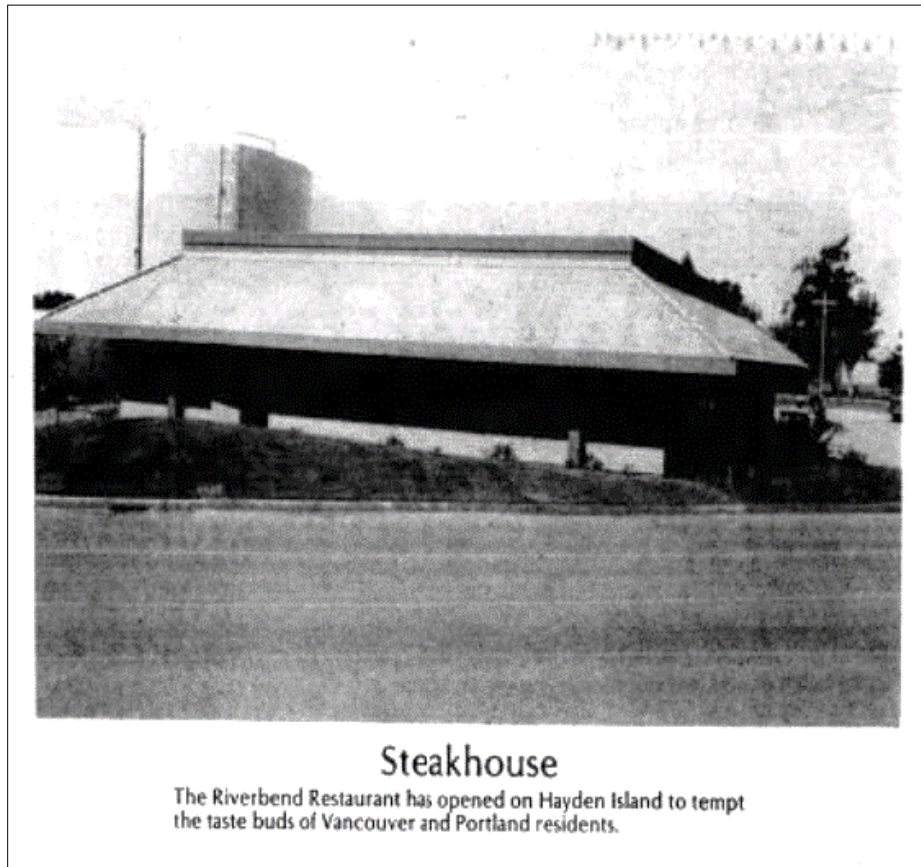


Figure 13. Image of the Riverbend (*The Columbian* [Vancouver, WA] September 1980).

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Figure 14. Image of the Riverbend, published as part of an advertisement in *The Columbian* (*The Columbian* [Vancouver, WA] February 1981).

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Figure 15. Advertisement for the Riverbend (*The Columbian* [Vancouver, WA] May 20, 1981).

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Figure 16. Keith Dean, Robert Farrell, and Al Fleenor stand in front of Newport Bay's newly opened Tigard location (*The Columbian* [Vancouver, WA] September 5, 1985).

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Figure 17. Advertisement for the opening of the remodeled Jantzen Newport Bay Restaurant (*The Columbian* [Vancouver, WA] February 1984).

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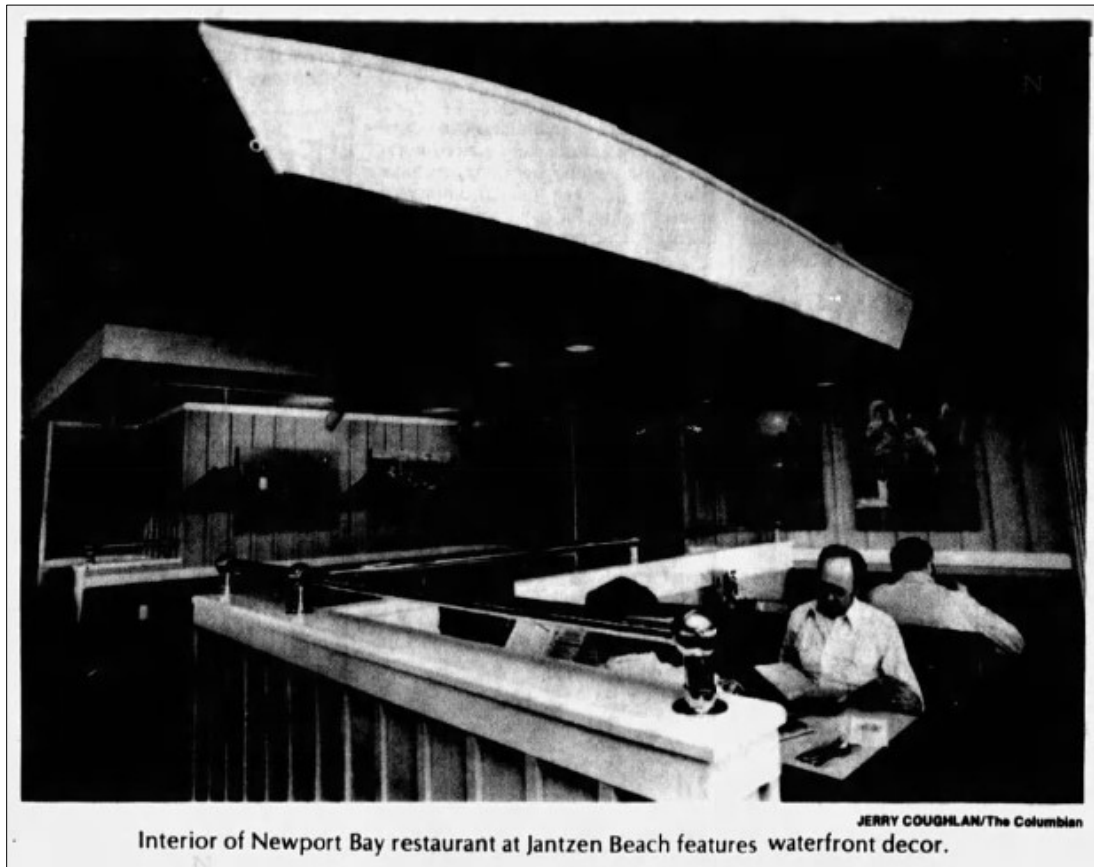


Figure 18. The interior of the Jantzen Newport Bay Restaurant (*The Columbian* [Vancouver, WA] March 2, 1984).

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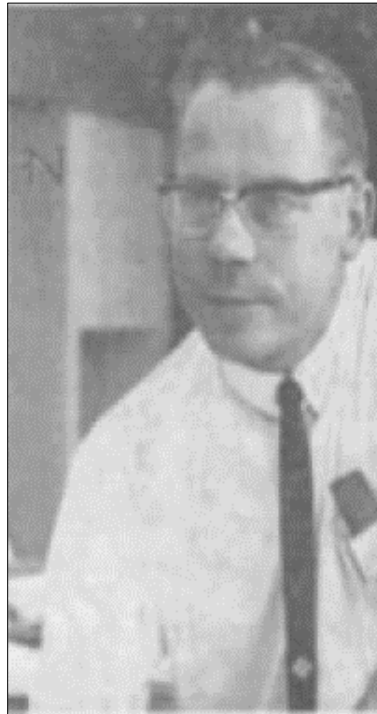


Figure 19. Photograph of Don Eby, published in *The Columbian* accompanying a profile (*The Columbian* [Vancouver, WA] November 3, 1964).

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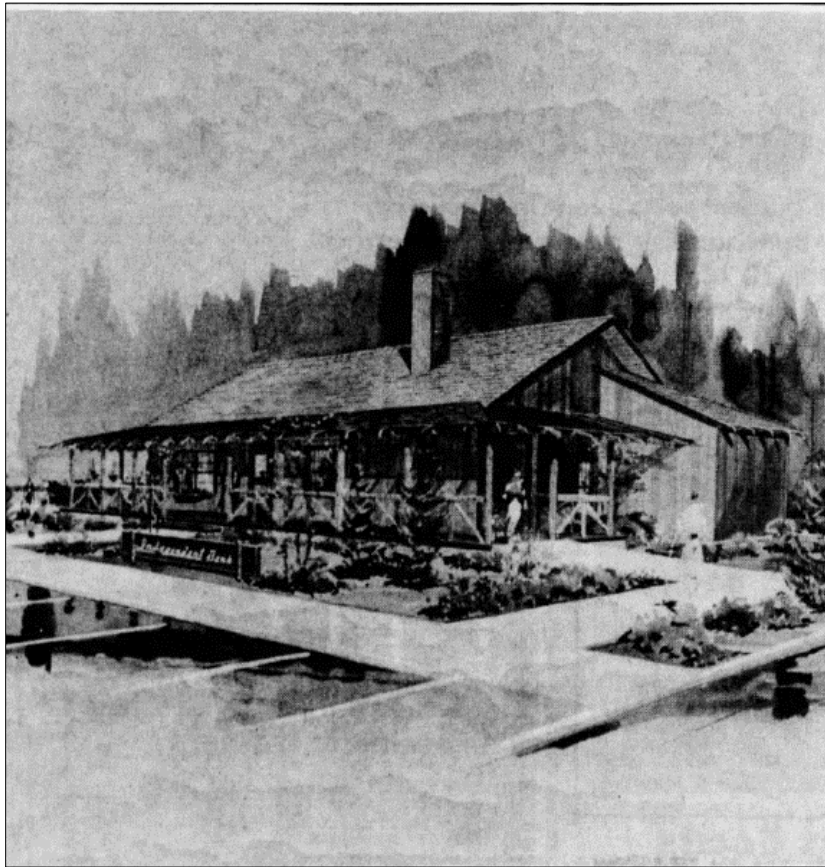


Figure 20. Artist's conception of Eby's Dollars Corner Bank (*The Columbian* [Vancouver, WA] May 19, 1976).



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Street Address: North Center Avenue & North Jantzen Street	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: E33D-00400	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.609344° Longitude -122.681938°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: GOVERNMENT / Public Works	Construction Date: ca. 1968
Historic Use: INDUSTRY/PROCESSING/EXTRACTION / waterworks	Alterations & Dates: ca. 1974–1980, Pump house expanded; ca. 1980–1986, Partial demolition and reconstruction of pump house
Architectural Classification / Resource Type: No Style / Structure	Historic Context: Community Planning & Development, Engineering

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Utilitarian	
Window Type & Material: N/A	Exterior Surface Materials: Primary: Metal - Steel; Concrete - Block (cmu) Secondary: N/A Decorative: N/A	
Roof Type & Material: Conical & Metal; Gable & Metal - Corrugated		
Structural System Type: Unknown / not specified	Plan Type: Circular, irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Utilitarian	Plan	Moderate
	Cladding	Intact
Register Status: Not listed		
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	

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Jantzen Beach Water Tank and Pump House (OR 109)	SHPO Resource ID: TBD
Street Address: North Center Avenue & North Jantzen Street	City, County, State: Portland, Multnomah County, Oregon



Figure 1. The Jantzen Beach Water Tank (background) and Pump House (foreground), looking west (WillametteCRA, January 13, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

The Jantzen Beach Water Tank and Pump House are located near the southern edge of Hayden Island in Portland, Multnomah County, Oregon. The site is adjacent to a Denny’s restaurant and surrounded by parking areas and plantings. Overall, the parcel contains a two-story water tank and an adjacent one-story pump house to the east. The water tank has a circular plan that measures 50 feet in diameter (Figures 1 and 3). It is 32 feet tall and has a storage capacity of 500,000 gallons.¹ The exterior consists of four horizontal rows of welded steel panels (Figure 5). The top of the tank is constructed from additional steel panels formed into a nearly flat conical roof (Figure 6). A caged utility ladder on the water tank’s north side extends beyond the roofline to provide roof access. The bottom of this ladder is shrouded in a security mesh that is flared at its base. The opening of this base is partially enclosed with metal panels to prevent unauthorized access (Figures 1, 4, and 5).

The adjacent pump house has an irregular plan consisting of three connected rectangular blocks that measure approximately 35 feet from north to south and 40 feet from east to west with a footprint covering approximately 900 square feet (Figure 3). The walls of the pump house consist of rectangular concrete masonry units (CMUs) arranged in a running bond (Figure 1). These blocks are topped by a combination shallow gable roof and sloping shed roof both clad in corrugated metal with projecting ventilation panels (Figure 6, note that the building was only partially accessible at time of survey). Beneath the roof is a frieze-like ribbon of vertical corrugated metal panels that extend approximately 1 to 2 feet below the roofline (Figure 1). The main entry to the pump house is a flush metal door located near the west end of the north elevation. A secondary entry is placed near the pump house’s southwest corner providing access to its standby diesel engine (Figures 11 and 12).² One louver is visible on the north side of the section with the shed roof (Figure 1). According to the 1975 Hayden Island Comprehensive plan, the pump house then contained two pumps: one with an output of 2,000 gallons per minute and the other with 1,750 gallons per minute.³ It is unknown if the pumps have been updated since that time.

Alterations

No known changes have been made to the water tank. However, aerial photography reveals that the configuration of the pump house changed between 1974 and 1980 and again between 1980 and 1986 (Figures 15, 16, and 17). The first configuration appears to have consisted of two separate structures, one adjacent to the water tank and another to the east referred to here as Buildings A and B respectively and shown in Figure 15 (note that Building A and B are informal names only). Building B was enlarged between 1974 and 1980 but was demolished between 1980 and 1986 to accommodate a new roadway alongside the facility (Figure 16). Likely to compensate for the loss of Building B, a small addition was constructed onto Building A and referred to as A2 below (Figures 17 and 18). The materials used to construct the addition match those of the original structure A.

Boundary Description

The Jantzen Beach Water Tank and Pump House is set on a single tax lot (E33D-00400) which includes its footprint, as well as the surrounding ground, chain link fence, sidewalk, and backup diesel generator. Except for the generator, these surrounding features were added to the tax lot after the end of the resource’s period of

¹ William Horning & Nick Steffanoff, *Hayden Island Comprehensive Plan*, (Portland, OR: Community Systems Planning & Design, December, 1975), 104.

² Horning and Steffanoff, *Hayden Island Comprehensive Plan*, 104.

³ Horning and Steffanoff, *Hayden Island Comprehensive Plan*, 104.



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significance and do not contribute to the property's historic significance. Because of this, the National Register of Historic Places (NRHP) boundary is limited to the extent of the building footprints and generator.

INTEGRITY

5 The recommended period of significance for the Jantzen Beach Water Tank and Pump House begins with its construction in 1968 and ends in 1980 when Hayden Island, Inc. completed its planned redevelopment of Hayden Island from an amusement park to a commercial center. Since this time, the resource remains in its original location and its setting is largely unchanged, altered through the construction of a new roadway along its southeastern edge. While the pump house has been altered considerably, including the demolition of one of its buildings, it continues to be used for its original purpose along with the water tank which remains unchanged. The resource also maintains its expression of late mid-century construction techniques and materials with its welded steel paneling and CMU construction. Overall, the resource retains its integrity of location, materials, workmanship, feeling, and association to a high degree, while its integrity of setting and design has been somewhat diminished.

STATEMENT OF SIGNIFICANCE

15 Although documentation for a precise date of construction could not be found, the Jantzen Beach Water Tank and Pump House likely date to 1968. This is the first year they appear in aerial photographs of the site (Figures 7 and 8) and is the same year that Hayden Island, Inc. began construction of a twelve-year, 50-million-dollar redevelopment of the island. The original plan included a shopping center, recreation center, multiple office buildings, a 200-unit motel, and 1,181 additional housing units.⁴ To support such a development, the island would require new support services, including a significant increase in its existing water capacity.

25 The idea for redevelopment originated in the early 1960s after a period of declining visitation at the Jantzen Beach Amusement Park. In response, the Hayden Island Amusement Company reincorporated as "Hayden Island Development Company" in 1963 with the clear mission to redevelop their land holdings.⁵ The company inaugurated its redevelopment plans with the construction of a seventy-five-unit manufactured home community northwest of the amusement park the following year. The income generated from this development matched that of the amusement park thereby strengthening the case for continued redevelopment of the island.

30 As these new improvements rose around Hayden Island, a water storage facility was planned for a site near the former Jantzen Beach swimming pools. The rationale behind the location remains unclear; however, the site was likely within close proximity to existing or planned water mains strung beneath the Pacific Highway (today Interstate 5) and was among the highest locations on the topographically limited island (approximately 34 feet; 2 feet above the island's mean elevation). The facility was constructed before many of the larger-scale planned improvements and was necessary to maintain both adequate water pressure and storage for the company's ambitious ventures.

⁴ "Hayden Island To Grow," *Oregon Journal* (Portland, OR), April 8, 1968, 23.

⁵ The company renamed itself again to Hayden Island, Inc. in 1967.



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From the initial redevelopment project launched in 1968, these ventures included Thunderbird Motor Inn which was completed in 1971, and the first phase of the large central shopping center which was completed in 1972.⁶ The second phase of the shopping center was completed between 1974 and 1978 (Figures 9 and 10).

5 In 1977 during this second phase of construction, Hayden Island, Inc. was sold to Pittsburgh-based Hillman Corporation, a holding company for a variety of real estate and manufacturing operations.⁷ By 1978, a second hotel (The Red Lion) was built and Hayden Island maintained a residential population of 2,200 people.⁸ In 1980, the terminal year for the company’s planned improvement program, a steakhouse restaurant (today Denny’s) was constructed adjacent to the water tank and pump house on the north.⁹

10 In the years after 1980, the water tank was acquired by the City of Portland when Hayden Island was annexed in 1986.¹⁰ During this same period, a new roadway was constructed to the southwest of the pumphouse, requiring the demolition of a second pump house building (Building B) and the expansion of the remaining building (Building A) (Figures 15 and 18). The water tank remains the most visible of the three water storage facilities located across Hayden Island and Tomahawk Island.

Welded Steel Water Tanks

15 When it was constructed, the Jantzen Beach Water Tank and Pump House represented the industry standard for moderate-scaled water storage complexes with a welded steel tank. Welded steel water tanks first emerged in the 1930s following advancements in arc welding in the 1920s. By 1936 welded steel tanks are said to have surpassed their riveted predecessors in new construction and outright replaced them by the 1950s. Welded tanks came with manifold advantages over riveted ones. Proponents claimed they provided zero leakage tolerance,
20 allowed for larger sizes and additional configurations, and ultimately required less maintenance with a longer useful lifespan.¹¹

National Register of Historic Places Eligibility

25 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Jantzen Beach Water Tank and Pump House is significant under Criteria A and C with an overall period of significance of 1968 through 1980. As the resource possesses the requisite integrity to communicate its significance under Criteria A and C, it is recommended eligible for listing in the NRHP.

Based upon an evaluation of the Jantzen Beach Water Tank and Pump House within its historic context, the resource is significant under Criterion A, at the local level in the area of community planning and development. The Jantzen Beach Water Tank and Pump House is strongly associated with Hayden Island, Inc.’s major

⁶ Adam Alsobrook, et. al, *Interstate Bridge Replacement Program Baseline Survey Report, Multnomah County, Oregon*, (Portland, OR: WillametteCRA, 2023), 126-129.
⁷ “Development of Hayden Island Continues,” *The Columbian* (Vancouver, WA), July 8, 1979, 33.
⁸ Alsobrook, et. al, *Interstate Bridge Replacement Program Baseline Survey Report*, 126–129.
⁹ Portland Maps, “11950 N Center Ave,” http://www.portlandmaps.com/detail/property/11950-N-CENTER-AVE/R192492_did/. Accessed February 2, 2023.
¹⁰ Shawn Daley, “Hayden Island,” *Oregon Encyclopedia*, 2022. https://www.oregonencyclopedia.org/articles/hayden_island/#.Y-Glqq3MJhE. Accessed February 6, 2023.
¹¹ American Water Works Association, *Steel Water-Storage Tanks*, (Denver: American Water Works Association, 2013), xvii – xix; Osman Acar, “Evolution of Tanks,” <https://osmanacar.com/brief-information/evolution-of-tanks/>. Accessed: February 6, 2023; Howard B. Cary and Scott C. Helzer, *Modern Welding Technology*, (New Jersey: Pearson Education, 2005), 7.



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transformation of Hayden Island from an amusement park into a large-scale commercial and residential center. The complex supported these efforts by supplying water needs to the island’s growing population during this transformation. The period of significance for this criterion is 1968 to 1980, which demarcates its initial construction through 1980, the end date for Hayden Island, Inc.’s initial twelve-year redevelopment plan.

5 The Jantzen Beach Water Tank and Pump House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B as no such associations could be found.

10 The Jantzen Beach Water Tank and Pump House is also significant under Criterion C, at the local level in the area of architecture. The Jantzen Beach Water Tank and Pump House is an example of a welded steel water tank and its character defining elements—principally the tank—remain intact and continue to convey their original construction method and materials. The structure—principally the tank—embodies the distinctive characteristics of its type. The period of significance for this criterion is 1968, the year of the structure’s construction.

15 The Jantzen Beach Water Tank and Pump House is also not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, the Jantzen Beach Water Tank and Pump House possesses sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criteria A and C with an overall period of significance of 1968 through 1980. It is recommended not eligible under Criteria B and D.



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- 25 Portland Maps, "11950 N Center Ave," https://www.portlandmaps.com/detail/property/11950-N-CENTER-AVE/R192492_did/. Accessed February 2, 2023.

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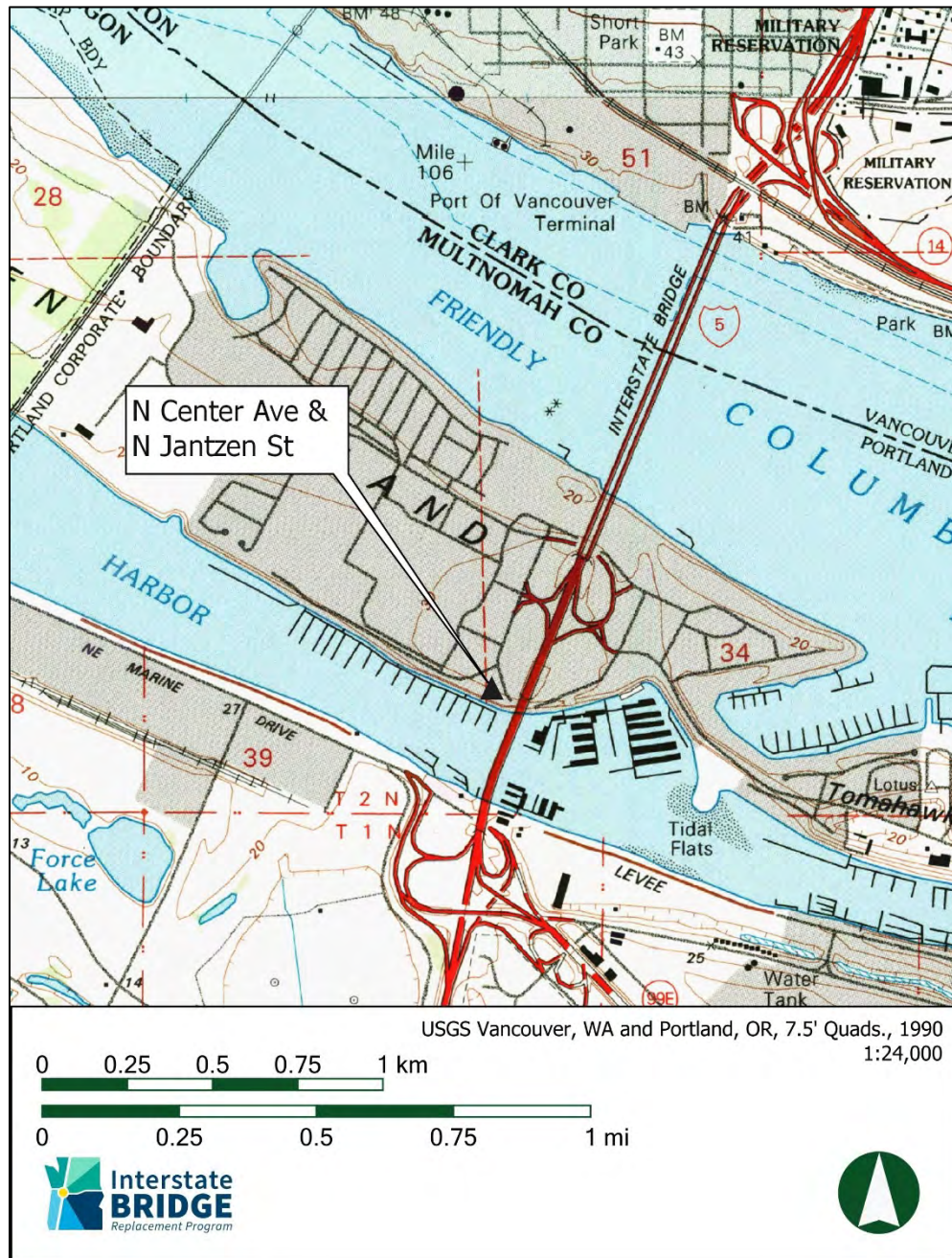


Figure 2. Location map of Jantzen Beach Water Tank and Pump House, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of Jantzen Beach Water Tank and Pump House, with recommended NRHP boundary in white.

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Figure 4. The Jantzen Beach Water Tank (center) and Pump House (right), view facing northwest (WillametteCRA, January 13, 2023).

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Figure 5. The Jantzen Beach Water Tank, view facing southeast (WillametteCRA, January 13, 2023).

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Figure 6. 3D rendering of the Jantzen Beach Water Tank and Pump House (center), view facing northwest. Arrow points to the backup diesel generator (Bentley, Summer 2022).

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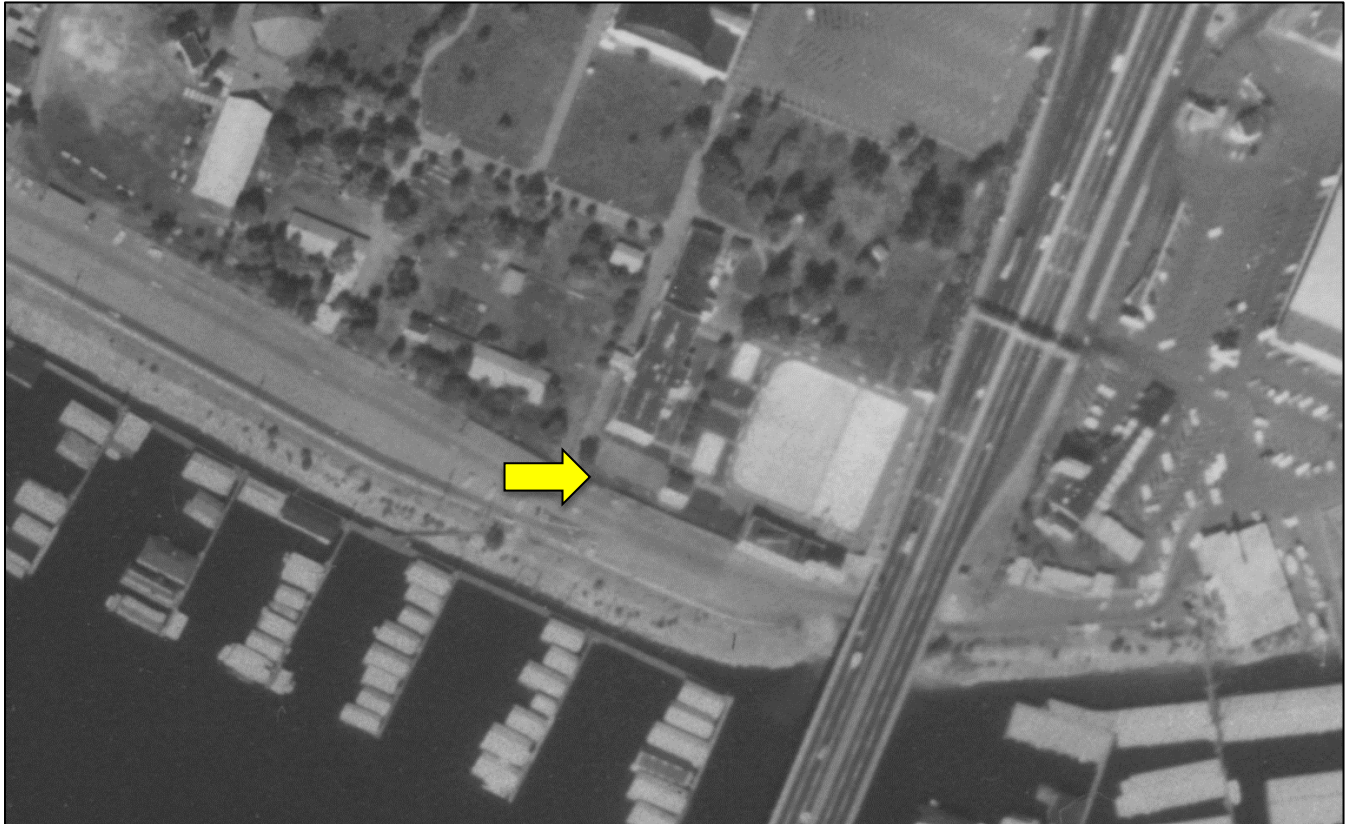


Figure 7. 1964 Aerial view of Jantzen Beach prior to construction of Water Tank and Pump House (location marked by arrow). Columbia River at bottom of image, Interstate 5 at right of center (Portland Maps, 1964).

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Figure 8. 1968 aerial view of Jantzen Beach following construction of Water Tank and Pump House (location marked by arrow). Columbia River at bottom of image, Interstate 5 at right (Portland Maps, 1968).

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Figure 9. 1974 aerial view of Jantzen Beach Water Tank and Pump House (location marked by arrow). Columbia River at bottom of image, Interstate 5 at right, new shopping center at upper left (Portland Maps, 1974).



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Figure 10. 1978 aerial view of Jantzen Beach Water Tank and Pump House marked by arrow. Columbia River at bottom of image, Interstate 5 at right, expanded shopping center at upper left (Clark County Maps Online, 1978).

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Figure 11. 1980 aerial view of Jantzen Beach Water Tank and Pump House (location marked by arrow). Columbia River at bottom of image, Interstate 5 at right, shopping center at upper left (Portland Maps, 1980).

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Figure 12. 2021 aerial view of Jantzen Beach Water Tank and Pump House (location marked by arrow), Columbia River at bottom of image, Interstate 5 at right, redeveloped shopping center at upper left (Portland Maps, 2021).

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Figure 13. 3D rendering of the Jantzen Beach Water Tank and Pump House (center), view facing southeast (Bentley, Summer 2022).



5 Figure 14. 3D rendering of the Jantzen Beach Water Tank and Pump House (center), view looking north. Arrow points to back-up diesel generator (Bentley, Summer 2022).

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Figure 15. 1974 aerial photograph of Water Tank and Pump House. Original configuration of pump house appears as two buildings A and B (Portland Maps, 1974).



Figure 16. 1980 aerial photograph of Water Tank and Pump House. Building B appears larger here (Portland Maps, 1980).



Figure 17. 1986 aerial photograph of Water Tank and Pump House. Building B appears to have been removed while Building A has been expanded (Portland Maps, 1986).



Figure 18. 2021 aerial photograph of Water Tank and Pump House. The pump house appears unchanged since the 1986 aerial photograph. A2, outlined in a dotted black line, is the ca. 1980s addition to the original structure A1 (Portland Maps, 2021).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Northwest Marine Brokers (OR 110)	SHPO Resource ID: TBD
Street Address: 11850 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E33D-00501	Plat Block Lot: Partition Plat 2012-30, Lot 1
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 33
Coordinates: 45.610496°, -122.681488°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / specialty store	Construction Date: 1973
Historic Use: COMMERCE/TRADE / specialty store	Alterations & Dates: 2001-09, New windows; 2016, Exterior; ca. 2020, New deck railings
Architectural Classification / Resource Type: Other: Postmodern / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: Fixed & Vinyl	Exterior Surface Materials: Primary: Fiber Cement Board Secondary: Decorative: Stone - Ashlar/cut	
Roof Type & Material: Other (Broken Gable) & Metal - Corrugated		
Structural System Type: Wood - Braced Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
Styles: Northwest Regional / Shed Style	Category:	Change Level:
	Plan	Extensive
Register Status: Not listed	Windows	Extensive
	Cladding	Extensive
	Changes to Other: back porch and deck	Extensive
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Individual Properties**

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Northwest Marine Brokers (OR 110)	SHPO Resource ID: TBD
Street Address: 11850 North Center Avenue	City, County, State: Portland, Multnomah County, Oregon



Figure 1. Northwest Marine Brokers Building, north elevation, view facing southwest (WillametteCRA, January 13, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

Note: The building footprint is oriented approximately twenty degrees off truth north. For the purposes of this description, the front of the building is reference north and the rear of the building and shoreline of Hayden Island is reference south.

5 The Northwest Marine Brokers Building at 11850 North Center Avenue is a Postmodern style commercial building located on Hayden Island in Portland, Multnomah County, Oregon. It is situated on the east side of the island near its southern shoreline and to the west of Interstate 5 (I-5) (Figure 2). The tax lot is a corner parcel located at the intersection of North Center Avenue and North Jantzen Street (Figure 3).

10 The area around the Northwest Marine Brokers Building is part of a commercial belt that covers much of the eastern half of Hayden Island. Bisected by I-5, the area is overlaid by a curvilinear network of local side streets that provide vehicular access to the Jantzen Beach Mall along with a variety of other low-rise commercial developments. The footprints of nearly all these developments occupy only a small portion of the tax lot while the remainder is occupied by paved parking, often outlined by landscaped medians. While areas near the shoreline of Hayden Island possess views of the Columbia River, the North Portland Harbor (the Oregon Slough), and the Cascade Mountain Range, areas near the center of the island are defined only by views of adjacent
15 developments and landscaped planting strips.

20 The building itself is located on a tax lot that is highly irregular in shape and adjacent to floating homes to the south, the Interstate 5 bridge to the east, a shopping center to the northeast, a parking lot to the west, and a Denny's restaurant and municipal water tank to the northwest. The lot includes the principal building lined with a concrete walkway on its north, east, and west elevations as well as paved parking spaces for seven cars on either side of the building and spaces for five cars in front of it. The north edge of the lot is also lined with a concrete walkway and shrubs while the south edge of the site is lined with trees (Figure 3).

25 The building possesses a rectangular plan measuring approximately 36 feet from north to south and 48 feet from east to west. Although rising only a single story in height, its form is dominated by a steeply pitched, front-facing gable roof that is broken in the middle (similar to an oversized broken triangular pediment) and divided into two halves; each was previously a separate commercial tenant space (since combined).¹ This creates a void running lengthwise through the center of the building which is roofed by a low-pitched side-facing gable. Off the rear south end of the building is a narrow shed-roofed projection flanked by two open wood decks in the southeast and southwest corners (Figures 4–7).² Beneath the low roof of the central void is a recessed entry in the north
30 elevation and the low roof form projects out from the main building block to create a small, covered area where it is supported by two piers.

35 The walls of the building are clad in a variety of siding including lapped fiber cement boards on the north, east, and west elevations, as well as fiber cement panels on the south elevation. Variegated ashlar sheet masonry is used as wainscoting along the north elevation and is also used to wrap the piers of the front covered area (Figures 5, 6, and 7). The building's primary entry is located in a central recessed area on the north elevation. It is

¹ Whether the building originally had one or two tenant spaces could not be determined from available records.

² Permits and plans show that rear porches were enclosed in ca. 2016: Allusa Architecture. *Green Oasis Jantzen Beach*. September 8, 2016. Plan drawings by Bob Schatz, Architect, Multnomah County Permit Number: 16-179337-CO, 11850 North Center Avenue. On file at the Portland Bureau of Development Services and obtained through Public Records Request.



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5 composed of two flush metal doors, one facing west and one facing east. The building's fenestration is varied and, on the north elevation, is limited to large, fixed vinyl windows with angular tops set directly beneath the peaks of the broken gables. Additional windows include rectangular sliding vinyl windows on the south elevation, and a rectangular walk-up window in the center of the recessed entry for the sale of restricted items (Figures 5, 6, and 7).³ Other details include a horizontal wood sign between the columns of the center entry awning to show the building's address, as well as a Western style scalloped sign attached to the east side of the north elevation (Figures 1, 5, and 6).

10 The interior was not accessible at the time of survey; however, recent tenant photographs revealed that the floor plan consists of two spaces (each approximately half of the building interior) connected by a hallway. All flooring consists of imitation wood while the perimeter walls are gypsum board with wood paneling in the hallway. The building's ceilings consist of exposed wood beams inset with additional wood paneling (Figures 18 and 19).⁴

15 The building has been extensively altered since its original construction. All the building's original vertical wood siding was replaced with what is likely fiber cement panels between 1980 and 2009 (Figures 8 and 9). This paneling was replaced again in 2016 with lapped fiber cement boards on the north, west, and east elevations, as well as sheet masonry wainscoting on the north elevation (Figures 5 and 6). Original windows were likely aluminum frame units and were replaced with vinyl units between 2001 and 2009.⁵

20 In 2016, the building was heavily remodeled. The floor plan was altered to change the building from double to single occupancy.⁶ The ground-level windows were removed and infilled on the building's north, east, and west elevations. The corrugated metal roof was replaced with a new roof in a darker color (Figures 5, 6, 9, and 10). The rear porches were also enclosed with fixed vinyl windows (Figure 7).⁷ A stepped walkway was replaced with a ramped walkway to comply with ADA accessibility requirements (Figures 5, 6, 9, and 10). The walk-up customer window in the recessed entry was also added at this time. (Figures 11 and 12). Finally, Google Streetview images and permit records reveal that the current wooden decks on the ends of the south elevation replaced concrete decks with metal railings between 2016 and 2021 (Figures 13 and 14).⁸

25 Boundary Description

The Northwest Marine Brokers Building is set on a single tax lot (2N1E33D-00501) which includes its footprint, the surrounding parking area, plantings, and sidewalk. However, the surroundings have been altered and thus do not contribute to the building's significance. Therefore, the recommended National Register of Historic Places (NRHP) boundary is limited to the building footprint (Figure 3).

³ South elevation windows shown in tenant photographs. See: Wild West Emporium. "Jantzen Beach Dispensary." Accessed March 14, 2023. <https://wildwestemporiumoregon.com/locations/jantzen-beach/>.
⁴ Green Oasis, April 29, 2016. Multnomah County Permit Number: 16-179337-CO, 11850 North Center Avenue. On file at the Portland Bureau of Development Services and obtained through Public Records Request; Wild West Emporium. "Jantzen Beach Dispensary." Accessed March 14, 2023. <https://wildwestemporiumoregon.com/locations/jantzen-beach/>.
⁵ Paul's Cigars, June 15, 2001. Multnomah County Permit Number: 01-143927-SG, 1523 North Jantzen Avenue. On file at the Portland Bureau of Development Services and obtained through Public Records Request.
⁶ Allusa Architecture. *Green Oasis Jantzen Beach*. September 8, 2016. Plan drawings by Bob Schatz, Architect, Multnomah County Permit Number: 16-179337-CO, 11850 North Center Avenue. On file at the Portland Bureau of Development Services and obtained through Public Records Request.
⁷ Kevin M. Kaplan P.E., S.E., Green Oasis Porch Addition, (VLMK Engineering + Design: Portland, OR), September 6, 2016. On file at the Portland Bureau of Development Services and obtained through Public Records Request.
⁸ Green Oasis, April 29, 2016. Multnomah County Permit Number: 16-179337-CO, 11850 North Center Avenue.



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INTEGRITY

As a result of extensive alterations to its interior and exterior since the construction of the Northwest Marine Brokers building, the building lacks sufficient integrity to convey significance. The building's roof and cladding have been replaced; its ground-level windows on its north, west, and east elevations have been in-filled; a walk-up customer window was added; its back deck railings have been replaced and its back porches have been enclosed; and the floor plan has been altered for occupancy by a single business. Otherwise, the building has remained in its original location, although its setting has changed somewhat with new, nearby construction along North Jantzen Street and North Center Avenue.

Ultimately, the Northwest Marine Brokers Building retains its integrity of location and much of its integrity of setting, but its integrity of feeling, design, materials, workmanship, and association, however, has been diminished or lost altogether.

STATEMENT OF SIGNIFICANCE

The Northwest Marine Brokers Building is located on the south shore of Hayden Island on the Columbia River. Hayden Island was originally developed as an extensive bathing resort known as Columbia Beach in 1915 and later expanded into the Jantzen Beach Amusement Park in the 1920s. After the amusement park entered a period of decline starting in the 1950s, Hayden Island Amusement Company (later renamed Hayden Island, Inc.) began focusing on residential and commercial development around the amusement park. Starting in 1957, moorages for up to 200 floating homes were constructed on Jantzen Beach west of the interstate bridge as well as moorages for smaller pleasure boats on Jantzen Beach east of the bridge.⁹ More extensive developments followed under the direction of Leslie "Les" Buell (1919–2013) who joined Hayden Island, Inc. in 1962.¹⁰ After closing the amusement park in 1970, Hayden Island, Inc. redeveloped the site as a shopping center completed in 1980.¹¹ The \$50 million redevelopment also included a 200-unit motel (Thunderbird Motel), a theater, and 1,181 additional units of housing.¹² Other structures, in addition to the Northwest Marine Brokers Building, were constructed in the vicinity of the shopping center during the amusement park's redevelopment including additional moorage for floating homes and marine vessels on Jantzen Beach and on neighboring Tomahawk Island (Figures 15, 16, and 17).¹³

Completed in April 1973, the Northwest Marine Brokers Building was most likely developed by Hayden Island, Inc. for its first tenant, Northwest Marine Brokers, to better facilitate the sale of marine vessels to customers, particularly by being in closer proximity to those who would use the company's existing and planned island

⁹ Lawrence Barber, "River Ramblings: More Boat Ramps, Moorages Due Soon," *Oregonian* (Portland, OR), March 11, 1957, 11.

¹⁰ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, (Portland, OR: WillametteCRA, 2023), 127-135; "Hayden Corp. Deserts Its Island Boundaries," *Oregonian* (Portland, OR), July 17, 1983, E1; "Leslie Woodrow Buell," (obituary), *Oregonian* (Portland, OR), January 6, 2013. Accessed March 17, 2023. <https://obits.oregonlive.com/us/obituaries/oregon/name/leslie-buell-obituary?id=24767084>.

¹¹ Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, 127–135.

¹² "Hayden Island To Grow," *Oregon Journal* (Portland, OR), April 8, 1968, 23.

¹³ Alsobrook, et al., 150–157.



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moorages. This development pattern was in keeping with the company’s practices for other tenants on the island including the Hayden Island Yacht Club (12050 North Jantzen Drive, still extant) and the REI Co-op store (12255 North Starlight Avenue, altered).

5 The building was originally designed in the corporation’s distinctive version of the Shed style, which originated in the second-home community of Sea Ranch in Northern California in the early 1960s.¹⁴ As built by Hayden Island, Inc., the Shed style was combined with elements of the Northwest Regional style and was an important component of the company’s contemporary brand, referred to as “the Northwest look” by company officials.¹⁵ The “look,” included sprawling, low-slung building forms, rough-sawn wood cladding often placed vertically or at a forty-five-degree angle, as well as the distinctive shed roof forms of the Shed style. When it was first built, the Northwest Marine Brokers Building specifically expressed the Shed style through the dual massing created by its center-broken gable, the bold diagonals of its roof, its obscured or recessed entry, its exterior wood cladding, and its large windows with angled tops set directly beneath the angles of the roof (Figure 8).¹⁶ However, because of more recent changes, namely the replacement of the building’s original cladding with fiber cement board and sheet masonry wainscoting, the building now appears more Postmodern.

15 Northwest Marine Brokers Building 1973–1978

The first known tenant of the building was Northwest Marine Brokers, a successful dealership for yachts and other marine vessels originally founded elsewhere on Hayden Island by Phillip L. “Phil” Nock (1927–2021). Nock was born in Portland and grew up in the nearby suburb of Lake Oswego. Since the age of fifteen, he worked in boat sales and gained familiarity with Hayden Island and its recreational users as the manager of the Jantzen Beach Marina.¹⁷ In 1962, Nock left his position with the marina but remained in the area, founding Northwest Marine Brokers “in the A-frame building adjacent to [the] Jantzen Beach Marina.”¹⁸ The exact location of this building has not been determined (note that it is not the same as the subject building). Nock unexpectedly closed Northwest Marine within a year of opening it to take a sales position with Hampton Lumber Sales Company in Portland.¹⁹

25 After the brief closure, George Arthur Levens, Sr. (1920–1992) reopened Northwest Marine Brokers in 1964.²⁰ Levens was a native of New Jersey and originally came to Portland as a fisherman in 1949.²¹ By 1964, however, he had worked as an officer in the Portland Police Bureau’s traffic division and junior safety education unit for nearly fifteen years. He was also simultaneously the skipper of the *Coho* (formerly “*Hunna*”), a transport vessel.²²

¹⁴ Virginia S. McAlester, *A Field Guide To American Houses* (New York: Alfred A. Knopf, 2014), 2160–2162.

¹⁵ “Less Than Year Old, Center Still Growing,” *Oregon Journal* (Portland, OR), August 9, 1973, 48.

¹⁶ McAlester, *A Field Guide To American Houses*, 2146–2162.

¹⁷ “Pleasure Boating – On the Local,” *Oregon Journal* (Portland, OR), June 15, 1962, 20; “River Ramblings With Pleasure Craft,” *Oregonian* (Portland, OR), June 17, 1962, 97; “Phillip L. Nock,” (obituary), *Oregonian* (Portland, OR), June 22, 2021. Accessed March 14, 2023. <https://obits.oregonlive.com/us/obituaries/oregon/name/phillip-nock-obituary?id=11498824>.

¹⁸ “Pleasure Boating – On the Local,” *Oregon Journal* (Portland, OR), June 15, 1962, 20.

¹⁹ “People & Products,” *Oregonian* (Portland, OR), March 10, 1963, 33.

²⁰ “River Ramblings With Pleasure Craft,” *Oregonian* (Portland, OR), December 20, 1964, 95; “George Arthur Levens,” *Find a Grave*. Accessed March 14, 2023. <https://www.findagrave.com/memorial/3908695/george-arthur-levens>.

²¹ Nelson Benedict, “Fishing and Hunting,” *Newark Star-Ledger* (Newark, NJ), April 23, 1949, 7.

²² “New Policemen Sworn For Short Week Slack,” *Oregon Journal* (Portland, OR), July 15, 1950, 2; “Traffic Policeman Frees Boy Locked Inside Safe,” *Oregonian* (Portland, OR), May 14, 1951, 1; “Honors,” *Oregon Journal* (Portland, OR), November 8, 1953, A10; “River Ramblings With Pleasure Craft,” *Oregonian* (Portland, OR), December 20, 1964, 95.



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In 1970 Levens moved Northwest Marine Brokers off Hayden Island to a larger building at 2609 Northeast Marine Drive—adjacent to another moorage site approximately three miles upriver. An increase in sales is the most probable reason for the move as evidenced by a reported increase of over 200,000 in national pleasure boat ownership in 1969.²³ A larger building would have allowed Northwest Marine to better meet future demand. The move was only temporary, however, and Levens brought the business back to Hayden Island to a newly constructed building at 1521 North Jantzen Avenue (the principal buildings, presently 11850 North Center Avenue) in April of 1973. The decision to return to Hayden Island was likely driven by the new building’s more central location within Columbia River’s growing boating community as well as its adjacency to I-5, and thus much greater visibility to potential customers.

At this time, Northwest Marine was Oregon’s distributor of Grand Banks yachts and sold used vessels on consignment ranging from 8-foot dinghies to 80-foot towboats.²⁴

According to the company’s classified ads, used vessels were in high demand throughout the mid-1970s.²⁵ One potential contributing factor may have been Hayden Island, Inc.’s ongoing development of residences and boat moorages (Figures 15, 16, and 17).²⁶ In 1975, Northwest Marine expanded into offering boat supplies as well as other brands of new boats such as Bell Boy. However, new boats proved more challenging for the company to sell than used ones.²⁷ The business continued to operate but was sold around May of 1977 to Tom McIrvine (1921–1991). A native of Astoria, Oregon, McIrvine had previously sold used cars as well as boats for other marine brokerage firms such as Rose City and Del Ray.²⁸ McIrvine continued to operate the business for another year but finally closed it around November of 1978.²⁹ The closure may have been a result of the shortage of moorage space on the island and throughout the Portland area more broadly, by the end of 1978 and into early 1979. Although demand for pleasure boats remained high, people could not purchase them without the space to store them.³⁰

Northwest Marine Brokers Building 1978–1982

A business called Houseboat Exchange occupied the former Northwest Marine Brokers Building from around December of 1978 until it moved in 1982 to Pier 99, the former Totem Pole Marina at 1415 North Pier 99 Street, across the Columbia River to the south.³¹ Houseboat Exchange was reportedly the only Portland business that

²³ “River Ramblings,” *Oregonian* (Portland, OR), June 7, 1970, 94; Ed Goetzl, “Pleasure Boating,” *Oregonian* (Portland, OR), January 2, 1970, Section 2, Page 3.

²⁴ “Northwest Marine Yacht Brokers New Location,” *Oregonian* (Portland, OR), April 15, 1973, 58.

²⁵ “Listings Needed,” (classified ad) *Oregonian* (Portland, OR), June 6, 1974, 50; “Buyers Waiting,” (classified ad) *Oregonian* (Portland, OR), February 15, 1975, C15.

²⁶ “Firm Seeks County Approval to Develop Tomahawk Island,” *Oregon Journal* (Portland, OR), August 5, 1974, A2.

²⁷ “!! Just Arrived !!” (classified ad), *Oregonian* (Portland, OR), March 29, 1975, 39; “Bell Boy Boat Sale \$Overstocked\$,” (classified ad), *Oregonian* (Portland, OR), August 4, 1975, 33.

²⁸ “Thomas W. McIrvine,” (obituary), *The Columbian* (Vancouver, WA), June 25, 1991, 4; “Rose City Marine Brokers, Inc.,” *The Columbian* (Vancouver, WA), May 31, 1970, 44; “Del-Ray Marine Brokerage,” *The Columbian* (Vancouver, WA), March 5, 1972, 51.

²⁹ “Northwest Marine Brokers,” (classified ad), *Oregonian* (Portland, OR), May 15, 1977, E16; “Island Gypsy,” *Oregonian* (Portland, OR), November 26, 1978, E28.

³⁰ “Houseboats,” *The Columbian* (Vancouver, WA), April 12, 1978, A27; Michael White, “Shortage of mooring a threat to boating,” *Oregonian* (Portland, OR), May 24, 1979, B7; “At Home Afloat, Watery Lots Are Hard To Come By,” *The Columbian* (Vancouver, WA), March 29, 1979, A26.

³¹ “Sweeping River Views,” (classified ad), *Oregonian* (Portland, OR), December 13, 1978, 98; “It’s Not An Impossible Dream!” (classified ad), *Seattle Times* (Seattle, WA), April 2, 1982, D7.



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5 exclusively sold or leased houseboats and had been in operation since at least July of 1976 under salesman Pat Connolly.³² The company's leasing operations are what likely kept it in business as no additional space for new floating homes was available at this time.³³ During its time in the building, Houseboat Exchange shared it with a "temp" or employment agency called Manpower Temporary Services after 1980.³⁴ It is not known whether the building was originally designed for two tenants or if it was altered for dual occupancy at this time.

Northwest Marine Brokers Building 1982–Present

10 After Houseboat Exchange moved across the river in 1982, Windjammers West, purveyors of smaller windsurfing craft and surfboards, and Inflatable Boat Center, purveyors of inflatable rafts, came to occupy the building through at least 1986.³⁵ It is unknown how long these companies remained in the building. Pushing the Envelope, a mailing and shipping services company, began occupying the east half of the building as early as 1999 while Paul's Cigars occupied the other half starting in 2001.³⁶ Both remained in the building until 2015. When marijuana was legalized in Oregon in 2015, a dispensary called Green Oasis moved into the space that year and altered it extensively giving it a Postmodern appearance.³⁷ Thereafter, various marijuana dispensaries have occupied the building until the present.

15 Northwest Regionalism, the Shed Style, and the Hayden Island "Look"

20 The Northwest Marine Brokers building is one of several examples of commercial buildings on Hayden Island built expressly by Hayden Island, Incorporated ("Hayden Island, Inc.") between the mid-1960s and early-1980s which generally adhered to a loosely unified corporate appearance. The original architectural design of the Northwest Marine Brokers building is basically Modern, though its design was strongly influenced by the primarily residential Northwest Regional and Shed styles.

³² "Houseboats," (classified ad), *Oregonian* (Portland, OR), July 12, 1976, D8; "Builders Try To Hook Floating Market," *Oregonian* (Portland, OR), April 4, 1982, D1. Note well, the definition of "houseboat" is a house that is also a boat in the sense that it has a motor that can move it across the water. Conversely, a "floating home" is a stationary house that floats on water without a motor to move it. At the time Houseboat Exchange was in operation, both terms were used interchangeably so it is unknown whether Houseboat Exchange dealt in one or both.

³³ "At Home Afloat, Watery Lots Are Hard To Come By," *The Columbian* (Vancouver, WA), March 29, 1979, A26.

³⁴ "People/Business," *Oregon Journal* (Portland, OR), June 6, 1980, 13.

³⁵ "Windjammers West Truckload Sale!" *Oregonian* (Portland, OR), May 16, 1982, D39; "523 Canoes, Small Craft – Zodiac Avon," (classified ad), *Oregonian* (Portland, OR), April 28, 1983, D14; "Hobie Cat Regatta Sails To Light Winds," *Oregonian* (Portland, OR), June 9, 1986, D4.

³⁶ *Pushing the Envelope*. Accessed March 14, 2023. <https://www.pushingtheenvelopeportland.com/>; Paul's Cigars, June 15, 2001. Multnomah County Permit Number: 01-14392759-CO, 1523 North Jantzen Avenue. On file at the Portland Bureau of Development Services and obtained through Public Records Request.; Street view of Portland, Google. Accessed March 14, 2023. <https://www.google.com/maps/@45.6092079,-122.6815905,3a,25.9y,165.65h,92.46t/data=!3m6!1e1!3m4!1sEIX6Mlrq03Wv7N8EpZpmBg!2e0!7i13312!8i6656>.

³⁷ "Possession and Use of Marijuana," The City of Portland Oregon Police Bureau. Accessed March 28, 2023. <https://www.portlandoregon.gov/police/71570>; Green Oasis, April 29, 2016. Multnomah County Permit Number: 16-179337-CO, 11850 North Center Avenue. On file at the Portland Bureau of Development Services and obtained through Public Records Request.



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5 The Northwest Regional style is a regional variant of the International Style.³⁸ Pioneered during the mid-1930s by Portland architects Pietro Belluschi (1899–1994) and John Yeon (1910–1994), along with Seattle architect Paul Thiry (1904–1993), Northwest Regionalism evolved as a regional response to the often severe, machine-like precision of the International Style. The forms and materiality of rural vernacular residential and agricultural buildings of the Pacific Northwest inspired these architects. Asian architecture, especially traditional Japanese architecture, also strongly influenced Northwest Regionalist architects. However, the way that these buildings were tied to their surroundings was especially inspiring to these architects, and Northwest Regional style buildings are commonly integrated with their surrounding landscape and often feature asymmetrical floor plans. These buildings are typically post-and-beam or wood frame construction and regularly feature unpainted wood finishes on both the exterior and the interior. Large windows commonly extend from floor to ceiling, with these large expanses of glass used to capture scenic views and connect the interior of the building with the surrounding landscape.

15 Roofs are typically low-sloped or flat and often feature deeply overhanging eaves. Both the exterior and interior of Northwest Regional style buildings are minimally decorated, with natural materials such as brick, stone, and wood used for richness, warmth, and visual interest.³⁹ The Northwest Regional style was popular in the Pacific Northwest between the mid-1930s and 1960. Notable examples of this architectural style include John Yeon’s Watzek House in Portland (1937), Paul Thiry’s Northeast Branch Library in Seattle (1954), and Pietro Belluschi’s churches constructed in Portland, Eugene, and Cottage Grove between 1939 and 1951.⁴⁰

20 The Shed style was an architectural style popular across the United States from the mid-1960s to the mid-1980s. In the early 1960s, architect and developer Alfred “Al” Boeke (1922–2011) hired landscape architect Lawrence Halprin (1916–2009) to create a master plan for Sea Ranch in Sonoma County, California. Situated along ten miles of Pacific Ocean coastline, the Sea Ranch development was spread across 3,500 acres of forests, fields, and low rolling hills. The goal of Halprin’s master plan was to avoid altering the natural landscape as much as possible, with buildings sited to take advantage of the varied terrain.⁴¹

25 Condominium Number One, designed by the architectural firm of Moore Lyndon Turnbull Whitaker (MLTW) and constructed between 1963 and 1964, was one of the first buildings completed at Sea Ranch. Condominium Number One is a striking combination of Modern and vernacular architecture. The building has a boxy, complex form and asymmetrical plan arranged around interior gardens and courtyards. The building masses are capped

³⁸ “Northwest Regional Style,” accessed March 15, 2023, <https://www.oregonencyclopedia.org/glossary/Northwest%20Regional%20style>.

³⁹ “Northwest Regional Style,” Oregon Encyclopedia, accessed March 15, 2023, <https://www.oregonencyclopedia.org/glossary/Northwest%20Regional%20style>; William J. Hawkins, III and William F. Willingham, *Classic Houses of Portland, Oregon: 1850–1950*, (Portland, OR: Timber Press, Inc., 2005), 519–523; Sally B. Woodbridge and Roger Montgomery, *A Guide to Architecture in Washington State*, (Seattle, WA: University of Washington Press, 1980), 37–39.

⁴⁰ “The Watzek House,” John Yeon Center for Architecture and the Landscape, accessed March 15, 2023, <https://yeoncenter.uoregon.edu/our-locations/the-watzek-house/>; “City of Seattle, Public Library (SPL), Northeast Branch, Seattle, WA,” Pacific Coast Architecture Database, accessed March 15, 2023, <https://pcad.lib.washington.edu/building/8044/>; “Pietro Belluschi (1899-1994),” Oregon Encyclopedia, accessed March 15, 2023, https://www.oregonencyclopedia.org/articles/belluschi_pietro_1899_1994_/.

⁴¹ “Shed [Style],” Washington Department of Archaeology and Historic Preservation, accessed March 15, 2023, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/shed>; Kate Reggev, “The Legacy of Sea Ranch, a Utopian Community in Northern California,” Dwell, accessed March 15, 2023, <https://www.dwell.com/article/sea-ranch-architecture-7f30ea15>.



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with sloped shed roofs that echo the sloped site on which the building is situated. The wood timber frames and vertical redwood siding on the exterior are strongly reminiscent of the Northwest Regional style. Condominium Number One was listed in the NRHP in 2005 and is widely considered one of the most significant architectural works completed in California during the 1960s.⁴²

5

Sea Ranch and Condominium Number One were lavishly photo-documented in 1965 by the architectural photographer Morley Baer (1916–1995). Al Boeke used Baer’s evocative photographs in promotional sales brochures for Sea Ranch.⁴³ These promotional materials captured the imagination of both architectural aficionados and the general public, and architectural magazines and housing plan books helped spread the Shed style across the United States. The Shed style was particularly popular in the Pacific Northwest due to its relative simplicity of construction and embodiment of the informal Northwestern lifestyle. The energy crisis of the early 1970s also helped sustain the popularity of the Shed style, due to the compatibility of the style with passive-solar design principles introduced to save energy. The asymmetrical sloped roofs of the Shed style easily accommodated banks of south-facing clerestory windows along ridgelines. These windows could be arranged with interior Trombe walls of brick or stone masonry, which would collect solar heat during the day and release it during the night.⁴⁴

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The Shed style remained popular in the Pacific Northwest until the mid-1980s. The style was used for a variety of buildings, including single-family houses, multi-family apartment buildings, small office buildings, schools, and vacation cottages. Shed style buildings are typically one to one-and-one-half stories tall, though some taller versions exist. Shed style buildings have boxy, asymmetrical forms capped with multiple, single-sloped roof planes with no overhanging eaves and rakes. Entries are usually subtle and often recessed. Window openings on the building elevations typically vary in size and shape, and banks of clerestory windows are often used along roof ridgelines to bring light to the building interior while shielding the occupants from direct solar glare. The exteriors of Shed style buildings are usually clad with flush wood boards laid up vertically or horizontally, however, some examples have diagonal siding laid parallel to the sloped roof pitch. Mass market builder examples of the Shed style often have T1-11 plywood siding, while wood shingles can be found on high-end, custom Shed style buildings.⁴⁵

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The period of peak popularity of the Northwest Regional and Shed styles coincided with the redevelopment of Hayden Island between the mid-1950s and mid-1980s. During this time period, development on Hayden Island was controlled by the Hayden Island Amusement Company, which had rebranded as the Hayden Island Development Company in 1963 and renamed again as Hayden Island, Inc. in 1967. The first major developments under this new corporate regime began in the mid-1960s, which marked the beginning of Hayden Island, Inc.’s search for a unified corporate style for their new buildings on the island.⁴⁶

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⁴² Kate Reggev, “The Legacy of Sea Ranch, a Utopian Community in Northern California,” Dwell, accessed March 15, 2023, <https://www.dwell.com/article/sea-ranch-architecture-7f30ea15>.

⁴³ Kate Reggev, “The Legacy of Sea Ranch, a Utopian Community in Northern California.”

⁴⁴ “Shed [Style],” Washington Department of Archaeology and Historic Preservation, accessed March 15, 2023, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/shed>; Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 648–653.

⁴⁵ “Shed [Style],” Washington Department of Archaeology and Historic Preservation, accessed March 15, 2023, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/shed>; Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 648–653.

⁴⁶ Gerry Pratt, “Making the Dollar: Rain Drops Crowds At Jantzen Beach,” *Oregonian* (Portland, OR), August 27, 1964, 22.



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5 In 1964, Portland architect John Storrs (1920–2003), a noted pioneer of the Northwest Regional style, designed a building complex for the Hayden Island Mobile Home Village at 1503 North Hayden Island Drive. This group of single-story pavilions was arranged around a swimming pool and housed an office, laundry room, recreation room, and other amenities for the residents of the manufactured housing community. Each of the pavilions was capped with a peaked roof clad with wood shingles, which the *Oregonian* described as “pagoda-style.” The informality of the plan arrangement, combined with the quirky roof forms, gave this building complex a relaxed, vaguely Polynesian resort feeling.⁴⁷ Storrs also designed the River House, a condominium complex on Hayden Island. This vaguely Shed style complex of residential townhouses and garden apartment buildings was built at the east end of Hayden Island and completed in 1969.⁴⁸

10 Also in 1969, Hayden Island, Inc. partnered with the Thunderbird hotel chain to build a motel on the island. Designed by architect Ralph C. Bonadurer (1923–2001), the Thunderbird Inn on Hayden Island opened in 1971. The Thunderbird Inn expanded on the vaguely Polynesian resort themes first explored by the architect John Storrs at the Hayden Island Mobile Home Village, and Bonadurer’s design bore strong similarities to a 150-room complex he designed in SeaTac, Washington, in 1970. The Thunderbird Inn was three stories tall and featured extensive use of wood on the building exterior, such as the large square wood columns and massive glulam beams supporting the porte-cochère roof and the round wood pilings supporting the glassed-in elevator tower. The building exteriors were clad with rough-sawn vertical wood siding with expansive areas of glass, and all the buildings in the complex were capped with pavilion-style roofs clad with wood shingles.⁴⁹

20 After the Thunderbird Inn project, Thunderbird and Hayden Island, Inc., developed two more lodging projects in the late 1960s and early 1970s including the Thunderbird at the Quay (later renamed the Inn at the Quay) opposite Hayden Island in Vancouver, and an additional Hayden Island hotel, the Red Lion. The Red Lion, or the “Red Lion Motor Inn,” was the second major resort development on Hayden Island constructed east of the interstate parallel to the Thunderbird. The Red Lion was designed by the Vancouver architecture firm Nelson, Walla, and Dolle (NWD) and built by Portland general contractor H.A. Anderson (1925–2008). When the building opened in June 1978, it was the largest convention center space north of San Francisco. The original design for the Red Lion Inn exemplified characteristic elements of the Northwest Regionalist architectural style, with its exaggerated roofline, its use of peeled timber logs to adorn the building’s elevations and roof, and the construction of wide overhanging eaves. The exaggerated eaves were built with wide fascia which, from afar, continue to minimize the height of the four-story buildings while accentuating the building’s horizontal relationship with the landscape.⁵⁰

⁴⁷ “Firm To Build Jantzen Trailer Park,” *Oregonian* (Portland, OR), June 8, 1964, 19; “Advertisement: Open House, Sunday, November 22,” *Oregonian* (Portland, OR), November 21, 1964, 8.
⁴⁸ “\$50 Million Hayden Island Development Planned: Big Project To Begin On May 1,” *Oregonian* (Portland, OR), April 7, 1968, 1; “Residence Units Lead Hayden Island Plan,” *Oregonian* (Portland, OR), April 7, 1968, 32; “Advertisement: Announcing River House on Hayden Island,” *Oregonian* (Portland, OR), July 11, 1969, 35.
⁴⁹ Adam Alsobrook, et al., 132–133.
⁵⁰ Adam Alsobrook, et al., 132–133; Penelope Cottrell-Crawford, *Interstate Bridge Replacement Program, Section 106 Documentation Form, Red Lion Hotel on the River Jantzen Beach (Holiday Inn Portland Columbia Riverfront)*, (Portland, OR: WillametteCRA, 2023), 10.



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5 In addition to the residential and hotel development projects, Hayden Island, Inc. also redeveloped the Jantzen Beach Amusement Park during the late 1960s and early 1970s into a regional shopping center. In November 1969, Hayden Island, Inc., announced three anchor tenants—Montgomery Ward and Company, Newberry’s, and Payless Drugs—in the new mall, and a projected groundbreaking in 1971. The center’s design was prepared by the noted Seattle firm of John Graham, Jr. (1908–1991); John F. Jensen and Associates were hired to design the new Montgomery Ward store. The design of the shopping center, according to Buell, was to feature “the Northwest look with warm-toned masonry and considerable piling and stained rough textured woods.”⁵¹ The new Jantzen Beach Center held its grand opening on September 28, 1972.⁵²

10 By the time the Northwest Marine Brokers Building was completed in 1973, the buildings on Hayden Island generally had a loosely unified outward appearance. The Hayden Island “look” evolved through the use of sprawling, low-slung building forms, capped with distinctively shaped roofs. Additionally, the use of specific materials and details, such as round wood pilings, glulam beams, large expanses of glass, rough-sawn wood siding on the building exteriors, and wood shingles on the roofs also helped tie all of the Hayden Island, Inc. properties together visually. One notable feature on several properties was wood plank siding, which was variably
15 laid either horizontally, vertically, or diagonally. The general architectural style of the buildings on Hayden Island was described in contemporary newspapers with a wide range of adjectives, including “low profile marine Northwest,” “contemporary,” and “the Northwest look.”⁵³

National Register of Historic Places Eligibility

20 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Northwest Marine Brokers building is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

25 Based upon WillametteCRA’s evaluation of the Northwest Marine Brokers building within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the growth of recreational boating on the Columbia during the second half of the twentieth century, this association is not comparatively strong enough to meet the threshold for NRHP significance.

30 The Northwest Marine Brokers building does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the resource is associated with several different maritime business owners, their use of the resource was relatively brief and neither individual was found to be comparatively significant enough to meet the threshold for NRHP significance.

The Northwest Marine Brokers building is an example of a commercial building designed in the Northwest Regional and Shed styles, however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

⁵¹ Adam Alsobrook, et al., 132–133.
⁵² [Advertisement for Jantzen Center], *The Columbian* (Vancouver, WA), September 26, 1972, 25.
⁵³ Leonard Bacon, “Hayden Island project to offer city within city,” *Oregonian* (Portland, OR), April 16, 1972, 72; Ed Goetzl, “Pleasure Boating,” *Oregon Journal* (Portland, OR), August 4, 1972, 29; “Less Than Year Old, Center Still Growing,” *Oregon Journal* (Portland, OR), August 9, 1973, 48.



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The Northwest Marine Brokers building is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

- 5 In summary, the Northwest Marine Brokers Building is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.



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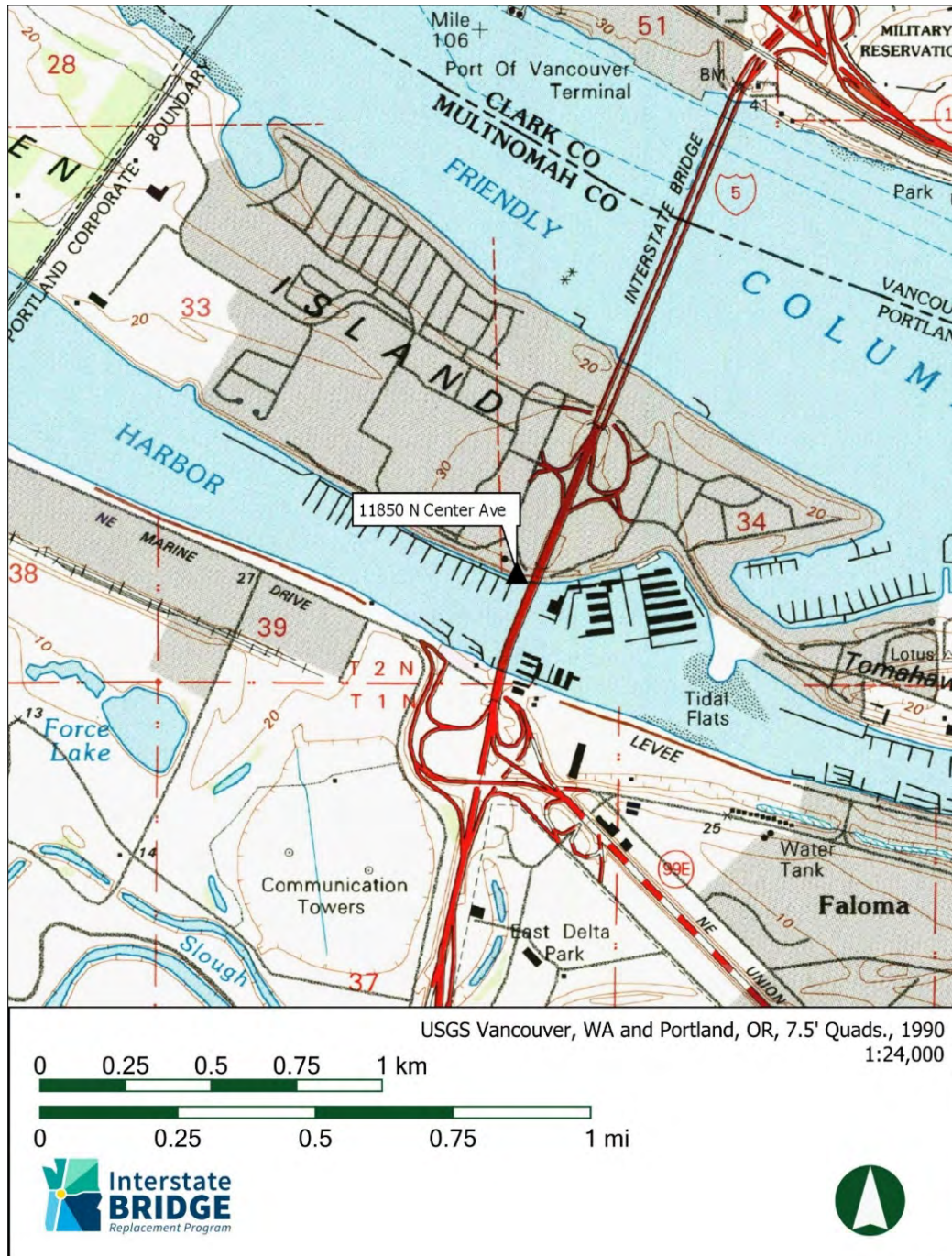


Figure 2. Location map of Northwest Marine Brokers Building, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of Northwest Marine Brokers Building showing the recommended NRHP boundary.

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Figure 4. Annotated Winter 2012 aerial photograph of the property describing the basic features of the building's plan. Note the open channel through the center (Portland Maps, 2012).

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Figure 5. Northwest Marine Brokers Building, north and west elevations, view facing southeast. Right arrow points to corner wooden deck. Left arrow points to one of two entry doors, the second entry door can be seen in Figure 1 (WillametteCRA, January 13, 2023).



Figure 6. Northwest Marine Brokers Building, north and east elevations, view facing southwest. Arrow points to corner wooden deck (Google Street View, April 2022).

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Figure 7. Northwest Marine Brokers Building, south elevation, view facing northwest. Arrows point to enclosed porches. This elevation has what is likely fiber cement paneling. Note that this image was taken by a passenger from a moving vehicle accounting for its poor quality (WillametteCRA, January 13, 2023).



Figure 8. Northwest Marine Brokers Building, north elevation, view facing south. Note the vertical wood siding on the exterior (Oregon Department of Transportation, 1980).

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Figure 9. 2009 photograph of the building, view facing southeast. Note the since removed windows on the east (side) elevation (Google Street View, 2009).



5 Figure 10. 2009 photograph of the building, view facing southwest. Note the since removed windows on the west (side) elevation (Google Street View, 2009).

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Figure 11. Northwest Marine Brokers Building, north elevation, view facing south. Recessed entry without customer window (Google Street View, August 2011).



Figure 12. Northwest Marine Brokers Building, north elevation, view facing south. Recessed entry with customer window added in 2016 (Google Street View, October 2021).



Figure 13. Northwest Marine Brokers Building, east elevation, view facing southwest. Arrow points to metal railing and concrete platform (Google Street View, August 2011).



Figure 14. Northwest Marine Brokers Building, east elevation, view facing southwest. New wood railing in place of metal railing (Google Street View, October 2021).

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Figure 15. 1968 aerial photograph of eastern Hayden Island (upper left) and Tomahawk Island prior to redevelopment. Arrow points to location of Northwest Marine Brokers Building (Portland Maps, 1968).



5 Figure 16. 1974 aerial photograph showing new residential and moorage construction on east Hayden island (upper left) and new moorage construction on Tomahawk island. Arrow points to location of Northwest Marine Brokers Building (Portland Maps, 1974).

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Figure 17. 1980 aerial photograph showing substantially expanded moorage on Tomahawk Island with a handful of new residences (Portland Maps, 1980).

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Figure 18. Interior of west half of the Northwest Marine Brokers Building, view facing southwest (Wild West Emporium).

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Figure 19. Interior of west half of the Northwest Marine Brokers Building, view facing northeast with hall way leading to east half of the building (Wild West Emporium).



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Street Address: 1501, 1525–2055 North Jantzen Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R651707	Plat Block Lot: PARTITION PLAT 2012-30, LOT 2
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 33
Coordinates: 45.609548°, -122.684391°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: DOMESTIC / Other	Construction Date: 1958
Historic Use: DOMESTIC / Other	Alterations & Dates: 1960–1970, Expansion of finger piers (Rows G, H, I, J, K, L, N, O, P, and Q) and M Walk West
Architectural Classification / Resource Type: Other / Site	Historic Context: Planning and Community Development, Maritime History

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Post & Pier	Form Type: N/A	
Window Type & Material: N/A	Exterior Surface Materials: Primary: Wood Secondary: Metal Decorative: N/A	
Roof Type & Material: N/A		
Structural System Type: Log, Metal	Plan Type: Irregular	
Number of Stories: N/A	Changes to Structures:	
Styles: Other	Category:	Change Level:
	Plan	Intact
	Windows	N/A
Register Status: Not listed	Cladding	N/A
	(Other) Landscape characteristics	Intact
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	

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Figure 1. View of Jantzen Beach Moorage, facing northeast (Google Earth Pro 2023).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The Jantzen Beach Moorage is a site on the North Portland Harbor in the Columbia River.¹ The site runs east to west along the southern shore of Hayden Island, in Portland, Multnomah County, Oregon (Figures 2 and 3). The moorage is bounded on the north by a metal fence on the curbs of North Jantzen Avenue and North Jantzen Street; the Interstate 5 (I-5) bridge to the east; a separate floating home moorage to the west; and the waters of the Columbia River and North Portland Harbor to the south. The area surrounding the moorage is primarily industrial in nature, including large-scale warehouses and other commercial developments, a manufactured home community located north of the westernmost floating homes, and various residential floating docks that flank the site on both the east and the west along the southern shore of Hayden Island.

10 The site of the moorage covers approximately 27.3 acres, encompassing a series of docks and finger piers as well as the parking lot and associated structures on the nearby shore. The spatial organization and cluster arrangement of the moorage itself is characterized by a central dock that forms a linear spine that runs southeast to northwest (parallel to the shoreline) and measures approximately 3,200 feet in total length (Figures 1 and 4–12). The westernmost section of the dock, named M Walk West, is located approximately 150 feet to the south of the adjacent shoreline; it measures approximately 990 feet from east to west and provides moorage for approximately 42 floating shelters on both the north and south sides of the dock (Figure 13). The remaining length of the dock is positioned closer to the shore, approximately 25 feet, and is comprised of sixteen finger piers, or secondary docks, running perpendicularly from the main dock, extending south. From east to west, the finger piers are named Rows A, B, C, D, E, F, G, H, I, J, K, L, N, O, P, and Q; they are arranged at variable distances, ranging between 100 and 200 feet apart.² The lengths of the finger piers also vary in size, measuring between 200 to 300 feet in length from north to south; the various lengths accommodate moorage sites for a range of six to nine, and in one case twelve, floating shelters on a given pier (Figures 14–17).

25 Vegetation within the moorage is sparse, owing to the marine nature of the site. The adjacent shore is covered with vegetation and planted with mature broadleaf trees, which partially screen the roadway and industrial landscape beyond. Typical views and vistas of the Jantzen Beach Moorage include the waters of North Portland Harbor, the industrial shoreline of Portland to the south, the rock- and tree-lined landscape of the land immediately on the north shoreline; views of the manufactured home neighborhood are also accessible to those moorings along the western segment of M Walk West.

30 Circulation patterns within the site are characterized on land by a single-lane, paved, vehicle-access road and seven pedestrian ramps that connect along the central moorage dock; on water, the strategic placement of each finger pier allows for sufficient distance between boat berths and finger piers to provide entrance and egress for the floating residences. The road is fenced with multiple gated points of entry; it is named North Jantzen Street along Rows A through P, and transitions to North Jantzen Avenue along the remainder of the roadway, culminating in a cul-de-sac at the western extent. Parking is provided in the form of perpendicular pull-in spaces along the south curb of the road, except for two areas with parking along the north curb as well—the section of North Jantzen Street aligned with Rows B, C, and D, and the section of North Jantzen Avenue aligned with Rows

¹ As defined in the National Park Service, National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, page 5.

² John P. Deppa, 2010. Construction drawing number 09-136114, 1523 N Jantzen Avenue, page 3. On file at the Portland Bureau of Development Services and obtained through Public Records Request.



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P and Q. Some of the parking spaces are underneath wood-framed carports that also have integrated storage units (Figure 18). The five carports measure 30 feet deep and are of varying lengths, ranging from 70 to 140 feet. The pedestrian ramps are also of varying dimensions.

5 The site is characterized by a linear distribution of its features. Carports are distributed at approximately even intervals along the roadway. Ramps are placed evenly along the moorage. Finger piers are regularly spaced along the main dock. The floating homes are located in a linear distribution throughout the site on the finger piers and along both sides of the M Walk West dock. Row A, the easternmost finger pier, has six floating homes moored at sites along both sides of its length; the remaining finger piers accommodate mooring sites only along their western sides to allow egress and entry. Single floating homes are moored at sites along the main dock in
10 the spaces created by the empty eastern sides of each pier.

Alterations

15 Prior to the period of significance (here recommended as 1958 to 1977), the Jantzen Beach Moorage was located slightly west of its current location; it was moved approximately 650 feet to the east at some point around 1950. Despite alterations to the spatial organization of the adjacent Jantzen Bay Marina between 1998 and 2000, the subject property has undergone few changes to its overall form. Alterations were contained to small-scale component replacement and the removal and installation of new homes.

Boundary Description

20 The tax lot associated with the Jantzen Beach Moorage site is limited to those features that are on land and does not encapsulate the historic extent of the subject property. The recommended National Register of Historic Places (NRHP) boundary of the historic site, therefore, is not directly aligned with the tax lot boundary. The boundary includes the footprint of the gated roadway along North Jantzen Avenue and North Jantzen Street and associated carport and ramp structures, as well as the footprint of the moorage docks and piers. With the transient nature of floating homes, the individual residences do not directly contribute to the historic site, the berth locations and surrounding circulation access ways required for removal and egress are contributing elements to the property's
25 use and significance and are thus included within the boundary (Figure 3).

INTEGRITY

30 The potential period of significance of the Jantzen Beach Moorage is defined as 1958 to 1977, encapsulating the commencement of the site's use as a floating home moorage, and terminating with the sale of Hayden Island, Inc. Within the period of significance, the Jantzen Beach Moorage possesses integrity of location along the southern shore of Hayden Island in North Portland Harbor. Despite shifts in the broader local landscape in the late twentieth century, the immediate setting of the property continues to evoke the commercial, industrial, and recreational nature that has characterized the North Portland Harbor since the subject property's establishment. The moorage site also possesses integrity of design, materials, workmanship, and feeling because its designed landscape has retained its original spatial organization, circulation patterns, and cluster arrangement, as well as
35 the views and vistas of the Columbia River. Although the individual floating residences have occasionally been modified or replaced since the end of the historic period, the changing nature of the residences is a continuation of the property's historic pattern of use and not an impediment to its overall historic integrity. Crucially, the site continues to be utilized as a private moorage and, as such, continues to showcase the historic character of site use patterns and unique cultural traditions. The moorage site, therefore, also possesses integrity of feeling and
40 association with the historic patterns of off-shore living along the Columbia River.



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As such, the resource continues to possess a fine degree of integrity of location, setting, design, materials, workmanship, feeling, and association. It aptly communicates its local significance as an intact representation of the evolution of floating home development on Hayden Island and in the greater Portland area.

STATEMENT OF SIGNIFICANCE

5 The origins of the Jantzen Beach Moorage date to 1935, the year of its original construction by the development company Hayden Island Amusement Company. In its earliest years, the moorage was located slightly west of its current location and was purely utilitarian, constructed for use by the Jantzen Beach Amusement Park. It was moved east at some point before 1951 and then served as a site for the Portland Seaplane Base. However, the moorage is most significant for its role in the development of off-shore floating homes, an alternative housing type that emerged in relation to the Columbia River. Since 1958, the moorage has offered leasable (and later, privately-owned) slips for a floating home community in the North Portland Harbor. The moorage demonstrates the evolution of how centrally the Columbia River functioned in the lives and mindsets of Pacific Northwesterners: once a means of transportation, power, and disposal; later an obstacle to be crossed; finally, it has become a permanent residential site. It represents an alternative, but no less designed, community plan that combines housing regulation and building codes, innovative infrastructure, and recreation and leisure, in service of a unique lifestyle on the water.

Floating Shelters

20 The phrase “floating shelters” encompasses a vast category of water-based domiciles that may be found wherever human cultures interact with permanent water bodies.³ Unlike the comparatively rigid typologies found amongst maritime vessels, floating shelters are neither true boats nor buildings, instead occupying a nebular space between the two. Although they are a slender minority of the overall housing stock, floating shelters are found across the globe and the variations amongst them are numerous.⁴ In North America, variations are currently categorized into three general groupings:

25 **Houseboats** are purpose-built floating shelters with means of motorized propulsion. They are usually professionally manufactured by private industry, often characterized by a boxy appearance and a shallow draft (the depth of water needed to float), for maximum space and greater range. Because of these characteristics, houseboats perform poorly in rough waters and are therefore generally confined to sheltered inland areas such as slow rivers, lakes, and reservoirs.

30 **Liveboards** are seaworthy boats that are permanently occupied as residences. Although they may move by their own power and are widely mobile, they usually possess a semi-permanent moorage location that functions as their occupant’s permanent address. While a houseboat may be technically considered a liveboard, a liveboard is usually distinguished by its traditional form, allowing it to access a wider array of marine environments.

35 **Floating Homes**, which are differentiated from both houseboats and liveboards, are floating shelters without a means of propulsion. They are generally larger than houseboats and often utilize standard residential construction

³ Peter Droege, “Floating Shelter” (Master’s Thesis, Massachusetts Institute of Technology, 1976).

⁴ Droege, “Floating Shelter.”



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methods to erect a building atop a barge or “float.” Floating homes are often permanently moored in marinas or off private group docks and, when moved, require the power of an external vessel to tow or push them.

5 While theoretically discrete, considerable overlap exists between these categories and terms. In some instances, floating homes are formed from liveaboards that still float but are heavily altered and no longer seaworthy. In other instances, occupants found resourceful, if slapdash, manners of propelling their floating homes to new locales. The term “houseboat” was historically applied to “floating homes” and the two remain widely linked in the minds of the general public. Despite the resulting confusion, the contemporary understanding of terms will be retained; the historic terminology is used only for informational purposes and within quotations.

Floating Homes of the Pacific Northwest

10 Although many northwestern Indigenous nations were inextricably linked to the region’s marine and riverine environments, the origins of the area’s floating homes began with European and European American settlements.⁵ Upon their arrival in the region in the nineteenth century, these interlopers were faced with dense forests and challenging topography complicating overland travel. Coastlines and inland waterways, therefore, provided the first viable transportation network, and settlers used boats as their principal means of large-scale conveyance.

15 Such familiarity with the water, combined with the region’s formidable terrain and rich timber resources, provided fecund ground for the development of floating shelters.⁶ While the date and location of these first homes remain unknown, some suggest that they stemmed from the early development of the Northwest logging industry, which used waterways to access and transport timber.⁷ Until supplies dwindled, the region’s earliest logging operations took place along shorelines where felled trees could be skidded into the water and floated to company sawmills.⁸ As crews moved along the coast, they developed floating logging camps, echoing practices found in the Great Lakes and Northeast.⁹ Later, when logging spread inland, floating camps were used along waterways and during the spring runoff, traveled downstream with log drives, which were eventually abandoned or reused in major mill towns.¹⁰

25 Some scholars place less emphasis on the importance of logging to the floating home developments, maintaining that only the Northwest “had the ingredients that invited people to build floating homes.”¹¹ Elsewhere in the U.S., concurrent and perhaps related movements were also creating floating shelters in addition to eastern loggers. In the early nineteenth century, cabin-topped log rafts and unpowered “flatboats” were becoming common on the waters of the Ohio and Mississippi Rivers.¹² In the San Francisco Bay, the events of the California Gold Rush

⁵ Howard Droker, *Seattle’s Unsinkable Houseboats*, (Seattle: Watermark Press, 1977), 33.

⁶ Droker, *Seattle’s Unsinkable Houseboats*, 33.

⁷ Marty Dunham, “Floating Home,” *Back to the Blueprint*, New York City: A&E Television Networks, 2006; Erin Feeney, *Seattle’s Floating Homes* (Images of America. Charleston: Arcadia Publishing, 2012), 9; Sarah J. Martin, “Wagner Floating Home,” Seattle Landmark Nomination, (Seattle, WA: Landmarks Preservation Board, The Historic Preservation Program, Seattle Department of Neighborhoods, City of Seattle, 2020), 18.

⁸ Ellis Lucia, *The Big Woods: Logging and Lumbering—from bull teams to helicopters—in the Pacific Northwest*, (Garden City, NY: Doubleday & Company, Inc., 1975), 13.

⁹ Droker, *Seattle’s Unsinkable Houseboats*, 37. Floating logging camps remain in use in Alaska.

¹⁰ Marty Dunham, “Floating Home.”

¹¹ Droker, *Seattle’s Unsinkable Houseboats*, 33.

¹² T.W. Records, “Flatboats,” *Indiana Magazine of History* 42, no.4 (December 1946): 325.



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(1848–1855) saw the reuse of “square-rigged” transport ships as floating warehouses, hotels, and rooming establishments.¹³

5 While no examples of early Northwestern floating shelters are known to have survived, they were likely rough tents or vernacular buildings (“shacks” or “shanties”) placed atop floats made from bound logs. When additional flotation was needed to support larger structures, extra logs could be placed beneath those of the float to create an inverted pyramid.¹⁴ This system worked well on the inland waterways of the Northwest where the freshwater anaerobic environment preserved wood and prevented rapid deterioration.¹⁵ In saltwater, however, untreated wood decayed rapidly, leading to a preference for floats formed from reused barges or other hollow hulls that could be painted and, when maintained, preserved over longer periods.¹⁶

10 From humble origins, floating homes spread rapidly as the populations of Pacific port cities boomed throughout the nineteenth century. From Vancouver, British Columbia, to San Francisco, they proved to be an attractive housing alternative to traditional land-based residences. As opposed to lagging housing stock, floating homes were highly accessible, and a handy individual could construct one from inexpensive, and even scavenged, components. Further augmenting their appeal, floating homes remained outside standard land-based tax, and building codes left them untaxed and unregulated.¹⁷ While some owners might have rented berths from shoreside landowners, most chose to moor their homes for free on public waterways, moving only when required.

15 With so few barriers to entry, floating homes became particularly popular among itinerant and seasonal workers, as well as workers with water- or shoreline-based professions.¹⁸ Few, if any, official records were kept. It is assumed that fishermen, boatbuilders, riggers, loggers, and ship crews likely comprised a majority of both the
20 builders and occupants of early floating homes.¹⁹

Floating Homes of the Oregon Slough and North Portland Harbor

25 In the early years of the twentieth century, the North Portland Harbor was defined by the long Oregon Slough, which separated a marshy rural district north of Portland from riverine islands of the Columbia River. The character of the landscape was low-lying and liable to change during seasonal high-water events. Only Percy Island and Hayden Island are shown as discrete landmasses on maps and charts (Figure 19).²⁰ With the urban environs of Portland still far to the south, the area’s marshy terrain and its susceptibility to flooding had left it largely undeveloped at the end of the nineteenth century.²¹ In 1888, a single streetcar line had been extended northward from East Portland, terminating at the docks of the Vancouver-Portland ferry on a rounded peninsula of

¹³ Phil Frank, *Houseboats of Sausalito, Images of America*, (Charleston: Arcadia Publishing, 2008), 9

¹⁴ Marty Dunham, “Floating Home.”

¹⁵ Marty Dunham, “Floating Home.,” Frank, *Houseboats of Sausalito*, 9.

¹⁶ Frank, *Houseboats of Sausalito*, 9.

¹⁷ Gail Dubrow and Alexa Berlow, “Vernacular and Popular Architecture in Seattle,” in *Shaping Seattle Architecture, 2nd Edition*, ed. Jeffrey Karl Ochsner (Seattle: University of Washington Press, 2019), 354.

¹⁸ Frank, *Houseboats of Sausalito*, 12.

¹⁹ Frank, *Houseboats of Sausalito*, 12; Dubrow and Berlow, “Vernacular and Popular Architecture in Seattle,” 354.

²⁰ United States Geological Survey (USGS), 1897 *Portland Quadrangle*. Topographic map, 1:62,500. United States Department of the Interior, Washington, DC.

²¹ Elizabeth J. O’Brien and Jason Allen, “Columbia Slough Drainage Districts Historic District,” Section 106 Documentation Form, 2006. Oregon Historic Sites Database, DOI:663154, 11.



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land immediately east of Hayden Island.²² Avoiding the unstable ground, the line’s final 8,000 feet to the river channel were built atop an extensive wood trestlework.²³

5 The peninsular terminus of the line shown on early maps is later depicted as an individual island separated from the mainland by an extension of the Oregon Slough (Figure 20).²⁴ It remains unclear if this change was the result of more accurate maps or a physical alteration to the landscape. In time the island became known as “Sand Island” likely for its predominant surface material.²⁵

10 Beginning in 1916, the contemporary owners of the streetcar line, the Portland Railway, Light and Power Company (PRL&P), found a marketable use for the island’s substrate by developing the soon-to-be-obsolete ferry landing into a public beach.²⁶ The “Columbia Beach” included most of the small island and featured 5,800 feet of shoreline, as well as facilities for camping, picnicking, and athletics.²⁷ Using a tactic common among streetcar operators, PRL&P hoped the development would encourage increased ridership on the line even as they extended it onto the new Interstate Bridge.²⁸

15 Prior to the construction of the streetcar line, settlement within the vicinity of the North Portland Harbor was sparse, consisting only of a few homesteads that endured the periodic threat of floods.²⁹ Even where settlers could find high ground for homesites, the area remained isolated, far from Portland to the south and across the water from Vancouver; only a disparate collection of dwellings were built along the southern shoreline of the Oregon Slough.³⁰ After the arrival of the line to Sand Island in 1888, the area’s newfound accessibility resulted in the construction of a small number of additional buildings along the bank of the slough.³¹ Still, development initially remained sluggish, picking up only with the platting of Bridgeton in 1912 and the construction of Columbia Beach four years later.³²

20 It remains unclear to what extent floating homes might have been present in the waterways of the Oregon Slough or North Portland Harbor during this period. Contemporary neighborhood tradition holds that floating homes

²² John T. Labbe, *Fares, Please!* (Caldwell, ID: The Caxton Printers, 1982) 44–46.

²³ Labbe, *Fares, Please!* 46.

²⁴ 1905 *Portland Quadrangle*. Topographic map, 1:62,500. United States Department of the Interior, Washington, DC.

²⁵ George C. Thomas, *Map of Portland Oregon*, 1920, Street atlas, scale unknown, <https://www.raremaps.com/gallery/detail/63194/thomas-bros-map-of-portland-oregon-thomas-brothers>; Charles F. Metsker, *Metsker’s Atlas of Multnomah County*, 1927. Atlas, 1:12,000, Tacoma, WA: Metsker Maps. <http://www.historicmapworks.com/Atlas/US/29642/Multnomah+County+1927/>, 24–25.

²⁶ Richard Thompson, *Portland’s Streetcar Lines: Images of Rail*, (Charleston: Arcadia Publishing, 2010), 74.

²⁷ Thompson, *Portland’s Streetcar Lines*, 74.

²⁸ Thompson, *Portland’s Streetcar Lines*, 74.

²⁹ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

³⁰ United States Coast and Geodetic Survey (USC&GS), *Columbia River*, Sheet No. 6, Fales Landing to Portland. Nautical Chart, 1:40,000. Washington, DC: National Oceanic and Atmospheric Administration, United States Department of Commerce, 1888. <https://www.historicalcharts.noaa.gov/image.php?filename=P-2007-5-1888>.

³¹ United States Geological Survey (USGS), *Portland Quadrangle*. Topographic map. 1897. 1:62,500. Washington, DC: United States Department of the Interior; United States Coast and Geodetic Survey (USC&GS), *Columbia River: Saint Helens to Willamette River Including Vancouver and Portland*, Nautical Chart, 1:40,000. Washington, DC: National Oceanic and Atmospheric Administration, United States Department of Commerce, 1909.

³² “Bridgeton New Subdivision,” *Oregonian* (Portland, OR). 12 May 12, 1912, 10.



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occupied by fishermen could be found in the area prior to 1920.³³ Either singly or in small colonies, the fishermen’s “round-top” homes were located along the shores of the waterways, accessed by narrow walkways of wood planks.³⁴ While possible, the majority of floating home stock in the area likely grew concurrent with land-side developments, beginning with the Union Meat Company in 1907.³⁵

- 5 From 1907 to 1909, Union Meat constructed a large-scale meat-packing facility along a new freight railroad line extending north from Portland.³⁶ The building site was located on the south shore of the Oregon Slough opposite the west end of Hayden Island—approximately one mile west of the PRL&P streetcar.³⁷ When completed in 1909, the facility employed some 1,500 workers and marked the beginning of a growing industrial district served by a spur of the Seattle, Portland & Spokane Railway SP&S.³⁸ Many of these workers likely commuted to the plant from their homes in Portland’s northern exurbs; however, some likely occupied floating homes within the slough. These residences would have been convenient, inexpensive, and comparatively resilient to flooding and would have clustered wherever moorage could be found. Some were likely tied to the trestlework of the PRL&P line opposite Sand Island while others would have used the piers of the SP&S bridge which was extended to Vancouver in 1912.³⁹
- 10
- 15 The first known documentation of these residences occurred in 1923 when the *Oregon Daily Journal* [*Oregon Journal*] reported that “[d]ry sleuths from the [Portland] police department entered a houseboat on the Oregon [S]lough and found a small still turning out low grade moonshine whiskey.” Similar to floating shelters elsewhere, the marginal nature of slough life made it an attractive location for illegal and clandestine activities, later dubbed by the *Journal* “Moonshiners’ Haven.”⁴⁰
- 20 Aerial imagery from 1931 shows a small concentration of homes adjacent to several new bridges leading from Bridgeton to both Sand Island—renamed Tomahawk Island in 1927—and Hayden Island (Figure 21).⁴¹ Another image dating between 1916 and the 1940s shows floating homes along both sides of the slough moored to wood piles beneath the approach bridge for the new Interstate Bridge (Figure 22).⁴²
- 25 The character of these floating homes was not far removed from those found elsewhere in Portland or throughout the wider Pacific Northwest. Most were diminutive single-story buildings placed atop log floats. Roofs were either gabled or “round top” (a shallow barrel vault) and overall materials consisted of wood, tarpaper, and other inexpensive or salvaged components. The number of isolated homes in extant photographs indicates that many of these residences were likely squatting on public waterways; however, clusters around Bridgeton may have been organized as private moorages. By the 1930s, newspaper articles began to mention organized boat

³³ Tomahawk Island Floating Home Community, “Tomahawk Island Floating Home Community: Urban Legends,” 2015, <http://www.tomahawkdestiny.com/ResourceCenter/Download/37112~1526917, 2>.

³⁴ Tomahawk Island Floating Home Community, “Tomahawk Island Floating Home Community: Urban Legends,” 2.

³⁵ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

³⁶ O’Brien and Allen, “Columbia Slough Drainage Districts,” 11–12.

³⁷ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

³⁸ O’Brien and Allen, “Columbia Slough Drainage Districts,” 11–12.

³⁹ O’Brien and Allen, “Columbia Slough Drainage Districts,” 11

⁴⁰ “Columbia Slough Is Moonshiners’ Haven,” *Oregon Journal* (Portland, OR), January 12, 1923, 2.

⁴¹ Photograph of “Lotus Isle,” Formerly an Amusement Park on Tomahawk Island, 1931, The Oregon Historical Society, <https://librarycatalog.ohs.org/O90000/OPAC/Details/Record.aspx?BibCode=24230716>, accessed February 8, 2022.

⁴² Oregon Slough Bridge, 1880-1949, University of Oregon. Libraries, Special Collections & University Archives, Local Collection ID PH037. <https://oregondigital.org/catalog/oregondigital:df71fr505>.



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5 moorages in the vicinity of Bridgeton and Tomahawk Island; these likely hosted floating homes in addition to more standard boats.⁴³ Area moorages include that of the Portland Yacht Club (ca. 1931), Bennett’s Moorage (ca. 1937), and Horseman’s Moorage (prior to 1939), as well as the subject property, the Jantzen Beach Moorage (ca.1935), located on the Columbia River and named for its connection to the Jantzen Beach amusement park on Hayden Island.⁴⁴

10 Following enormous success upon its opening in 1928, the Jantzen Beach Amusement Park’s proprietor, Hayden Island Amusement Company, began to acquire more land on the island, ultimately expanding the park to 123 acres; it was for a time the largest in the country and was touted as the “Coney Island of the West.”⁴⁵ Despite the connection to the amusement park and visiting tourists, in its earliest days, the Jantzen Beach Moorage appears to have been almost exclusively utilitarian and offered no publicly rentable berths.⁴⁶ Instead, the moorage consisted of a single dock extending off the south side of the island, which was used for a regular launch service from downtown Portland, as well as specially organized river trips by private groups.⁴⁷ Aerial photographs from 1936 indicate that two floating shelters were moored off the dock; the remainder of the shoreline around the amusement park was unencumbered (Figure 23).⁴⁸ As a privately owned dock, these floating shelters were likely associated with the amusement park and at least one may have provided passenger shelter for the early launch service.

15 The amusement park’s success enabled it to persevere through the 1929 onset of the Great Depression, and it continued to act as Hayden Island’s principal occupant and attraction into the early 1930s.⁴⁹ The remainder of the region was less fortunate and Portland, led by a fiscally conservative mayor and council, was particularly affected.⁵⁰ Consistent with wider regional trends, by the late-1930s the number of floating homes on Oregon Slough had risen sharply as area residents searched for affordable housing solutions.⁵¹ A 1937 aerial photo shows a considerable number of residences lining the south shore of Tomahawk Island in addition to those at Bridgeton (Figure 24).

⁴³ “Yacht Club Plans Larger Moorage on Columbia,” *Oregonian* (Portland, OR), July 16, 1931, 21; “Pilot Permit Asked,” *Oregonian* (Portland, OR), August 20, 1937, 10; “Rifleman Fires, Bullet Hits Man,” *Oregonian* (Portland, OR), May 22, 1939, 18; “Moving Day for Rose City Yacht Club,” *Oregonian* (Portland, OR), September 26, 1941, 18.

⁴⁴ “Yacht Club’s Young Set to Make Cruise,” *Oregon Journal* (Portland, OR), June 18, 1930, 10.

⁴⁵ William Lambert, “Shifting Sand of Hayden Island Tip Generate Fine Legal Controversy Over Ownership,” *Oregonian* (Portland, OR), April 27, 1959, Section 3 Page 8; Shawn Daley, “Hayden Island,” *Oregon Encyclopedia* ed. by Ulrich Hardt, Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2021), <https://www.oregonencyclopedia.org/articles/jantzen/#.Yhjz15alZhE>.

⁴⁶ “Yacht Club’s Young Set to Make Cruise,” *Oregon Journal* (Portland, OR) June 18, 1930, 10.

⁴⁷ “Jantzen Beach opens tomorrow! [Advertisement],” *Oregon Journal* (Portland, OR), May 25, 1928, 11; “Yacht Club’s Young Set to Make Cruise,” *Oregon Journal* (Portland, OR) June 18, 1930, 10.

⁴⁸ Public Works Administration, *A2005-005.1415.9: Aerial of Jantzen Beach*.

⁴⁹ “Jantzen Beach Opens Tomorrow,” *The Oregon Journal* (Portland, OR), 25 May, 1928, 11.

⁵⁰ Robbins, “Oregon Donation Land Law.”

⁵¹ United States Army Air Corps [USAAC], *View of “Lotus Isle,” Formerly an Amusement Park on Tomahawk Island*, Photograph, Call Number 023784, Portland, OR: The Oregon Historical Society, 1931. <https://librarycatalog.ohs.org/O90000/OPAC/Details/Record.aspx?BibCode=24230716>; Brubaker Aerial Surveys, *Aerial View of Lotus Island with Hayden Island Beyond*, 1937, Photograph, Oregon Historical Society, <https://librarycatalog.ohs.org/O90000/OPAC/Details/Record.aspx?BibCode=24216452>.



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Documentation, although limited, indicates that floating homes continued to occupy their Depression-era moorages despite nearby industrial production sites, like Kaiser’s Shipyard, leading up to World War II (WWII; 1941–1945). Newspaper reports indicate that the services provided to these residences and their communities were increasingly professionalized, with landlord-operated moorages and home sales administered by real estate agents.⁵² During this same period, Ed Hargrave—the “houseboat house builder”—operated his floating-home-oriented marine business constructing floats and floating homes “to suit” from Tomahawk Island.⁵³ By the late 1940s, Ed Hargrave’s facility was part of a small center for the maritime industry, supporting some forty jobs and twelve families in residence.⁵⁴ This community, like much of the area, was permanently altered when, in the spring of 1948, the Columbia River swelled in what was later termed the “Vanport Flood.” While floating home colonies along the river were heavily affected by the rising waters, many were able to float above the disaster and await the river’s retreat.⁵⁵ However, an aging wood bridge connecting Bridgeton to Tomahawk Island was directly impacted by a major log jam, which threatened its structural integrity and resulted in its partial closure in 1949 and subsequent demolition in 1952.⁵⁶ By this time, Hargrave had relocated his operations to North Marine Drive.⁵⁷

While the removal of the bridge reduced the number of floating homes along the south side of Tomahawk Island, private moorages on the north side of the slough were thriving.⁵⁸ Many likely grew from the relocation of homes across the slough, as well as a postwar housing shortage that highlighted the continued affordability of floating homes.

Postwar Development of the Jantzen Beach Moorage

After the end of WWII, the owners and administrators of Jantzen Beach Amusement Park—Hayden Island, Inc.—began looking for additional ways to monetize the amusement park and its surrounding property. By 1950, the company had begun to develop a small residential and commercial district along the east side of the main approach road leading to the Interstate Bridge.⁵⁹ This supplemented the company’s income from the amusement park and provided a potential model for continued growth. Interviewed in 1964, company President Leslie W. Buell explained that Western Oregon’s notoriously capricious weather presented ongoing challenges to the business as did the presence of nearby state parks and other, newer amusement parks.⁶⁰ Postwar prosperity was also affecting public behavior: according to Buell, the rise of television reduced the need for external

⁵² “Moving Day for Rose City Yacht Club,” *Oregonian* (Portland, OR), September 26, 1941, 18; “3-Room Houseboat [Advertisement].” *Oregonian* (Portland, OR), October 17, 1945, 17.

⁵³ “Brand-new ‘Osco’ marine Mercury eng... [Advertisement],” *Oregonian* (Portland, OR), September 6, 1946, 20.

⁵⁴ “High Water May Crack Old Record,” *Oregonian* (Portland, OR), May 26, 1948, 1; “Section of ‘Lotus Isle’ Span Falls in Slough,” *Oregon Journal* (Portland, OR), June 20, 1949, 5.

⁵⁵ Lawrence Barber, “Rambblings With Pleasure Craftsmen,” *Oregonian* (Portland, OR), June 13, 1948, 29; “Houseboat Dwellers Tie Homes Firmly to Shore,” *Oregonian* (Portland, OR), May 25, 1948, 24.

⁵⁶ “High Water May Crack Old Record,” *Oregonian* (Portland, OR), May 26, 1948, 1; “Section of ‘Lotus Isle’ Span Falls in Slough,” *Oregon Journal* (Portland, OR), June 20, 1949, 5; “Island Bridge Taken Down,” *Oregonian* (Portland, OR), March 11, 1952, 13; “Span Removal Spells Bridge’s End,” *Oregonian* (Portland, OR), March 16, 1952, 17.

⁵⁷ “Heavy Clothing Gets Columbia Drowning Blame,” *Oregonian* (Portland, OR), February 19, 1951, 2.

⁵⁸ Nationwide Environmental Title Research (NETR), Aerial photographs, Nationwide Environmental Title Research, LLC, Tempe. 1951-2019 <https://historicaerials.com/viewer#>; Tomahawk Island Floating Home Community, “Tomahawk Island Floating Home Community: Urban Legends,” 3.

⁵⁹ City of Portland, *Scenic view of Jantzen Beach*, 1950, Photograph, A2004-002.2518. Portland, OR: Auditor’s Office, Record Number AP/7654. <https://efiles.portlandoregon.gov/Record/2860185/>.

⁶⁰ Gerry Pratt, “Rain Drops Crowd at Jantzen Beach,” *Oregonian* (Portland, OR), August 27, 1964, 22.



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entertainment venues and private backyard pools removed the novelty of Jantzen Beach’s large swimming pools—once its principal draw.⁶¹

Hayden Island, Inc., began to plan larger developments, including a manufactured home community and boat moorage.⁶² As a development model, these communities possessed several advantages for the company compared to more typical suburban developments of the postwar period. Foremost, a moorage and “mobile home park” allowed the company to retain ownership of the underlying land, creating a continuous stream of rental fees as well as potential profit in the increased land value. Whereas concurrent tract housing required a substantial initial capital investment on top of design and permitting fees, the development of infrastructure for floating and manufactured homes was largely unregulated and dramatically cheaper.

Although floating homes were a regular feature of the Oregon Slough and North Portland Harbor, they were a novelty on Hayden Island which, likely owing to its corporate ownership, had remained largely free of either sanctioned or unsanctioned floating home colonies. By 1951, aerial imagery indicates that the early Jantzen Beach Moorage had been moved approximately 650 feet east—closer to the approach bridge—and an additional dock had been constructed a short distance from the bridge’s eastern side (Figure 25).⁶³ While temporarily absent in imagery from 1952, by 1955 the east dock returned and appears to have been operated as a guest landing for shoreside commercial development.⁶⁴ Although both docks were formally simple, the western dock appears to have been briefly used as the site of the Portland Seaplane Base after 1955.⁶⁵ The seaplane base included multiple floating shelters; however, these were sold in 1957 and the base was closed.⁶⁶ With the dismantling of the base, the water once occupied by its landing strip was freed for new uses including the expansion of the Jantzen Beach Moorage and the rental of its new berths.

While the precise origins of the updated moorage remain unknown, Lawrence Barber (1932–2012), the Marine Editor for *The Oregonian*, reported in February 1958 that:

[The] Vancouver Yacht club has moved its clubhouse to Oregon because it was unable to find a suitable location on the north shore of the Columbia [R]iver. The clubhouse was towed to the new Jantzen Beach moorage at the southeast end of Hayden Island, and a flock of boathouses will follow as soon as walks and pilings are ready for them, reports Paul Mylan, vice commodore... The clubhouse is the former Anchorage floating restaurant which the Vancouverites have overhauled and refinished... The club has 78 members and has reached the ripe old age of two years. It is healthy and growing.⁶⁷

⁶¹ Pratt, “Rain Drops Crowd,” 22.

⁶² Pratt, “Rain Drops Crowd,” 22.

⁶³ City of Portland, *Scenic view of Jantzen Beach*; Nationwide Environmental Title Research (NETR), Aerial photographs, 1951–2019.

⁶⁴ NETR, Aerial photographs, 1951, 1952, 1955.

⁶⁵ “Fish Canadian lakes next summer [Advertisement],” *Oregonian* (Portland, OR), January 30, 1955, 47.

⁶⁶ City of Portland, *Scenic view of Jantzen Beach*; NETR, Aerial photographs, 1951; “Marine Operators [Advertisement],” *Oregonian* (Portland, OR), October 13, 1957, 67.

⁶⁷ Lawrence Barber, “River Ramblings: Cruising House Slated for Display in Boat Show,” *Oregonian* (Portland, OR), February 2, 1958, 24.



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Less than one month later, *The Oregonian* reported that dredging had begun at the Jantzen Beach moorage “in an attempt to keep the moorage deep enough for boats all the year.”⁶⁸ The newspaper report stated that both the Vancouver Yacht Club and the Portland Small Craft Club would occupy the moorage and that:

5 In addition to finger piers and berths for more than 100 additional boats, the moorage will have a guest dock with gasoline pumps, water hose and an ice dispenser. Boaters may have their craft serviced while they dine at the nearby restaurant.⁶⁹

10 From these initial members, the moorage grew rapidly and, by 1959, boasted a \$60,000 “floating marine repair shop” including a 65-foot drydock, machine shop, and marine engine repair department.⁷⁰ Within a year, a corner of the repair shop had been converted into a boat broker’s office for the firm Ken Loucks & Associates, which moored saleable boats outside.⁷¹ At this time, the administration of the moorage appears to have included the docks both east and west of the approach bridge.⁷² Generally, floating homes appear to have exclusively occupied the seven floating finger docks on the west; aerial imagery from 1960 reveals the presence of the “finger piers,” or secondary docks, that are now named Rows A, B, C, D, E, and F (Figure 26). Mobile watercraft were berthed at a complex collection of floating docks and floating covered docks to the east; because of the river’s seasonal change in depth, these docks were connected by movable collars to high wood piles projecting out of the water.

15 Through regular expansion, the Jantzen Beach Moorage contained berths for 700 boats including 80 floating homes (it remains unclear if these 80 floating homes are in addition to the 700 boats, or not) by 1964.⁷³ Boat moorage cost users between \$7.50 and \$20 per month depending on the boat’s length, while floating homes were moored for \$25 per month.⁷⁴ Between the boat moorage, manufactured home community, and other rental districts, Hayden Island, Inc. received gross revenues of \$300,000 per year in addition to another \$300,000 in revenue from the amusement park.⁷⁵ As one critic noted, the company’s residential and commercial developments complemented each other: the strategy, intentional or not, “created a substantial population almost totally dependent on services The Company has to offer.”⁷⁶

20 Although the moorage was inextricably tied to the development of the island, it attracted a demographic distinct from those purchasers of single-family homes in suburban tracts. Jantzen Beach Moorage was a popular floating home community, defined by its “pleasant quiet atmosphere” and the numerous Chris-Craft speedboats.⁷⁷ Its ties to Hayden Island, Inc. meant stable management, and the moorage even absorbed the homes of other moorages that floundered.⁷⁸ Photographic documentation dating to 1967 shows a collection of trim floating homes and boat houses, including contemporary round-top types with sliding glass doors, as well as older gable-roofed types with

⁶⁸ “Dredge Busy at Moorage,” *Oregonian* (Portland, OR), February 23, 1958, 103.

⁶⁹ “Dredge Busy at Moorage,” *Oregonian* (Portland, OR), February 23, 1958, 103.

⁷⁰ Lawrence Barber, “Hook Project Completed,” *Oregonian* (Portland, OR), June 21, 1959, 69.

⁷¹ Ed Goetzl, “Pleasure Boating,” *Oregonian* (Portland, OR), March 13, 1960, 42.

⁷² Nationwide Environmental Title Research (NETR), Aerial photographs, 1951–2019.

⁷³ Pratt, “Rain Drops Crowd,” 22.

⁷⁴ Pratt, “Rain Drops Crowd,” 22.

⁷⁵ Pratt, “Rain Drops Crowd,” 22.

⁷⁶ Peter Droege, “Floating Shelter,” 72-73.

⁷⁷ Tugman, “D-Day Near for Houseboat Owners,” 52.

⁷⁸ Lawrence Barber, “Flood-Hit Houseboaters Moving to New Location,” *Oregonian* (Portland, OR), January 8, 1965, 53; Peter Tugman, “D-Day Near for Houseboat Owners,” *Oregonian* (Portland, OR), May 8, 1967, 52.



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multi-light windows and lapped wood siding.⁷⁹ At this time, infrastructure at the western floating home dock included wood decking placed atop log floats, wood piling, and overhead power lines strung on metal poles placed along the dock’s edge. The eastern dock, while less well-documented, likely contained similar infrastructure with the addition of sheet-metal covers placed atop docks and over individual berths.

5 The moorage’s relation to corporate ownership also allowed it to weather official environmental objections that began to appear in the mid-1960s. Part of the so-called “houseboat wars,” the Oregon “front” of the conflict centered around official objections to sewage and other raw wastes discharged by floating homes and liveaboards. In 1965, the Oregon Legislature passed Senate Bill (SB) 185 which gave state health officials regulatory power over the small-scale pollution of local waterways.⁸⁰ While many ignored the bill, resulting in the
10 arrests of several floating homeowners in 1969, the Jantzen Beach moorage was advertising “House Boat [sic] moorage with sewer service” to prospective residents by 1968.⁸¹ Corporate ownership also provided controlled gate access, a part-time guard, and “acres” of paved parking, among a wide variety of other services.⁸²

15 Despite the moorage’s respectability, disaster struck in January 1969 when several of the sheet metal roofs along the east dock collapsed during a midwinter storm.⁸³ While multiple other moorages and marinas had been similarly affected, initial estimates at Jantzen Beach indicated that 600 pleasure boats had been impacted and some 4 to 5 had sunk.⁸⁴ Nonetheless, by 1970 aerial imagery indicates that the coverings had all been reconstructed and the moorage was further enlarged with both additional houseboat docks, as well as berths for standard vessels (Figure 27).⁸⁵

20 Increasingly, Jantzen Beach Moorage’s survival of initial environmental regulation brought it into a new era of consolidation in the floating home industry when new moorages became challenging to build, making old ones increasingly desirable.⁸⁶ Portland area floating home salesman Hal Boggs (“Things on Logs / Call Hal Boggs”) told *The Oregonian* in 1978 that “[y]ou have to buy one and tear it down if you want to build a new one... There’s very little for under \$20,000 anymore.”⁸⁷ Increasingly, old single-story houseboats were replaced by two-story types which employed Styrofoam to supplement log floats and were not only professionally built but also architect-
25 designed.⁸⁸ *The Oregonian* showed one residence at the elite Oregon Yacht Club designed by Dan Butler and described others built with the “unconventional, cedar shake-covered geometric shapes” of the popular Shed style.⁸⁹ While only a few Shed-style floating homes were constructed at Jantzen Beach Moorage, two-story

⁷⁹ Tugman, “D-Day Near for Houseboat Owners,” 52.

⁸⁰ “River Cleanup Bill Gets Nod,” *Oregon Journal* (Portland, OR), March 10, 1965, 11; “Houseboat Residents Rap Bill Prohibiting Sewage in State Streams,” *Oregonian* (Portland, OR), March 30, 1965, 8; Lawrence Barber, “River Ramblings,” *Oregonian* (Portland, OR), May 2, 1965, 94.

⁸¹ “Discover Jantzen Beach Moorage,” *Oregonian* (Portland, OR), January 28, 88.

⁸² “Discover Jantzen Beach Moorage,” *Oregonian*, 88.

⁸³ “Hayden Island to Grow,” *Oregon Journal* (Portland, OR), April 8, 1968, 23.

⁸⁴ “Ice Storm Damages Hundreds of Boats,” *Oregon Journal* (Portland, OR), January 6, 1969, 2.

⁸⁵ United States Geological Survey, *AR1VCOA00010186*, 1970, 1:52,000 scale (Washington, DC: United States Department of the Interior), EarthExplorer, <https://earthexplorer.usgs.gov/>.

⁸⁶ Carla Thompson, “Many find home on the waves,” *Oregonian* (Portland, OR), July 7, 1978, 13.

⁸⁷ “For ‘Things on Logs’ ‘Call Hal Boggs,’” *Oregonian* (Portland, OR), August 26, 1973, 106; Thompson, “Many find home,” *Oregonian* (Portland, OR), 13.

⁸⁸ Thompson, “Many find home,” *Oregonian* (Portland, OR), 13.

⁸⁹ “A Wave of Floating Homes,” *LIFE* (New York), September 3, 1971, 70; Thompson, “Many find home,” *Oregonian* (Portland, OR), 13; Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 2017), 650.



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residences were already a common sight by the early 1970s.⁹⁰ Over the course of the decade, an existing moorage dock placed at the west end of the west dock was fully rented out, nearly filling out the moorage’s buildable water area; on land, the associated carports, parking areas, and landscaping were also finalized within this period (Figure 28 and 29).⁹¹

5 In 1977, Hayden Island, Inc., was purchased by the Pittsburgh-based Hillman Company for some \$40 million. Hillman retained Hayden Island, Inc. as a subsidiary firm and kept its existing management. Together with Tomahawk’s other private landowners, Hayden Island, Inc., had prepared a master plan for the island’s development which included two further private moorages in addition to the Tomahawk. With Hillman’s financial backing, the company sought additional opportunities for moorage growth along its property and, in 1979, was
10 granted planning permission to construct a 1,100-slip moorage on Tomahawk Island. This new moorage occupied the north side of Tomahawk Island which, since 1960, had been physically joined to Hayden Island by an isthmus formed by dredged fill. Notably, none of these three moorages possessed space for floating homes; each contained traditional boat berths and moorages for non-residential boat houses.

15 By 1990, most of the Tomahawk Island developments were complete and the Hillman Company (now organized as Hillman Properties Northwest) chose to sell portions of its island holdings, including all of its moorages.⁹² The moorages, along with a recreational vehicle storage yard, mini-storage warehouses, dredge disposal site, and six acres of vacant land, were purchased for \$22.35 million by the Seattle-based company Winmar Pacific Inc., a subsidiary of the Seattle-based Safeco Corporation.⁹³ Upon its acquisition, Winmar Pacific reportedly discovered
20 previously undisclosed costs associated with periodic dredging, as well as evidence of inadequate maintenance including dilapidated walkways, piling, and roofs.⁹⁴ Winmar filed a formal lawsuit against the Hillman Company in 1992; though the verdict remains unknown, the moorages stayed in Winmar Pacific’s ownership. Limited documentation has been found to support the resolution of these maintenance issues, however, rental cost increases of 47 percent over the subsequent five years indicate they may have been addressed at this time.⁹⁵
25 Whether at this point or later, the infrastructure of the floating home moorage was ultimately upgraded and replaced with steel piles, modern dock floats, and composite decking.

In response to their rising rent, the floating home residents of Jantzen Beach began organizing in 1997 to purchase their slips and the associated land and infrastructure.⁹⁶ Via Winmar Pacific, Safeco was amenable to the sale and the 176 residents began organizing under the leadership of fellow resident Tom McInnis.⁹⁷
30 Unbeknownst to floating homeowners, Safeco’s openness to the sale was likely the result of a larger corporate restructuring,

⁹⁰ Public Works Administration, *A2012-005: Jantzen Beach aerial (a) – (i)*, Photographs, 1974 (Portland, OR: The City of Portland, Auditors Office), Record Number AP/64300 – AP/64308, <https://efiles.portlandoregon.gov/Record/9824307/>.

⁹¹ Nationwide Environmental Title Research (NETR), Aerial photographs, 1951–2019.

⁹² Steve Mayes, “Hillman Properties Northwest Sells Moorages,” *Oregonian* (Portland, OR), August 19, 1990, B10.

⁹³ Mayes, “Hillman Properties Northwest,” *Oregonian*, B10; Steve Mayes, “Seattle Company Buys 426 Acres, Envisions Office,” *Oregonian* (Portland, OR), March 24, 1991, B11.

⁹⁴ “Moorage buyer files lawsuit,” *Longview Daily News* (Longview, WA), January 2, 1992, 5.

⁹⁵ Catherine Trevison, “Floating Home on the Range,” *Oregonian* (Portland, OR), October 14, 1999, 1.

⁹⁶ Trevison, “Floating Home on the Range,” 1.

⁹⁷ Trevison, “Floating Home on the Range,” 1.



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which was formally announced in February 1998.⁹⁸ As part of a shift in its “business focus,” Safeco sold its real estate in order to concentrate on the insurance and financial services that had become the core of its business.⁹⁹

5 With McInnis acting as the principal negotiator, tenants organized a not-for-profit corporation and successfully purchased the western dock at a cost of \$12,000 to \$32,000 per slip in October 1997.¹⁰⁰ They retained the name “Jantzen Beach Moorage”; the eastern boat dock was renamed the “Jantzen Bay Marina.” Similar to a homeowner’s association, the corporation was structured to allow residents of the moorage to serve voluntary terms on a governing board, which collected monthly fees for administration and maintenance.¹⁰¹ In the process of the sale, McInnis and others helped the nearby Tomahawk Island Floating Home Community—also owned by Winmar Pacific—to organize its own resident-initiated sale.¹⁰²

10 Following the sale of the Jantzen Beach Moorage to its tenants, the role of the moorage and the marina began to sharply diverge. Between 1998 and 2000, the Jantzen Bay Marina to the east of the subject property was substantially reconfigured from its warren of intersecting docks into a logical array of nine finger docks extending off a northern spine (Figure 30).¹⁰³ This array included a small collection of floating homes on its westernmost dock, as well as numerous covered berths and a collection of service buildings. Jantzen Beach Moorage to the west, meanwhile, changed little in overall form; alterations have been contained to small-scale component replacement and the removal and installation of new homes.

National Register of Historic Places Eligibility

20 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Jantzen Beach Moorage is significant under Criterion A with an overall period of significance of 1958 to 1977. As the resource possesses the requisite integrity to communicate its significance under the criterion, it is recommended eligible for listing in the NRHP.

25 Based upon an evaluation of the Jantzen Beach Moorage within its historic context, the resource is significant under Criterion A, at the local level in the areas of community planning and development and in the area of maritime history. A “site” is defined by the National Park Service as “the location of a significant event, a prehistoric or historic occupation or activity, or a building or structure, whether standing, ruined, or vanished, where the location itself possesses historic cultural, or archeological value regardless of the value of any existing structure.”¹⁰⁴ Following National Park Service guidelines, the resource is defined and evaluated herein as a “site” because it possesses significance in large part because of its very location, as it was built to accommodate and propel a historic pattern of floating shelter development along Hayden Island in the Columbia River.

⁹⁸ Su-Jin Yim, “For Sale: Washington Square, The Tigard Mall is Part of a Real Estate Portfolio that Safeco Corp. Wants to Shed in Order to Focus on its Other Enterprises,” *Oregonian* (Portland, OR), February 6, 1998, C1.

⁹⁹ Yim, “For Sale,” C1.

¹⁰⁰ Trevison, “Floating Home on the Range,” 1; Multnomah County Division of Assessment, Recording, and Taxation, Multnomah County (website), accessed February 25, 2022, <https://multcoproptax.com/>.

¹⁰¹ Trevison, “Floating Home on the Range,” 1; “Who We Are,” Jantzen Beach Moorage (website), accessed May 27, 2022, <http://www.jbmi.net/who-we-are.html>.

¹⁰² Trevison, “Floating Home on the Range,” 1; Tomahawk Island Floating Home Community, “Tomahawk Island Floating Home Community: Urban Legends,” 4.

¹⁰³ Nationwide Environmental Title Research (NETR), Aerial photographs, 1951–2019.

¹⁰⁴ National Park Service, *NRB 15*, 5. Similar properties which have been evaluated and listed on the NRHP as a site due to the resource’s value being rooted in its location, and a significance rooted in a pattern of events and land use include the 99W Drive-In Theater in Yamhill County, Oregon, and DeMoss Springs Park in Sherman County, Oregon.



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5 The moorage is an intact example of a floating shelter development and one of the oldest continually-operating moorages in the area. Its origin as a floating home moorage, ca. 1958, highlights the region’s changing appreciation of the Columbia River as much as it does the recurring theme of inadequate housing in the Portland and Vancouver region. At the time of its conversion from the seaplane base to residences, the moorage provided one of the very few housing opportunities on Hayden Island other than hotels: duplexes constructed for wartime laborers had been dismantled and the manufactured home community (1964) was not yet constructed. Although suburban development was growing exponentially, offering a well-built single-family home and, usually, a lush green lawn, surrounded by the same, for many, the suburbs were often economically inaccessible or simply
10 undesirable. Off-shore living was an accessible, albeit alternative, housing option that took advantage of the unique location of the Pacific Northwest and the waterways running through it. Distinct from other moorages in the area, the Jantzen Beach Moorage, established and operated by Hayden Island, Inc., and later self-owned and managed, created a community with ties to the island’s recreational history and its corporate development. The moorage site, therefore, is significant for its location at the intersection of community planning and development and maritime history, demonstrating how one is not mutually exclusive of the other. The period of significance for Jantzen Beach Moorage under this criterion spans the period between 1958 and 1977, encapsulating its first use as a residential moorage facility and the year in which its administrative entity, Hayden Island, Inc., sold to the Hillman Company, ushering in a new, distinct era of development on Hayden and Tomahawk Islands.

20 The Jantzen Beach Moorage does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

25 Because the resource was evaluated as a site—defined primarily by patterns of use and circulation, as well as arrangement and configuration—the 176 floating homes currently docked at the moorage have not been evaluated for individual architectural significance.¹⁰⁵ The homes are of varying age, scale, and style, but without the ability to access and assess each home at the current time, WillametteCRA is not able to make a recommendation of eligibility under Criterion C.

The Jantzen Beach Moorage is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

30 In summary, the Jantzen Beach Moorage, located at 1501, 1525–2055 North Jantzen Avenue, possesses the requisite integrity to convey its area of significance. As such, WillametteCRA, therefore, recommends the resource as eligible for listing on the NRHP under Criteria A, with a period of significance from 1958 to 1977. It is not recommended as eligible under Criterion B, C, or D.

¹⁰⁵ The current number, based on a July 2023 aerial from Google Maps, is 176 floating shelters. Due to the inherent mobility of such shelters, the number has and will continue to fluctuate.



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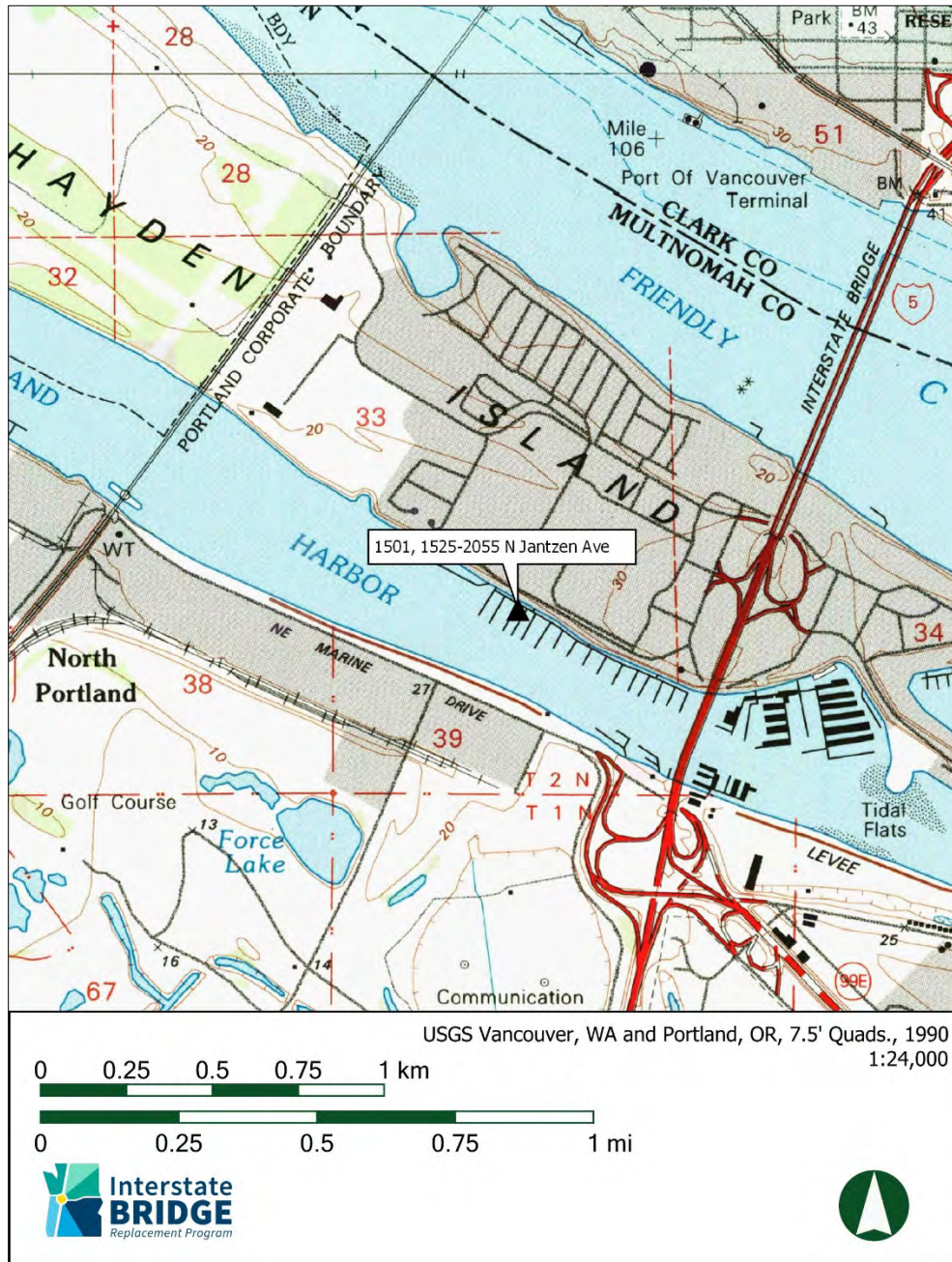


Figure 2. Location map of Jantzen Beach Moorage (1501, 1525-2055 North Jantzen Avenue), Portland, Multnomah County, Oregon.

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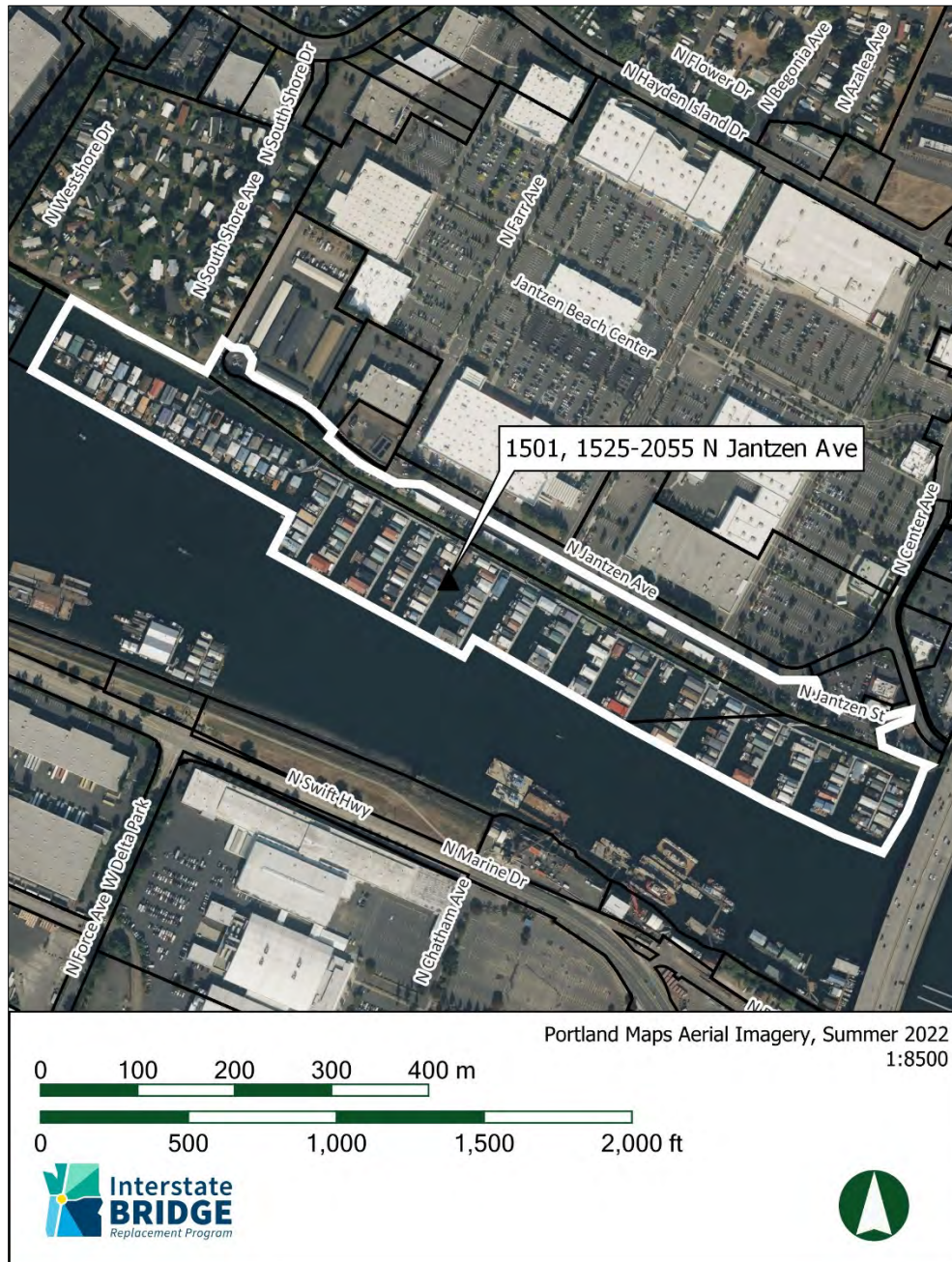


Figure 3. Aerial map of Jantzen Beach Moorage (1501, 1525-2055 North Jantzen Avenue), showing NRHP boundary in white.

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Figure 4. Jantzen Beach Moorage. View facing west (Google Earth 2023).

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Figure 5. Jantzen Beach Moorage. View facing east (Google Earth Pro 2023).

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Figure 6. Jantzen Beach Moorage. View facing south (Google Earth Pro 2023).



Figure 7. Jantzen Beach Moorage, Rows A, B, C, D, E, F, G from right to left. View facing north (Google Earth Pro 2023).

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Figure 8. Jantzen Beach Moorage, Rows H, I, J, K, L, N, O, P, Q from right to left. View facing north (Google Earth Pro 2023).



Figure 9. Jantzen Beach Moorage, M walk West and Row Q. View facing north (Google Earth 2023).

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Figure 10. Site Map of Jantzen Beach Moorage, M Walk West (Bing Aerial Imagery).

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Figure 11. Site Map of Jantzen Beach Moorage, Rows H through Q (Bing Aerial Imagery).

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Figure 12. Site Map of Jantzen Beach Moorage, Rows A through G (Bing Aerial Imagery).

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Figure 13. M Walk West. View facing west (WillametteCRA May 4, 2023).



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Figure 14. Jantzen Beach Moorage. View facing north (WillametteCRA June 10, 2022).

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Figure 15. Jantzen Beach Moorage. View facing east (WillametteCRA May 4, 2023).

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Figure 16. Jantzen Beach Moorage. View facing east (WillametteCRA May 4, 2023).

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Figure 17. Jantzen Beach Moorage. View facing north (WillametteCRA June 10, 2022).

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Figure 18. Covered carport parking area, looking from North Jantzen Avenue. View facing south (Google Streetview, May 2023).



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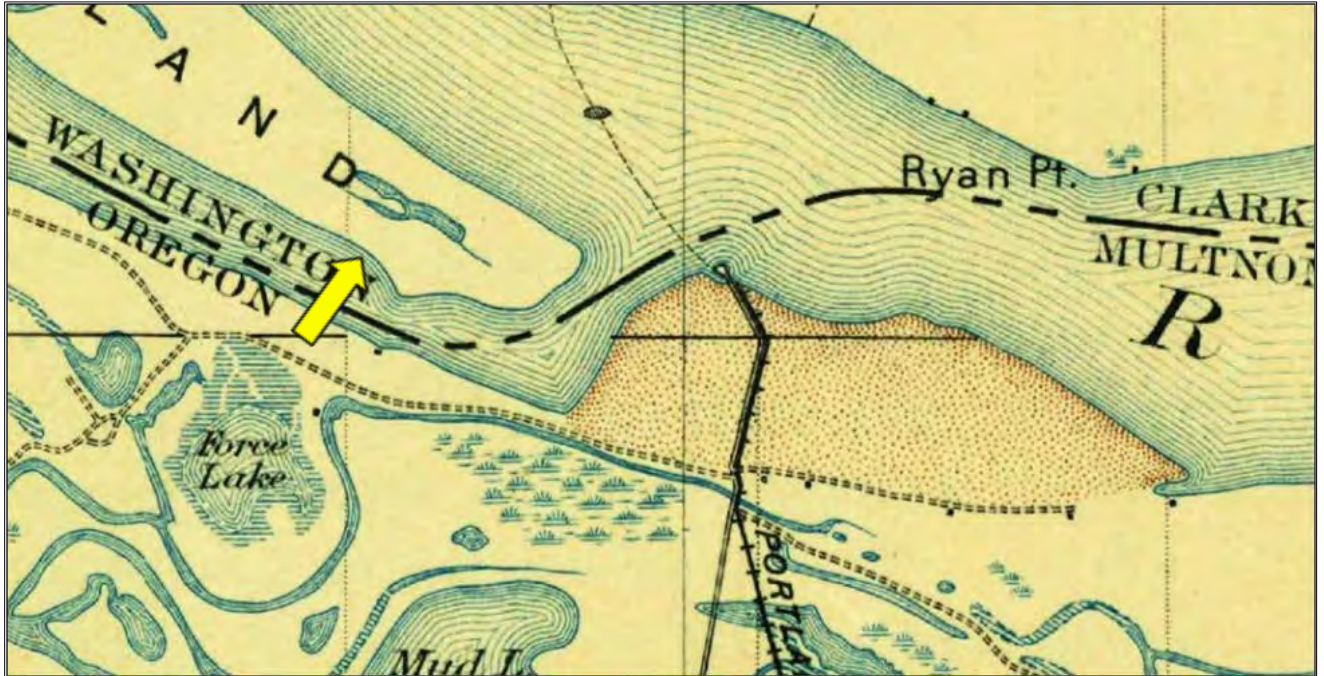


Figure 19. Detail of 1897 USGS Portland Quadrangle. A yellow arrow indicates the future location of the Jantzen Beach Moorage. (USGS).



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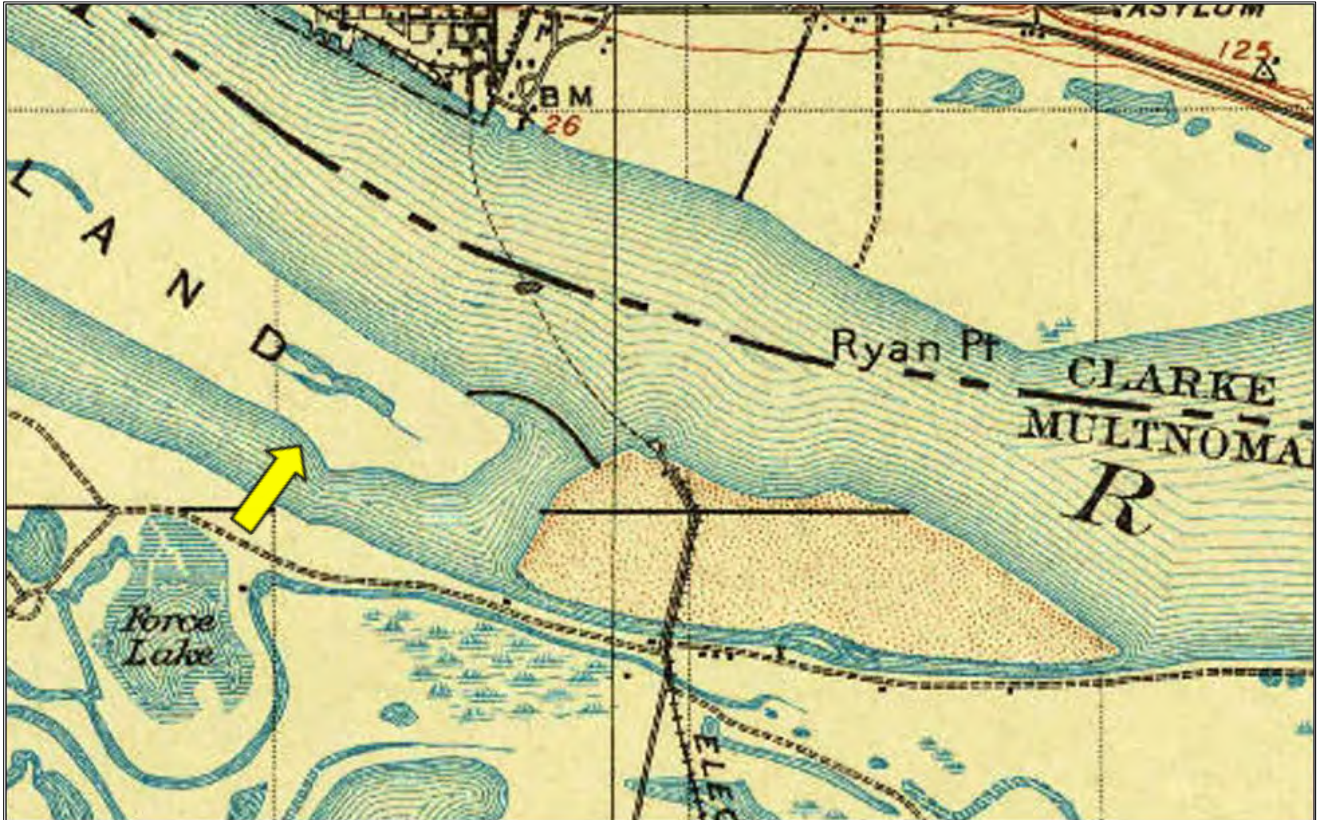


Figure 20. Detail of 1905 USGS *Portland Quadrangle*, showing the Oregon Slough. A yellow arrow indicates the future location of the Jantzen Beach Moorage. (USGS).

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Figure 21. View of Tomahawk Island looking west, 1931. Note the presence of floating homes along the north (left) shore of the Oregon Slough (The Oregon Historical Society).



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Figure 22. View of the approach bridge of the Interstate Bridge crossing the Oregon Slough to Hayden Island, ca. 1916–1940s (Angelus Studio, University of Oregon Libraries: Special Collections & University Archives).

5



Figure 22a. Detail of floating home.



Figure 22b. Detail of floating home.



Figure 22c. Detail of floating homes.



Figure 22d. Detail of floating home off Hayden Island.

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Figure 23. Detail of aerial view of Jantzen Beach amusement park, 1936. Note Jantzen Beach moorage in lower left (The City of Portland, Auditor’s office).

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Figure 24. Tomahawk Island in the foreground with floating homes present along the south (left) shore, 1937. Compare with Figure 12 (The Oregon Historical Society).

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Figure 25. 1951 aerial image showing the Jantzen Beach Moorage to the east and west of the approach bridge to the Interstate Bridge. Note the seaplanes moored on the western dock (USGS EarthExplorer).

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Figure 26. 1960 aerial image showing the Jantzen Beach Moorage. Compare to Figure 15 (USGS EarthExplorer).

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Figure 27. 1970 aerial image showing the Jantzen Beach Moorage. Compare to Figures 16 and 17 (USGS EarthExplorer).

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Figure 28. Detail of 1974 aerial view of Jantzen Beach Moorage. View facing north (The City of Portland, Auditor's office).

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Figure 29. Detail of 1974 aerial view of Jantzen Beach Moorage to the right, showing associated roadway, landscaping, and carporths. View facing east (The City of Portland, Auditor’s office).

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Bing Virtual Earth Aerial Imagery
1:1400

0 100 200 300 400 m



0 500 1,000 1,500 2,000 ft



 **WILLAMETTECRA**



Figure 30. Aerial map of Jantzen Beach Moorage, yellow arrow identifies location of adjacent Jantzen Beach Marina.



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
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Street Address: 909 North Hayden Island Drive	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R323522	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.612839°, -122.675351°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: DOMESTIC / Hotel	Construction Date: 1979
Historic Use: DOMESTIC / Hotel	Alterations & Dates: 1994, Pool spa addition; 2002, Boat dock addition; ca. 2019, Roof and elevation updates
Architectural Classification / Resource Type: Other: Northwest Regionalism / Building	Historic Context: Architecture, Commerce, Community Planning and Development

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Hotel/Motel	
Window Type & Material: Fixed & aluminum, window wall & aluminum	Exterior Surface Materials: Primary: Wood - vertical boards Secondary: N/A Decorative: Wood	
Roof Type & Material: Varied Roof Lines & Wood-Shingle	Plan Type: Center Space/Courtyard	
Structural System Type: Metal - Steel	Changes to Structures:	
Number of Stories: 4	Category:	Change Level:
Styles: Modern Movement: Northwest Regional	Other: Elevations	Moderate
	Cladding	Moderate
Register Status: Not listed	Plan	Intact
	Interior	Moderate
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. Red Lion Hotel, overview of southwestern entrance to banquet building. View facing northeast (WillametteCRA May 4, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

The Red Lion Hotel on the River Jantzen Beach (hereafter referred to as Red Lion Hotel) is a hotel complex situated on the southern bank of the Columbia River on Hayden Island in the North Portland area of Portland, Multnomah County, Oregon (Figures 2 and 3). The resource is located upon an irregular rectangular tax lot bounded by North Hayden Island Drive to the south, Interstate 5 to the west, an adjacent tax lot occupied by the Waterside Hotel to the east, and the Columbia River to the north. The National Register of Historic Places (NRHP) stipulates that small groups of properties are listed under a single category, using the primary resource; as such, the Red Lion Hotel is considered to be a building with an associated design landscape.

The tax lot has a surface area of 13.8 acres. The building complex and courtyards occupy roughly half of the lot, the other half of which is defined by a paved parking lot with vegetated medians; the landscape surrounding the complex is characterized by a cohesive mix of trees, evergreen shrubs, and stylized streetlamps; grass and evergreen shrubs are planted as foundation plants along the base of the buildings (Figures 1 and 4–17). The footprint of the hotel complex is an irregular rectangle, roughly oriented to the northeast. At its furthest extent, the complex measures approximately 940 feet from the northwest to the southeast and 275 feet from northeast to southwest. The complex is composed of a central building containing conference and dining rooms, flanked on the northwest and southeast by guest room wings in an irregular L-shape. On each end of the complex, the guest room wings and central building enclose square courtyards which are open to the north, allowing guest access to the shoreline and associated boat dock.

The southeastern courtyard is defined by an irregularly shaped pool and a small, heated pool, surrounded by a geometrically shaped paved seating area with stationary umbrellas (Figures 9 and 10). A service building, screened by mature trees, occupies the southwest corner of the courtyard. Vegetation surrounds all sides of the courtyard area, characterized by dense, rounded evergreen shrubs and mature cypress. The northwestern courtyard is defined by two sunken tennis courts, surrounded by a low berm that has been planted with shrubs (Figure 11). A stand of mature trees occupies the southeast edge of the courtyard, providing a privacy screen from the tall walls of the adjacent central building.

The building is on a concrete foundation with steel truss construction. The central banquet hall rises two stories with the exception of the northwest corner, where the building transitions to a single-story to accommodate a natural upward slope. The central hall possesses a pavilion-style truncated hip roof clad in cedar shake, with wide fascia and decorative glulam ribs that divide the roof plane, topped by a paneled parapet. The southeast, primary entrance elevation is defined by curtain windows and panels of multicolored slate tile; the remaining elevations are also defined by curtain windows punctuated by exaggerated pilasters. The entrance is positioned on the southwest elevation of the building, defined by two attached covered pavilions with truncated hip roofs clad in cedar shake with a paneled parapet and wide fascia, supported by graduated columns clad in multicolored slate tile. The northeast elevation, overlooking the river, is characterized by curtain windows, exaggerated pilasters, and decoratively carved fascia and friezes; a metal balcony wraps around the entire second floor of the northeast elevation (Figures 12 and 14–17).

The guest room buildings rise three stories and possess a pavilion-style truncated hip roof clad in cedar shake, with decorative glulam ribs that divide the roof plane, topped by a paneled parapet. The roof bears prominent overhangs and soffits as well as a wide fascia that is clad in synthetic wood. The walls are clad in vertical wood resembling the board and batten style; each guest room is outfitted with a glass sliding door leading to a reinforced concrete balcony, shaded by the prominent roof.



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Alterations

5 Prior to ca. 2019, all elevations of the guest room wings were adorned in glued laminated (glulam) structural beams and glulam posts molded to resemble peeled logs (Figures 18 and 19). The guest wing roof fascia was clad in recessed wood siding in a V-pattern and the overhanging roof was supported by glulam beams supported by twin assemblies of glulam posts molded to resemble peeled logs. To date, all of the twin sets of imitation peeled logs have been removed; the decorative fascia and glulam eaves on the guest wings and the southern entrance pergolas have also been obscured; and a new tile cladding has been installed on the pavilion columns and pilasters (compare Figures 1 and 20). Other modifications include the addition of a small, heated pool to the southern courtyard in 1994 and the construction of a new boat dock in 2002.

10 Boundary Description

The recommended NHRP boundary for Red Lion Hotel is defined by the property's tax lot, Multnomah County parcel number R323522, which is bounded to the north by the Columbia River, Interstate 5 (I-5) to the west, North Hayden Island Drive to the south, and commercial and hospitality development to the east and south (Figure 3).

INTEGRITY

15 The Red Lion Hotel possesses integrity of location and setting along the shore of the Columbia River, surrounded by commercial development and the Interstate corridor. The hotel's continued use in commercial hospitality contributes to integrity of association. The building itself retains all original curtain windows, exterior fenestration, and balconies, cladding on all elevations; and the roof continues to communicate the original design intent with its original wide overhanging eaves and decorative glulam ribbing, its paneled parapets, and wide fascia. The building also retains decorative fascia and friezes along the banquet hall's northeastern elevation, which continue to provide a characteristic ornamentation to the river view. The associated designed landscape of the parking lot and courtyards also remain completely intact; characteristics include massing of open spaces, fenestration patterns, topography, views and vistas, plant palette, and cluster arrangement, designed circulation patterns, spatial arrangement, as well as landscape features such as stylized lampposts, courtyard hardscape, site furniture, and vegetated parking strips.

25 The removal of character-defining glulam ornamentation (twin assemblies, exaggerated eaves, and carved fascia) from a majority of the building's elevations has resulted in a loss of integrity of workmanship, materials, and design. As such, the Red Lion Hotel is no longer able to communicate its historic significance as a distinctive representation of a pivotal era in the commercial development of Hayden Island.



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STATEMENT OF SIGNIFICANCE

Hayden Island

5 Well before the Thunderbird and Red Lion Hotels, Hayden Island had remained largely undeveloped into the twentieth century. Located in the middle of the Columbia River, the island was crossed only by the Spokane, Portland & Seattle Railway line (SP&S), and by a branch of Portland’s electric streetcar network that led to the Vancouver ferry landing. An early plan for a large industrial district on the island had failed to materialize and instead, in 1915, “more than a mile of the island’s north shore was developed into a public bathing area” named Columbia Beach.¹ By 1918, the bathing area was under professional management and included an outdoor dance pavilion, a bathhouse, and a promenade that could reportedly host thousands of visitors during busy events.²

10 In time, Hayden Island was considered a prime location for a fairground and the operators of Columbia Beach—William A. Logus (1892–1974) and Leo F. Smith (dates unknown)—believed they could make it viable.³ In 1927, the pair formed the Hayden Island Amusement Company and purchased 42 acres of land from the island’s owner, Portland Electric Power Company (PEPCO) for some \$40,000.⁴ The planned amusement park would replace Columbia Beach but would, reportedly, preserve and develop beaches on both the north and south shores of the island.⁵ Construction for the \$500,000 park was underwritten by Jantzen Knitting Mills, who had recently developed a highly successful line of swimsuits.⁶ Accepting the funds, the Hayden Island Amusement Company named the new development the “Jantzen Beach Amusement Park”; as hoped, the amusement park proved immediately popular and the company, looking toward expansion, began to acquire more land on the island for the park and other planned investments.⁷ At over 123 acres, the Jantzen Beach Amusement Park was for a time the largest in the country and was touted as the “Coney Island of the West.”⁸

The Jantzen Beach Amusement Park continued to act as Hayden Island’s principal occupant and attraction into the early 1930s. In 1934, the Hayden Island Amusement Company allowed a small grocer named Anthony

¹ “Columbia Beach to be Improved,” *Oregonian* (Portland, OR), February 27, 1916, 21; “City is to Have Beach,” *Oregonian* (Portland, OR), April 9, 1916, 7.
² “Columbia Beach,” *Oregon Daily Journal* (Portland, OR), July 15, 1918, 8.
³ “Island Land Purchased,” *Oregonian* (Portland, OR), 6 February 1928, 10; “Stock Offered Today,” *Oregonian* (Portland, OR), 13 June, 1927, 20; “Hayden Island Park Planned,” *Columbian* (Vancouver, WA), 25 July, 1927, 1.
⁴ “Island Land Purchased,” *Oregonian*; “Hayden Island Park Planned,” *Columbian*.
⁵ “Hayden Island Park Planned,” *Columbian*.
⁶ Adrienne Denaro, “Jantzen,” in *Oregon Encyclopedia* ed. Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2019), <https://www.oregonencyclopedia.org/articles/jantzen/#.Yhjz15alZhE>; Bonnie Tsui, “Following the Lead of the Diving Girl,” *The New York Times*, September 5, 2019, <https://www.nytimes.com/2019/09/05/travel/portland-oregon-swim-jantzen.html?smid=nytcore-ios-share>.
⁷ “What Portland Has Been Waiting For: Jantzen Beach,” *Oregonian* (Portland, OR), 26 May 1928, 5; William Lambert, “Shifting Sand of Hayden Island Tip Generate Fine Legal Controversy Over Ownership,” *Oregonian* (Portland, OR), April 27, 1959, Section 3 Page 8.
⁸ Shawn Daley, “Hayden Island,” *Oregon Encyclopedia* ed. by Ulrich Hardt, Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2021), <https://www.oregonencyclopedia.org/articles/jantzen/#.Yhjz15alZhE>.



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Marcianelli (1903–1972) to construct and operate a shop named Tony’s on rented land alongside the main Vancouver-Portland roadway.⁹ In 1942, Tony’s was joined by a small housing development for wartime laborers named “Jantzen Village.”¹⁰ With the evident success of these improvements, the company began to court other businesses to augment a small commercial strip alongside the roadway.

5 Plans for more substantial changes under the island’s development company were halted in 1959 when it emerged that the company’s title to the land was contested along the island’s eastern tip.¹¹ Investigations by both the Oregon state land board appraiser and the Hayden Island Amusement Company determined that the tip was, in fact, state property; the company finally purchased it outright in September 1959 for \$11,700.¹² However, a string of bad luck, including a visitor death in 1959 (determined not the park’s fault) and a serious fire the following year, accelerated the park’s decline.¹³ It was becoming clear that the Jantzen Beach Amusement Park no longer met its owners’ expectations. The park’s novelty had long since worn off and visitor numbers were both stagnant and weather dependent, an unfortunate contingency in the Pacific Northwest.¹⁴

Mid-century Development

15 In 1963, the Hayden Island Amusement Company redirected its focus, and rebranded under the name “Hayden Island Development Company.” Rather than providing recreation, the company concentrated on residential and commercial development as the future of its island-based operations. Already in 1955, the company had begun to host floating homes at a moorage along the island’s south shore and, in 1964, completed a seventy-five-unit manufactured-home community northwest of the amusement park. In the same year, the company’s manager, Leslie “Les” W. Buell (1919–2013), noted that their revenue was already split with approximately half coming from the amusement park and half from rentals.¹⁵ Buell, promoted to president of the company in 1966, was its public face during this new period of expansion and often gave interviews to promote the island’s ongoing development.¹⁶ He was referred to in a later profile as “a mixture of mayor, city manager and benevolent, low-key dictator” and, in 1967, he renamed the company once again to “Hayden Island, Inc.”¹⁷

25 From 1964 onward, Buell and the company began a series of ambitious expansion plans bent on replacing the aging amusement park with a series of modern real estate investments that would capitalize on the island’s roadside location and exceptional scenic qualities. Initially, plans were made to build a family-style resort motel and a \$6 million waterfront apartment complex, and to enlarge the manufactured home park to 200 units.¹⁸

⁹ “If the Cupboard is Bare,” *Columbian* (Vancouver, WA), June 27, 1934, 2.

¹⁰ “New Housing Units Planned,” *Oregonian* (Portland, OR), 30 August 1942, Section 2 Page 3.

¹¹ “County Planners Study Hayden Island Tip Uses,” *Oregonian* (Portland, OR), 22 April, 1959, 19; William Lambert, “Shifting Sand of Hayden Island Tip Generate Fine Legal Controversy Over Ownership,” *Oregonian* (Portland, OR), April 27, 1959, Section 3 Page 8; “Island Area Turned Down,” *Oregonian* (Portland, OR), 22 May, 1959, 19.

¹² “\$11,700 Bid For Island,” *Oregonian* (Portland, OR), 1 September 1959, 9.

¹³ Don Horine, “Amusement Parks Faltering Along Pathway to Oblivion,” *Oregon Journal* (Portland, OR), August 9, 1959, 3;

“Jantzen Beach Funhouse Burns,” *The Oregon Statesman* (Salem, OR), March 30, 1960, 1.

¹⁴ Gerry Pratt, “Rain Drops Crowd at Jantzen Beach,” *Oregonian* (Portland, OR), August 27, 1964, 22.

¹⁵ Pratt, “Rain Drops Crowd” *Oregonian*.

¹⁶ “Realty Parade,” *Oregon Journal* (Portland, OR), 15 July, 1966, Business Section Page 6.

¹⁷ B.J. Noles, “NYC’s Loss Was Portland’s Gain,” *Oregonian* (Portland, OR), December 5, 1977, B5; “Realty Parade,” *Oregon Journal* (Portland, OR), 15 July, 1966, Business Section Page 6.

¹⁸ Pratt, “Rain Drops Crowd” *Oregonian*.



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Later, in March 1967, the scope had grown and Hayden Island, Inc., announced a new twelve-year plan including a regional shopping center, a 200-unit motel, and 1,400 units of housing.¹⁹ While Buell and others initially expressed hope to save portions of the amusement park, the construction of I-5 ultimately pronounced its end. Newspaper advertisements declared July 4, 1970, to be the “last chance” to ride the Big Dipper, which was demolished shortly after the holiday.²⁰ The entire park was closed soon after and by the winter had been fully demolished.²¹

As the amusement park was coming down, the new shopping center was rising. In November 1969, Hayden Island, Inc., announced three anchor tenants—Montgomery Ward and Company, Newberry’s, and Payless Drugs—in the new mall, and a projected groundbreaking in 1971.²² The center’s design was prepared by the noted Seattle firm of John Graham, Jr. (1908–1991); John F. Jensen and Associates were hired to design the new Montgomery Ward store.²³ The design of the shopping center, according to Buell, was to feature “the Northwest look with warm-toned masonry and considerable piling and stained rough textured woods.”²⁴

Thunderbird/Red Lion Hotel Development

While planning the mall, Hayden Island, Inc., had been working to find a partner to operate the planned resort hotels on the island’s north shore. Plans for the development had been in the works since early 1959; however, ten years passed before the company established a workable relationship with the Thunderbird hotel chain.²⁵ The Thunderbird Corporation was founded in Vancouver, WA, in 1958 by Ed Pietz (1921–2011) and Todd McClaskey (1912–2003), and quickly became a well-known regional name after the success of their first hotel in Portland.²⁶ The Portland hotel was designed in 1959 by local architect Ralph C. Bonadurer (1923–2001) who continued to collaborate with Pietz on designs for the chain over the coming decades.²⁷

Bonadurer went on to design prominent hotels for Thunderbird and other chains along the West Coast, developing a characteristic style that embodied a Modernist vocabulary with exaggerated details that were often attributed to be inspired by Northwest indigenous motifs. For example, an apartment building in Lakewood, WA, also built by the Thunderbird Corporation in 1961, features Bonadurer’s signature “peeled cedar logs” which a local newspaper article described as a “Northwest Indian motif.”²⁸ The subsequent hotels that Thunderbird Corp. constructed in Portland were designed by the Vancouver, WA–based firm Nelson Walla and Dolle (NWD), and their designs utilized precedents that had been set by Bonadurer.²⁹

¹⁹ Phil Hunt, “Hayden Island Ready For Development Go-Ahead,” *Oregon Journal* (Portland, OR), March 27, 1967, 5.

²⁰ “State Celebration of Nation’s Birthday Ranges From Fireworks to Rodeos,” *Oregonian* (Portland, OR), 3 July, 1970, Portland, Oregon, 12.

²¹ “Shop Area Plan Aired,” *Oregonian* (Portland, OR), 7 January, 1971, Section 3 Page 7.

²² Jack Hopkins, “3 Firms May Sign On Island,” *Columbian* (Vancouver, WA), 5 November, 1969, 1.

²³ Ken Bradley, “Ward Signs Lease for Jantzen Center,” *Oregon Journal* (Portland, OR), 15 June, 1971:1.

²⁴ Jack Hopkins, “Year of the Shopping Center,” *Columbian* (Vancouver, WA), January 28, 1972, Section 2 Page 19.

²⁵ “Thunderbird Motor Hotel,” *Oregonian* (Portland, OR), June 27, 1969, 31; “Owners Reveal Plans For Luxury Motel, Other Developments on Hayden Island,” *Oregonian* (Portland, OR), 25 April 1959, 4; [Advertisement for Jantzen Center], *Columbian* (Vancouver, WA), September 26, 1973, 25.

²⁶ “Edward Pietz Obituary,” *Columbian* (Portland, OR), June 4, 2011.

<https://obits.columbian.com/us/obituaries/columbian/name/edward-pietz-obituary?id=26645271>.

²⁷ “New Motel to Expand,” *Oregon Daily Journal* (Portland, OR), December 14, 1960, 21.

²⁸ “Thunderbird Apts. Like Country Club,” *The News Tribune* (Tacoma, WA), August 20, 1961, 30.

²⁹ “Thunderbird Motel Makes Room for a \$Million Look” *Seattle Post-Intelligencer*, October 25, 1969, S-17.



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The Hayden Island Thunderbird, the first resort development on Hayden Island, was constructed from 1969 to 1971, using Bonadurer’s concepts and designs by the architects at NWD.³⁰ As the *Columbian* reported in 1971, “NWD’s work apparently is appreciated in Portland because the [Thunderbird Jantzen Beach] was among the finalists in the Portland Chamber of Commerce’s 10th annual competition for efforts in remodeling existing buildings and the building of attractive new ones.”³¹ The Sea-Tac Motor Hotel in Seattle, WA—a 150-room complex also owned by Thunderbird Corp—was designed by NWD in 1970 and also invoked the precedents of Bonadurer’s Northwest Regionalism.³² Plans for the monumental Sea-Tac hotel were described as, “a Northwest contemporary architectural style... with use of glu-laminated beams, steel trusses, rough sawn redwood and cedar exteriors and pitched cedar shake roofs.”³³

By the 1970s, Thunderbird Corp. had established a formidable reputation and was growing rapidly; by 1978 the chain boasted 38 inns and restaurants in 27 towns across Oregon, Montana, Nevada, and California.³⁴ The motel holdings were known by two names, Thunderbird Motor Inn and Red Lion Motor Inn; as the hotel chain’s executive vice president, Snider, explained in an interview, the Red Lion name was used in locations where a Thunderbird name had already been established.³⁵ After the Thunderbird Inn was complete, Thunderbird and Hayden Island, Inc., worked in tandem to develop two more properties in the vicinity: the Thunderbird at the Quay (later Inn at the Quay) in Vancouver, and an additional Jantzen Beach hotel, the Red Lion Inn.³⁶

Development of The Red Lion

The Red Lion, known at the time as “Red Lion Motor Inn at Jantzen Beach,” was the second major resort development on Hayden Island, constructed east of the interstate, parallel along the river’s edge to the Thunderbird.³⁷ Land was cleared for the future establishment in 1975 at the southeast corner of the Interstate 5 bridge. The designs for the resort were prepared by NWD in 1977 and were expected to create the largest convention center space north of San Francisco.³⁸ Original plans included two phases: the first, a 325-room hotel complex; the second, a 16-story high-rise featuring 275 rooms, a grand ballroom to accommodate 2,000 persons, three restaurants, four indoor tennis courts and recreation facilities, an indoor Olympic-size swimming pool, and a 360-degree sky room restaurant and cocktail lounge (Figure 21).³⁹

By 1977, much of Hayden Island, Inc.’s 455 acres had been developed according to president Buell’s vision, whose development philosophy could be summed up in his succinct statement to the *Columbian* in 1978, “...we are aggressive about developing the property as quickly as we can.”⁴⁰ However, it was reported that Hayden

³⁰ Photo of Thunderbird under construction, *Oregon Journal* (Portland, OR), December 29 1959; “Thunderbird Motor Hotel,” *Oregonian* (Portland, OR), June 27, 1969, 31; “Jantzen Thunderbird Motel Center Enters Second Phase of Construction,” *Oregonian* (Portland, OR), March 7, 1971, 28.
³¹ The winner of the new building award, incidentally, was the 30-story Georgia Pacific structure in downtown Portland. Jack Hopkins, “Progress Report,” *The Columbian* (Vancouver, WA), April 22, 1971, 29.
³² “Thunderbird Motel Makes Room for a \$Million Look” *Seattle Post-Intelligencer*, October 25, 1969, S-17.
³³ “Super Motel Set In Airport Project,” *The Columbian* (Vancouver, WA), January 8, 1969, 22.
³⁴ Ed Mosey, “Thunderbird Sailing Smoothly,” *The Columbian* (Vancouver, WA), July 7, 1974, 13.
³⁵ Mosey, *The Columbian*, 13.
³⁶ Larry Shaw, “Thunderlion Story: From Can’t Find It To Can’t Miss It,” *Oregonian*, (Portland, OR), November 12, 1978, C7.
³⁷ “Jantzen Beach Complex Due,” *Oregonian* (Portland, OR), April 23, 1977, D3
³⁸ “Hayden Is. Bill Seen About Dead,” *Columbian* (Vancouver, WA), 17 May, 1977, 3.
³⁹ Steven Pierce, “Big Hotel Complex Slated,” *The Columbian* (Vancouver, WA), April 27, 1977, 1, 5.
⁴⁰ “Development of Hayden Island Continues,” *The Columbian* (Vancouver, WA), July 8, 1979, 33.



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Island, Inc.'s planners were opposed to the idea of building a 16-story tower at the Red Lion. Buell issued a public statement that "it is likely that expansion may not include the tower because of environmental concerns."⁴¹

Indeed, the second-phase tower never materialized. That same year Hayden Island, Inc. sold to the Pittsburgh-based development company Hillman Corporation.⁴² Construction of the 325-room complex was undertaken by a prominent Portland contractor, H. A. "Andy" Andersen (1925–2008), and after a year of work, the hotel's first guests arrived in June 1978 (Figure 22).⁴³ The Red Lion hotel chain was sold in the 1980s and went through a series of owners; in 1977, the Portland and Vancouver properties including the Jantzen Beach Red Lion were rebranded as Doubletree hotels; in 2022, the Red Lion on Jantzen Beach reopened as the Holiday Inn Portland-Columbia Waterfront.⁴⁴

Nelson Walla and Dolle

Based in Vancouver, Washington, Nelson Walla & Dolle (NWD) was founded by partners Donald Earl Nelson (1926–2006), Harlow Edward Walla (1920–1983), and James Arthur Dolle (born 1931). Nelson was born in Oregon, Walla was born in North Dakota, and Dolle was born in Pennsylvania and resided most of his life in Vancouver. The three met while attending Washington State College.⁴⁵ Dolle had initially established a practice with the regionally prominent architect Day Walter Hilborn (1897–1971) from 1956 to 1962, when the three architects founded NWD.⁴⁶ The firm rose to local distinction in its first decade and the trio became known for their ability to work in a variety of styles and building types, earning local recognition for their designs of the Vancouver City Hall (1963) and Police Headquarters (1964) as well as the new Fort Vancouver High School.⁴⁷ The Thunderbird Corporation was one of NWD's biggest return clients; by 1973, the firm had already designed seven major projects for the hotel chain.⁴⁸ After the death of Walla in 1983, the firm gradually separated into two different partnerships; Nelson retired in 2003 and Dolle's firm has persisted into the present day as Design Service Professionals, PLLC.⁴⁹

⁴¹ "Development of Hayden Island Continues," *The Columbian* (Vancouver, WA), July 8, 1979, 33.

⁴² "Development of Hayden Island," *The Columbian*.

⁴³ [Advertisement for Jantzen Center], *The Columbian* (Vancouver, WA), September 26, 1973, 25; Leonard Bacon, "Guests 'Rough It' In Uncompleted Motel," *Oregonian* (Portland, OR), June 18, 1978, C11.

⁴⁴ Julia Anderson, "Doubletree east of I-5 Bridge to be renamed," *The Columbian* (Vancouver, WA), February 3, 2005, 33-34; Sara Wolf, "Former Red Lion Hotel on the River-Jantzen Beach reopens as Holiday Inn Portland-Columbia Riverfront," *The Columbian* (Vancouver, WA), March 3, 2022. <https://www.columbian.com/news/2022/mar/03/new-hotel-opens-at-jantzen-beach/>.

⁴⁵ Jack Hopkins, "Progress Report: Architects Prefer Variety," *The Columbian* (Vancouver, WA), September 12, 1972, 20.

⁴⁶ John F Gane (Ed.), *American Architects Directory*, Third edition (New York, NY: R.R. Bowker LLC, 1970), 229.

⁴⁷ "Architects' Firm Name is Changed," *The Columbian* (Vancouver, WA), April 3, 1963, 20; "Ed Walla, Architect, dies," *The Columbian* (Vancouver, WA), February 28, 1983, 15.

⁴⁸ Jack Hopkins, "Progress Report," *The Columbian* (Vancouver, WA), July 29, 1973, 16; "Don E. Nelson Obituary," *The Columbian* (Vancouver, WA), March 12, 2006, C4.

⁴⁹ Thomas Ryll, "House Blazes for the Third Time," *The Columbian* (Vancouver, WA), January 24, 1978, 13; "Nelson/Walla/Dolle to Split Architect Firm," *The Columbian* (Vancouver, WA), November 18, 1983, 11; Cami Joner, "Old Vancouver City Hall building up for sale," *The Columbian* (Vancouver, WA), November 26, 2012; "Don E. Nelson Obituary," *The Columbian*.



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Northwest Regionalism

5 The Red Lion Inn was a good example of a Northwest approach to Mid-century Modern architecture. Considered a sub-style of “Modern” architecture, Northwest Regionalism became notable in Oregon and Washington in the mid-1930s, when architects like Pietro Belluschi (1899–1994), John Yeon (1910–1994), and Van Evera Bailey (1903–1980) adapted the principles of International Style architecture—then popular in Europe—to the necessities of the Pacific Northwest. Regionalism, as this—or any geographically distinct—adaptation has come to be known, is commonly thought of as a response to the universalism and anonymity of International Style, but its roots are local: a practice of using local resources and designing well-functioning buildings in specific climates and sites.

10 Though Belluschi, Yeon, and Bailey are considered the forerunners of Northwest Regionalism, many scholars point to Portland architect A. E. Doyle—Yeon and Belluschi’s former employer—as the progenitor, particularly the cottages he designed at Neahkahnne (1912–1916), of this type of design sensibility. The vocabularies of Northwest regionalism derive from the rural architecture of Oregon’s landscape: they demonstrate the region’s use and appreciation of wood, exemplify indoor and outdoor living, and, despite relatively simple massing, have
15 exaggerated and noteworthy roof structures. Functionally, this was to shed the frequent rain common to the Northwest; aesthetically, it announced an identifiable and protective feature of enclosure that was easily recognized and redeployed.

20 In the quite expansive world of hotel and roadside lodging developments, Ralph Bonadurer was an influential architect on the West Coast and became known for his characteristic style that embodied a Modernist vocabulary with Northwest-inspired details. He operated within a post-WWII architectural framework, where—influenced by military operations—the engineer became a valued partner in construction and design. New, unprecedented materials were more readily available such as glue-laminated timber (also known as glulam), which was invented in the late 1800s but saw widespread use after a 1942 development in water-resistant adhesives provided a
25 significant increase in the structural and design capabilities of wood construction.⁵⁰ Ralph Bonadurer used glulam posts and beams for a variety of practical and decorative purposes throughout his hotel designs, frequently using exposed glulam beams to resemble peeled logs and to take the place of traditional lumber for over-sized fascia and eaves.

30 The Red Lion Hotel is an embodiment of Bonadurer’s hotel design principles, and it is distinctive for its particularly monumental size and extensively designed landscape. The building’s designers successfully created the visual effect of features that are considered characteristic of Northwest regional Modernism, scaled to accommodate the hotel’s monumental size, such as the shallow, overhanging roof, with exaggerated eaves, which were built with wide fascia that serve to minimize the height of the four-story buildings and accentuate the building’s horizontal relationship with the landscape. Other characteristic features include exposed post-and-beam wood structure, executed with the use of glulam beams; the visual impression of natural materials, made with wood color paint
35 and wood cladding, glulam logs and beams, and carved decorative elements; indoor-outdoor connections between the building and the riverfront; a designed emphasis on views of the Columbia River with the use of

⁵⁰ APA – The Engineered Wood Association, “History of APA, Plywood, and Engineered Wood,” *APA – The Engineered Wood Association*, 2023, accessed May 25, 2023 <https://www.apawood.org/apas-history#:~:text=History%20of%20Glulam,Products%20Laboratory%20in%20Madison%2C%20Wisconsin>. See, for instance, Avigail Sachs “The Postwar Legacy of Architectural Research.” *Journal of Architectural Education* 62, no. 3 (2009), 53–64. <http://www.jstor.org/stable/40480956>.



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5 curtain windows, balconies, and stylized courtyards that are open to the north to provide expansive views of the waterway; and a landscape designed with the building to produce “a single coherent composition for the building and site.”⁵¹ The designed courtyards are a major contributing element to the hotel’s landscape: characterized by asymmetrical geometric designs, a combined use of masses of plants and topography work to create a dualistic feeling of grandeur and minimalism while emphasizing views of the river. The strategic placement and selection of plants serve to invoke a sense of warmth and privacy and evergreen and temperate rainforest of the surrounding region. The courtyard and parking lots feature custom metal streetlamps, which recall the post-and-beam aesthetic of the buildings and contribute to a sense of design and workmanship that permeates the entire hotel complex.

10 National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Red Lion Hotel is significant under Criterion A and C. As the resource does not possess the requisite integrity to communicate its multiple areas of significance, it is not recommended eligible for listing in the NRHP.

15 Based upon WillametteCRA’s evaluation of the Red Lion Hotel within its historic context, the resource is significant under Criterion A, at a local level in the areas of commerce and community planning and development. The hotel is the last remaining example of a large-scale, mid-century resort-type development within the region, and is distinctly representative of a late mid-century period when chain hotels and development corporations engaged in the construction of large-scale destination hotels near major transportation arterials that were replete with expansive services and amenities. These created an all-inclusive type of development that catered to large-scale conferences and events, as well as the passing traveler in search of lodging that was both high-class and convenient. The property’s significance under Criterion A is high because of the demolition or otherwise diminished state of other nearby examples of similar development type, such as the Hayden Island Thunderbird on the west side of I-5, the Thunderbird at the Quay (later Inn at the Quay) in Vancouver, as well as the SeaTac Inn in Seattle. The period of significance under Criterion A encompasses the years of construction, 1977–1978.

20 Although the Red Lion Hotel complex continues to evoke its overall design intent in massing, spatial relationships, proportions, fenestration pattern and materials, texture of materials, and landscape characteristics, the removal of character-defining ornamentation from a majority of the building’s elevations has resulted in a loss of integrity of workmanship, materials, and design to its period of significance. As such, the Red Lion Hotel is no longer able to communicate its significance under this criterion.

30 The Red Lion Hotel does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

35 The Red Lion Hotel is also significant under Criterion C in the area of architecture. The hotel complex is an example of a resort-style hotel in the Northwest Regional Modern style, and its original design embodied distinctive characteristics of its style as realized through the form of a large-scale resort style complex with a designed landscape. The period of significance under this criterion is 1977–1978, encompassing the years of construction. Although the Red Lion Hotel is significant under Criterion C, alterations to the resource’s

⁵¹ Jeffrey Karl Ochsner, “The Emergence of Regional Modernism in Seattle Architecture: From the 1930s to the 1950s,” *The Pacific Northwest Quarterly*, 108(1):25.



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integrity of design, materials, and workmanship from the period of significance have diminished its ability to convey its significance under this criterion.

5 The Red Lion Hotel is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, the Red Lion Hotel complex does not possess sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criteria A, B, C, or D.



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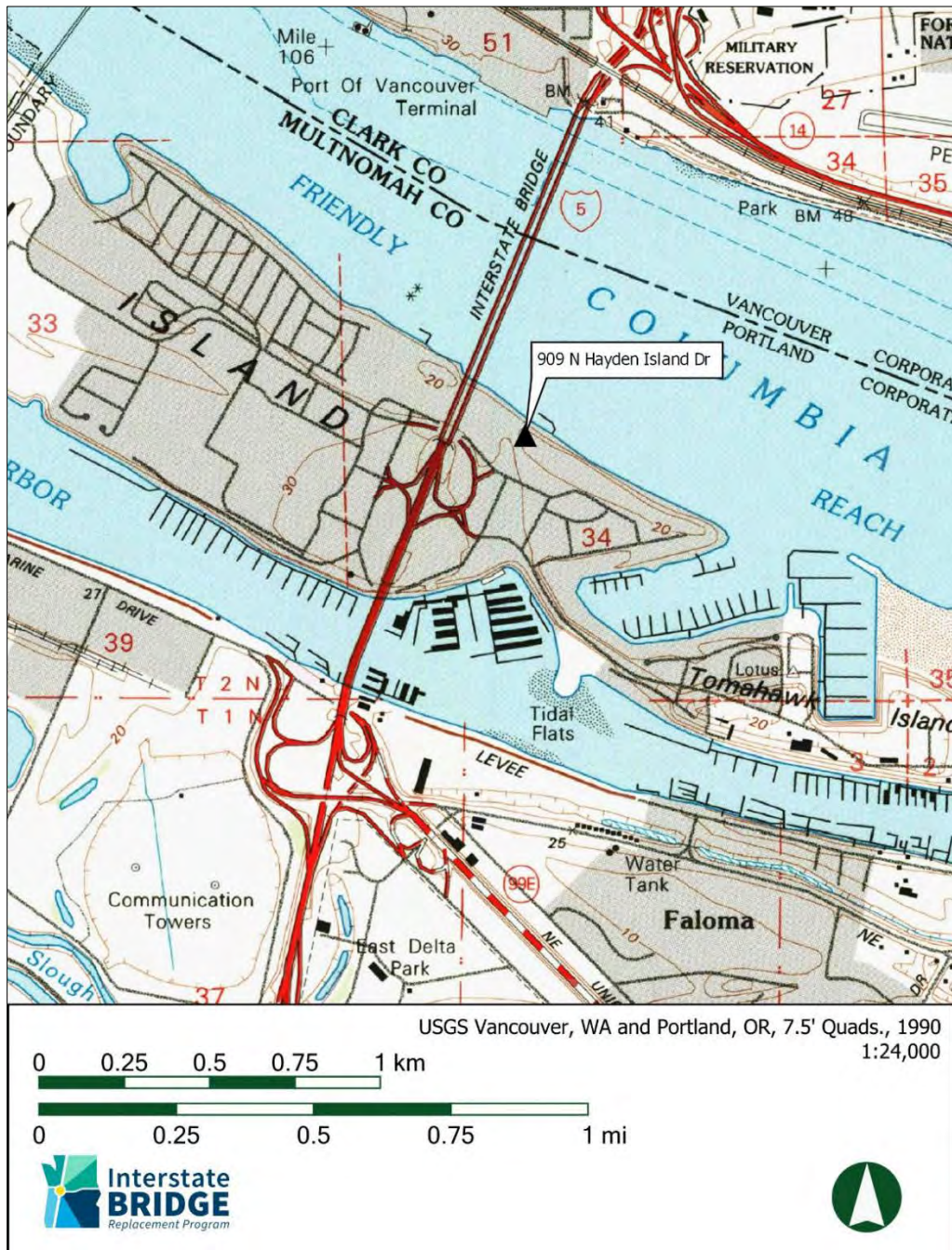


Figure 2. Topographic map of Red Lion Hotel (909 North Hayden Island Drive), Portland, Multnomah County, Oregon.

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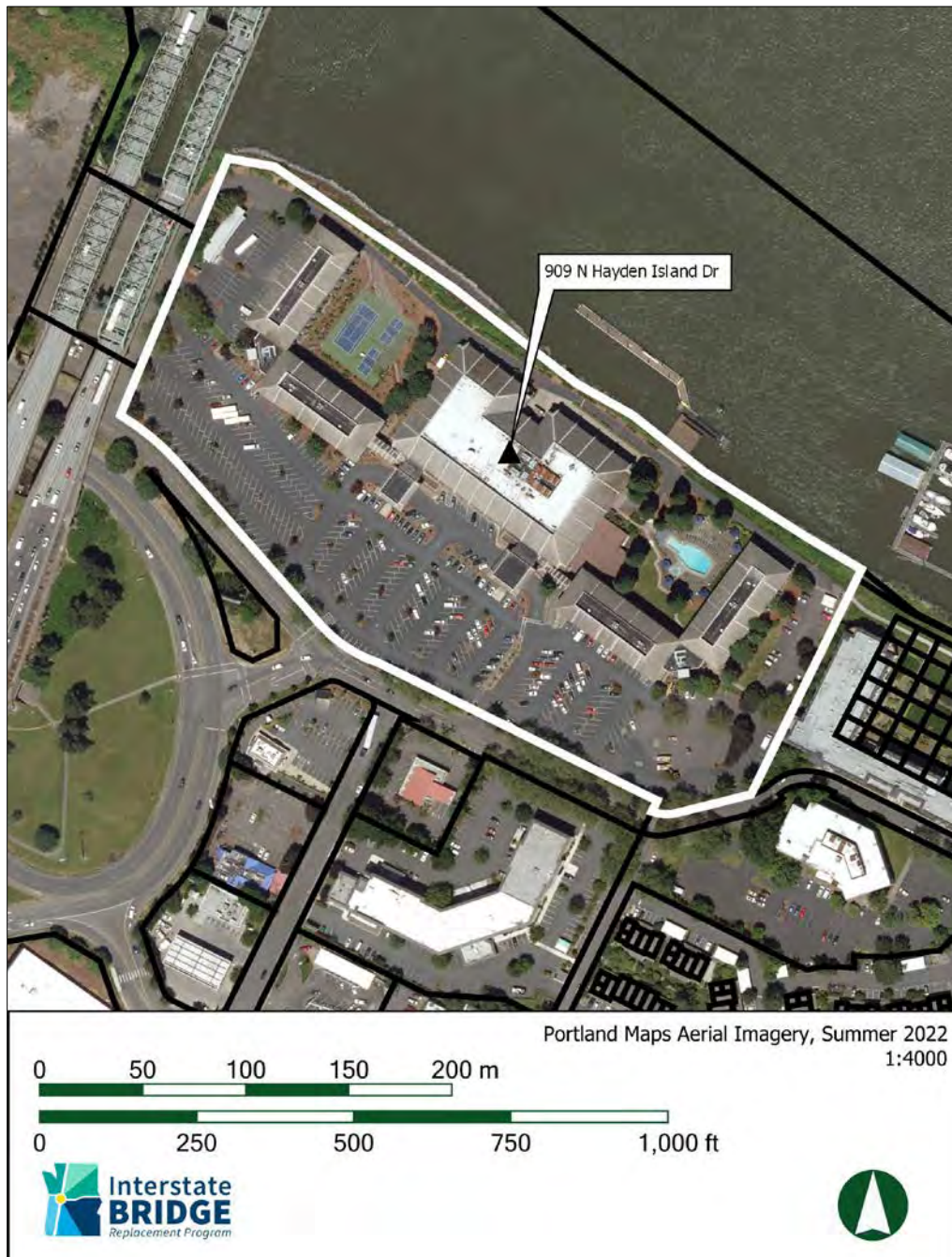


Figure 3. Aerial map of Red Lion Hotel (909 North Hayden Island Drive), showing recommended NRHP boundary in white.

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Figure 4. Overview of northeastern elevations of hotel complex. View facing southwest (WillametteCRA June 8, 2022).

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Figure 5. Overview of southwestern elevation. View facing northeast (WillametteCRA May 4, 2023).

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Figure 6. Overview of southwestern elevation of banquet hall and guest building. View facing northwest (WillametteCRA May 4, 2023).

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Figure 7. Overview of connective hallway between banquet hall and guest building, southwestern corner. View facing north (WillametteCRA May 4, 2023).

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Figure 8. Overview of southwestern elevation. View facing northeast (WillametteCRA May 4, 2023).

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Figure 9. View of southern courtyard and guest room wing (north elevation) with stylized streetlamps and pool umbrellas. View facing southeast (WillametteCRA May 4, 2023).

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Figure 10. Southern courtyard and guest room wings with landscaping and streetlamps. View facing south (WillametteCRA May 4, 2023).

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Figure 11. Northern courtyard and guest room wings (north and east elevations) with tennis court, landscaping, and stylized streetlamps. View facing southwest (WillametteCRA May 4, 2023).

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Figure 12. North and east elevations of banquet hall, with balcony and roof details. View facing southwest (WillametteCRA May 4, 2023).

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Figure 13. South parking lot with planted medians and stylized streetlamp. View facing west (WillametteCRA May 4, 2023).

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Figure 14. North elevation of banquet hall, showing custom carved panel above original wood doors, as well as glulam beams, pilasters, wrap-around raised porch. View facing south (WillametteCRA May 4, 2023).

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Figure 15. North elevation of banquet hall, showing detail of custom carved panel above original wood doors, and wood-framed glazing. View facing south (WillametteCRA May 4, 2023).

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Figure 16. North elevation of banquet hall, with second-floor balcony. View facing west (WillametteCRA May 4, 2023).

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Figure 17. Representative view of carved glulam panels on north elevation of banquet hall (WillametteCRA May 4, 2023).

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Figure 18. Red Lion Hotel southern courtyard and guest room wing with original glulam beams, 2018. View facing southeast (Marchant, *Itty Bitty Atlas*, 2018).

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Figure 19. Red Lion Hotel north guest room wings with original glulam beams, 2018. View facing northwest (Marchant, *Itty Bitty Atlas*, 2018).

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Figure 20. Red Lion Hotel, primary covered entrance with original fascia ornamentation and glulam beams, ca. 2018. View facing northwest (Trivago 2023).

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Figure 21. An architect's rendering of the two phases of Red Lion hotel complex (Steve Pierce, *The Columbian* [Portland, OR] April 27, 1977).

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Figure 22. Red Lion Hotel during final phases of construction, 1978. View facing southeast (*OregonLive* 1978).



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Tax Parcel Number: 2N1E34CA -00900	Plat Block Lot: TL 900
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.611500°, Longitude -122.675920°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / specialty store	Construction Date: 1982
Historic Use: COMMERCE/TRADE / Financial Institution	Alterations & Dates: 1984, L-shaped addition; ca. 2021, ATMs removed and in-filled; 2023, Remodel
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: Fixed & Aluminum	Exterior Surface Materials: Primary: Fiber Cement Board Secondary: N/A Decorative: N/A	
Roof Type & Material: Shed & Meta - Standing Seam; Flat & Asphalt/Composition	Plan Type: Irregular	
Structural System Type: Wood - Platform Frame (likely)	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
Styles: Northwest Regional	Plan	Extensive
	Windows	Intact
Register Status: Not listed	Cladding	Moderate
	(Other)	
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 type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. The First Interstate Bank Building, west elevation, view facing northeast. Note the two-section window at the far left is anodized and was added in 1984. The three-section window adjacent to it is not anodized and dates to the building's original construction. It was repurposed and moved forward from its original position in 1984 (WillametteCRA, February 26, 2022).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The First Interstate Bank Building is located on the east side of Hayden Island, east of Interstate 5 at the southeast corner of North Jantzen Drive and North Hayden Island Drive in Portland, Multnomah County, Oregon. The flat site is surrounded by trees and shrubs and is adjacent to the parking lot of the Oxford Suites Hotel to the southeast. There is a drive-in fast-food restaurant (Taco Bell) across North Jantzen Drive to the west and a large hotel (Holiday Inn, OR112) across North Hayden Island Drive to the north. The parcel contains a prefabricated, one-story commercial/office building designed with elements of the Northwest Regional style such as its abstracted geometric volumes, wood cladding, wide overhangs, and shed roof. The building has a modulated rectangular plan containing approximately 3,400 square feet of indoor space and an approximately 600 square-foot porte-cochère. It is constructed atop a concrete foundation with wood frame walls and is topped by a combination flat and shed roof. Situated on a corner parcel, the building's primary elevation and main entrance face northwest toward North Jantzen Drive (Figure 1). However, for the sake of clarity, this elevation will be referred to hereinafter as the west elevation and all other elevations as their respective cardinal directions.

15 The building's rectangular plan is modulated by recesses and roof overhangs. The two wall planes of the west elevation are set back at variable depths where they are sheltered by deep soffits (Figures 1 and 4). There is a square recessed area at the building's southeast corner that contains the building's gas and electric meters (Figure 5). Finally, the porte-cochère, which originally provided shelter for drive-thru customers, extends perpendicularly from the main wall plane of the building's east elevation (Figure 6).

20 The main volume of the building is rectangular, with recesses in the southwest and southeast corners (Figures 1 and 5). The simplicity of the building's mass, however, is obfuscated by the volumetric complexity of the roof. Though much of the building is covered by a flat roof, two shed roofs covered in red, standing seam metal panels project upwards from the building. One shed roof covers the porte-cochère over the drive-through lanes, the other covers the main interior space. The ridge lines of the shed roofs are purposefully misaligned (Figures 6 and 7).

25 Most of the building exterior is clad with imitation wood lapped fiber cement siding except for infill paneling that replaces the former Automatic Teller Machines (ATMs) on the west and east elevations as well as a former deposit hatch on the west elevation (Figures 1, 4, and 6). Fenestration consists of a mix of two- and three-section fixed aluminum and anodized aluminum ribbon windows. These windows start on the north half of the west elevation, continue along the entirety of the north elevation, and terminate with a single two-section window on the east elevation near the northeast corner of the building (Figures 1, 6, and 7). The west elevation has a single entrance consisting of double full glass aluminum doors (Figure 1).

Alterations

35 Changes to the original building are extensive. An L-shaped section, wrapping around the original northwest corner of the building was added in 1984. It provided approximately 670 square feet of additional office space and extended the west elevation's flat roof overhang an additional twelve feet to the north (Figure 20). The original fixed aluminum windows along the original west and north elevations were repurposed into this addition and additional anodized aluminum windows were added (Figures 1, 6, and 7). The pneumatic tube terminals under the porte-cochère have been removed, and the drive-through bank teller window was replaced with an ATM between 2011 and 2014. This was later replaced with infill panels (Figures 5, 6, 8, and 10). The building's other ATM and its deposit hatch on the west elevation were also replaced with infill panels around 2021 (Figure 1). Finally, the



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shed roof of the porte-cochère appears much lighter than the remainder of the shed roof in a 1986 aerial photo suggesting that the roofing material over the porte-cochère was later altered to match (Figures 16 and 17).

Boundary Description

5 The First Interstate Bank Building is set on a single tax lot (2N1E34CA -00900) which includes its footprint, as well as the surrounding parking and drive-thru areas, plantings, and sidewalks. As all these features contribute to the property’s historic significance, the recommended National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot.

INTEGRITY

10 The period of significance for the First Interstate Bank Building is associated with its initial construction in 1982. Since that time, the building has remained in its original location although its setting has changed somewhat with new, nearby construction along North Jantzen Drive and North Tomahawk Island Drive. The building itself is also changed with an addition made in 1984, as well as the removal of the pneumatic tube terminals, ATMs, original deposit hatch, and the drive-thru bank teller window. Other changes since construction include the replacement of the building’s original cladding with a fiber cement equivalent and various ongoing alterations to the building’s interior with its planned conversion to a retail business. Ultimately, the First Interstate Bank Building retains its integrity of location and much of its integrity of setting and feeling. Its integrity of design, materials, workmanship, and association, however, has been diminished or lost altogether.

STATEMENT OF SIGNIFICANCE

20 The First Interstate Bank building is a prefabricated, modular office building with a parking lot as well as an attached bank vault and porte-cochère. It was originally fabricated in 1982 by Modern Building Systems Inc. for use as a retail drive-thru and walk-in bank branch for First Interstate Bank of Oregon.¹ First Interstate Bank of Oregon was a subsidiary of First Interstate Bancorp, a holding company for several banks across the western United States (U.S.) that was based in Los Angeles, California.² Modern Building Systems added a 670-square-foot, prefabricated, L-shape addition for additional office space in 1984.

25 First Interstate Bank of Oregon and First Interstate Bancorp: 1865–1979

First Interstate Bank of Oregon was originally chartered under the name First National Bank of Portland (FNBP) in September 1865 and was the first chartered national bank west of the Rocky Mountains. By the onset of World War I, the bank’s deposits reached an aggregate value of \$16 million.³ This increase in business required the

¹ First Interstate Bank, March 22, 1982. Multnomah County Permit Number 820389, 12240 N Jantzen Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

² “First Interstate Firm, banks to change name,” *The Oregonian*, (Portland, OR) August 19, 1980, A10.

³ According to Investopedia, a “National Bank” is a commercial bank chartered by the U.S. Treasury and functions as a member bank of the Federal Reserve. Unlike national banks in countries outside the U.S., National Banks inside the U.S. are not controlled and operated by the federal government.



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construction of a Neo-Classical style building for the First National Bank Building at 401 SW 5th Avenue in downtown Portland in 1916 (added to the NRHP in 1974).⁴

5 FNBP continued to grow into the 1920s and maintained an unbroken record of remaining open and paying dividends to stockholders even after the onset of the Great Depression.⁵ By 1930, it also owned three other Portland-area banks with a combined value \$55 million.⁶ However, in June of that year, Transamerica of New York, then the world’s largest bank holding company valued at \$2.75 billion, acquired FNBP and all its assets. Transamerica was founded in 1928 by American Banker Amadeo Giannini (1870–1949) to consolidate his financial ventures. The acquisition of FNBP was also Transamerica’s first in a series of rapid bank acquisitions in the western U.S.. After the acquisition, FNBP maintained its name and management as a subsidiary of
10 Transamerica.⁷

15 As the banking crisis worsened going into the 1930s, FNBP leveraged its newly strengthened financial position to purchase other banks and to charter new ones. The first were the Livestock State Bank, purchased and moved to the Kenton neighborhood of Portland, and a new bank chartered in Southeast Portland, both in 1932.⁸ Between April and June of the following year, Oregon State and the federal government passed legislation allowing state-wide branching of National Banks, later cited as “the original plan” of FNBP’s founders. As a result, FNBP accelerated its efforts to purchase and open additional banks.⁹ By the end of 1933, FNBP had eight branches in Portland and seven others throughout the state worth a total of over \$54 million, up from \$44.9 million at the end of 1931.¹⁰

20 After World War II, the housing boom and greater access to credit for mortgages and automobiles “resulted in unprecedented growth in the banking industry.”¹¹ FNBP became Oregon’s largest bank, expanding to seventy-seven locations across Oregon by 1958 and 118 by the end of 1969—also the company’s seventh consecutive year of posting record earnings.¹² To accommodate this growth, bank management built an approximately 21,000 square-foot Modernist building adjacent to their existing Neoclassical central office on Southwest 5th Avenue, completed in 1960.¹³ Eleven years later, company headquarters was moved to a new forty-story tower at
25 1300 Southwest 5th Avenue (now Wells Fargo Center), completed in 1972.¹⁴

⁴ Hartwig, Paul and D.W. Powers III, *National Register of Historic Places Nomination: First National Bank, Multnomah County, Oregon*. Portland, OR: Oregon State Highway Division, August 1, 1974, 3.

⁵ “Financial Institutions - First National Bank,” *PdxHistory*, October 17, 2016.

http://www.pdxhistory.com/html/portland_banks.html. Accessed February 2, 2023.

⁶ Oscar H. Fernbach, “Sale of 4 Banks Here Draws Near,” *Oregon Journal*, (Portland, OR) June 4, 1930, 1.

⁷ “First National Sale Under Way,” *The Oregonian*, (Portland, OR) June 4, 1930, 1-2; “Deal Is Completed For First National,” *The Oregonian*, (Portland, OR) June 19, 1930, 1.

⁸ Leon B. Baketel, “Livestock State To Move To Kenton On September 1,” *The Oregonian*, (Portland, OR) July 26, 1932, 14.

⁹ Leon B. Baketel, “Branch Banks Near At Hand With Signing of New Bill,” *The Oregonian*, (Portland, OR) March 1, 1933, 18; “5 Affiliate Banks Will Be Branches,” *The Oregonian*, (Portland, OR) June 17, 1933, 16; “Oregon Replaces ‘Portland’ in 93-Year-Old First National Bank’s Name,” *The Oregonian*, (Portland, OR) August 3, 1958, 22.

¹⁰ “68 Years of Progress and Growth With Oregon,” *The Oregonian*, (Portland, OR) September 9, 1933, 20; “Condition of The First National Bank of Portland,” *The Oregonian*, (Portland, OR) January 1, 1932, 19; “Condensed Report The First National Bank of Portland, OR Main Offices and Fifteen Branches,” *The Oregonian*, (Portland, OR) January 6, 1934, 11.

¹¹ Carol J. Dyson and Anthony Rubano, *Banking on the Future: Modernism and the Local Bank*, 44.

¹² “First National Sets Record In Earnings,” *Oregon Journal*, (Portland, OR) January 9, 1970, 9.

¹³ “New Bank Dedication,” *Oregon Journal*, (Portland, OR) September 4, 1960, 15.

¹⁴ “New Banking Office Opens Here Monday,” *Oregon Journal*, (Portland, OR) April 15, 1972, J3.



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5 During this period, the Bank Holding Company Act of 1956 required FNBP's parent company, Transamerica, to divest itself from its banking interests. This resulted in the creation of a spinoff company called "Firstamerica Bancorp" in 1958. This new holding company consisted of twenty-three subsidiary banks in eleven western U.S. states at the time, including FNBP, which changed its name to "First National Bank of Oregon" (FNBO) at the same time.¹⁵ The Bank Holding Company Act of 1956 also prohibited all bank holding companies from acquiring additional banks outside their home state.¹⁶ As the largest bank holding company at the time, the new ruling gave Firstamerica a significant competitive advantage going forward. Three years after its spinoff, Firstamerica renamed itself to "Western Bancorp" and grew to a \$10.6 billion valuation by 1970.¹⁷

10 By November of 1974, Western Bancorp officially joined the transition of the banking industry to online banking with the incorporation of Western Bancorp Data Processing.¹⁸ After a robust hiring campaign, it claimed to be "a leader in the development of on-line [sic] banking applications" by 1978.¹⁹ By the end of the year, they launched the Teller Item Processing System (TIPS), an online computer system that linked all its subsidiary banks. Although it had fewer terminals than Bank of America's competing system, its geographic reach was far greater.²⁰ These systems allowed customers to cash checks and withdraw cash at any of Western Bancorp's subsidiary banks, not just their home bank; owing to restrictions on interstate banking; however, out-of-state deposits were prohibited.²¹ Nevertheless, with online banking becoming a reality, the banking industry foresaw the inevitable legalization of interstate branching.²²

First Interstate Bank of Oregon and First Interstate Bancorp: 1979–1996

20 To push for this legalization and strengthen its competitive edge, Western Bancorp changed its name to First Interstate Bancorp and all its subsidiaries to "First Interstate Bank of" their respective state in June of 1981.²³ At the time, the change was the largest in U.S. banking history and occurred just six months after the Carter administration issued its two-year report urging the U.S. Congress to permit interstate branching.²⁴ The change also set up First Interstate Bancorp to be a leader in the transition to interstate banking and commentators at the time said the company is "operating the closest system to it."²⁵

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¹⁵ "Oregon Replaces 'Portland' in 93-Year-Old First National Bank's Name," *The Oregonian*, (Portland, OR) August 3, 1958, 22.
¹⁶ "Firstamerica Corp. Now an Independent Company". *Los Angeles Times*, (Los Angeles, CA) July 2, 1958. p. 19; "1st Interstate Leads Across State Lines," *The Oregonian*, (Portland, OR) August 30, 1981, 90.
¹⁷ "Interest Rate Hits Bottom; Rise Expected," *Los Angeles Mirror*, (Los Angeles, CA) March 31, 1961, 27; "Western Bancorp Sees Earnings Gains in '70," *Los Angeles Times*, (Los Angeles, CA) March 27, 1970, Part 3, 13.
¹⁸ "First Interstate Services Company" (Filing history), Opencorporates, June 7, 2021. https://opencorporates.com/companies/us_wy/1980-000127909. Accessed February 10, 2023.
¹⁹ Classified job ads, *Los Angeles Times*, (Los Angeles, CA) 1974-78; "Programmers," (ad) *Los Angeles Times*, (Los Angeles, CA) October 22, 1978, 248.
²⁰ "At First National Bank, Teller Windows Sport Computer Terminals," *Oregon Journal*, (Portland, OR) October 4, 1978, 27.
²¹ "Western Bancorp Chief: a Tough Guy Takes Delicate Job at Bank Holding Firm," *Los Angeles Times*, (Los Angeles, CA) September 17, 1978, part V, 11; "Name Change First Step In Interstate Strategy," *The Oregonian*, (Portland, OR) May 31, 1981, 75.
²² "Banks Work To Cross State Boundaries," *The Oregonian* (Portland, OR) August 3, 1980, 116.
²³ "First Interstate Firm, Banks To Change Name," *The Oregonian*, (Portland, OR) August 19, 1980, A10.
²⁴ Charles Humble, "Bank's Name Change Not Easy As It Looks," *Oregon Journal*, (Portland, OR) May 27, 1981, 13; "Carter Bank Report Urges Relaxing Interstate Rules," *Oregon Journal*, (Portland, OR) January 6, 1981, 6
²⁵ "1st Interstate Leads Across State Lines," *The Oregonian*, (Portland, OR) August 30, 1981, 90.



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5 Meanwhile, First Interstate Bancorp's largest subsidiary, First Interstate Bank of Oregon (FIBO), continued to grow during most of this period, despite the stagnant economy, expanding to 153 locations in Oregon by the end of 1979.²⁶ Earnings suddenly dropped for the first time in 1980 and fell even further in 1981.²⁷ This dip in earnings came at a time of intense competition. Out-of-state banks were moving in to offer other financial services within Oregon in order to get a foothold ahead of interstate branching.²⁸ In-state banks were also rapidly acquiring and establishing independent subsidiary banks prior to the 1984 expiration of a state law limiting intrastate branching in smaller towns.²⁹

10 Despite their dip in earnings, FIBO continued to expand to keep up with this competition by establishing thirteen more locations by the end of 1982.³⁰ At times, it relied on low-cost, prefabricated modular office buildings from Modern Building Systems Inc. (MBS) to either build new branches or expand existing ones. FIBO had previously hired MBS to build a modular office for a branch at 5615 South Macadam Avenue in 1972 and hired the company again to build an addition with a shed roof in 1980 (Figures 11, 18, and 19).³¹ FIBO hired MBS again to build its Hayden Island branch in 1982 and to expand it in 1984.³²

15 Meanwhile, First Interstate Bancorp continued the push toward interstate banking by offering bank franchises to other banks across the country starting in 1982 and building out its nationwide Cirrus ATM network by the end of 1983.³³ As similar technological innovations continued to be implemented by First Interstate and other large banks, more and more agreements were formed between state governments to allow some interstate branch banking in all but four states by 1990.³⁴

20 However, fully nationwide interstate banking that did not require specific interstate agreements was not implemented until the Riegle-Neal Interstate Banking and Branching Efficiency Act was passed in 1994 and went into effect on September 29, 1995. By this point, First Interstate Bancorp had recently and successfully restructured after suffering hundreds of millions of dollars in losses from bad loans between 1987 and 1991 (which, for a time, had made them a target for acquisition).³⁵ However, despite successfully restructuring, First

²⁶ "Money to go," (advertisement), *Oregon Journal*, (Portland, OR) January 1, 1980, 11.

²⁷ "First National Earnings Slip," *Oregon Journal*, (Portland, OR) January 19, 1981, 23; "First Interstate Bank," *Oregon Journal*, (Portland, OR) January 21, 1982, 28.

²⁸ "New York Bank Expands Oregon Presence," *Oregon Journal*, (Portland, OR) September 18, 1981, 15.

²⁹ "Three Oregon Banks Rapidly Expanding Empires," *The Oregonian*, (Portland, OR) February 22, 1982, 30.

³⁰ Julie Tripp, "Seely Ends 'Rewarding' Career After 42 Years With Portland Bank," *The Oregonian*, (Portland, OR) January 2, 1983, E3.

³¹ "First National Leases Parcel," *Oregon Journal*, (Portland OR) October 31, 1972, 15; Portland Maps. "5615 S Macadam Ave."

³² First Interstate Bank, March 22, 1982. Multnomah County Permit Number 820389, 12240 N Jantzen Drive and First Interstate Bank, April 10, 1984. Multnomah County Permit Number 840676, 12240 N Jantzen Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

³³ "First Interstate Offers Bank Franchises," *The Oregonian*, (Portland OR) March 24, 1982, 13.

³⁴ David L. Mengle, Mengle, David, *The Case for Interstate Branch Banking* (1990). FRB Richmond Economic Review, vol. 76, no. 6, November/December 1990, 1. <https://ssrn.com/abstract=2122684> (Accessed February 10, 2023).

³⁵ Joseph J. McCarthy, "Edward M. Carlson," *Chief Executive*, March 1, 1994.

<https://web.archive.org/web/20160304110327/http://chiefexecutive.net/edward-m-carson>. (Accessed February 10, 2023.)



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Interstate Bancorp ironically sold out to Wells Fargo for \$11.3 billion just six months after the Riegle-Neal Act went into effect.³⁶

Modern Building Systems Incorporated

5 Modern Building Systems Incorporated (MBS) is a manufacturer of prefabricated and modular buildings, both permanent and temporary, for a vast array of uses including retail, office, financial, educational, governmental, healthcare, religious, and construction operations.³⁷ Donald Rasmussen (1936–2009) and his nephew Gary S. Dawson founded MBS in Portland, Oregon on December 6, 1971, after changes at their previous employers prompted them to start their own business. Rasmussen had formerly worked as a carpenter and construction superintendent for Brand S Homes. Dawson had previously been a mechanical engineer for the Shell Chemical Company.³⁸

15 Their earliest known project was for a modular banking office for First National Bank of Oregon (a.k.a. First Interstate Bank of Oregon), constructed in 1972 (altered 1980) at 5615 South Macadam Avenue in Portland, Oregon.³⁹ Two years later, MBS moved to a larger facility in Tualatin, Oregon. By this point, the company’s portfolio included “an office complex in Battle Ground, WA, a clinic in Corvallis, a number of buildings in Beaverton... structures at the Oregon Primate Center” as well as several portable school buildings.⁴⁰

20 In 1988, Donald’s two sons, Jim and Ken Rasmussen, joined the company. Over the next few years, demand for modular buildings was so high, MBS was unable to keep up with the demand, requiring it to move to a new facility in 1993. The new 160,000 square-foot facility, the former Willamette Plywood Mill in Aumsville, Oregon, was four times larger than the company’s existing facility in Tualatin. Additional works at this time included post offices and U.S. Bank branches in Salem, Oregon.⁴¹ With its vastly increased capacity, MBS began shipping its products to Japan in 1995.⁴² A year later, when Donald retired and left the company to his sons, MBS began leasing their modular buildings.

25 The following decade was a period of major growth for the company. MBS opened two new facilities, one in Pacific, Washington, in 2001, and another in Sacramento, California, in 2008. In 2014, the Strategic Economic Development Corp recognized MBS as the Manufacturer of the Year, noting that they were “the longest

³⁶ “First Interstate Decides To Talk To Wells Fargo - First Bank’s Bid Suffers Second Blow,” *The Seattle Times*. (Seattle, WA) January 22, 1996. <https://archive.seattletimes.com/archive/?date=19960122&slug=2310291> (Accessed February 10, 2023); Daniel Liberto, “Interstate Banking,” *Investopedia*, December 31, 2020. <https://www.investopedia.com/terms/i/interstate-banking.asp>. (Accessed February 10, 2023.)

³⁷ “Modular Construction Details,” Modern Building Systems, <https://www.modernbuildingsystems.com/modular-construction-details/>. (Accessed February 17, 2023).

³⁸ “Business success outgrowth of changes in employment,” *The Oregonian*, (Portland, OR) May 17, 1974, 47; “Donald Duane Rasmussen,” *The Oregonian*, (Portland, OR) February 4, 2009.

³⁹ “First National Leases Parcel,” *Oregon Journal*, (Portland OR) October 31, 1972, 15.

⁴⁰ “Business Success Outgrowth Of Changes In Employment,” *The Oregonian*, (Portland, OR) May 17, 1974, 47; “Jeff Board Awards Contract To Furnish Relocatable Classes,” *Democrat-Herald*, (Albany, OR) June 4, 1974, 5; “Farm Home Gets New Classrooms,” *Gazette-Times*, (Corvallis, OR) December 8, 1977, 9.

⁴¹ Dan Bender, “Building firm heads to Aumsville,” *Statesman Journal*, (Salem, OR) August 20, 1992, 6D.

⁴² “Aumsville Firm Looks East For Markets,” *Statesman Journal*, (Salem, OR) June 25, 1997, 6B



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continuously licensed modular building manufacturer on the West Coast” and that an MBS building could be found within thirty minutes' driving distance from any point along the I-5 corridor between Mexico and Canada.⁴³ In 2019, MBS became the only all-solar-powered manufacturer of mobile and modular buildings. This same year, Ken Rasmussen retired from the company and his son Alan and nephew Ryan became minority owners.

5 Northwest Regionalism

Northwest Regionalism, also known as Northwest Modernism, is a style associated with Modern Architecture, adapted to the local contingencies of the Pacific Northwest. Popular in Oregon and Washington between the years 1935 and 1960, the regional style blends the austerity of “International Style” architecture—sleek lines, lack of ornamentation, strategic use of glass, and open floor plan—with the minimalism of traditional Japanese architecture—already prevalent in the Northwest—and the warmth of locally sourced materials such as cedar, pine, fir, and stone. Buildings of the regional style took advantage of and pride in the importance of a sense of place, and they emphasized a relationship to the particularities of their site and landscape: large expanses of glass, oriented to the path of natural light, provided romantic views of the surroundings; oversized eaves of dramatically sloped roofs functionally offered protection from the frequent rain but also presented a visual concept of an inviting shelter.

The unique qualities of Northwest Regionalism are illustrated in the house Pietro Belluschi designed for his family (1936) and John Yeon’s Watzek House (1937). When Neutra was asked to design a house for the De Graaf family in 1940, the similarities to the Health house were obvious—the composition, ribbon windows, flat roof, cantilevers, and thin structural supports—but Neutra accommodated the Northwest by using a more regional material: vertical tongue-and-groove siding instead of a stuccoed exterior. A. E. Doyle’s cottages at Neahkahnne (ca. 1912–1916) are cited as the precursors to the Northwest Regional style; these designs predate the influence of International Style but emphasize the specificity of their location through Doyle’s design choices: direct connections to the coastal landscape, and wood as both construction and finish material. Pietro Belluschi and John Yeon—who were both students of Harry Wentz, an owner of one of the Neahkahnne cottages, and who both also worked for Doyle—are considered the first to combine this appreciation for the local with the stripped-down forms of the International Style. For Belluschi and Yeon, the functionalism of International Style—which was inspired by European tours of the utilitarian structures of the United States—was an appropriate form for the landscape of the Pacific Northwest, then still populated by the rural utilitarian architecture of barns, outbuildings, fish hatcheries, covered bridges, and water tanks. Simple and sculptural, these volumetric forms complemented the verdant mountainous landscape.

One of the prominent features of the Northwest regional style was the distinct roof structure. Buildings associated with International Style typically featured flat roofs, but the steep pitch of hipped, gable, and truncated gable roofs in the Northwest was a functional response to the climate, a way to shed rain and foliage. The preference for functionalist spaces resulted in asymmetrical compositions, which were underscored by handsome but modest, similarly asymmetrical facades. Windows were placed where necessary rather than deployed as compositional features on the street-facing elevation. Many buildings opened both visually and physically into the landscape, complemented by exterior rooms created by the extension of the roofline. Exterior finishes—both the oft-unpainted walls of the façade as well as the stone and brick pavers of patios and paths—were repeated in the interior spaces: tongue-and-groove vertical siding, white walls without trim, floors made of cork, wood, concrete, or tile.

⁴³ Justin Much, “Two Local Firms Honored,” *Statesman Journal*, (Salem, OR) June 18, 2014, A1.



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National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the First Interstate Bank is significant under Criterion C with a period of significance of 1982. As the resource does not possess the requisite integrity to communicate its significance under Criterion C, it is recommended not eligible for listing in the NRHP.

5 Based upon an evaluation of the First Interstate Bank within its historic context, the resource is not significant under Criterion A. The resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. The resource is associated with a period of intense transformation and competition in the banking industry when institutions were expanding in preparation for the deregulation of interstate branching. More specifically, the building is representative of FIBO's efforts to remain competitive during this transformation while accounting for a tight financial climate by quickly constructing low-cost modular branches. However, this association is not comparatively strong enough to meet the threshold for NRHP significance. FIBO's extant corporate headquarters in downtown Portland instead have a stronger connection to the bank's corporate identity, as well as to the dramatic regulatory events of the era.

15 The First Interstate Bank also does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B as no association with any specific individual could be found.

20 The First Interstate Bank is significant under Criterion C, at the local level in the area of architecture. The First Interstate Bank is an example of Modular construction in the Northwest Regional style. The building embodies some distinctive characteristics of its style and represents the work of master builder Modular Building Systems Incorporated (MBS). The period of significance for this criterion is 1982, the year of the building's construction. Although the First Interstate Bank is significant under Criterion C, major alterations to its integrity of design, materials, feeling, and workmanship from the period of significance have diminished its ability to convey its significance under this criterion. As a result, the building is also not a strong example of the Northwest Regional style, exhibiting only a few of the style's tenets with its shed roofs and wood cladding, both of which have been either obscured by the 1984 addition or replaced by modern fiber cement siding. Additionally, the building is no longer among the best examples of the style's use by FIBO. Other, superior instances of the FIBO's Northwest Regional design including:

1. 1751 Molalla Avenue, Oregon City, Oregon (built before 1980) (Figure 10); possesses greater architectural distinction.
2. 5615 Southwest Macadam Avenue, Portland, Oregon (built 1972, altered 1980) (Figure 11); possesses greater architectural distinction.
3. 150 Southeast 10th Avenue, Hillsboro, Oregon (built before 1980) (Figure 12); possesses greater architectural distinction.
4. 2645 Northeast Town Center Drive, Hillsboro, Oregon (built 1975) (Figure 13); possesses greater architectural distinction.⁴⁴

35 Beyond these, the Hayden Island branch is also not among the best examples of MBS's work in bank branch modular design. Other extant examples are either more exemplary of the type or retain more integrity:

1. U.S. Bank branch office at 400 Northwest Santiam Boulevard, Mill City, Oregon (built 1988) (Figure 14); possesses greater architectural distinction and retains more integrity.

⁴⁴ "The Great First National Free-For-All," (Advertisement), *The Oregonian* (Portland OR) June 13, 1980, 18.



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2. U.S. Bank branch office at 1110 Wallace Road Northwest, Salem, Oregon (built before 1992) (Figure 15); possesses greater architectural distinction and retains more integrity.

The First Interstate Bank is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

5

In summary, the First Interstate Bank does not possess sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criterion C. It is also recommended not eligible under Criteria A, B, or D.



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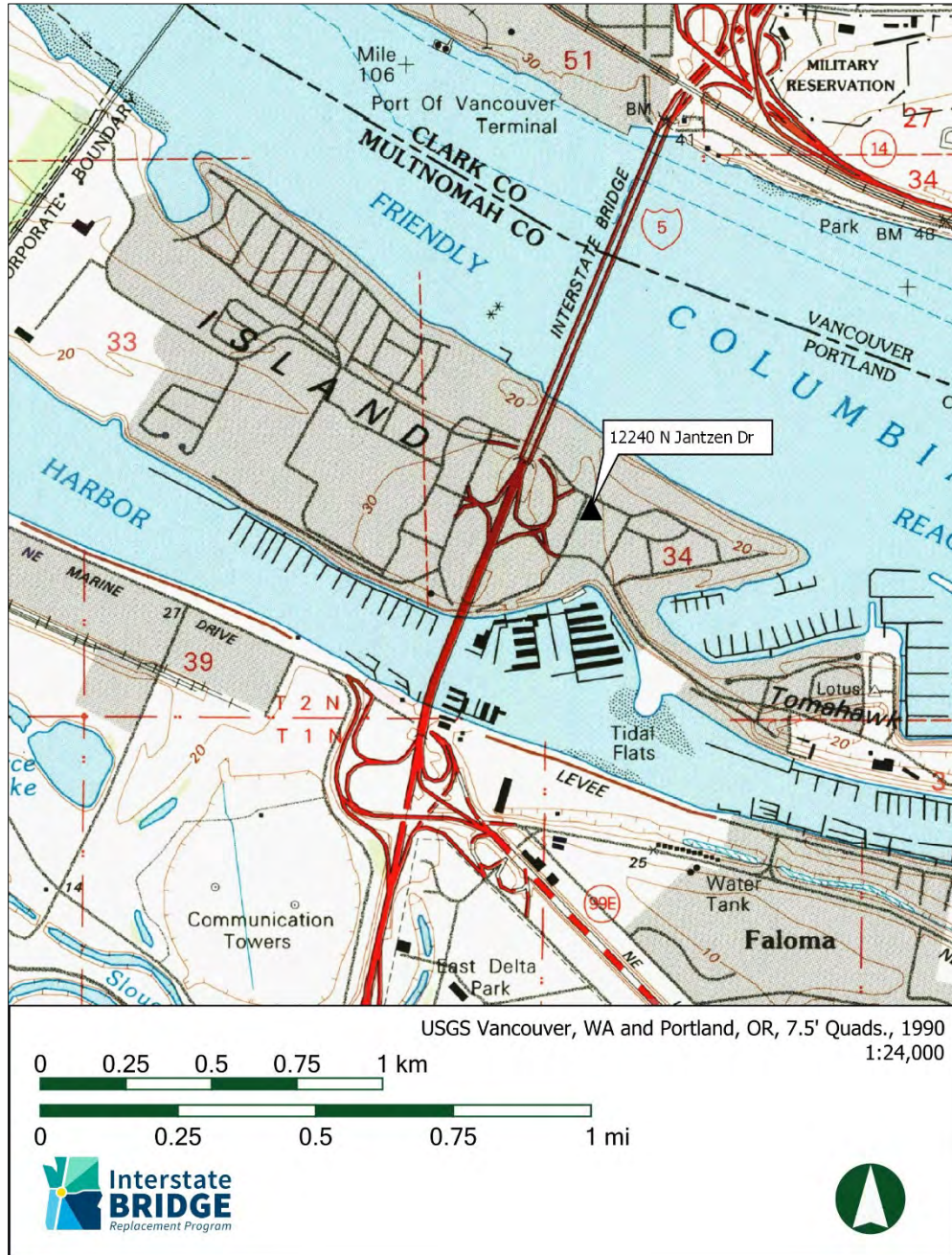


Figure 2. Location map of First Interstate Bank Building, Portland, Multnomah County, Oregon.

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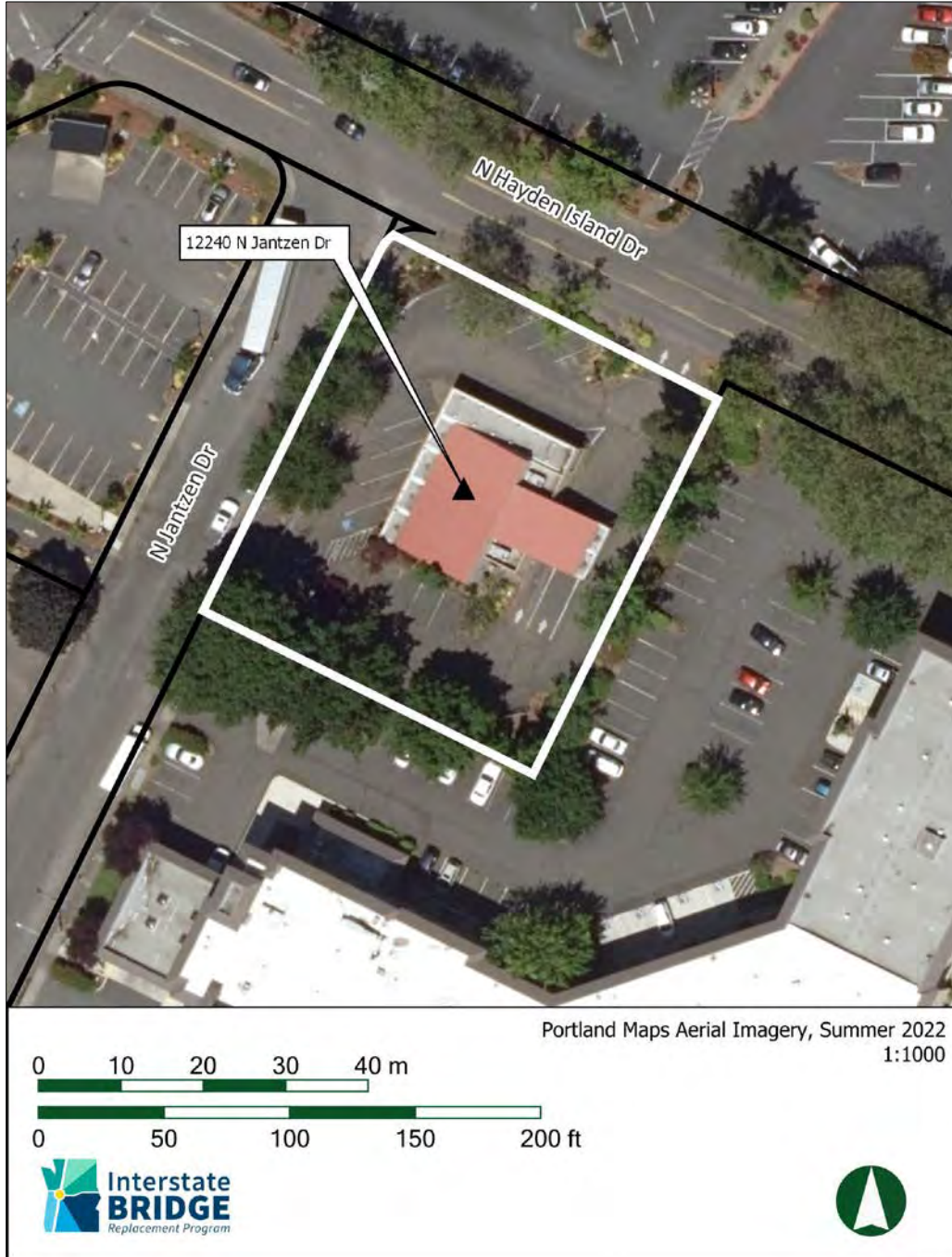


Figure 3. Aerial map of First Interstate Bank Building showing the recommended NRHP boundary in white.

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Figure 4. The First Interstate Bank Building, north and west elevations, view facing southeast. Note, the two-section windows that meet at the northwest corner of the building are anodized as well as the three-section window at the far east end of the north elevation. These windows were added in 1984. All other windows are non-anodized, were part of the original 1982 construction and were repurposed into the 1984 addition (WillametteCRA, July 27, 2022).

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Figure 5. The First Interstate Bank Building, east elevation, view facing northwest. Arrow points to recessed utility meter area (Google Street View, October 2018).



Figure 6. The First Interstate Bank Building, east and north elevations, view facing southwest. Note, the windows on the opposite ends of the north elevation and the window on the north elevation are anodized and were added in 1984. The remaining windows are not anodized, were part of the original 1982 construction, and were repurposed into the 1984 addition (WillametteCRA, July 27, 2022).

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Figure 7. The First Interstate Bank Building, north elevation view facing southwest. Note windows at the far left and right are anodized and were added in 1984. The windows in between are not anodized, were part of the original 1982 construction and repurposed in the 1984 addition (WillametteCRA, July 27, 2022).



Figure 8. The First Interstate Bank Building, north elevation, view facing southwest, prior to removal of pneumatic tube terminal and replacement of drive-thru teller window (Google Street View, June 2009).

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Figure 9. The porte-cochère of the First Interstate Bank Building, view facing southwest after removal of pneumatic tube terminal and replacement of drive-thru teller window with ATM (Google Street View, August 2014).

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Figure 10. Wells Fargo (Formerly First Interstate Bank) branch office at 1751 Molalla Avenue, Oregon City, Oregon. Constructed before 1980 (Google Street View, December 2021).

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Figure 11. Wells Fargo (Formerly First Interstate Bank) branch office at 5615 Southwest Macadam Avenue, Portland, OR. Constructed by Modern Building Systems in 1972. Addition with shed roof constructed in 1980 (Google Street View, September 2017).

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Figure 12. Wells Fargo (Formerly First Interstate Bank) branch office at 150 Southeast 10th Avenue, Hillsboro, Oregon. Constructed before 1980 (Google Street View, June 2012).

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Figure 13. Wells Fargo (Formerly First Interstate Bank) branch office at 2645 Northeast Town Center Drive, Hillsboro, Oregon. Constructed in 1975 (Google Street View, August 2018).

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Figure 14. U.S. Bank branch office at 400 Northwest Santiam Boulevard, Mill City, Oregon. Constructed by Modern Building Systems Inc. in 1988. Still possesses drive-thru teller window (Google Street View, May 2018).



5 Figure 15. U.S. Bank branch office at 1110 Wallace Road Northwest, Salem, Oregon. Constructed by Modern Building Systems Inc. before 1992. Still possesses drive-thru teller window (Google Street View, June 2018).

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Figure 16. Aerial photo of property showing a clear contrast between the colors of the main shed roof (left) and the porte-cochère (right) (Portland Maps, 1986).



Figure 17. Aerial photo of property showing matching color on both shed roofs (Portland Maps, 1990).



Figure 18. Aerial photo of 5615 South Macadam Avenue (Portland Maps, 1975).

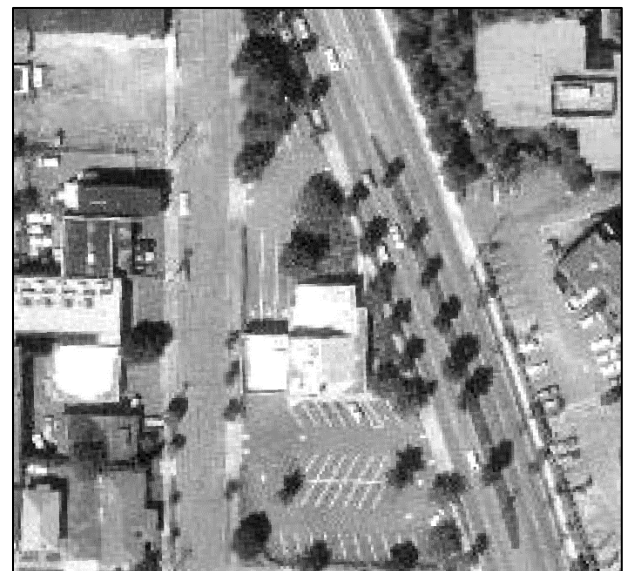


Figure 19. Aerial photo of 5615 South Macadam Avenue (Portland Maps, 1990).

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Figure 20. Annotated aerial photograph of the First Interstate Bank Building. Dotted line shows extent of 1984 addition (Portland Maps, 2021).



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Property Name: Hayden Island Plaza (OR 114)	SHPO Resource ID: TBD
Street Address: 700 North Hayden Island Drive	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R32534	Plat Block Lot: TL 400
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.61104°, -122.67323°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: Commerce/Trade - Professional	Construction Date: 1981
Historic Use: Commerce/Trade - Professional	Alterations & Dates: N/A
Architectural Classification / Resource Type: Modern / Commercial Office	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: Fixed metal	Exterior Surface Materials: Primary: Vinyl Secondary: N/A Decorative: N/A	
Roof Type & Material: Flat, Asphalt/Composition - Rolled		
Structural System Type: Metal - Steel	Plan Type: Irregular polygon	
Number of Stories: Three	Changes to Structures:	
	Category:	Change Level:
Styles: Modern	Plan	Intact
	Windows	Intact
Register Status: Not Listed	Cladding	Intact
	(Other)	
Condition: <input type="checkbox"/> Excellent <input checked="" 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	

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Figure 1. View of Hayden Island Plaza from northeast (WillametteCRA, June 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

Hayden Island Plaza is a Corporate International style-influenced commercial office building located on Hayden Island in Portland, Multnomah County, Oregon. The property is bounded to the north by North Hayden Island Drive, to the east and south by the Jantzen Beach Village Condominiums, and to the west by North Hayden Island Avenue. The property is situated east of Interstate 5 (I-5) within a mixed commercial-residential area at the northeast end of the island. Hayden Island Plaza is situated within the northwest corner of the rhombus-shaped parcel, with a parking area and small landscape curbs filling the remainder.

Hayden Island Plaza was constructed in 1981.¹ It has an irregular pentagon-shaped footprint constructed atop a poured concrete foundation measuring approximately 94 feet north to south and 193 feet east to west (note that the building is oriented approximately 35 degrees off true north). The walls of the building rise three stories in height with a flat roof. The roof is covered in PVC roofing materials. The building’s exterior is clad entirely in vinyl siding.

On its west, north, and northeast elevations, the building fenestration consists of elevation-length bands of square metal fixed windows on each story. The exterior wall and window bands of these elevations are recessed on the first and second stories and interrupted at regular intervals by two-story columns flush with the third story. The southeast and south elevations are more varied. The building’s southeast elevation contains the primary entrance, consisting of a two-story wall of framed glass panes of various sizes and a double-leafed metal and glass door. The entrance is recessed beneath a triangular third-story projection, which extends beyond the massing of the building and is supported at its apex by a circular concrete column. The fenestration of the southeast elevation is varied. Bifurcated bands of slim rectangular metal fixed windows extend across its first and second stories. A band of square metal fixed windows spans the northern two-thirds of the elevation’s third story, transitioning to bifurcated bands of slim rectangular metal fixed windows that wrap around the apex of the triangular projection.

The building’s south elevation is divided into three bays, demarcated by a change in the exterior wall plane and a vertical opening from the building’s roof to the top of the first story. The eastern third of the elevation projects out from the exterior plane of the western two-thirds of the elevation and features vertically offset pairs of slim rectangular metal fixed windows on the first and second stories. The elevation’s third story contains a balcony near its east end, which is open through the roofline above, as well as a pair of rectangular metal fixed windows and a rectangular window band that wraps around the west corner of the projection. In addition to the second-story opening to the building’s roof, the central third of the south elevation contains two square metal fixed windows and secondary entrance within an alcove beneath the two-story opening. The western third of the south elevation contains another secondary entrance within an angled alcove adjacent to the central alcove. Its fenestration consists of bifurcated bands of slim rectangular metal fixed windows on the first and second story and a band of square metal fixed windows extending across elevation on the third story.

Landscaped areas line the building on its east, north, and west sides. This includes open space to the east and west, and thick bushes and shrubs along the property’s north boundary. A large parking lot wraps around the building in the southern and eastern portions of the parcel. The parking area is irregularly shaped, with curved,

¹ Multnomah County Department of County Management, “Multnomah County Oregon Property Records for Property R323534,” accessed June 26, 2023, <https://multcoproptax.com/Property-Detail/PropertyQuickRefID/R323534/PartyQuickRefID/O1155286>.



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curbed landscaped areas jutting into the lot along the property boundary and curbed landscaped islands establishing aisles within its sections.

The property does not appear to have been altered since its construction. Historic aerials between 1981 and 2023 show the building’s footprint has not changed, and no observable alterations have been made to its exterior.² As the current survey was limited to reconnaissance survey from the public right-of-way, alterations to the interior after 1981 could not be documented and no information was readily available to document the building’s interior.

Boundary Description

The boundary of the Hayden Island Plaza is defined as the boundaries of its tax lot: Multnomah County Parcel No. R323534.

INTEGRITY

Hayden Island Plaza retains integrity of location, as the building remains in its original location. It retains integrity of setting, as the immediate vicinity of the property was nearly fully developed at the time of its construction, except for the area along Hayden Island’s north shore now occupied by the Columbia Point and Waterside condominium complexes. Though developed in the late 1990s and early 2000s, respectively, these properties are similar in type and scale as other multi-family residential properties adjacent to Hayden Island Plaza. The property retains integrity of design and materials, having not been observably altered since its construction. Analysis of the property’s integrity of workmanship is limited by the building’s lack of elements of craftsmanship such as decorative detailing. The property retains integrity of feeling and association. Lacking observable alterations, the property continues to be recognizable as a late twentieth-century low-rise office building. It maintains its association with Hayden Island’s corporate development through its presence in a comprehensively planned area of the island, surrounded by residential developments also constructed by Hayden Island, Inc. Overall, the property maintains integrity in all aspects of integrity and thus is capable of conveying its historical significance.

STATEMENT OF SIGNIFICANCE

Hayden Island Plaza, located on the northeast end of Hayden Island in Portland, Oregon, was developed by Hayden Island, Inc. in 1981. The property has been used as a commercial office since its construction.

Hayden Island Development

The earliest European American settlement of Hayden Island (formerly known as Vancouver Island) is reported to be the property of Gay and Mary Jane Hayden in 1856, though this was not recorded in the General Land Office survey of the area in 1860. The Haydens claimed 644 acres along the Columbia River, including Hayden Island, which were officially issued in 1866. By the turn of the 20th century, much of Hayden Island had been acquired by the Portland Electric and Railway Company (later the Portland Electric Power Company and then Portland

² “Historic Aerial View of Vancouver, Washington 98660 1981-2020,” Nationwide Environmental Title Research, Accessed June 26, 2023, <https://www.historicaerials.com/viewer>; Google Earth Pro, “Portland, Oregon, 97217 Aerial Photograph” (Mountain View, CA: Google, LLC, 2023), Accessed June 26, 2022.



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General Electric) to prevent competitive developments to its ferry business between Portland, Oregon, and Vancouver, Washington.³

5 The Hayden Island Amusement Company, operated by William A. Logus and Leo F. Smith, purchased 40 acres on Hayden Island from the Portland Electric Power Company in 1927, intending to develop an amusement park on the island. The Hayden Island Amusement Company's Jantzen Beach Amusement Park opened the following year on May 26, 1928, financed in part by Jantzen Knitting Mills, a Portland apparel company. The park was hailed as the "Coney Island of the West," and provided recreational opportunities for residents of Portland and Vancouver and was a key marketing tool of both Hayden Island developers and Jantzen Knitting Mills. Hayden Island Amusement Company looked to expand their holdings on the island in 1939, purchasing additional lands from Portland General Electric, including the eastern tip of Hayden Island, though Portland General Electric retained almost 500 acres of the island's west side. During this period Hayden Island Amusement Company was reincorporated as the Hayden Company, Inc., as the company sought to expand its range of developments on Hayden Island to include residential and commercial developments. The company's first housing development, Jantzen Village, was built in 1942 on the southeast shoreline of the island to provide residences for the influx of wartime laborers to Portland. This early housing development was replaced with the current commercial development in the 1960s.⁴

20 The Hayden Company ownership of the eastern tip of the island was briefly threatened in 1959 when the state of Oregon asserted ownership of thirty-seven acres along the northeast shoreline based on an Oregon statute that provided state ownership of land covered by navigable water, which included this area based on initial surveys. The state considered developing the site as recreational area but abandoned the project due to prohibitive costs and ultimately sold the property back to the Hayden Company. In the early 1960s, the Hayden Company again changed its name, first referred to as the Hayden Island Development Company and then Hayden Island, Inc. Hayden Island, Inc. aggressively pursued further development of the island in the 1960s and 1970s, building off the 75-unit manufactured home community constructed in 1964 on the island's north shore. In 1967, the company announced a 12-year, \$25 million plan for the comprehensive development of the island. Over the next 10 years, Hayden Island, Inc. constructed a regional shopping center, the Jantzen Beach Center, and two hotels, the Thunderbird at Jantzen Beach and the Red Lion at Jantzen Beach, as well as numerous high- and low-rise apartments, townhouse communities, and houseboat moorages. The Jantzen Beach Center was the crown jewel of Hayden Island, Inc.'s developments, constructed on the former site of the Jantzen Beach Amusement Park, which had ceased operation in the 1960s following state acquisition of additional acreage for expansion of the I-5 interchange. The shopping center was designed by Seattle architect John Graham and opened in September 1972, with notable national chains including Montgomery Ward and Co., Newberry's, and Payless Drugs.⁵

35 Hayden Island, Inc. was acquired by the Pittsburg-based Hillman and Co. in 1977 but continued the development of Hayden Island as a subsidiary of this company. By the later 1970s, the island had approximately 2,200 residents and operated all its own public services except for a fire department. Hayden Island, Inc. resisted annexation into the City of Portland in the late 1970s, successfully campaigning against local ballot measures in 1977 and 1979. Hayden Island was ultimately annexed in 1986. At that time, development of the island was limited to its eastern end around I-5. By 1994, development had expanded to its current western limit along the

³ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023), 44, 46.

⁴ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 46-47.

⁵ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 48-54.



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Oregon Slough Railroad Bridge, and almost all the few remaining empty parcels to the east of the rail line were filled in.⁶

Hayden Island Plaza

5 The site of Hayden Island Plaza was delineated for development in Hayden Island, Inc.'s 1975 Proposed Hayden Island Comprehensive Plan but remained undeveloped for the next six years.⁷ The building and its associated parking lots were constructed in 1981, offering office leases ranging from 1,500 to 20,000 square feet.⁸ The property was designed by local Portland architect David L. Hickman and its depiction in Hayden Island, Inc.'s
10 1975 Proposed Hayden Island Comprehensive Plan suggests the development company was responsible for its construction.⁹ Since its completion, the property has continued to be used as a commercial office building. At some point between 1981 and 2013, the property was sold to Garrison Commercial Funding VII, who subsequently sold the property to the current owner, Oregon Worsted Co., a fabrics manufacturer.¹⁰

Modern Architectural Style

15 The Hayden Island Plaza is a Corporate International style influenced low-rise commercial office building. The Corporate International style is a subtype of broader Modern trends in commercial architecture popularized in major urban centers in the three decades after World War II. The style is characterized by boxed-shaped forms, construction of concrete, steel, and glass, flat roofs, horizontal bands of flush, metal-framed windows, a lack of applied ornament, recessed ground stories set back behind columns, associated parking lots, and landscaped
20 plazas. These characteristics imbued corporate architecture of the period with a sense of efficiency and pragmatism, representing the self-proclaimed role of American corporations as agents of modernity, technology, and progress. While prominent examples exhibit greater scale and a more sophisticated design program and materials, the basic elements of the style were widely adaptable and could be translated to smaller commercial enterprises and executed by local architects and contractors with cheaper local materials.¹¹ Hayden Island Plaza exhibits many of the elements of the Corporate International style, including its flat roof, horizontal window bands,
25 lack of ornament, recessed lower stories, and associated parking areas. However, its design attempts to differentiate itself from the basic box form and clean symmetry of the style through elements such as its third-story triangular projection above the primary entrance, roof openings to lower stories on the south elevation, and the varied window design and placement of the northeast and south elevations.

⁶ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 50, 54; "Historic Aerial View of Vancouver, Washington 98660 1981-1994," Nationwide Environmental Title Research, Accessed June 26, 2023, <https://www.historicaerials.com/viewer>.

⁷ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 49.

⁸ "Hayden Corporation Office Space," *The Oregonian* (Portland Oregon), March 20, 1983.

⁹ Though there was no architect mentioned in the public record, this information was garnered from a list of projects provided to Willamette Cultural Resources Associates by David Hickman's daughter. Hickman was related to Les Buell, the longtime president of Hayden Island, Inc., and many of his early commissions were designs for the company.

¹⁰ Mark Graves, "Real Estate – Portland-area transactions," *The Oregonian* (Portland Oregon), April 10, 2013; "The History of the Mill End Store," MillEndStore.wordpress.com, Accessed June 26, 2017, <https://millendstore.wordpress.com/the-history-of-mill-end-store/>.

¹¹ SurveyLA, "Los Angeles Citywide Historic Context Statement, Context: Architecture and Engineering, Sub-Context: L.A. Modernism, 1919-1980," (Los Angeles, CA: City of Los Angeles, Department of City Planning, Office of Historic Resources, August 2021), 155-166.



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National Register of Historic Places Eligibility

Parametrix recommends Hayden Island Plaza is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

- 5 Based upon an evaluation of Hayden Island Plaza within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although Hayden Island, Inc. was responsible for the property's development, this association is not comparatively strong enough to meet the threshold for NRHP significance. It was one of the last to be developed by the company and was constructed after and separate from the company's 12-year comprehensively planned development of Hayden Island between 1967 and 1979.
- 10 Hayden Island Plaza does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.
- 15 Hayden Island Plaza is an example of a commercial office building in the Corporate International style; however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C. While the property is an intact example of a Corporate International style influenced low-rise commercial office building and exhibits the style's basic elements, it employs atypical variations in its form and window placement and is constructed of common materials. Moreover, the building lacks the scale and a fully articulated and cohesive design program to properly represent a significant example of the Corporate International style. Additionally, the building is not considered the work of a master architect.
- 20 Hayden Island Plaza is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, Hayden Island Plaza does not possess sufficient significance under Criteria A, B, C, or D. Parametrix recommends the resource not eligible for listing in the NRHP.



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Street Address: 700 North Hayden Island Drive	City, County, State: Portland, Multnomah County, Oregon	

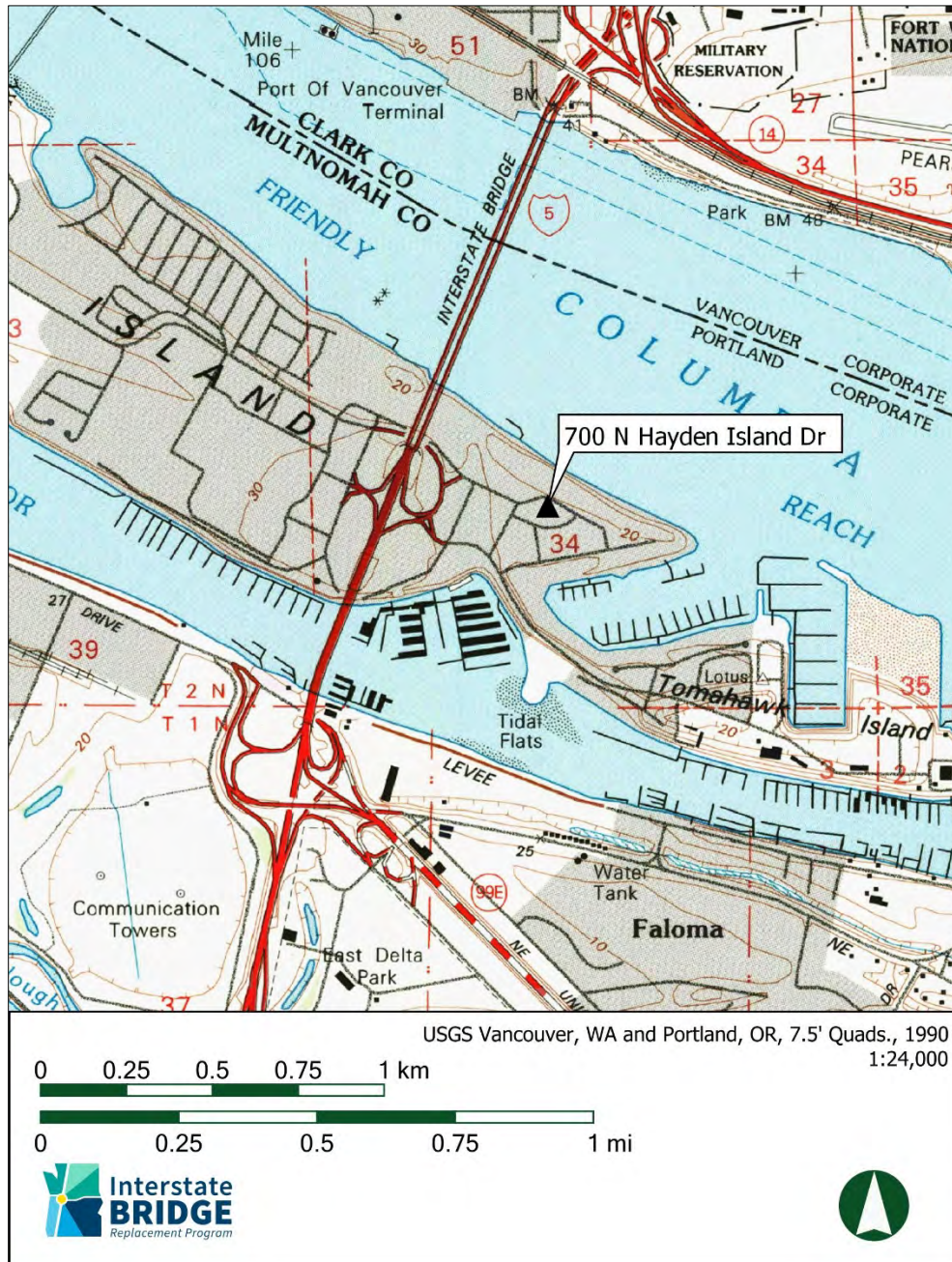


Figure 2. Location map of 700 North Hayden Island Drive, Portland, Multnomah County, Oregon.

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Property Name: Hayden Island Plaza (OR 114)	SHPO Resource ID: TBD	
Street Address: 700 North Hayden Island Drive	City, County, State: Portland, Multnomah County, Oregon	

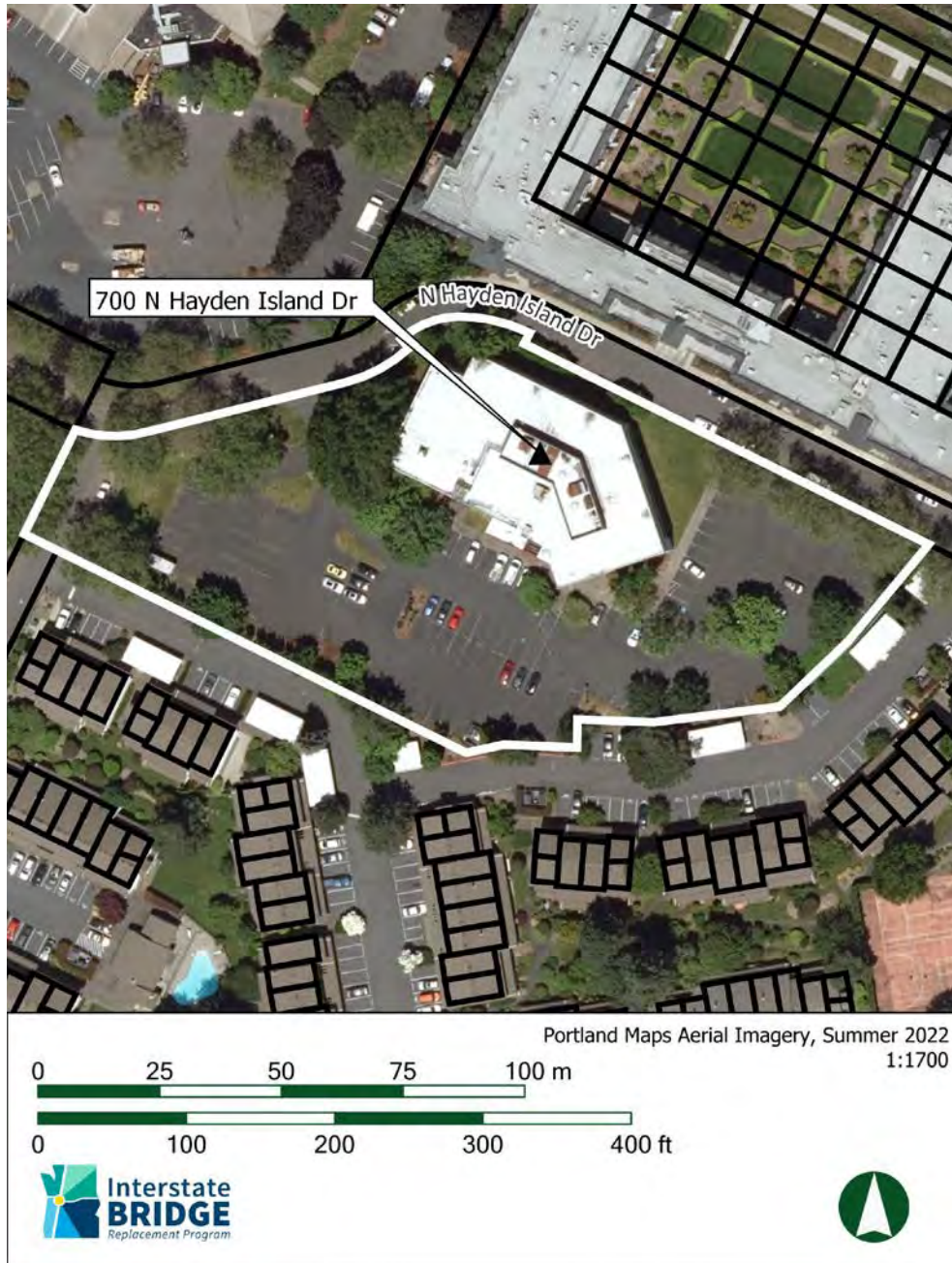


Figure 3. Aerial map of 700 North Hayden Island Drive, Portland, Multnomah County, Oregon, showing recommended NRHP boundary in white.

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Figure 4. View of Hayden Island Plaza from west (WillametteCRA, June 2023).



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Figure 5. View of Hayden Island Plaza from north (WillametteCRA, June 2023).

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Figure 6. View of Hayden Island Plaza parking area and curbed landscaping areas from north (WillametteCRA, June 2023).



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Property Name: Hayden Island Inc. (OR 115)	SHPO Resource ID: TBD
Street Address: 909 North Tomahawk Island Drive	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34CA -00600	Plat Block Lot: TL 600
USGS Quad Name: Portland Quadrangle	Township: 34 Range: 2N Section: 1E
Coordinates: 45.6104975°, -122.681488°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / business; COMMERCE/TRADE / specialty store; HEALTH CARE / medical business/office	Construction Date: 1972
Historic Use: COMMERCE/TRADE / business	Alterations & Dates: 1981, addition; 1981–86, addition; 2005, addition, windows, and exterior
Architectural Classification / Resource Type: Other: Postmodern / Building	Historic Context: Community Planning and Development

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - One-Part Block	
Window Type & Material: Fixed Reverse Cottage & Vinyl	Exterior Surface Materials: Primary: Fiber Cement Board Secondary: N/A Decorative: N/A	
Roof Type & Material: Flat & Asphalt/Composition; Metal - Standing Seam	Plan Type: L-shaped	
Structural System Type: Wood - Platform Frame	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
Styles: No Discernable Style	Plan	Extensive
	Windows	Extensive
Register Status: Not Listed	Cladding	Extensive
	(Other)	Extensive
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. Hayden Island Inc. Building, view facing northeast (WillametteCRA, June 14, 2022).

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 checked="" type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

Note: For the purposes of this description, the front of the building and North Tomahawk Island Drive are identified as reference south, North Jantzen Beach Drive as east, and the rear side of the building as north.

5 The Hayden Island Inc. Building is located at 909 North Tomahawk Island Drive on Hayden Island in Portland, Multnomah County, Oregon. It is situated on the east side of the island, on a corner parcel at the northwest corner of the intersection of North Tomahawk Island Drive and North Jantzen Beach Avenue (Figure 2). The tax lot covers 34,412 square feet and has an irregular shape including a curving side that faces onto North Tomahawk Island Drive (Figure 3).

10 The sole building on the tax lot is a one-story commercial building that does not have a discernable style. Its interior has changed repeatedly depending on the user; it currently provides space for at least three commercial tenants. Small, paved parking lots accessible from the street flank the building on its east and west sides. To its north sits a multistory hotel (the Oxford Suites) while to the west is a car wash (Eco Car Wash). These properties are surrounded to the north, west, and south by the low-rise automotive-centric development that typifies the improved portions of Hayden Island, while the island's residential area begins to the east, immediately across
15 North Jantzen Beach Avenue.

20 The building itself has a roughly L-shaped plan constructed atop a poured concrete foundation measuring approximately 93 feet from north to south and 107 feet from east to west. Its walls are constructed from wood framing and rise to a low parapet that surrounds a flat roof covered in a light membranous material. The primary south elevation along with the west and portions of the east elevations are covered by a steeply pitched shed-roofed skirt which projects from the main walls of the building. The skirt is clad in dark standing-seam metal panels while the eaves it creates are boxed by fiber cement imitation wood paneling.

25 The walls of the building are clad in imitation wood lapped fiber cement which is capped by dark metal flashing around the parapet. The primary south elevation is defined by a recessed walkway screened by Tuscan columns that support the roof overhang. The walkway is accessible from concrete steps leading to the street, as well as concrete steps and a wheelchair-accessible ramp that leads to the flanking parking lots.

30 The building's fenestration consists of single, double, and triple sets of large fixed reverse cottage-style vinyl windows on all elevations. There are five entrances to the building, three in the south elevation and one each in the east and west elevations. All of these entries consist of a single full glass door except for a single flush metal door in the west end (left side) of the south elevation. The center entry on the south elevation has two sidelights while the entries at opposite ends of the south elevation have a single sidelight. (Figures 5, 6, and 7).

The open area in front of the primary south elevation is generously landscaped with strips of artificial grass surrounded by square concrete pavers (Figure 1). Several trees and bushes line the edges of the property with additional boulders at its southeast corner (Figures 3 and 8).



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The interior of the building was not accessible at the time of survey; however, recent patron and/or tenant photographs indicate it is floored in a mix of carpet tile and laminate with gypsum board walls beneath a gridded ceiling of acoustical tiles.¹

Alterations

5 The building has been extensively altered with three additions and multiple remodels since its construction in 1972 (Figures 9 and 10). When originally constructed, the building had a rectangular plan measuring 48 feet on its east and west elevations and 88 feet on its north and south elevations. A wooden walkway, covered by a roof overhang of approximately 7 feet, ran around each of its elevations.² Over time, the interior floor space of the building has been expanded into and beyond this covered walkway. The building's rear north extension was
10 constructed in 1981, giving it its current L-shaped footprint. Between 1981 and 1986, a portion of the walkway along the north side of the building was filled in. The 2005 addition included another expansion on the building's north side and the infill of the covered walkways along the building's east and west elevations, as well as the replacement of the remaining wood decking along the south elevation with poured concrete.

15 The building ceased to have a discernable style after a 2005 remodel. At that time, the decorative trapezoidal caps on the corners of the original roof overhang were replaced with a shed roof awning. The same remodel enlarged the window apertures and replaced the original windows with modern vinyl units, replaced the building's vertical wood siding with horizontal lapped fiber cement, and added Tuscan columns on the building's south and east elevations. Between 2019 and 2021, the ground in front of the south elevation was re-landscaped and a large tree was removed (Figures 1 and 5).

20 Boundary Description

The Hayden Island Inc. Building is set on a single tax lot (2N1E34CA-00600) which includes its footprint as well as the surrounding parking areas, landscaping, and walkways. All these features contribute to the property's historic significance. Therefore, the National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot.

25 **INTEGRITY**

30 The overall period of significance for the Hayden Island Inc. Building begins in 1972 with its initial construction and use as the headquarters of Hayden Island Inc. and ends in ca. 1985, the approximate time the company relocated its headquarters. As a result of extensive alterations to the building's exterior since then, the Hayden Island Inc. Building lacks sufficient integrity to convey its significance. The building has had three additions constructed onto it, cladding and fenestration altered, multiple interior changes, and a shed roof awning and Tuscan columns added. Otherwise, the building has remained in its original location, but its setting has changed considerably with the replacement of the original office campus immediately to the north with a hotel in 1992. While the building retains its integrity of location, its integrity of setting, feeling, design, materials, workmanship, and association has been diminished or lost altogether.

¹ "Jantzen Beach Modern Dentistry" <https://www.yelp.com/biz/jantzen-beach-modern-dentistry-portland>; "WS Yacht Brokers," <https://www.facebook.com/WSYachtBrokers/photos>. Both accessed March 10, 2023.

² Koopman, Dirk W. *Hayden Island Inc. Expansion*. December 18, 1978. Elevation drawings by Mark E. Walters, Architect, Multnomah County Permit Number: 812117, 909 North Tomahawk Island Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.



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STATEMENT OF SIGNIFICANCE

5 The Hayden Island Inc. Building is located on the east end of Hayden Island on the Columbia River. Hayden Island was originally developed as an extensive bathing resort known as Columbia Beach in 1915 and later expanded into the Jantzen Beach Amusement Park in the 1920s. After the amusement park entered a period of decline starting in the 1950s, Hayden Island Amusement Company (later renamed Hayden Island Inc.) began focusing on residential and commercial development around the amusement park under the direction of Leslie Buell (1919–2013), who joined the company in 1962.³ Hayden Island Inc. continued to operate the amusement park through 1970 but ultimately redeveloped the site as a shopping center in the 1970s.⁴ The \$50 million redevelopment also included a 200-unit motel (Thunderbird Motel), a theater, and 1,181 additional units of housing.⁵ This major expansion of the company’s portfolio of commercial and residential properties, made a new central office essential for their long-term management.

15 Completed in February 1972, the new central office was designed in a branded corporate style of Hayden Island Inc. referred to as “the Northwest look” by company officials. The “look,” in essence, was an adaptation of then current architectural trends since termed Northwest Regionalism.⁶ Northwest Regionalism was a style popular in Oregon and Washington starting in the 1930s that blended the austerity of International Style architecture—sleek lines, lack of ornamentation, strategic use of glass, and open floor plan—with the minimalism of traditional Japanese architecture and the warmth of locally sourced materials such as cedar, pine, fir, and stone.⁷

20 The Hayden Island Inc. building specifically expressed this style through use of vertical wood siding, a perimeter walkway with wood decking (locally sourced material), and a heavy roof overhang with trapezoidal caps at its corners (sleek lines).⁸ Hayden Island Inc. also intended for their new central office to be the “nucleus of an office campus” according to president Buell.⁹ Adjacent to the Hayden Island Inc. Building on the north, this campus consisted of 45,000 square feet of additional office space constructed in five phases between 1976 and 1979 for a cost of \$1.5 million.¹⁰ Stylistically, this office space was similar to the Hayden Island Inc. Building with wood siding and angular decorative features.¹¹ The parking lots of the Hayden Island Inc. Building were also enlarged and

³ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, (Portland, OR: WillametteCRA, 2023), 127-135; “Hayden Corp. Deserts Its Island Boundaries,” *Oregonian* (Portland, OR), July 17, 1983, E1; “Leslie Woodrow Buell,” (obituary), *Oregonian* (Portland, OR), January 6, 2013. Accessed March 17, 2023. <https://obits.oregonlive.com/us/obituaries/oregon/name/leslie-buell-obituary?id=24767084>.

⁴ Adam Alsobrook, et al., 127-135.

⁵ “Hayden Island To Grow,” *Oregon Journal* (Portland, OR), April 8, 1968, 23.

⁶ “Less Than Year Old, Center Still Growing,” *Oregon Journal* (Portland, OR), August 9, 1973, 48.

⁷ Atomic Ranch “Paul Thiry: The Father of Pacific Northwest Modernism.” Accessed May 22, 2023. <https://www.atomic-ranch.com/modernist-index/paul-thiry/>; Joe Barthlow. “Meet Builder Robert Rummer,” *Eichler Network*. Accessed May 22, 2023. <https://www.eichlernetwork.com/article/meet-builder-robert-rummer>; Hope H. Svenson. “Portland Modern: The Northwest Architecture of Van Evera Bailey,” *Oregon Historical Quarterly* 112, no. 4 (2011): 434–61. <https://doi.org/10.5403/oregonhistq.112.4.0434>.

⁸ Koopman, Dirk W. *Hayden Island Inc. Expansion*. December 18, 1978. Elevation drawings by Mark E. Walters, Architect, Multnomah County Permit Number: 812117, 909 North Tomahawk Island Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

⁹ “Jantzen Beach Center Gets \$6 Million Building Funds,” *Oregon Journal* (Portland, OR), December 29, 1971, 13.

¹⁰ “Time Capsule Set,” *Oregonian* (Portland, OR), March 16, 1976, 12; “Building Ramp,” *Oregonian* (Portland, OR), March 27, 1979, 17.

¹¹ “Building Ramp,” *Oregonian* (Portland, OR), March 27, 1979, 17.



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connected with the campus in line with the company’s vision (Figures 11 and 12). The new space was leased by the company to other commercial tenants.¹² The campus was later demolished and replaced with the Oxford Suites Hotel in 1992.¹³

Hayden Island Inc. Building 1972–1985

5 During Hayden Island Inc.’s thirteen-year occupancy of the building, the company began to expand beyond its original twelve-year plan to redevelop Hayden Island by pursuing additional projects. These included additional developments on Hayden Island such as the Red Lion Hotel (completed in 1978) and the residential development of Tomahawk Island as well as several others off the island including the Columbia Industrial Park in Vancouver, Washington (purchased 1980) and shopping centers in Tukwila, Washington (1982) and Anchorage, Alaska
10 (1979).¹⁴ To better facilitate and manage this growth, Hayden Island Inc. formed the Hayden Island Realty Co. in 1977. With its offices in the Hayden Island Inc. Building, Hayden Island Realty assumed management of the corporation’s residential sales and development on Hayden and Tomahawk Islands.¹⁵ The creation of the new realty company came only a few months after the Hillman Company of Pittsburgh, Pennsylvania, purchased Hayden Island Inc. for \$40 million.¹⁶ The additional labor and capital made it possible for Hayden Island Inc. to
15 pursue additional business ventures.

As Hayden Island Inc. continued to expand its operations, it constructed additions to its central office. The first was a 31-foot by 37-foot wing constructed at the northeast side of the building, and the second was a smaller rectangular infill of a portion of the covered walkway on the north side of the building constructed between 1981 and 1985 (Figure 9).¹⁷ These expansions were only stopgaps, however, for in 1982, the company filed a permit to
20 construct a new two-story, 22,362 square-foot office building, Hayden Island Plaza, located directly across North Tomahawk Island Drive from its existing office.¹⁸ Like the Hayden Island Inc. Building, the new office would support the company’s continued growth.

While constructing the new office, Hayden Island Inc. (renamed the Hayden Corporation, abbreviated Hayden Corp., in 1983) began selling major properties in its portfolio to finance its expansion. Sales include its original Jantzen Beach Center, as well as its three-tower Portland Center Apartments for a total of \$63 million. According
25 to Leslie Buell, the money was intended to fund additional real estate development in the Pacific Northwest.¹⁹

¹² “Now Leasing Offices & Suites,” *Oregonian* (Portland, OR), April 28, 1976, 13.

¹³ “Bend Developer Plans Two Hotels In Portland,” *Statesman Journal* (Salem, OR), June 4, 1991, 6D.

¹⁴ Alsobrook, et al., 133; “Realty,” *Oregon Journal* (Portland, OR), November 30, 1977, 17; “Outside Firm Tells Plans Of Building Shopping Center,” *Anchorage Daily News* (Anchorage, AK), March 27, 1979, 2; “Site Leased For Shopping Center,” *Seattle Times* (Seattle, WA), January 31, 1982, F2.

¹⁵ “Realty,” *Oregon Journal* (Portland, OR), November 30, 1977, 17.

¹⁶ “\$40 Million Hayden Island Sale OKd,” *Oregon Journal* (Portland, OR), July 13, 1977, 11.

¹⁷ Koopman, Dirk W. *Hayden Island Inc. Expansion*. December 18, 1978. Elevation drawings by Mark E. Walters, Architect, Multnomah County Permit Number: 812117, 909 North Tomahawk Island Drive; Waddle, James H. 909 North Tomahawk Island Drive. March 18, 2005. Plan drawings by James H. Waddle, Multnomah County Permit Number: 05-117719-CO, 909 North Tomahawk Island Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

¹⁸ “Realty Notes,” *Oregonian* (Portland, OR), May 2, 1982, C5; Portland Maps, “Notice of Public Hearing.” Accessed March 8, 2023. https://www.portlandmaps.com/api/detail.cfm?detail_type=permits&file_type=plumbing&file_id=550502&format=file&api_key=7D700138A0EA40349E799EA216BF82F9.

¹⁹ “Jantzen Complex Sold,” *Oregonian* (Portland, OR), October 13, 1984, 25; “\$36 Million paid for Jantzen Center,” *Oregonian* (Portland, OR), November 16, 1984, D11.



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The precise dates when Hayden Corp. vacated the Hayden Island Inc. Building for Hayden Island Plaza could not be determined. However, by February of 1985, Hayden Corp. started offering the Hayden Island Inc. Building for lease to other companies.²⁰ Within three months, Prudential Insurance—notable as the purchaser of the Jantzen Beach Center in 1985—leased the space and conducted an interior remodel.²¹

5 Hayden Island Inc. Building 1986–Present

10 Details on the building’s use after Hayden Corp. vacated it are sparse. By 1999, the building was owned by Baney Corp., a real estate and hotel development firm from Bend, Oregon, that was also responsible for constructing the Oxford Suites Hotel immediately/adjacent to the north in 1992. At this time, the building was called “Oxford Plaza” with a salon, medical clinic, and mortgage broker all listed as tenants.²² The property later passed to Courtesy Development of Vancouver, Washington, which owned it at the time of its expansion and remodel in 2005. The permit for this work lists Jim Waddle of Waddle Design as the architect and Courtesy Development as the contractor. Between 2019 and 2021, the ground in front of the south elevation was re-landscaped and a large tree was removed. The present owner is Wen, LLC; most recent tenants include WS Yacht Brokers, Mexi-Frutas PDX (a grocery store), and Jantzen Beach Dental Care (Figures 1, 6, and 13).²³

15 National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Hayden Island Inc. Building is significant under Criterion A with an overall period of significance of 1972 through ca. 1985. As the resource does not possess the requisite integrity to communicate its significance under Criterion A, it is recommended not eligible for listing in the NRHP.

20 Based upon WillametteCRA’s evaluation of the Hayden Island Inc. Building within its historic context, the resource is significant under Criterion A, at the local level in the area of community planning and development. The Hayden Island Inc. Building is strongly associated with Hayden Island Inc. which both constructed it and ran much of its extensive property development and management activities from beneath its roof. While headquartered in the building, the company transformed much of Hayden Island from a recreational amusement park into a retail, commercial, and residential center. The building was also used by the company as it continued to expand its property development and management activities beyond the shores of Hayden Island, eventually becoming one of the largest land-owning and property management firms in the Pacific Northwest. The period of significance for this criterion is 1972 to ca. 1985, which demarcates the building’s initial construction through the relocation of the company’s headquarters. Although the Hayden Island Inc. Building is significant under Criterion A, major alterations to its integrity of setting, design, materials, feeling, workmanship, and association from the period of significance have diminished its ability to convey its significance under this criterion.

The Hayden Island Inc. Building does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

²⁰ “909 Office Building,” *Oregonian* (Portland, OR), February 17, 1985, C2.

²¹ Oxford Plaza, July 1, 1999. Multnomah County Permit Number SGN99-00498, 909 North Tomahawk Island Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

²² Hayden Island Inc., May 27, 1986, June 11, 1986, and June 26, 1986. Multnomah County Permit Numbers 860698, 860637, 860828, 909 North Tomahawk Island Drive. On file at the Portland Bureau of Development Services and obtained through Public Records Request.; “Bend Developer Plans Two Hotels In Portland,” *Statesman Journal* (Salem, OR), June 4, 1991, 6D.

²³ “Mexi-Frutas PDX.” Accessed March 10, 2023. <https://www.facebook.com/mexifrutaspdx/about>.



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The Hayden Island Inc. Building has no discernable style as a result of numerous and extensive alterations since its period of significance. As such, it no longer sufficiently embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; or possesses high artistic values to qualify as significant under Criterion C.

- 5 The Hayden Island Inc. Building is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

- 10 In summary, the Hayden Island Inc. Building does not possess sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criterion A. It is also not recommended eligible under Criteria B, C, or D.



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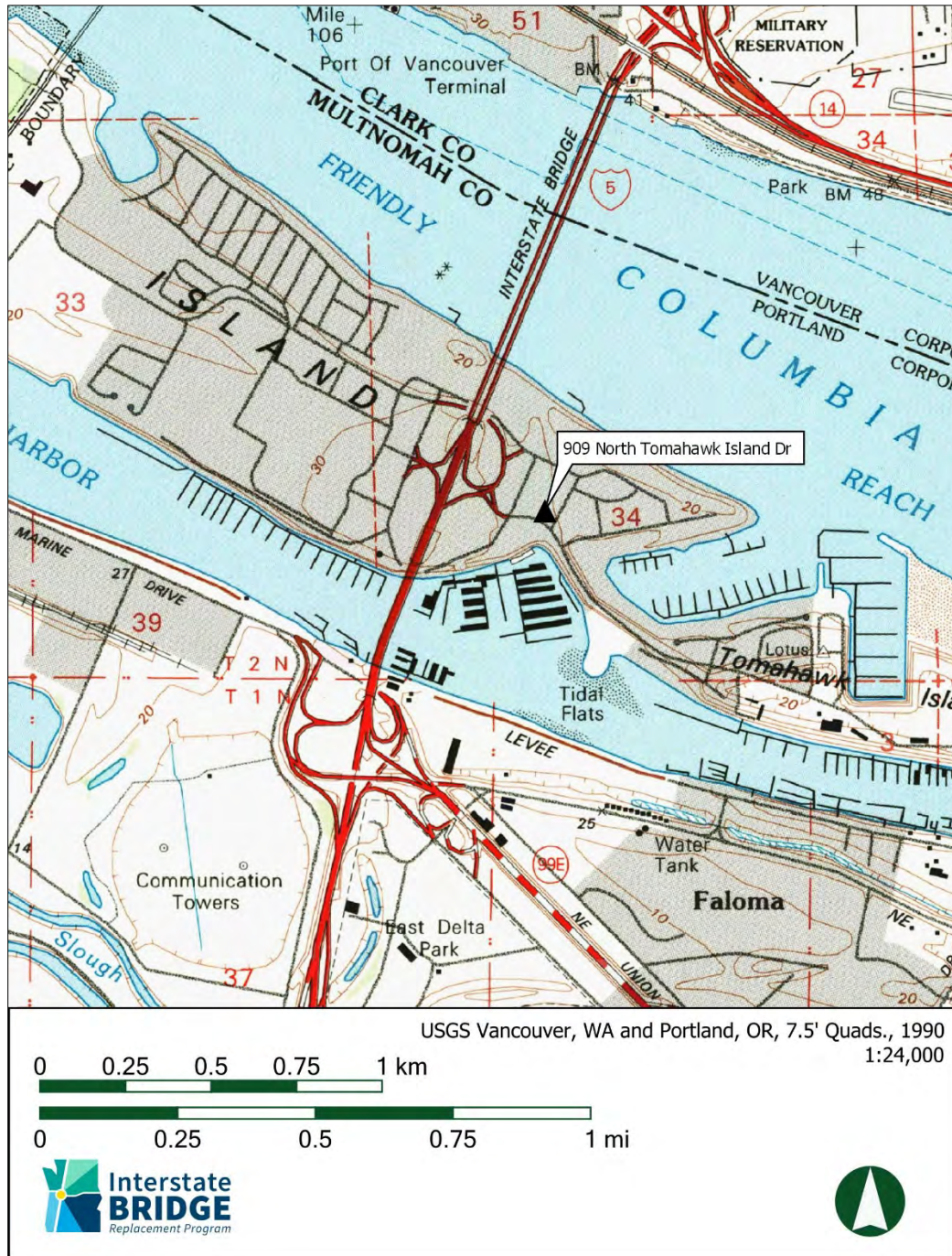


Figure 2. Location map of Hayden Island Inc. Building in Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of Hayden Island Inc. Building showing the recommended NRHP boundary in white.

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Figure 4. Annotated 2021 Aerial photo of the building shows the approximate outline of the building's outer walls recessed under the overhanging roof. Arrows point to recessed entries on the building's south elevation (Portland Maps).

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Figure 5. Hayden Island Inc. Building, south elevation, view facing northeast. Arrows point to recessed entries (Google Street View Street View, September 2019).



Figure 6. Hayden Island Inc. Building, east elevation, view facing northwest. Arrow points to diagonal wall near side entrance. Note rear wing of building with shallow roof overhang and no mansard roof awning (WillametteCRA, January 16, 2023).

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Figure 7. Hayden Island Inc. Building, west elevation on the left and south elevation on the right, view facing east (Google Street View, July 2017).



5 Figure 8. Hayden Island Inc. Building, south elevation on the left and landscaping in foreground (Google Street View, October 2021).

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Figure 9. Annotated 2021 aerial photo of the building showing approximate changes to the floor plan. The solid outline marks the approximate outer perimeter walls of the building when constructed in 1972. The dotted outline marks the 1981 north wing addition. The arrow points to a small rectangular area added between 1981 and 1986. The dashed line marks the 2005 additions. The unmarked areas are the roof overhangs and shed roof awning (Bing, 2021).

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Figure 10. Bird's eye view of the Hayden Island Inc. Building (center) in June 1973. Arrow points to one of the original trapezoidal caps on a corner of the building's overhanging roof (National Archives and Records Administration, Identifier: 548023).



Figure 11. 1974 Aerial photograph of Hayden Island Inc. Building (bottom center) and undeveloped land to the north (Portland Maps, 1974).



Figure 12. 1980 aerial photograph shows expanded parking lots connecting the office campus with the Hayden Island Inc. Building (Portland Maps 1980).

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Figure 13. Hayden Island Inc. Building, west elevation, view facing north from adjacent property. Note that this elevation was inaccessible (WillametteCRA, January 16, 2023).



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Street Address: North Jantzen Beach Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R495896	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.61021°, -122.67370°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: Domestic - Multiple dwelling	Construction Date: ca. 1973
Historic Use: Domestic - Multiple dwelling	Alterations & Dates: N/A
Architectural Classification / Resource Type: N/A / Multi-family Residential Complex	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling	
Window Type & Material: Sliding, Metal & Vinyl	Exterior Surface Materials: Primary: Vinyl Secondary: N/A Decorative: N/A	
Roof Type & Material: Gable - Side, Asphalt/Composition - Shingle	Plan Type: Cluster complex / Rectangle	
Structural System Type: Wood - Platform Frame	Changes to Structures:	
Number of Stories: 1 / 2.5	Category:	Change Level:
	Plan	Intact
Styles: N/A	Windows	Moderate
	Cladding	Intact
Register Status: Not Listed	(Other)	N/A
	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

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Figure 1. View of Jantzen Beach Village Condominiums from west, showing typical residential building and west recreation building (WillametteCRA, June 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

Jantzen Beach Village Condominiums, located on North Jantzen Avenue in Portland, Multnomah County, Oregon, is a multi-family residential complex consisting of twenty-two buildings that lack the characteristics of a distinctive architectural style. The complex was constructed ca. 1973.¹ Of the twenty-two buildings, twenty are multiunit
 5 condominium buildings, while the remaining two are community recreational buildings associated with amenities such as pools and recreation courts. The property is located on a trapezoid-shaped parcel bounded to the north by the adjacent Hayden Island Plaza (700 North Hayden Island Drive, IBR ID OR114) commercial property and North Hayden Island Drive, to the east by North Hayden Island Drive, to the south by North Hayden Bay Drive, and to the east by North Tomahawk Island Drive and North Jantzen Beach Avenue.

10 The twenty residential buildings share a common design, with minor variances in the widths of buildings dependent on their location within the parcel and orientation to the associated parking areas. All twenty residential buildings have rectangular footprints measuring approximately 50 feet deep and ranging from approximately 66 to 125 feet wide. Each consists of a side-gable roofed two-and-a-half story central mass and side-gable roofed two-
 15 story wings, with the central mass set back from the exterior plane of the wings. The first-story rooflines have deep overhangs and are supported by square wood posts, creating porches for first-story units. Buildings have skylight openings in their first-story roofs in front of the recessed central massing, typically adjacent to the porches of the first-story units. The first-story porches are delineated by a concrete half-wall between adjacent units. Second-story units are accessed via metal and wood stairs on each side of the buildings. These stairs ascend to cantilevered porches covered by side-gabled roofs supported by slim metal poles. The residential buildings have
 20 poured concrete foundations, wood frame construction, vinyl siding cladding, and asphalt/composition shingle roofing. The fenestration of the residential buildings is largely consistent across the complex. On the buildings' first stories, metal or vinyl two-sash sliding windows are located at the outer edges of each massing and next to a unit's entrance door on the building's first story, while on the second story, two-sash sliding windows are placed at the outer edges of each of the central and wing masses. Some first-floor units in the complex have window boxes.
 25 The design and materials of entrance doors vary across units, though most units have a metal or vinyl screen door, as well as fully paneled wood doors or a wood door with a central glass pane or transom.

The two recreational buildings are both one-story in height and generally share the design and materials of the residential buildings. The buildings have poured concrete foundations, wood frame construction, vinyl siding
 30 cladding, and asphalt/composition shingle roofing. The visible fenestration of both buildings consists of slim rectangular vinyl window pairs. The western of these two buildings has the same form as the residential buildings, with a slightly larger one-story central massing and flanking subordinate wings. It is associated with an irregular semicircular pool, located adjacent to the rear of the building. The eastern recreation building has multiple one-story shed-roofed massings. It is associated with an oval pool and clay recreation court, located adjacent to the north and west of the building, respectively.

35 Parking areas run along the outer edges of the parcel along North Hayden Bay Drive and the Hayden Island Plaza property boundary, with a central area bisecting the complex from North Jantzen Beach Avenue to North Hayden Bay Drive. Sixteen carports, each measuring approximately 20 feet deep and ranging from approximately 20 to 60 feet wide are located along parking areas, either adjacent to the property boundary across the parking area from residential buildings or adjacent to them. Parking areas along the property's boundaries with North

¹ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report* (Portland, OR: WillametteCRA, 2023), 51.



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Hayden Bay Drive and North Hayden Island Drive are flanked by curbed landscape areas. Smaller curbed landscaping areas jut into the parking areas where they intersect or are adjacent to carports. Open greenspace fills the area between the east and west groupings of residential buildings, with paved walkways between buildings and each of the complex’s recreational buildings.

- 5 Alterations to the Jantzen Beach Village Condominiums appear to have been limited to material replacements. Since the property’s construction, the footprints of the twenty-two buildings within the complex do not appear to have changed.² It appears roofing materials of the buildings have been replaced, as the current dark gray color of the materials differs from the reddish color of the materials photographed in 1973.³ Additionally, the variation in window and door materials among the complex’s units suggests that these features have been replaced over
- 10 time.

Boundary Description

The recommended National Register of Historic Places (NRHP) boundary of the Jantzen Beach Village Condominiums is defined as the boundaries of its tax lot: Multnomah County Parcel No. R495896.

INTEGRITY

- 15 Jantzen Beach Village Condominiums retains integrity of location, as the buildings remain in their original location. As one of the earlier developments on the northeast tip of Hayden Island, the property’s setting changed in the years immediately following its construction as additional developments filled in remaining vacant parcels. However, adjacent properties are similar in type and/or scale, such as Columbia Point Condominiums (built ca. 1990), Riverside East (built ca. 1990), and the Waterside Condominiums (built ca. 2006) to Jantzen Beach Village
- 20 Condominiums and Hayden Island Plaza.⁴ Given this similarity in property type and/or scale, these later developments had a limited impact on the property’s overall integrity of setting. The property retains integrity of design as the complex’s arrangement of buildings and associated parking and greenspace areas within the complex have not changed. In addition, the footprints and design of all individual buildings remain the same. The property’s integrity of materials has been slightly diminished by the replacement of roofing materials throughout the complex and of features on individual units such as window and doors. Replacement windows and doors used
- 25 different materials but did not differ in size or placement from the original. These alterations have slightly changed the appearance of buildings within the complex, as the grey color of the current roofing materials differs from the reddish color of the original, and replacement fenestration has varied the color and appearance of windows and doors throughout the complex. Analysis of the property’s integrity of workmanship is limited by the buildings’ lack
- 30 of elements of craftsmanship such as decorative detailing. The property retains integrity of feeling and association. As the complex retains its original layout and building designs and alterations to individual buildings have been limited, the property remains recognizable as an early 1970s multi-family residential complex. It maintains its association with Hayden Island’s corporate development through its presence in a comprehensively planned area of the island, surrounded by developments also constructed by Hayden Island, Inc.

² “Historic Aerial View of Vancouver, Washington 98660 1981-2020,” Nationwide Environmental Title Research, Accessed June 29, 2023, <https://www.historicaerials.com/viewer>; Google Earth Pro, “Portland, Oregon, 97217, Aerial Photograph” (Mountain View, CA: Google, LLC, 2023), Accessed June 29, 2022.

³ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*, 51.

⁴ “Historic Aerial View of Vancouver, Washington 98660 1981-2020,” Nationwide Environmental Title Research, Accessed June 29, 2023, <https://www.historicaerials.com/viewer>; Google Earth Pro, “Portland, Oregon, 97217, Aerial Photograph” (Mountain View, CA: Google, LLC, 2023), Accessed June 29, 2022.



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5 Overall, the property maintains integrity in a majority of aspects of integrity. It retains integrity of location, design, workmanship, feeling, and association. While its original setting was filled in with adjacent developments after its construction, these developments are consistent with the property in type and/or scale and other properties in the vicinity. The property’s integrity of material has been diminished by alterations to individual buildings, but overall, the complex retains the majority of its original materials. Therefore, the Jantzen Beach Village Condominiums retains sufficient integrity to convey significance.

STATEMENT OF SIGNIFICANCE

10 Jantzen Beach Village Condominiums, located on the northeast end of Hayden Island in Portland, Oregon, was developed by Hayden Island, Inc. ca. 1973.⁵ The property has been a multi-family residential complex since its construction.

Hayden Island Development

15 The earliest European American settlement of Hayden Island (formerly known as Vancouver Island) is reported to be the property of Gay and Mary Jane Hayden in 1856, though this was not recorded in the General Land Office survey of the area in 1860. The Haydens claimed 644 acres along the Columbia River, including Hayden Island, which were officially issued in 1866. By the turn of the twentieth century, much of Hayden Island had been acquired by the Portland Electric and Railway Company (later the Portland Electric Power Company and then Portland General Electric) to prevent competitive developments to its ferry business between Portland, Oregon, and Vancouver, Washington.⁶

20 The Hayden Island Amusement Company, operated by William A. Logus and Leo F. Smith, purchased 40 acres on Hayden Island from the Portland Electric Power Company in 1927, intending to develop an amusement park on the island. The Hayden Island Amusement Company’s Jantzen Beach Amusement Park opened the following year on May 26, 1928, financed in part by Jantzen Knitting Mills, a Portland apparel company. The park was hailed as the “Coney Island of the West,” and provided recreational opportunities for residents of Portland and Vancouver and was a key marketing tool of both Hayden Island developers and Jantzen Knitting Mills. Hayden Island Amusement Company looked to expand their holdings on the island in 1939, purchasing additional lands from Portland General Electric, including the eastern tip of Hayden Island, though Portland General Electric retained almost 500 acres of the island’s west side. During this period Hayden Island Amusement Company was reincorporated as the Hayden Company, Inc., as the company sought to expand its range of developments on Hayden Island to include residential and commercial developments. The company’s first housing development, Jantzen Village, was built in 1942 on the southeast shoreline of the island to provide residences for the influx of wartime laborers to Portland. This early housing development was replaced with the current commercial development in the 1960s.⁷

35 The Hayden Company ownership of the eastern tip of the island was briefly threatened in 1959 when the state of Oregon asserted ownership of thirty-seven acres along the northeast shoreline based on an Oregon statute that provided state ownership of land covered by navigable water, which included this area based on initial surveys. The state considered developing the site as a recreational area but abandoned the project due to prohibitive costs

⁵ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*, 44, 46.
⁶ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 44, 46.
⁷ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 46–47.



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and ultimately sold the property back to the Hayden Company. In the early 1960s, the Hayden Company again changed its name, first referred to as the Hayden Island Development Company and then Hayden Island, Inc.

Hayden Island, Inc. aggressively pursued further development of the island in the 1960s and 1970s, building off the 75-unit manufactured home community constructed in 1964 on the island’s north shore. In 1967, the company announced a 12-year, \$25 million plan for the comprehensive development of the island. Over the next 10 years, Hayden Island, Inc. constructed a regional shopping center, the Jantzen Beach Center, and two hotels, the Thunderbird at Jantzen Beach and the Red Lion at Jantzen Beach, as well as numerous high- and low-rise apartments, townhouse communities, and houseboat moorages. The Jantzen Beach Center was the crown jewel of Hayden Island, Inc.’s developments, constructed on the former site of the Jantzen Beach Amusement Park, which had ceased operation in the 1960s following state acquisition of additional acreage for expansion of the I-5 interchange. The shopping center was designed by Seattle architect John Graham and opened in September 1972, with notable national chains including Montgomery Ward and Co., Newberry’s, and Payless Drugs.⁸

Hayden Island, Inc. was acquired by the Pittsburg-based Hillman and Co. in 1977 but continued the development of Hayden Island as a subsidiary of this company. By the later 1970s, the island had approximately 2,200 residents and operated all its own public services except for a fire department. Hayden Island, Inc. resisted annexation into the City of Portland in the late 1970s, successfully campaigning against local ballot measures in 1977 and 1979. Hayden Island was ultimately annexed in 1986. At that time, development of the island was limited to its eastern end around I-5. By 1994, development had expanded to its current western limit along the Oregon Slough Railroad Bridge, and almost all the few remaining empty parcels to the east of the rail line were filled in.⁹

Jantzen Beach Village Condominiums

Jantzen Beach Village Condominiums was developed by Hayden Island, Inc. ca. 1973, based on its presence in an aerial photograph of Hayden Island from that year.¹⁰ The property’s depiction in Hayden Island, Inc.’s 1975 Proposed Hayden Island Comprehensive Plan suggests the development company was responsible for its construction. However, the architect and builder of the complex is unknown. Information about Jantzen Beach Village Condominiums since its construction is limited, but it has remained a complex of privately owned condominium units. Since 1989, the complex has been administered by the Association of Unit Owners of Jantzen Beach Village Condominiums, a non-profit organization comprised of individual unit owners.¹¹

Postwar Multi-Family Residential Complex Architecture

In the decades after World War II, the demand for housing increased rapidly in America’s urban centers. While the development of large tracts of single-family houses was suitable for cities in regions with available land, new forms of multi-family housing were necessary to address housing shortages where land was limited. Building off pre-war multi-family designs, such as the bungalow court and courtyard apartment buildings, new multi-family

⁸ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 48–54.

⁹ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 50, 54; “Historic Aerial View of Vancouver, Washington 98660 1981–1994,” Nationwide Environmental Title Research, Accessed June 26, 2023, <https://www.historicaerials.com/viewer>.

¹⁰ Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 51.

¹¹ “Association of Unit Owners of Jantzen Beach Village Condominium,” Bizapedia.com, Accessed June 29, 2023, <https://www.bizapedia.com/or/association-of-unit-owners-of-jantzen-beach-village-condominium.html>.



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residential forms emerged.¹² The first postwar multi-unit building complex type, a garden apartment complex, was prominent in the late 1940s and 1950s and consisted of connected single-story buildings clustered around interior landscaped areas with a shared parking area accessed from the street. The garden apartment complex was succeeded by the club-type complex, which increased the scale of the building from one to two or three stores while maintaining the connectivity of buildings and their layout around a shared open space. Club-type complexes were widely constructed in the 1960s and 1970s, catering to the more affluent or specific populations such as retirees with features and amenities such as an individual bathroom for every bedroom, elevators, balconies and patios, and community amenities such as clubhouses, pools, recreational courts, and auditoriums. Roughly contemporaneous with the club-type were townhouse groups or cluster complexes, consisting of individual buildings that contained two to four units arranged along internal streets that served as parking areas. These complexes were typically more affordable than club-type complexes and offered few community amenities attracting the growing class of single young professional or child-free couples of the 1970s.¹³ Architect-designed iterations of these complex types often applied regional or historical architectural motifs to these complex types, with design elements hinting toward the Revival styles of the early 20th century or the sub-styles of the Modern movement.¹⁴ However, the basic site arrangement of the cluster complex was widely adaptable to a variety of parcel sizes and shapes, resulting in a proliferation of complexes with simple multi-unit buildings lacking distinctive architectural styles.

National Register of Historic Places Eligibility

Parametrix recommends that the Jantzen Beach Village Condominiums is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

Based upon an evaluation of Jantzen Beach Village Condominiums within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the property is associated with planned urban development on Hayden Island as undertaken by Hayden Island, Inc. between 1967 and 1979, this association is not comparatively strong enough to meet the threshold for NRHP significance. The property was one of Hayden Island, Inc.'s earlier developments on the east side of the island and one of the first multi-family residential complexes developed as part of that 12-year development plan. However, it is one of many such properties developed by Hayden Island, Inc. during this period and is not otherwise distinct in its expression of an important planning or development trend.

Jantzen Beach Village Condominiums does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

¹² SurveyLA, "Los Angeles Citywide Historic Context Statement, Context: Residential Development and Suburbanization, 1880-1980, Theme: Multi-Family Residential Development, 1895-1970," (Los Angeles, CA: City of Los Angeles, Department of City Planning, Office of Historic Resources, August 2021), 40-61.

¹³ "Multi-family Private Housing Since World War II," Society of Architectural Historians, Accessed June 29, 2023, <https://sah-archipedia.org/essays/TH-01-ART-005>; SurveyLA, "Los Angeles Citywide Historic Context Statement, Context: Residential Development and Suburbanization, 1880-1980, Theme: Multi-Family Residential Development, 1895-1970," 65-70.

¹⁴ "Multi-family Private Housing Since World War II," Society of Architectural Historians, Accessed June 29, 2023, <https://sah-archipedia.org/essays/TH-01-ART-005>.



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5 Jantzen Beach Village Condominiums is an example of a cluster multi-family residential complex that lacks a distinct architectural style; however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C. The layout of Jantzen Beach Village Condominiums is typical of such complexes, with its arrangement of building clusters around landscaped areas and community amenities or along circulation routes that doubly serve as parking areas. However, the complex's buildings lack the stylistic overlay seen in significant examples and are constructed of common materials. Likewise, the landscaped courtyard of the complex is indistinct, lacking clear design intention and the features of more prominent examples such as fountains or flowerbeds. Additionally, no architect was identified for its design, and thus the property is not considered the work of a master architect.

10 Jantzen Beach Village Condominiums is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

15 In summary, the Jantzen Beach Village Condominiums does not possess sufficient significance under Criteria A, B, C, or D. Parametrix recommends the resource not eligible for listing in the NRHP.



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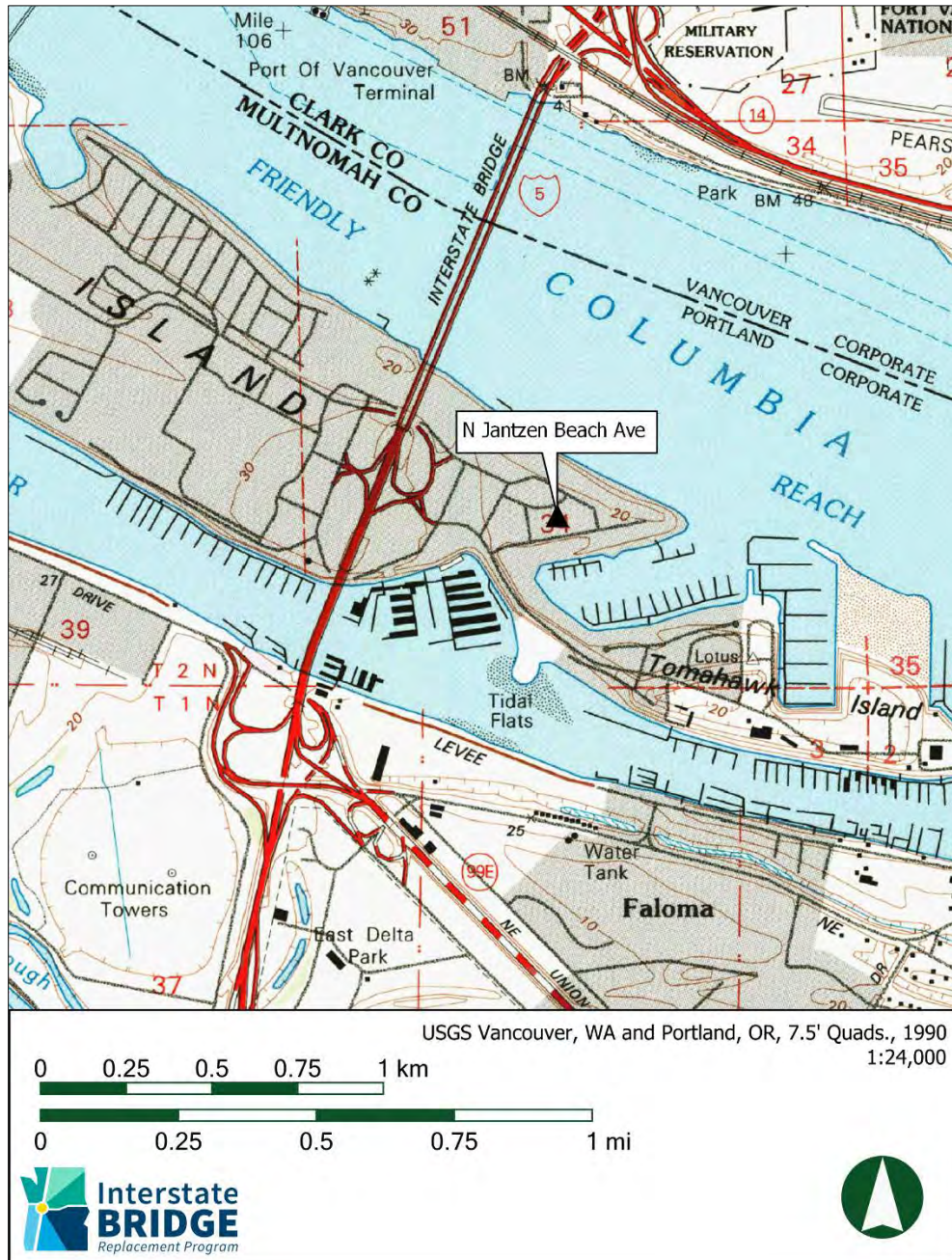


Figure 2. Location map of Jantzen Beach Village Condominiums (North Jantzen Beach Avenue), Portland, Multnomah County, Oregon.

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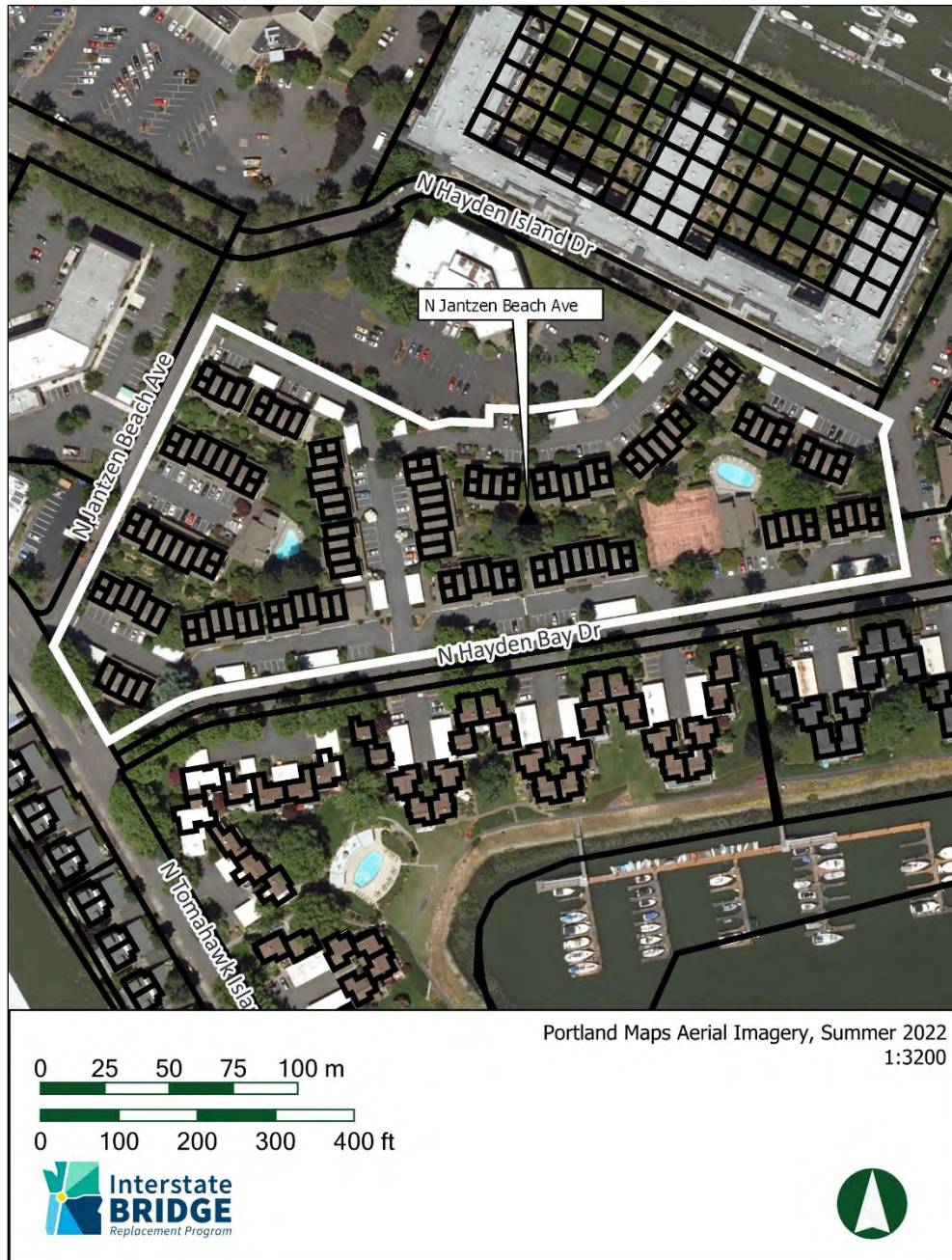


Figure 3. Aerial map of Jantzen Beach Village Condominiums (North Jantzen Beach Avenue), Portland, Multnomah County, Oregon, showing recommended NRHP boundary in white.

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Figure 4. View of Jantzen Beach Village Condominiums from southeast, showing typical residential building (WillametteCRA, June 2023).

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Figure 5. View of Jantzen Beach Village Condominiums from east, showing east recreation building (WillametteCRA, June 2023).

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Figure 6. View of Jantzen Beach Village Condominiums from west, showing typical parking area (WillametteCRA, June 2023).

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Figure 7. Aerial view of Hayden Island from southeast in 1973, showing Jantzen Beach Village Condominiums at right (Alsobrook, et al. 2023).



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Property Name: Hayden Island Yacht Club Clubhouse / The Clubhouse (OR 120)	SHPO Resource ID: TBD
Street Address: 12050 North Jantzen Drive	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E34C-01700	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.609354°, -122.677226°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: SOCIAL / meeting hall	Construction Date: 1972
Historic Use: SOCIAL / clubhouse	Alterations & Dates: ca. 2018 to 2023, exterior cladding and alterations to porte-cochère
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Maritime History, Social History

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material: Fixed - Metal	Exterior Surface Materials: Primary: Wood - T1-11 Secondary: N/A Decorative: Metal	
Roof Type & Material: Asphalt - Shingle		
Structural System Type: Wood - Post and Beam	Plan Type: Rectangular	
Number of Stories: One-story with two-story section	Changes to Structures:	
Styles: Modern / Northwest Regional / Shed	Category:	Change Level:
	Changes to Plan	Minimal
Register Status: Not Listed	Changes to Windows	Minimal
	Changes to Cladding	Extensive
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor	Changes to Setting:	Moderate
	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	

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Figure 1. Hayden Island Yacht Club Clubhouse, north elevation, view facing southwest (WillametteCRA, May 4, 2023).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The Hayden Island Yacht Club Clubhouse is a Modern-style yacht club clubhouse located on Hayden Island in Portland, Multnomah County, Oregon. Upon the island, the building is situated within an irregularly shaped, 3.72-acre tax lot located along the north bank of North Portland Harbor. The tax lot is bounded by an adjacent commercial development to the northeast, North Portland Harbor to the south, and the alignment of North Jantzen Drive to the northwest (Figures 2 and 3).

10 The area around the Hayden Island Yacht Club Clubhouse is part of a commercial belt that covers much of the eastern half of Hayden Island. Bisected by Interstate 5, the area is overlaid by a curvilinear network of local side streets which provide vehicular access to the other low-rise commercial developments located to the north, southwest, and northwest of the subject property. The footprints of nearly all these developments occupy only a small portion of the tax lot while the remainder is covered with asphalt-paved parking lots, often outlined by landscaped medians. The developments on Hayden Island located east of North Jantzen Drive and south of North Tomahawk Island Drive are afforded marine views of boat moorages and floating homes along the north bank of North Portland Harbor.

15 The Hayden Island Yacht Club Clubhouse is located on the north bank of North Portland Harbor and overlooks a moorage for boats and floating homes. A vacant commercial retail building is located immediately to the northeast beyond a cluster of trees. A small restaurant building is located immediately to the southwest. There is an asphalt-paved parking lot located to the west and northwest of the building (Figures 3, 4, and 5).

20 The building has a rectangular footprint measuring approximately 75 feet from north to south and approximately 60 feet from east to west (note that the building is oriented approximately 30 degrees off of true north). The north half of the building sits atop a concrete slab foundation, while the south half of the building is supported on wooden pilings. The building has a split-level form: the west two-thirds of the building is a single story tall, and the east one-third of the building is one-and-one-half stories tall. The main level is capped with a symmetrical, side-gabled roof, while the taller east end of the building is capped with an asymmetrical, bi-directional shed roof form with a band of clerestory windows along the ridge line. The roofs are clad with asphalt composition shingles (Figure 1).

30 The north, east, and south elevations are clad with painted plywood (Figure 6). The west-facing elevation of the asymmetrical, bi-directional shed roof form is also clad with painted plywood. A small porch with a shed roof extends from the north elevation and is supported by two square wood posts (Figure 1). Projecting wood-framed balconies are located along the south elevation. The larger of the two balconies extends approximately 6 or 7 feet out from the main level of the building. The side-gabled main roof extends out to protect the full depth of the balcony. This roof overhang is supported with six equally spaced exposed glue-laminated (glulam) beams. A smaller balcony projects approximately 6 or 7 feet out from the upper level of the building. The shed roof extends out to protect the full depth of each balcony. This roof overhang is supported with three equally spaced exposed glulam beams. Painted metal posts connect the balcony floor framing with the overhanging exposed glulam beams. Painted metal guardrails surround the balconies (Figure 7).

35 There is relatively little fenestration on the north, east, and south and east elevations. There are two large picture windows located in the south half of the west elevation. Both of these windows have dark-tinted glazing. A



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5 single metal slab egress door is located in the north half of the west elevation (Figure 6). The building’s principal entry is through a set of painted wood double doors on the north elevation of the building facing the parking lot. A pair of clear glazed sidelights flank these doors. There is a single metal slab egress door located at the east elevation. At the south elevation overlooking the boat moorage, there are four large picture windows at the main level of the building. A glass door with a wide sidelight is located to the west of the easternmost picture window and allows access to the covered balcony. The other three picture windows are located to the west of the door and sidelight. All the windows and the door have dark tinted glazing. There is a single glass door and wide sidelight at the upper-level balcony. This door and window also have dark-tinted glazing (Figure 8).

The interior of the building was not accessible at the time of survey.

10 Alterations

The cladding of the building appears to have been replaced between ca. 2018 and 2023. According to a historic photograph from 1972, the original cladding was vertical wood planks with exposed graining and knotting (Figure 9). The replacement cladding is painted plywood. The front entry porch roof has also been extensively altered during this same time period. In addition to these alterations to the building, the original “HIYC” initials and burgee signage are no longer extant on the front elevation of the building, and the “Hayden Island Yacht Club” sign and flagpole have also been removed (Figures 1 and 9).

Boundary Description

20 The former Hayden Island Yacht Club Clubhouse is located at 12050 North Jantzen Drive and is currently a commercial property (Figures 2 and 3). The building is situated on an irregularly shaped, 3.72-acre tax lot (2N1E34C-01700) located along the north bank of North Portland Harbor. The tax lot is bounded by an adjacent commercial development to the northeast, North Portland Harbor to the south, and the alignment of North Jantzen Drive to the northwest. The tax lot includes three other buildings, as well as multiple small-scale structures, asphalt-paved parking areas, and landscape features—none of which are associated with the significance of the resource. Because of this, the recommended National Register of Historic Places (NRHP) boundary of the
25 Hayden Island Yacht Club Clubhouse is defined by its footprint (Figure 3).

INTEGRITY

30 The National Park Service requires that historic properties retain sufficient historic integrity from their period of significance (here recommended as 1972 to 1982) to convey their significance. Integrity is assessed according to seven aspects, specifically location, design, setting, materials, workmanship, feeling, and association. The former Hayden Island Yacht Club Clubhouse is located in its original location on Hayden Island in Portland, Multnomah County, Oregon. Both the cladding and front entry porch have been substantially altered. However, the building retains most of its character-defining features indicative of its amalgam of Northwest Regional and Shed architectural styles, including its wood post and beam construction, asymmetrical floor plan, boxy asymmetrical form, minimally decorated exterior, large floor-to-ceiling windows, multiple low slope roof planes with broad
35 overhanging eaves, and clerestory windows. The primary setting of the building consists of an adjacent commercial development to the northeast, North Portland Harbor to the south, asphalt-paved parking areas to the west and northwest. The setting has changed somewhat due to the loss of landscaping elements such as the “Hayden Island Yacht Club” signage and flagpole, however, the setting is still consistent with the period of significance since the building has not lost its relationship with the adjacent North Portland Harbor. The building is



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currently used for commercial uses, though it is no longer used by the Hayden Island Yacht Club. In summary, while its integrity of materials, workmanship, and association have been somewhat diminished, the building retains its integrity of location, setting, design, and feeling.

STATEMENT OF SIGNIFICANCE

5 Recreational Boating in Portland

Water transportation has been important in the Pacific Northwest since time immemorial.¹ The Native Peoples of the region used canoes to travel on the Columbia and Willamette Rivers and also along sections of the coastal and inland rivers.² Water transportation remained critical even after the arrival of European Americans in the region. The early European American settlers of Portland noted that the watercraft on the rivers included “canoes, boats, sail boats, [and] anything that could be floated on the water bearing goods or men.”³ In 1850, the first steamboat began service on the Columbia River between Astoria and Portland, and steam navigation on the Willamette River was commonplace by the mid-1850s. Steamships also connected Portland with other cities on the West Coast, such as San Francisco and Seattle.⁴

Due in large part to the delay in establishing rail connections to the rest of the Pacific Northwest and the United States (U.S.), water transportation remained an important means to carry both heavy freight and passengers over long distances in Oregon until the late 1890s. In 1869, the transcontinental railroad between Council Bluffs, Iowa and Oakland, California was completed.⁵ However, railroad development in Oregon progressed more slowly than in other parts of the U.S., and Portland was not linked to the national railroad network until 1883.⁶ After railroads captured the long-distance freight and passenger market, boats on the Columbia and Willamette Rivers shifted to moving log booms and barges of bulk goods.⁷

The early European American residents of Portland also used the Columbia and Willamette Rivers for recreation. In the summer of 1869, several sailing enthusiasts and yacht owners founded the Portland Yacht Club.⁸ Current research indicates that this was the earliest yacht club organized in Portland and was active until about 1876. The yacht club issued formal rules and held regattas (sailboat races), including a race in July 1876 on the Willamette

¹ “Indigenous History of Oregon,” Pacific University Libraries, accessed March 6, 2023, <https://pacificu.libguides.com/c.php?g=1050460&p=7794169>.

² Richard H. Engeman, “Wooden Beams and Railroad Ties: The History of Oregon’s Built Environment,” Oregon History Project, accessed March 6, 2023, <https://www.oregonhistoryproject.org/narratives/wooden-beams-and-railroad-ties-the-history-of-oregons-built-environment/native-ways-and-explorers-views-before-1800/transportation-and-building-before-1800/>.

³ Joseph Gaston, Portland, Oregon: Its History and Builders.

⁴ William L. Lang, “Oregon Steam Navigation Company,” Oregon Encyclopedia, accessed March 6, 2023, https://www.oregonencyclopedia.org/articles/oregon_steam_navigation_company/.

⁵ Randall V. Mills, “A History of Transportation in the Pacific Northwest,” Oregon Historical Quarterly 47, no. 3 (1946):288. <http://www.jstor.org/stable/20611695>.

⁶ “A History of Transportation in the Pacific Northwest,” 291.

⁷ “A History of Transportation in the Pacific Northwest,” 301.

⁸ “Portland Yacht Club,” *Oregonian* (Portland, OR), July 13, 1869, 3.



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River celebrating the centennial of the Declaration of Independence.⁹ Newspaper accounts from the late 1890s suggest that the sailors and yacht owners lacked sufficient organizational capabilities and were unable to form another cohesive group after the Portland Yacht Club became defunct.¹⁰

5 In contrast with the apparent lack of organization among early yacht owners in Portland, male competitive rowing became an extremely popular and highly organized activity during the late 1800s. In 1876, a group of competitive rowers organized the Willamette Rowing Club, which was active until 1898.¹¹ Around 1879, another group of rowers started the Portland Rowing Club, also known as the Portland Rowing Association.¹² Like the yacht club, the rowing clubs also held regattas on the Willamette River.

10 Recreational boating in Portland during the late 1800s and early 1900s primarily took place on the Willamette River.¹³ Between 1890 and 1900, the Portland Rowing Club built a floating boathouse near the east end of the Morrison Street Bridge, where they stored their racing sculls and other equipment. The club's boathouse was also their center for social activities off the water.¹⁴ In 1907, the Portland Rowing Club built a three-story clubhouse at the foot of SE Ivon Street on the east bank of the Willamette River, near the present-day location of the Portland Boathouse Launch Area at 306 SE Ivon Street.¹⁵ This large building was one of the first facilities in Portland
15 constructed specifically for recreational boating activities.

20 After years of disorganization among Portland sailing enthusiasts, several wealthy yacht owners founded the Oregon Yacht Club (OYC) in about 1898 or 1899.¹⁶ Like the rowing clubs before them, the OYC members concentrated their recreational boating activities along the Willamette River. In 1902, the OYC bought an old sternwheeler steamboat and moored it on the east bank of the Willamette River immediately south of the present-day Hawthorne Bridge.¹⁷ About two years later the OYC grew frustrated with adjacent floating homes hindering their aquatic activities and moved their club headquarters to a new location on the east bank of the Willamette

⁹ "Portland Yacht Club Sailing Rules," *Oregonian* (Portland, OR), July 2, 1873, 3; "Centennial Celebration: The Regatta," *Oregonian* (Portland, OR), July 6, 1876, 3.

¹⁰ "Most Prosperous Year," *Oregonian* (Portland, OR), February 20, 1899, 10.

¹¹ "City: Aquatics," *Oregonian* (Portland, OR), July 10, 1876, 3; "City: Rowing Club," *Oregonian* (Portland, OR), June 12, 1878, 3; "An Astoria Exhibit: Rowing Club to Be Organized," *Oregonian* (Portland, OR), August 27, 1898, 6.

¹² "Brief Notes," *Oregonian* (Portland, OR), September 20, 1879, 5.

¹³ Lawrence Barber, "Cruising and sailing *Oregonian* style," May 17, 1970, 176.

¹⁴ "Flashing Oars and Swelling Sails," *Oregonian* (Portland, OR), June 10, 1900, 25; "Rowing Club Smoker," *Oregonian* (Portland, OR), April 22, 1900, 25.

¹⁵ "Will Build New Home," *Oregonian* (Portland, OR), February 10, 1907, 8; "Clubhouse Near Completion," *Oregonian* (Portland, OR), September 1, 1907, 37; "New Clubhouse of Portland Rowing Club Is Completed," *Oregonian* (Portland, OR), October 18, 1907, 12; "Rowing Club Smoker," *Oregonian* (Portland, OR), April 21, 1908, 5; "Rowing Club Opens House," *Oregonian* (Portland, OR), April 22, 1908, 7.

¹⁶ Note: Confusingly, it appears that newspaper articles also used the phrase "Portland Yacht Club" to describe the "Oregon Yacht Club" organization. "Oregon Yacht Club History," Oregon Yacht Club, accessed March 6, 2023, <https://www.oregonyachtclub.com/history/>; "On the River," *Oregonian* (Portland, OR), March 27, 1899, 10; "Portland Yacht Club Notes," *Oregonian* (Portland, OR), August 14, 1910, 6.

¹⁷ "Oregon Yacht Club History," Oregon Yacht Club, accessed March 6, 2023, <https://www.oregonyachtclub.com/history/>; "New Officers and Clubhouse of Oregon Yacht Club," *Oregonian* (Portland, OR), April 7, 1902, 8.



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River just north of the present-day Sellwood Bridge and south of present-day Oaks Park.¹⁸ In 1905, the OYC had approximately 200 members and built a new clubhouse at The Oaks (currently known as Oaks Park).¹⁹

5 The first boat powered by an internal combustion engine appeared on the Willamette River around 1904.²⁰ Like early automobile owners, the early adopters of these motorboats were generally wealthy, younger men.²¹ By 1908, there were approximately twenty motorboats on the Willamette River, and that same year the Willamette Motor Boat [sic] Club (WMBC) was founded.²² Several of the first WMBC members enjoyed racing their cutting-edge watercraft, including Johannes E. “Johnny” Wolff (1872–1947), who in June 1908 raced the “flyers” *Vixen* and *The Wolf* at speeds approaching 30 miles per hour.²³ Another one of the early members of the WMBC was 10 Kenneth Beebe (1884–1952), president of the Beebe Company, a prominent Portland marine chandlery (outfitters and suppliers) business.²⁴ By 1909, the WMBC clubhouse was located in a floating structure moored along the east bank of the Willamette River at the present-day location of the Ross Island Bridge.²⁵ In 1910, the club’s name was changed to the Portland Motor Boat [sic] Club (PMBC), and by 1911, the club counted over 100 members.²⁶

15 By 1913, the PMBC members owned over 100 motorboats. A women’s auxiliary was also formed that same year.²⁷ In 1926, the PMBC expanded to incorporate yachts and other sailing vessels and subsequently changed the name of the organization to the Portland Yacht Club (PYC).²⁸ One of the first organized activities of the new PYC was a motorboat race celebrating the opening of the new Burnside Bridge.²⁹ The PYC also relocated the former PMBC floating clubhouse from the Willamette River to a location on the south bank of the Columbia River near the present-day intersection of NE 13th Avenue and NE Marine Drive and adjacent to the Columbia 20 Edgewater Country Club.³⁰ A new PYC clubhouse was completed at the new location of the yacht club and was the first of its kind on the Oregon side of the Columbia River.³¹

¹⁸ “Oregon Yacht Club History,” Oregon Yacht Club, accessed March 6, 2023, <https://www.oregonyachtclub.com/history/>.
¹⁹ “Wants Many New Members,” *Oregonian* (Portland, OR), April 14, 1905, 14.
²⁰ “City Interested in River Sports,” *Oregonian* (Portland, OR), April 12, 1908, 9.
²¹ “Promote Local Motor Boating,” *Oregon Journal* (Portland, OR), February 23, 1908, 42.
²² “City Interested in River Sports,” *Oregonian* (Portland, OR), April 12, 1908, 9.
²³ “Fastest Motor Boat [sic] on Coast Races Today,” *Oregon Journal* (Portland, OR), 32; “Johannes E. Wolff,” *Oregonian* (Portland, OR), September 12, 1947, 15; “Wolff Final Rites Slated,” *Oregon Journal* (Portland, OR), September 11, 1947, 10.
²⁴ Lawrence Barber, “Ramblings On the River,” *Oregonian* (Portland, Or), 21; “Kenneth Beebe, Head of Marine Firm, Dies,” *Oregon Journal* (Portland, OR), January 1, 1952, 1; “Beebe Dies In Hospital,” *Oregonian* (Portland, OR), January 2, 1952, 15.
²⁵ “Motor Boat [sic] Club Will Meet,” *Oregonian* (Portland, OR), May 7, 1909, 12; Lawrence Barber, “Cruising and sailing *Oregonian* style,” May 17, 1970, 176.
²⁶ “Fastest Motorboats [sic] On River Will Compete In Great Race To Be Held On Willamette River,” *Oregonian*, March 6, 1910, 4; “Companies Incorporated,” *Oregon Journal* (Portland, OR), March 23, 1910, 5; “Recalls Early Days When Motorboat Bug Was Just Hatched,” *Oregon Journal* (Portland, OR), May 4, 1913, 45; Lawrence Barber, “Cruising and sailing *Oregonian* style,” May 17, 1970, 176.
²⁷ “Many Fine Motor Craft Owned By Portlanders,” *Oregon Journal* (Portland, OR), May 4, 1913, 45.
²⁸ “Sail Boating Proposed,” *Oregonian*, March 5, 1926, 13.
²⁹ “Speed Boat [sic] Races At Bridge Opening,” *Oregonian* May 21, 1926, 15.
³⁰ “History,” Portland Yacht Club, accessed March 8, 2023, https://portlandyc.com/About_Us/Heritage/History.
³¹ “History,” Portland Yacht Club, accessed March 8, 2023, https://portlandyc.com/About_Us/Heritage/History; “Yacht Club Will Build,” *Oregonian* (Portland, OR), August 30, 1926, 11.



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In the years immediately following World War I (WWI), a few wealthy individuals commissioned new, custom yachts; however, a 10 percent federal luxury tax appears to have tempered the demand for new vessel construction.³² The construction costs for new, custom yachts are usually unknown, as their owners were often circumspect about the cost of the vessels. The costs for new vessels were sometimes the subject of gossip, such as the rumors that the *Winifred S.*, a new 38-foot, wooden-hulled motor cruiser built in Olympia, Washington, for the brewer Adolph Schmidt (1886–1947), cost \$6,000.³³

Ostensibly deterred by the steep costs of new yachts and the luxury tax, many new recreational boaters purchased used vessels. In 1921, the Portland Yacht Agency offered a 30-foot cedar-hulled fishing boat for \$1,550 and a 32-foot mahogany runabout motorboat for \$2,000.³⁴ In 1922, one could buy a used, 19-foot boat with an Evinrude outboard motor for only \$75 or a used, 33-foot motor launch for \$830.³⁵ Some recreational boaters even bought naval surplus WWI subchasers from the U.S. Government and converted them into yachts.³⁶

By the mid-1920s, the concept of recreational “pleasure boating” had become relatively commonplace in the Portland vicinity.³⁷ “Cruising” on the Columbia and Willamette Rivers with friends and family was a popular social activity, and sales of new and used recreational boats increased as a result of this demand. One example of the trend toward large “cruisers” was the 35-foot, wooden-hulled *Beebe Belle*, built in 1926 by William Hugo von der Werth (1865–1932) for Kenneth Beebe (1884–1952), commodore of the PYC in 1927 and 1928.³⁸ In 1928, von der Werth also completed a 40-foot, wooden-hulled express cruiser touted as the largest and most expensive boat displayed at the 1928 Portland Motor Boat Show.³⁹ In contrast with the large cruisers built for the wealthy, more modest wooden vessels could be purchased secondhand, such as a 22-foot, mahogany-hulled motorboat advertised by a member of the PYC in July 1928 for just \$350.⁴⁰

The natural beauty of the Columbia and Willamette Rivers was frequently cited as one of the primary reasons why recreational boating became so popular in the Portland area.⁴¹ However, newspaper articles from the late 1920s and early 1930s also suggested that the increased popularity of recreational boating was due to automobile

³² “Trim Yacht Launched,” *Oregonian* (Portland, OR), June 24, 1922, 14; H.W. Loweree, “What’s Doing In New York Waters,” *Power Boating* (New York, NY), February 1920, 43.
³³ “Trim Yacht Launched,” *Oregonian* (Portland, OR), June 24, 1922, 14; “New Yacht Launched,” *Seattle Daily Times* (Seattle, WA), June 23, 1922, 23.
³⁴ “The Yacht Broker: For Sale,” *Pacific Motor Boat* (Seattle, WA), April 1921, 42.
³⁵ “Boats, Launches and Marine Equipment,” *Oregonian* (Portland, OR), May 7, 1922, 15.
³⁶ “Boats, Launches and Marine Equipment,” *Oregonian* (Portland, OR), May 7, 1922, 15; “Tacoma Builders Convert Sub-Chaser to a Yacht,” *Pacific Motor Boat* (Seattle, WA), August 1921, 38.
³⁷ “Teacup Topics,” *Oregonian* (Portland, OR), July 11, 1926, 41; “Pleasure Boating Well Back On Way to Favor; Shipyards Rushed Again,” *Oregon Journal* (Portland, OR), February 5, 1928, 29.
³⁸ “Beebe Belle Launched,” *Oregonian* (Portland, OR), November 28, 1926, 30; “Von der Werth, Boatbuilder, Dies,” *Oregon Journal* (Portland, OR), May 18, 1932, 18; “William H. Von der Werth,” *Oregonian* (Portland, OR), May 18, 1932, 13; Lawrence Barber, “Ramblings On the River,” *Oregonian* (Portland, OR), 21.
³⁹ “Public Interested In Marine Display,” *Oregonian* (Portland, OR), February 5, 1928, 90; “Four Show Features,” *Oregon Journal* (Portland, OR), February 5, 1928, 50.
⁴⁰ “Boats, Marine Engines,” *Oregon Journal* (Portland, OR), July 15, 1928, 38.
⁴¹ “Oregonian To Aid Boat Enthusiasts,” *Oregonian* (Portland, OR), May 10, 1939, 22.



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5 drivers looking for relief from congested city streets and highways.⁴² Similar to the freedom once afforded by the private automobile, boat ownership was touted as another way to enjoy the wide open, natural marine highways of the Pacific Northwest. Even the onset of the Great Depression did little to dampen enthusiasm for pleasure boating, and by the late 1930s, there were approximately 3,700 powered motorboats and yachts in the Portland vicinity.⁴³

10 By the early 1930s, the continued popularity of recreational boating helped make Portland an important center for wooden boatbuilding and demand for boats remained high. Portland was also conveniently situated near large supplies of high-quality timber for wooden boat construction, such as rot resistant Port Orford cedar.⁴⁴ Exotic imported hardwoods such as teak and mahogany were also readily available from local lumber dealers.⁴⁵ Two notable boatbuilders during the 1920s and early 1930s were William Hugo von der Werth (1865–1932), who built boats at the foot of SE Morrison Street on the east bank of the Willamette River, and Clyde Reigart Dillabaugh (1890–1973), who constructed wooden boats at plant located at 7928 NE Mallory Avenue in North Portland.⁴⁶ By the early 1940s, two additional boatbuilding companies were located in North Portland: around 1934, Dewey David Gault (1898–1953) opened a moorage and boatbuilding works east of the Interstate Bridge on the south bank of North Portland Harbor, and Joel John Westerlund (1871–1939) established the Westerlund Boat and Machine Works ca. 1936 west of the Interstate Bridge on the south bank of North Portland Harbor.⁴⁷ Werner A. Albertson (1895–1969) was another notable boatbuilder who worked at the Westerlund Boat and Machine Works.⁴⁸

20 In addition to the boatbuilders, marine chandlers in Portland also did a robust business catering to both commercial shipping companies and recreational boaters. Originally established in 1884 and reorganized in 1896, the Beebe Company issued a 1,000-page catalog of their inventory, which included marine engines along with smaller outboard motors for sport fishermen.⁴⁹ The Oregon Marine and Fisheries Supply Company sold marine engines, fishing nets, propellers, pumps, and ranges.⁵⁰

⁴² "Pleasure Boating Well Back On Way to Favor; Shipyards Rushed Again," *Oregon Journal* (Portland, OR), February 5, 1928, 29; "Brief Notes About Boats," *Oregonian* (Portland, OR), July 20, 1930, 46.

⁴³ "Brief Notes About Boats," *Oregonian* (Portland, OR), July 20, 1930, 46; "Oregonian To Aid Boat Enthusiasts," *Oregonian* (Portland, OR), May 10, 1939, 22.

⁴⁴ "Trim Yacht Launched," *Oregonian* (Portland, OR), June 24, 1922, 14.

⁴⁵ "Fine Speedboat Launched at Von der Werth Yard," *Oregon Journal* (Portland, OR), March 15, 1928, 23.

⁴⁶ "Von der Werth, Boatbuilder, Dies," *Oregon Journal* (Portland, OR), May 18, 1932, 18; "William H. Von der Werth," *Oregonian* (Portland, OR), May 18, 1932, 13; Polk's Portland (Oregon) City Directory, (R.L. Polk and Company, Portland, OR, 1934), 1922; "Obituaries: Clyde Dillabaugh," *Oregon Journal* (Portland, OR), July 13, 1973, 42.

⁴⁷ "Boats, Marine Equipment," *Oregon Journal* (Portland, OR), May 24, 1936, 16; "Boats, Launches, and Equipment: Bargain," *Oregonian* (Portland, OR), September 30, 1934, 30; Polk's Portland (Oregon) City Directory, (Portland, OR: R. L. Polk and Company, 1937), 456, 1388, 1984.

⁴⁸ "Merchant Ship, Naval Vessel and Workboat Builders of the Pacific Coast," *The Log* (United States: Miller Freeman Publications), July 30, 1943, 187.

⁴⁹ "Portland Supply House Purchases Property," *Pacific Motor Boat* (Seattle, WA), November 1920, 36; "Kenneth Beebe, Head of Marine Firm, Dies," *Oregon Journal* (Portland, OR), January 1, 1952, 1; "Beebe Dies In Hospital," *Oregonian* (Portland, OR), January 2, 1952, 15.

⁵⁰ "Oregon Marine and Fisheries Supply Company," *Pacific Motor Boat* (Seattle, WA), October 1920, 68.



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5 During the U.S.' involvement in World War II (WWII) between 1941 and 1945, many powerboat owners voluntarily offered their boats to the United States Coast Guard (USCG) for use as patrol boats. One notable example was the *Tradewinds Kingfisher*, a 47-foot sport fishing charter boat designed by the Seattle naval architect Edward "Ed" Monk, Senior (1894–1973) and built by master boatbuilder Werner A. Albertson (1895–1969) in 1941.⁵¹ The white-painted hull, stained mahogany deckhouse, and brass trim of the *Tradewinds Kingfisher* were covered with a thick coat of gray paint and loaned to the USCG, which used the vessel as a patrol boat for the duration of WWII.⁵² Other motorboat owners also enrolled as volunteers in the United States Coast Guard Auxiliary (USCGA).⁵³ Nationwide, an estimated 50,000 volunteers joined the USCGA. These men freed regular USCG personnel for war duty and patrolled harbors, guarded bridges, and even conducted anti-submarine warfare.⁵⁴ Also, an additional perk for private boat owners was that volunteers in the USCGA were exempted from marine fuel rationing.⁵⁵

15 In January 1945, several months before the end of WWII, one marine service station operator correctly predicted that recreational boating would revive after the war, due in part to naval veterans becoming familiar with boats during their military service.⁵⁶ Recreational boating did indeed boom after WWII.⁵⁷ By 1956, there were at least ten yacht clubs in the vicinity of Portland and Vancouver, Washington, including the PYC.⁵⁸ By 1958, one source estimated that there were more than 7,000 registered pleasure boats on the Columbia and Willamette Rivers.⁵⁹

20 Many of these recreational boaters fueled and housed their motorboats at yacht clubs, but demand for marine service facilities also resulted in the construction of public marine filling stations, marinas, and moorages to cater to the large numbers of boaters on the Columbia and Willamette Rivers. David Dewey Gault (1898–1953) and the Westerlund family operated moorages at their respective boatbuilding and service businesses on North Portland Harbor.⁶⁰ In 1945, Steckmest and McDougall, Incorporated, opened a "super-service marine station" on the Willamette River near downtown Portland. In addition to selling marine fuel, this facility also repaired boats and propellers.⁶¹ After Gault's death in 1953, his moorage on North Portland Harbor passed through several different owners until it was purchased by the Beebe Company, which opened a new marine sales and service facility called the Totem Pole Marina in 1958.⁶²

⁵¹ NRHP Nomination, Charter Sport Fishing Cruiser *Tradewinds Kingfisher*. Oregon Historic Sites Database.
⁵² NRHP Nomination, Charter Sport Fishing Cruiser *Tradewinds Kingfisher*. Oregon Historic Sites Database.
⁵³ "USCG Auxiliary History," United States Coast Guard Auxiliary, accessed March 8, 2023, <https://join.cgaux.org/history>.
⁵⁴ "USCG Auxiliary History," United States Coast Guard Auxiliary, accessed March 8, 2023, <https://join.cgaux.org/history>.
⁵⁵ "Pleasure-Boating Gasoline Banned," *Oregonian* (Portland, OR), April 20, 1943, 4.
⁵⁶ "Chandler Firm Adds to Staff," *Oregonian* (Portland, OR), January 4, 1945, 20.
⁵⁷ "Fine Pleasure Yacht Launched Saturday," *Oregonian* (Portland, OR), February 17, 1946, 15; "Portland Answers Columbia's Call In Everything From Assembly-Line Small Craft to \$30,000 Cruisers," *Oregonian* (Portland, OR), July 13, 1947, 67.
⁵⁸ Lawrence Barber, "River Ramblings: Pleasure Boats in Portland Area Estimated at 1700," *Oregonian* (Portland, OR), May 20, 1956, 19.
⁵⁹ "Half Century of Pleasure Boating," *Oregonian* (Portland, OR), November 18, 1958, 30.
⁶⁰ "Boats, Launches, and Equipment: Bargain," *Oregonian* (Portland, OR), September 30, 1934, 30; "Boats, Marine Equipment," *Oregon Journal* (Portland, OR), May 24, 1936, 16; Polk's Portland (Oregon) City Directory, (Portland, OR: R. L. Polk and Company, 1937), 456, 1388, 1984.
⁶¹ "Chandler Firm Adds to Staff," *Oregonian* (Portland, OR), January 4, 1945, 20.
⁶² "Boating Business for Sale or Lease," *Oregonian*, (Portland, OR), January 31, 1958, 36.



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The Hayden Island Yacht Club

In 1956, the Portland Small Craft Club (PSCC) was founded.⁶³ The PSCC was incorporated as a nonprofit organization.⁶⁴ There were fifty-four charter members, including Bill Marble, Commodore; Floyd “Doc” Harper, Vice Commodore; Fred Morris, Treasurer; Elmer Sowers, Director; Bill McMillan, Director; Myrtle Reininger, Acting Secretary; and Membership Chairman Earl Odell.⁶⁵ Membership to the club was limited to “owners of outboard boats and small inboards up to 21 feet long.”⁶⁶ Initial meetings of the PSCC were held at the C. R. Dillabaugh Company plant at 7928 NE Mallory Avenue, located at the southeast corner of NE Mallory Avenue and NE Columbia Boulevard.⁶⁷

By 1957, the PSCC met at the Beaver Building on SE Hawthorne Boulevard. That same year, the club negotiated a property lease on Hayden Island.⁶⁸ In March 1957, the club announced plans to develop a small craft moorage on North Portland Harbor near the north end of the old street railway trestle on Hayden Island.⁶⁹ Construction of the club moorage on Hayden Island began in May 1957, and the club built a concrete launching ramp on the property in September 1957.⁷⁰ In February 1958, the PSCC announced plans to construct a permanent clubhouse and a fundraising drive started the following month.⁷¹ In late 1961, the PSCC clubhouse on Hayden Island was finished.⁷² The concrete block building was primarily constructed by the members of the club.⁷³ This building was located at 12070 North Jantzen Beach Avenue (the present-day location is approximately 900 North

⁶³ “Hayden Island Yacht Club Officers History,” Hayden Island Yacht Club, accessed March 6, 2023, <https://www.haydenislandyachtclub.com/past-commodores>.

⁶⁴ “Tallow Concern Posts Articles,” *Oregonian* (Portland, OR), May 12, 1956, 6.

⁶⁵ Barber, Lawrence, “River Ramblings: Rose Festival Marine Events Due at Powers Park in Sellwood,” *Oregonian* (Portland, OR), May 13, 1956, 25.

⁶⁶ Barber, Lawrence, “River Ramblings: Rose Festival Marine Events Due at Powers Park in Sellwood,” *Oregonian* (Portland, OR), May 13, 1956, 25.

⁶⁷ “Hayden Island Yacht Club Officers History,” Hayden Island Yacht Club, accessed March 6, 2023, <https://www.haydenislandyachtclub.com/past-commodores>. Sanborn Map Company, Portland, Oregon, Volume 4, 1908–December 1950 (1924–July 1950), Sheet 420; Polk’s Portland (Multnomah County, Oregon) City Directory, (Portland, OR: R. L. Polk and Company, 1955), 282.

⁶⁸ “Hayden Island Yacht Club Officers History,” Hayden Island Yacht Club, accessed March 6, 2023, <https://www.haydenislandyachtclub.com/past-commodores>.

⁶⁹ Barber, Lawrence, “River Ramblings: More Boat Ramps, Moorages Due Soon,” *Oregonian* (Portland, OR), March 11, 1957, 11.

⁷⁰ Barber, Lawrence, “River Ramblings: Yachtsmen Look Forward to 4 Days of Cruising Starting Memorial Day,” *Oregonian* (Portland, OR), May 26, 1957, 23; “Ramp Project Started by Club,” *Oregonian* (Portland, OR), September 22, 1957, 16.

⁷¹ “Dredge Busy At Moorage,” *Oregonian* (Portland, OR), February 23, 1958, 103; Barber, Lawrence, “River Ramblings: Portland Power Squadron Gets Nautical Gift, Pilot House Bronze Bell,” *Oregonian* (Portland, OR), March 2, 1958, 31.

⁷² “Hayden Island Yacht Club Officers History,” Hayden Island Yacht Club, accessed March 6, 2023, <https://www.haydenislandyachtclub.com/past-commodores>.

⁷³ “Small Craft Club Finishes House,” *Oregonian* (Portland, OR), November 12, 1961, 127.



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Tomahawk Island Drive).⁷⁴ In 1963, the PSCC changed its name to Hayden Island Yacht Club (HIYC).⁷⁵ By 1966, the HIYC was one of twelve yacht clubs in the Portland metropolitan area.⁷⁶

In 1972, the HIYC hired engineer Dirk W. Koopman (1941–present) to design a new clubhouse to replace their original 1961 building (Figure 10).⁷⁷ The new HIYC clubhouse at 12050 North Jantzen Drive was completed in late 1972, near the high point of the club’s membership in 1973.⁷⁸ Available historic photographs from 1972 indicate that the building’s primary public space was located at the main level. This space was characterized by stained vertical wood paneling and exposed stained wood glulam roof beams (Figure 11). The ceiling planes between the beams were clad with stained wood boards. Modern-style chandeliers were suspended from the ceiling. A semi-circular bar was located at the upper level of the building, which was accessed by a half-flight of stairs. The walls of the bar were decorated with yacht club burgees (flags or pennants). The south side of the upper level was open to the main public space below and protected by a painted metal guardrail. “Lollipop” light fixtures hung from the ceiling of the bar. The arrangement of the space suggests that restrooms, the kitchen, and other utility spaces were located at the lower level underneath the upper-level bar (Figure 11).

After the HIYC vacated its original clubhouse, the building was reused as a fire station for Hayden Island.⁷⁹ The old PSCC/HIYC clubhouse was demolished after a new fire station opened in 1995 at 848 North Tomahawk Island Drive.⁸⁰ The building no longer serves as the clubhouse for the HIYC and is known only as “The Clubhouse.”⁸¹

Northwest Regionalism, the Shed Style, and the Hayden Island “Look”

The Hayden Island Yacht Club Clubhouse is one of several examples of commercial buildings on Hayden Island built expressly by Hayden Island, Incorporated (“Hayden Island, Inc.”) between the mid-1960s and early-1980s which generally adhered to a loosely unified corporate appearance. The architectural design of the Hayden Island Yacht Club Clubhouse is generally Modern in style, though its design was strongly influenced by both primarily residential Northwest Regional and Shed Styles. However, most importantly, the building was designed by Dirk W. Koopman, an engineer and employee of Hayden Island, Inc.—a company that often influenced the overall “look” of buildings constructed on the island during this period.

⁷⁴ “Portland Fire Stations Through History (1853 to Present),” accessed March 6, 2023, <https://www.portlandfirehistory.com/stations>.

⁷⁵ “Hayden Island Yacht Club Officers History,” Hayden Island Yacht Club, accessed March 6, 2023, <https://www.haydenislandyachtclub.com/past-commadores>.

⁷⁶ “Yacht Clubs Provide Fun For Boat Owners,” *Oregonian* (Portland, OR), February 20, 1966, 92.

⁷⁷ “Flag raising ceremonies to mark opening of new yacht club facilities on river,” *Oregonian* (Portland, OR), October 6, 1972, 62.

⁷⁸ “Yacht clubbers get new home,” *Columbian* (Vancouver, WA), August 22, 1972, 16; “Flag raising ceremonies to mark opening of new yacht club facilities on river,” *Oregonian* (Portland, OR), October 6, 1972, 62.

⁷⁹ “Portland Fire Stations Through History (1853 to Present),” accessed March 6, 2023, <https://www.portlandfirehistory.com/stations>; Hayden Island Yacht Club Officers History,” Hayden Island Yacht Club, accessed March 6, 2023, <https://www.haydenislandyachtclub.com/past-commadores>.

⁸⁰ “Portland Fire Stations Through History (1853 to Present),” accessed March 6, 2023, <https://www.portlandfirehistory.com/stations>.

⁸¹ “Membership Benefits,” Hayden Island Yacht Club, accessed March 27, 2023, <https://www.haydenislandyachtclub.com/membership>.



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The Northwest Regional style is a regional variant of the International Style.⁸² Pioneered during the mid-1930s by Portland architects Pietro Belluschi (1899–1994) and John Yeon (1910–1994), along with Seattle architect Paul Thiry (1904–1993), Northwest Regionalism evolved as a regional response to the often severe, machine-like precision of the International Style. The architects were inspired by the forms and materiality of rural vernacular residential and agricultural buildings of the Pacific Northwest. Asian architecture, especially traditional Japanese architecture also strongly influenced Northwest Regionalist architects. However, the way that these buildings were tied to their surroundings was especially important, and Northwest Regionalist buildings are commonly integrated with their surrounding landscape and often feature asymmetrical floor plans. These buildings are typically post-and-beam or wood frame construction and typically include unpainted wood finishes on both the exterior and interior. Large windows commonly extend from floor to ceiling, with these large expanses of glass used to capture scenic views and connect the interior of the building with the surrounding landscape. Roofs are typically low-sloped or flat and often feature wide overhanging eaves. Both the exterior and interior of Northwest Regional style buildings are minimally decorated, with natural materials such as brick, stone, and wood being used for richness, warmth, and visual interest.⁸³ The Northwest Regional style was popular in the Pacific Northwest between the mid-1930s and 1960. Notable examples of this architectural style include John Yeon’s Watzek House in Portland (1937), Paul Thiry’s Northeast Branch Library in Seattle (1954), and Pietro Belluschi’s churches constructed in Portland, Eugene, and Cottage Grove between 1939 and 1951.⁸⁴ While the Northwest Regional style was most popular between the mid-1930s and 1960, it continued to influence architecture throughout the Pacific Northwest long after its heyday. Several of the character-defining features of the HIYC Clubhouse are hallmarks of the Northwest Regional style, particularly the wood post and beam construction, asymmetrical floor plan, minimally decorated exterior, large floor-to-ceiling windows, and multiple low slope roof planes with broad overhanging eaves.

The Shed style was an architectural style popular across the U.S. from the mid-1960s to the mid-1980s. In the early 1960s, architect and developer Alfred “Al” Boeke (1922–2011) hired landscape architect Lawrence Halprin (1916–2009) to create a master plan for Sea Ranch in Sonoma County, California. Situated along ten miles of the Pacific Ocean coastline, the Sea Ranch development was spread across 3,500 acres of forests, fields, and low-rolling hills. The goal of Halprin’s master plan was to avoid altering the natural landscape as much as possible, with buildings sited to take advantage of the varied terrain.⁸⁵ Condominium Number One, designed by the

⁸² “Northwest Regional Style,” accessed March 15, 2023, <https://www.oregonencyclopedia.org/glossary/Northwest%20Regional%20style>.

⁸³ “Northwest Regional Style,” Oregon Encyclopedia, accessed March 15, 2023, <https://www.oregonencyclopedia.org/glossary/Northwest%20Regional%20style>; William J. Hawkins, III and William F. Willingham, *Classic Houses of Portland, Oregon: 1850–1950*, (Portland, OR: Timber Press, Inc., 2005), 519-523; Sally B. Woodbridge and Roger Montgomery, *A Guide to Architecture in Washington State*, (Seattle, WA: University of Washington Press, 1980, 37–39).

⁸⁴ “The Watzek House,” John Yeon Center for Architecture and the Landscape, accessed March 15, 2023, <https://yeoncenter.uoregon.edu/our-locations/the-watzek-house/>; “City of Seattle, Public Library (SPL), Northeast Branch, Seattle, WA,” Pacific Coast Architecture Database, accessed March 15, 2023, <https://pcad.lib.washington.edu/building/8044/>; “Pietro Belluschi (1899-1994),” Oregon Encyclopedia, accessed March 15, 2023, https://www.oregonencyclopedia.org/articles/belluschi_pietro_1899_1994_/.

⁸⁵ “Shed [Style],” Washington Department of Archaeology and Historic Preservation, accessed March 15, 2023, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/shed>; Kate Reggev, “The Legacy of Sea Ranch, a Utopian Community in Northern California,” Dwell, accessed March 15, 2023, <https://www.dwell.com/article/sea-ranch-architecture-7f30ea15>.



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5 architectural firm of Moore Lyndon Turnbull Whitaker (MLTW) and constructed between 1963 and 1964, was one of the first buildings completed at Sea Ranch. Condominium Number One is a striking combination of Modern and vernacular architecture. The building has a boxy, complex form and asymmetrical plan arranged around interior gardens and courtyards. The building masses are capped with sloped shed roofs which echo the sloped site on which the building is situated. The wood timber frames and vertical redwood siding on the exterior are strongly reminiscent of the Northwest Regional style. Condominium Number One was listed in the NRHP in 2005 and is widely considered one of the most significant architectural works completed in California during the 1960s.⁸⁶

10 Sea Ranch and Condominium Number One were lavishly documented in 1965 by the architectural photographer Morley Baer (1916–1995). Al Boeke used Baer’s evocative photographs in promotional sales brochures for Sea Ranch.⁸⁷ These promotional materials captured the imagination of both architectural aficionados and the general public, and architectural magazines and housing plan books helped spread the Shed style across the U.S. The Shed style was particularly popular in the Pacific Northwest due to its relative simplicity of construction and embodiment of the informal Northwestern lifestyle. The energy crisis of the early 1970s also helped sustain the popularity of the Shed style, due to the compatibility of the style with passive-solar design principles introduced to save energy. The asymmetrical sloped roofs of the Shed style easily accommodated banks of south-facing clerestory windows along ridgelines. These windows could be arranged with interior Trombe walls of brick or stone masonry, which would collect solar heat during the day and release it during the night.⁸⁸

20 The Shed style remained popular in the Pacific Northwest until the mid-1980s. The style was used for a variety of buildings, including single-family houses, multi-family apartment buildings, small office buildings, schools, and vacation cottages. Shed style buildings are typically one to one-and-one-half stories tall, though some taller versions exist. Shed style buildings have boxy, asymmetrical forms capped with multiple, single-sloped roof planes with no overhanging eaves and rakes. Entries are usually subtle and often recessed. Window openings on the building elevations typically vary in size and shape, and banks of clerestory windows are often used along roof ridgelines to bring light to the building interior while shielding the occupants from direct solar glare. The exteriors of Shed style buildings are usually clad with flush wood boards laid up vertically or horizontally, however, some examples have diagonal siding laid parallel to the sloped roof pitch. Mass market builder examples of the Shed style often have T1-11 plywood siding, while wood shingles can be found on high-end, custom Shed style buildings.⁸⁹

30 The combined period of popularity for the Northwest Regional and Shed styles coincided with the redevelopment of Hayden Island between the mid-1950s and mid-1980s. During this time period, development on Hayden Island was controlled by the Hayden Island Amusement Company, which was rebranded as the Hayden Island

⁸⁶ Kate Reggev, “The Legacy of Sea Ranch, a Utopian Community in Northern California,” Dwell, accessed March 15, 2023, <https://www.dwell.com/article/sea-ranch-architecture-7f30ea15>.

⁸⁷ Kate Reggev, “The Legacy of Sea Ranch, a Utopian Community in Northern California.”

⁸⁸ “Shed [Style],” Washington Department of Archaeology and Historic Preservation, accessed March 15, 2023, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/shed>; Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 648–653.

⁸⁹ “Shed [Style],” Washington Department of Archaeology and Historic Preservation; Virginia and Lee McAlester, *A Field Guide to American Houses*, 648–653.



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Development Company in 1963 and renamed again as Hayden Island, Inc. in 1967. The first major developments under this new corporate regime began in the mid-1960s, which marked the beginning of Hayden Island, Inc.'s search for a unified corporate style for their new buildings on the island.⁹⁰

5 In 1964, Portland architect John Storrs (1920–2003), noted master of the Northwest Regional style, designed a building complex for the Hayden Island Mobile Home Village at 1503 North Hayden Island Drive. This group of seven single-story pavilions were arranged around a swimming pool and housed an office, laundry room, recreation room, and other amenities for the residents of the manufactured housing community. Each of the pavilions was capped with a peaked roof clad with wood shingles, which the *Oregonian* described as “pagoda-style.” The informality of the plan arrangement, combined with the quirky roof forms, gave this building complex a relaxed, quasi-Polynesian resort feeling.⁹¹ Storrs also designed the River House, a condominium complex on
10 Hayden Island. This vaguely Shed style complex of residential townhouse and garden apartment buildings was built at the east end of Hayden Island and completed in 1969.⁹²

15 In 1969, Hayden Island, Inc. partnered with the Thunderbird hotel chain to build a motel on the island. Designed by architect Ralph C. Bonadurer (1923–2001), the Thunderbird Inn on Hayden Island opened in 1971. The Thunderbird Inn expanded on the Polynesian resort themes first explored by the architect John Storrs at the Hayden Island Mobile Home Village, and Bonadurer’s design bore strong similarities to a 150-room complex he designed in SeaTac, Washington in 1970. The Thunderbird Inn was three stories tall and featured extensive use of wood on the building exterior, such as the large square wood columns and massive glulam beams supporting the porte-cochère roof and the round wood pilings supporting the glassed-in elevator tower. The building exteriors
20 were clad with rough-sawn vertical wood siding with expansive areas of glass, and all the buildings in the complex were capped with pavilion-style roofs clad with wood shingles.⁹³

25 After the Thunderbird Inn project, Thunderbird and Hayden Island, Inc., developed two more lodging projects in the late 1960s and early 1970s including the Thunderbird at the Quay (later renamed the Inn at the Quay) opposite Hayden Island in Vancouver, and an additional Hayden Island hotel, the Red Lion. The Red Lion, or the “Red Lion Motor Inn,” was the second major resort development on Hayden Island constructed east of the interstate parallel to the Thunderbird. The Red Lion was designed by the Vancouver architecture firm Nelson, Walla, and Dolle (NWD) and built by Portland general contractor H.A. Anderson (1925–2008). When the building opened in June 1978, it was the largest convention center space north of San Francisco. The original design for
30 the Red Lion Inn exemplified characteristic elements of the Northwest Regionalist architectural style, with its exaggerated roofline, its use of peeled timber logs to adorn the building’s elevations and roof, and the construction of wide overhanging eaves. The exaggerated eaves were built with wide fascia which, from afar, help

⁹⁰ Gerry Pratt, “Making the Dollar: Rain Drops Crowds At Jantzen Beach,” *Oregonian* (Portland, OR), August 27, 1964, 22.
⁹¹ “Firm To Build Jantzen Trailer Park,” *Oregonian* (Portland, OR), June 8, 1964, 19; “Advertisement: Open House, Sunday, November 22,” *Oregonian* (Portland, OR), November 21, 1964, 8.
⁹² “\$50 Million Hayden Island Development Planned: Big Project To Begin On May 1,” *Oregonian* (Portland, OR), April 7, 1968, 1; “Residence Units Lead Hayden Island Plan,” *Oregonian* (Portland, OR), April 7, 1968, 32; “Advertisement: Announcing River House on Hayden Island,” *Oregonian* (Portland, OR), July 11, 1969, 35.
⁹³ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon* (Portland, OR: WillametteCRA, 2023), 132–133.



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minimize the height of the four-story buildings and instead function to accentuate the building’s horizontal relationship with the landscape.⁹⁴

5 In addition to the residential and hotel development projects, Hayden Island, Inc. also redeveloped the Jantzen Beach Amusement Park during the late 1960s and early 1970s into a regional shopping center. In November 1969, Hayden Island, Inc. announced three anchor tenants—Montgomery Ward and Company, Newberry’s, and Payless Drugs—in the new mall, and a projected groundbreaking in 1971. The center’s design was prepared by the noted Seattle firm of John Graham, Jr. (1908–1991); John F. Jensen and Associates were hired to design the new Montgomery Ward store. The design of the shopping center, according to Buell, was to feature “the Northwest look with warm-toned masonry and considerable piling and stained rough textured woods.”⁹⁵ The new
10 Jantzen Beach Center held its grand opening on September 28, 1972.⁹⁶

15 In addition to the Hayden Island Mobile Home Village, Thunderbird Inn, Red Lion, and Jantzen Beach Center, another representative Hayden Island, Inc. development between the early 1970s and early 1980s included the Hayden Island, Inc. Building at 909 North Tomahawk Island Drive. This building was completed in 1972, altered twice between 1981 and 1986, and altered again in 2005. Other examples include the Northwest Marine Brokers Building at 11850 North Center Avenue, also completed in 1972, and the First Interstate Bank Building (Hayden Island Branch) at 12240 North Jantzen Drive, completed in 1982 and altered in 1984. All three of these buildings were designed in a combination of the Northwest Regional and Shed styles and featured extensive use of wood siding as exterior cladding.

20 By the time the Hayden Island Yacht Club Clubhouse was completed in late 1972, the buildings on Hayden Island generally had a loosely unified outward appearance. Buildings typical of Hayden Island during this period evolved with the use of sprawling, low-slung building forms, capped with distinctively shaped roofs. Additionally, the use of specific materials and details, such as round wood pilings, glulam beams, large expanses of glass, rough-sawn wood siding on the building exteriors, and wood shingles on the roofs also helped tie all of the Hayden Island, Inc. properties together visually. One notable feature on several properties was wood plank siding, which was variably
25 laid either horizontally, vertically, or diagonally. The general architectural style of the buildings on Hayden Island was described in contemporary newspapers with a wide range of adjectives, including “low profile marine Northwest,” “contemporary,” and “the Northwest look.”⁹⁷

⁹⁴ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, 132-133; Penelope Cottrell-Crawford, *Interstate Bridge Replacement Program, Section 106 Documentation Form, Red Lion Hotel on the River Jantzen Beach (Holiday Inn Portland Columbia Riverfront)*, (Portland, OR: WillametteCRA, 2023), 10.

⁹⁵ Adam Alsobrook, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon*, 132–133.

⁹⁶ [Advertisement for Jantzen Center], *Columbian* (Vancouver, WA), 26 September, 25.

⁹⁷ Leonard Bacon, “Hayden Island project to offer city within city,” *Oregonian* (Portland, OR), April 16, 1972, 72; Ed Goetzl, “Pleasure Boating,” *Oregon Journal* (Portland, OR), August 4, 1972, 29; “Less Than Year Old, Center Still Growing,” *Oregon Journal* (Portland, OR), August 9, 1973, 48.



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Dirk W. Koopman

Dirk W. Koopman (1941–present) was born August 2, 1941, to Mr. and Mrs. John Koopman of Ontario, Oregon.⁹⁸ After graduating from Oregon State University in 1967, he worked for Morrison and Knudson as a cost engineer and then as a field engineer for Shell Oil Company.⁹⁹ In 1972, the HIYC hired Koopman to design a new clubhouse to replace their original 1961 building.¹⁰⁰ Koopman was an employee of Hayden Island, Inc. at the time that he designed the HIYC Clubhouse. Other known Koopman works on Hayden Island include the Northwest Marine Brokers Building, completed in 1973 at 11850 North Center Avenue, and alterations to the Hayden Island, Inc. office building, completed in 1978 at 909 North Tomahawk Island Drive.¹⁰¹ Koopman became a vice president of Hayden Island, Inc., in June 1974.¹⁰² He was planning and development director for Hayden Island, Inc., by the late 1970s and later worked for Island Construction and Engineering Company, a subsidiary of Hayden Island, Incorporated.¹⁰³ By 1987, Koopman was associated with Hillman Properties Northwest.¹⁰⁴ Dirk W. Koopman is currently retired and resides in California.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the former Hayden Island Yacht Club Clubhouse is significant under Criteria A and C with an overall period of significance of 1972 to 1973. As the resource only possesses the requisite integrity to communicate its significance under Criterion A, it is recommended eligible for listing in the NRHP.

Based upon an evaluation of the Hayden Island Yacht Club Clubhouse within its historic context, the resource is significant under Criterion A at the local level in the areas of maritime history and social history at the local level of significance. Completed in 1972, the resource was originally constructed as a clubhouse for the Hayden Island Yacht Club. It is associated with Oregon and Portland yacht clubs and recreational boating during the first three-quarters of the twentieth century and is a representative example of a building expressly constructed as a yacht club clubhouse. The period of significance for Criterion A is 1972 through 1973, which demarcates its completion through the high point of the club’s membership.

The Hayden Island Yacht Club Clubhouse does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

⁹⁸ “To Chile Project,” *Idaho Statesman* (Boise, ID), May 12, 1968, 32.

⁹⁹ “To Chile Project,” *Idaho Statesman*; “Appointed,” *Columbian* (Vancouver, WA), June 30, 1974, 58.

¹⁰⁰ “Flag raising ceremonies to mark opening of new yacht club facilities on river,” *Oregonian* (Portland, OR), October 6, 1972, 62.

¹⁰¹ Tom Heuser, “Northwest Marine Brokers,” Interstate Bridge Replacement Program Section 106 Documentation Form (Individual Properties), ODOT Key No. 21570, WSDOT Work Order No. 400519A, prepared by WillametteCRA, 2023; Tom Heuser, “Hayden Island Inc.,” Interstate Bridge Replacement Program Section 106 Documentation Form (Individual Properties), ODOT Key No. 21570, WSDOT Work Order No. 400519A, prepared by WillametteCRA, 2023.

¹⁰² “Appointed,” *Columbian* (Vancouver, WA), June 30, 1974, 58.

¹⁰³ “Remodeling set at Hayden rink,” *Columbian* (Vancouver, WA), July 13, 1977, 43; Hank Schouten, “Developers map industrial project,” *Oregonian* (Portland, OR), 24.

¹⁰⁴ Stan Federman, “Mayor launches Pioneer Square project,” *Oregonian* (Portland, OR), October 5, 1982, 61; Tom Brennan, “Development projects abound: Hayden Island builders moving boldly,” *Oregonian* (Portland, OR), February 8, 1981, 77.



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5 The Hayden Island Yacht Club Clubhouse is significant under Criterion C, at the local level in the area of architecture. The building is an example of a clubhouse combining elements of the Northwest Regional and Shed style. It embodies the distinctive characteristics of the Hayden Island "Look" and is indicative of the Portland area's local architectural development at the end of the third quarter of the twentieth century. The period of significance under this criterion is 1972, the year of the building's construction. Although the Hayden Island Yacht Club Clubhouse is significant under Criterion C, substantial alterations to its integrity of materials, workmanship, and association from the period of significance have diminished its ability to convey its significance under this criterion.

10 The Hayden Island Yacht Club Clubhouse is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

15 In summary, the Hayden Island Yacht Club Clubhouse possesses sufficient integrity to communicate its two areas of significance under Criterion A. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion A with an overall period of significance from 1972 through 1973. It is not recommended eligible under Criteria B, C, or D.



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-006
Property Name: Hayden Island Yacht Club Clubhouse / The Clubhouse (OR 120)	SHPO Resource ID: TBD
Street Address: 12050 North Jantzen Drive	City, County, State: Portland, Multnomah County, Oregon

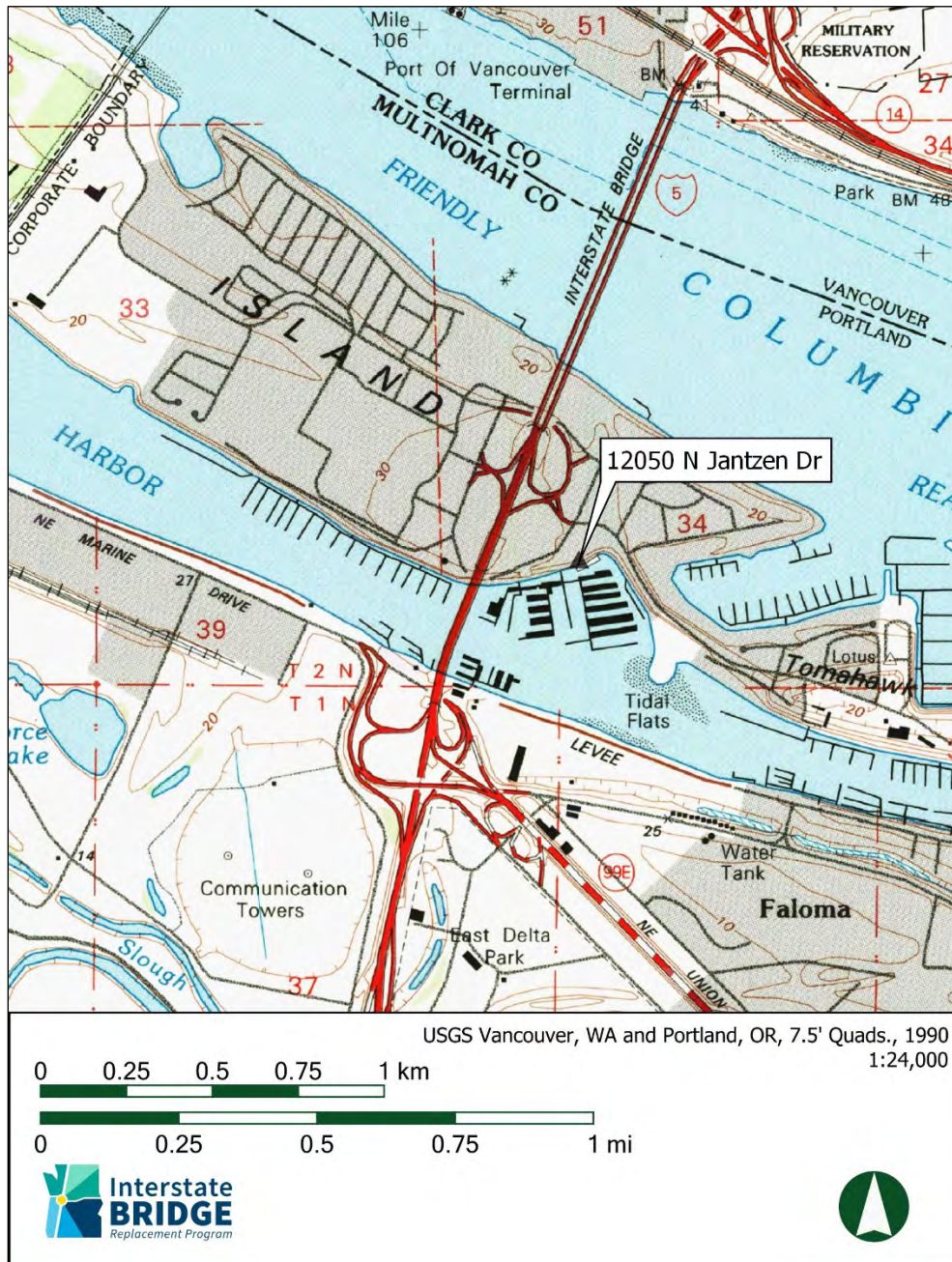


Figure 2. Location map of 12050 North Jantzen Drive, Portland, Multnomah, Oregon.

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-006
Property Name: Hayden Island Yacht Club Clubhouse / The Clubhouse (OR 120)	SHPO Resource ID: TBD
Street Address: 12050 North Jantzen Drive	City, County, State: Portland, Multnomah County, Oregon

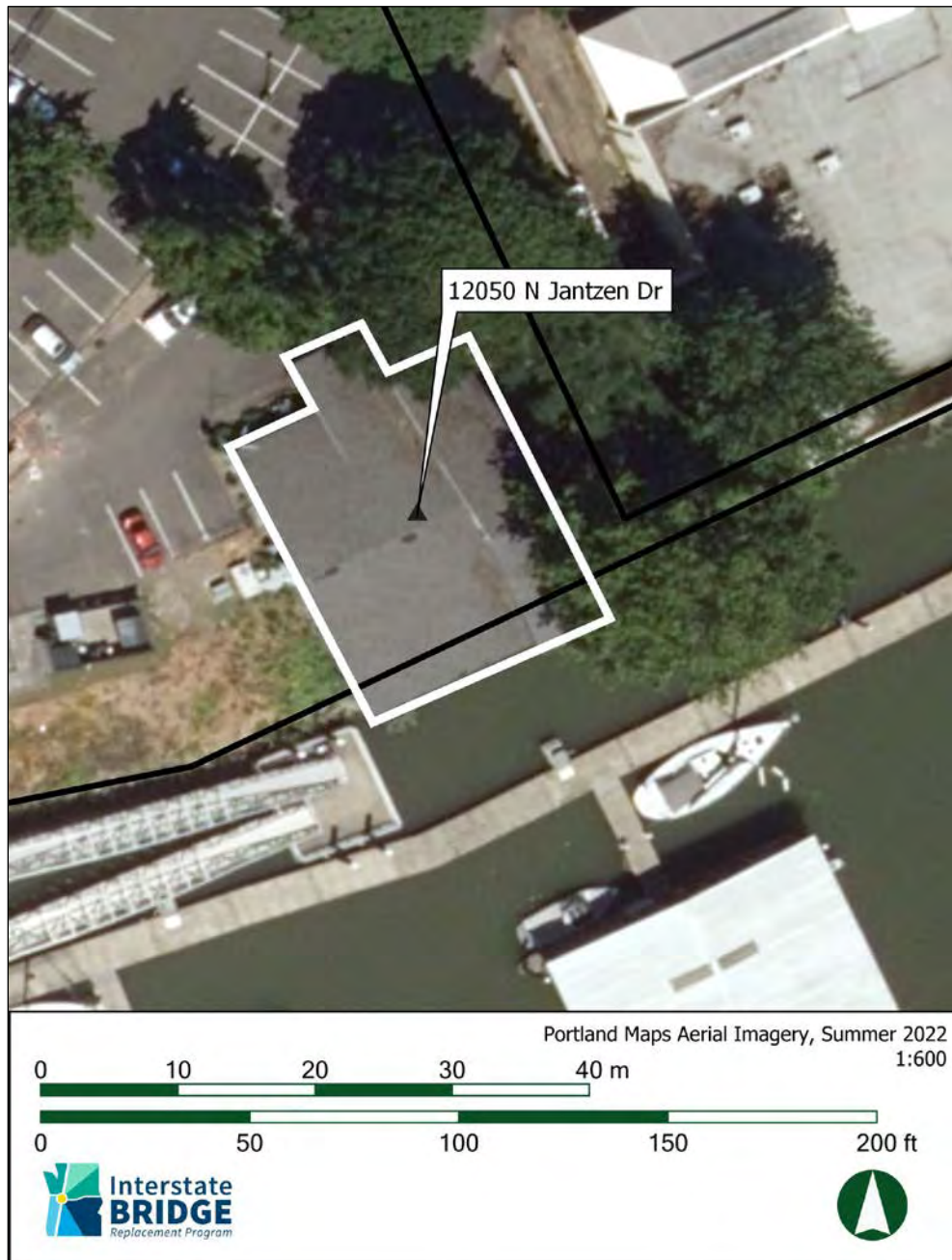


Figure 3. Aerial map of 12050 North Jantzen Drive, showing recommended NRHP boundary in white.

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Figure 4. Oblique aerial view of Hayden Island Yacht Club Clubhouse from south (Microsoft Bing Maps Bird's Eye).

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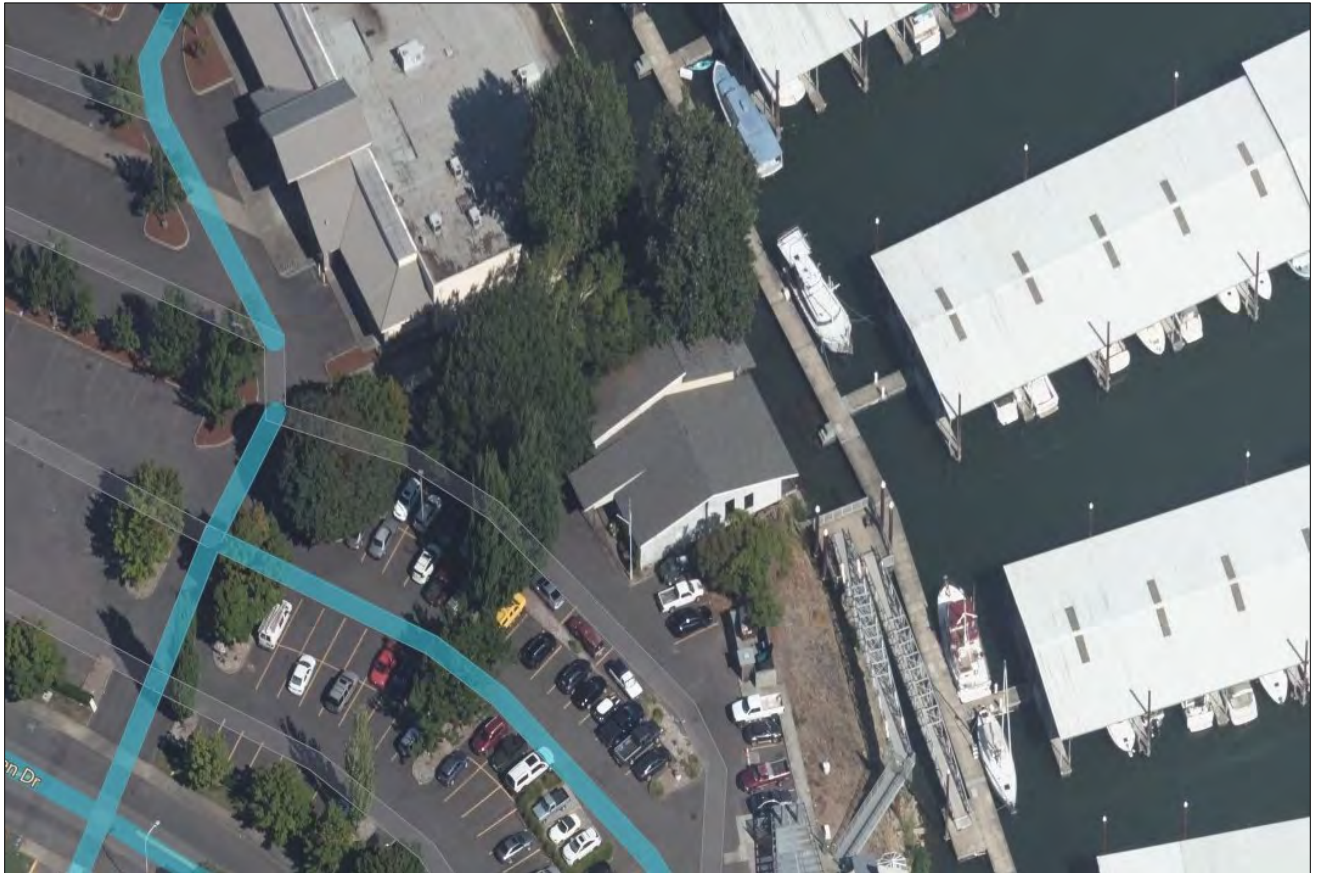


Figure 5. Oblique aerial view of Hayden Island Yacht Club Clubhouse from southwest (Microsoft Bing Maps Bird's Eye).

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Figure 5. View of Hayden Island Yacht Club Clubhouse from northwest (WillametteCRA, June 14, 2022).

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Figure 6. Hayden Island Yacht Club Clubhouse, west elevation, view facing southeast (WillametteCRA, May 4, 2023).

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Figure 7. View of Hayden Island Yacht Club Clubhouse from south (WillametteCRA, May 4, 2023).

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Figure 8. Hayden Island Yacht Club Clubhouse, east and north elevations, view facing southwest (WillametteCRA, May 4, 2023).

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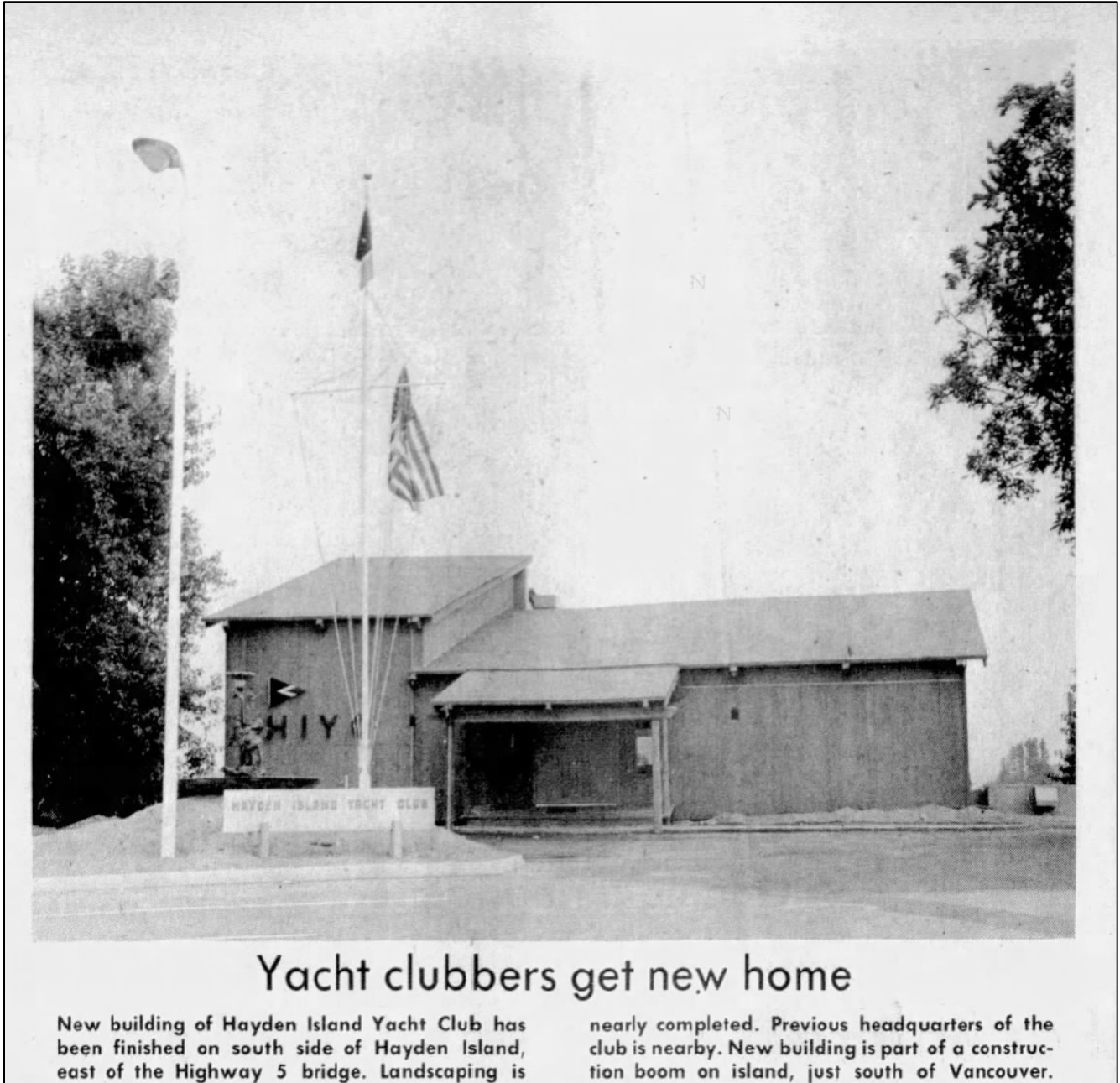
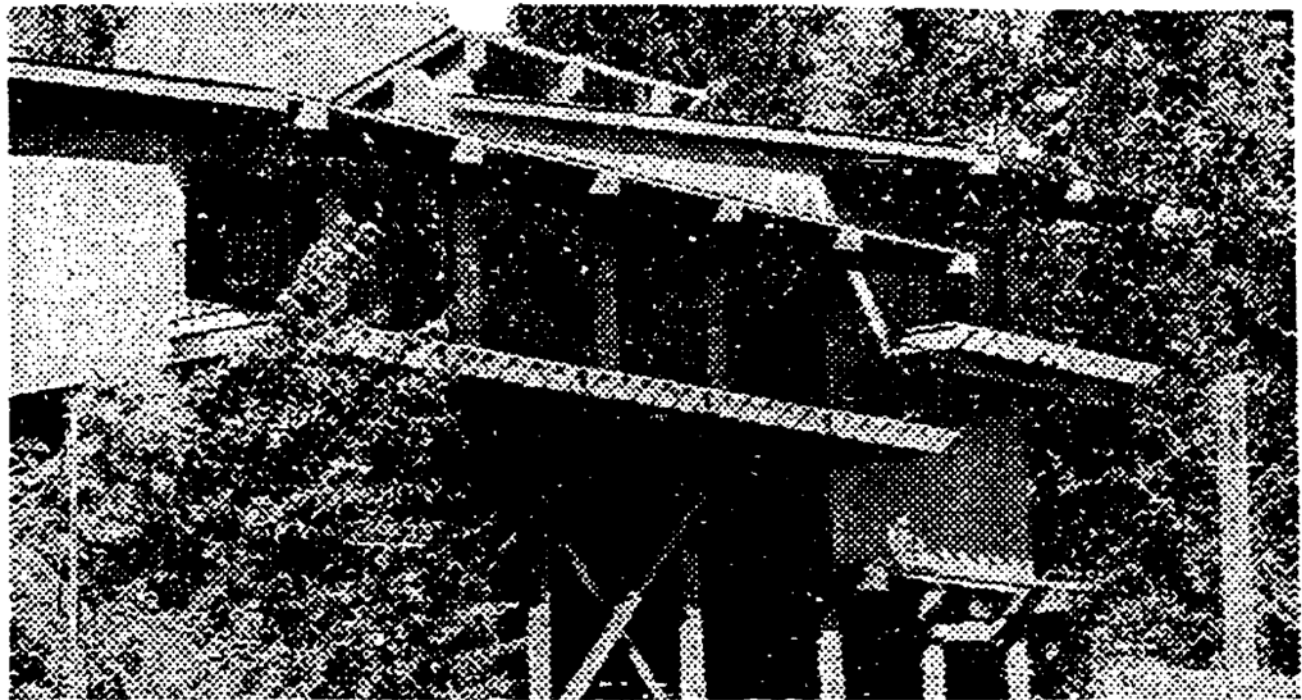


Figure 9. Historic photograph of the Hayden Island Yacht Club Clubhouse (*The Columbian* [Vancouver, WA] August 22, 1972).

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RIVER VIEW — Multi-level clubhouse was designed and built to conform to other new buildings of Hayden Island Corporation. Club leases building.

Figure 10. Historic photograph of the Hayden Island Yacht Club Clubhouse (*The Oregonian* [Portland, OR] October 6, 1972).

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SPACIOUS FACILITIES — Herb Thom, long time member, manages club, which has circular bar in upper level, completely equipped kitchen.

Figure 11. Historic photograph of the Hayden Island Yacht Club Clubhouse (*The Oregonian* [Portland, OR] October 6, 1972).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Rudy Yost Equipment (Diamond West, Anderson Signs) (OR 124)	SHPO Resource ID: TBD
Street Address: 11077 North Vancouver Way	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R941031580	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 1N Range: 1E Section: 3
Coordinates: 45.602461° 122.678359°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / warehouse	Construction Date: 1970
Historic Use: COMMERCE/TRADE / warehouse	Alterations & Dates: unknown
Architectural Classification / Resource Type: No Style / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Utilitarian	
Window Type & Material: Sliding & Aluminum; Sliding & Vinyl	Exterior Surface Materials: Primary: Metal - Corrugated Secondary: Wood - Plywood Decorative: N/A	
Roof Type & Material: Gable & Metal - Corrugated Flat with Eaves & Asphalt/Composition - Built Up		
Structural System Type: Metal - Steel	Plan Type: Rectangle	
Number of Stories: 1-2	Changes to Structures:	
	Category:	Change Level:
Styles: No Style	Plan	Intact
	Windows	Intact
Register Status: Not Listed	Cladding	Intact
	Interior	Moderate
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	

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Figure 1. View of Rudy Yost Equipment, north and east elevations, view facing southwest (WillametteCRA March 8, 2023).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The building at 11077 North Vancouver Way, hereafter referred to by its historic name, Rudy Yost Equipment, is a commercial building of no discernible style located in the East Columbia neighborhood of Portland, Multnomah County, Oregon. Within East Columbia, the resource is located east of Oregon Route 99E (OR99E, which is coincident with Northeast Martin Luther King Jr. Boulevard at this point) and faces northeast onto North Vancouver Way (Figures 2 and 3).

10 The area around Rudy Yost Equipment is part of a light industrial district defined by open spaces and larger parking lots punctuated by multi-lane streets. The resource is located on an irregularly shaped tax lot bounded by North Marine Way to the northwest, OR99E to the southwest, North Vancouver Way to the northeast, and an adjacent parcel to the southeast. The tax lot includes the principal building, as well as the associated parking lot located to the northeast.

15 The building possesses a rectangular footprint constructed atop a concrete foundation. The building is composed of two sections: a garage, which measures approximately 135 feet from north to south and 65 feet from east to west, and an office attached to the garage's north elevation, which measures approximately 20 feet from north to south and 71 feet from east to west. The garage is a metal frame building clad in corrugated metal siding; the double-height space is capped by a side gable roof covered in corrugated metal shingles. The two-story office is wood-framed and clad in T1-11 siding, terminating at the flat roof (Figure 1). A wedge-shaped sign noting fuel prices at the local gas station is affixed to the office's north elevation, and a large sign advertising "Anderson Signs," the current occupant of the building, is attached to the office's east elevation.

20 Fenestration on the garage is limited to a row of vinyl slider windows at the northwest corner of the western elevation (Figure 4). Its eastern elevation contains six vehicular entrances with rolling metal doors. These are interspersed with single pedestrian doors, most of which are covered by a metal canopy (Figure 5). The office fenestration includes aluminum-frame sliding windows and fixed side-light windows (Figure 6). Windows on the lower level are protected by security bars. The building's primary entrance is located on the eastern elevation: a
25 single flush door underneath a partial-width metal canopy.

The building sits at the rear of a paved parking lot and perpendicular truck parking is designated in front of each of the roll-up doors. Vehicular parking is designated in front of the office and along the northeast perimeter of the lot. A large advertisement for the Jubitz Travel Center, set upon three tall metal posts, stands at the north corner of the site.

30 The interior of the building was not accessible at the time of survey, and no archival photos of it were found.

Alterations

Documentation of alterations to Rudy Yost Equipment is limited. A fire in the office in 1987 likely resulted in alterations to the office's interior.¹

¹ "Businessman injured in fire," *Oregonian* (Portland, OR), February 12, 1987, D5. Although the extent of the building's damage was not described, the article recounted that "flames engulfed the building" and damage of the arson-caused fire was estimated at \$25,000.



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Boundary Description

Rudy Yost Equipment is located at 11077 North Vancouver Way, in the East Columbia neighborhood of Portland, Multnomah County, Oregon. The building's parcel (R941031580) is bounded by North Marine Way to the northwest, North Vancouver Way to the northeast, an adjacent parcel to the southeast, and OR99E to the southwest. In addition to the building, the parcel includes a paved parking lot to the northeast. The period of significance associated with the building is limited to the year of its construction, 1970. Both the building and the surrounding site features, including the parking lot and signpost, contribute to the property's historic significance. The recommended National Register of Historic Places (NRHP) boundary is thus recommended as the boundary of the resource's parcel (Figure 3).

10 INTEGRITY

Rudy Yost Equipment was constructed in 1970 for use as a trucking company's storage warehouse. The building remains in its original location and continues to be used for the same purposes. Though it was one of the first buildings built on the narrow stretch of land between OR99E and North Vancouver Way, the area was zoned as light-industrial, and the subsequent development is similar in scale and feeling to 11077 North Vancouver Way. A fire erupted in the building in 1987—then owned by Diamond Western Corporation—and caused over \$25,000 worth of damage. Other than the interior changes that assumedly resulted from the fire, the building appears to have few visible changes. The building retains its integrity of location, design, materials, workmanship, feeling, and association. It has a slightly diminished integrity of setting. The period of significance is limited to the building's year of original construction, 1970.

20 STATEMENT OF SIGNIFICANCE

Rudy Yost started his eponymous truck and trailer equipment company in 1953, operating out of 1800 SE Union Avenue.² The company occupied a series of buildings over the next decade and a half, on SE McLoughlin Boulevard, SE 82nd Avenue, and NE Middlefield Road.³ By 1971, the company had moved into the building at 11077 North Vancouver Way.⁴ An advertisement from that time noted that their offerings included "Line construction equipment, hiway [sic] diggers, ladder trucks, boom trucks, pole trailers, half-track with digger."⁵ Local newspaper advertisements for Rudy Yost Equipment stop at the tail end of 1971, and it is unclear how long the company ultimately operated from the North Vancouver Way location.

By 1987, the building was occupied by Diamond Western Corporation, a trucking company owned by former truck driver Clayton G. Robinson (ca.1934–1987).⁶ Robinson was semi-retired when, in February of 1987, he went to sleep in his second-floor office. A fire broke out on the building's ground floor in the early hours of the morning, later confirmed as the last in a series of arson attacks that had plagued Portland police for the previous year, all of

² "New Distributors," *Oregonian* (Portland, OR), October 11, 1953, 10.

³ [Advertisement for Rudy Yost Equipment], *Oregonian* (Portland, OR), July 25, 1963, Section 3 Page 11.

⁴ [Advertisement for Rudy Yost Equipment], *Oregonian* (Portland, OR), October 4, 1971, Section 3 Page 18.

⁵ [Advertisement for Rudy Yost Equipment], *Oregonian* (Portland, OR), March 19, 1971, 45.

⁶ Tom Hallman, "Victims of Violence: Homicide: Stories Behind Statistics," *Oregonian* (Portland, OR), January 3, 1988, 1.



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which had targeted trucking and transportation businesses.⁷ Robinson died as a result of the fire, and the building suffered over \$25,000 worth of damage.⁸

5 Anderson Signs, a sign, printing, and visual communications company, is the building's current occupant. The company was founded in 1990 and likely moved into the building around that time.⁹

East Columbia Neighborhood

10 Portland's East Columbia neighborhood encompasses a wide swath of land in north Portland. Roughly defined by I-5 to the west and the drainage canal to the east, Marine Drive to the north, and the Columbia Slough to the south, East Columbia was originally wetlands and prone to regular flooding. It was not until the 1917 drainage districts were established that the area was reliably hospitable to year-round habitation. The area was mostly farmlands until its development in the early decades of the twentieth century; three different golf clubs opened in the area prior to 1930. The neighborhood was also home to Rankin's Airport, a 100-acre private airport and flying school, which operated between 1930 and 1935; the 35-acre Portland Auto Camp, a rest stop and campgrounds for travelers that closed in 1941; and Portland Meadows, a horse-racing track that was in operation from 1945 until 2019.¹⁰ Residential development followed quickly thereafter when an emergency temporary city was sited in the area in 1943. "East Vanport," an addition to a similar housing project on the west side of North Denver Avenue, housed thousands of workers who had moved to the city to work in the Kaiser Shipyards during WWII. Many of these workers were Black, and Portland's discriminatory housing policies relegated Black residents to certain parts of the city. The fan-shaped development of East Vanport was located at the intersection between 20 North Denver Avenue and present-day NE Martin Luther King Jr Boulevard, immediately south and east of the site Rudy Yost Equipment was built on. East Vanport was decommissioned in 1946, dismantled thereafter, and shipped to surrounding states to house returning veterans.

25 Present-day East Columbia is largely defined by East Delta Park, the recreation fields that were built on the site of the former East Vanport.¹¹ The area is comprised of industrial and commercial facilities, small businesses, large retailers, and a small percentage of single-family and manufactured homes. The eastern sections of the neighborhood also offer private recreation and leisure, the Columbia Edgewater Country Club and the Columbia Children's Arboretum.

⁷ "Businessman Injured in Fire," *Oregonian* (Portland, OR), February 12, 1987, D5; Tom Hallman, "Victims of Violence: Homicide: Stories Behind Statistics," *Oregonian* (Portland, OR), January 3, 1988, 1; Fred Lesson, "Man Pleads no Contest to Fire Charges," *Oregonian* (Portland, OR), B02. The arsonist was arrested on the night of the fire at 11077 North Vancouver Way; he was a former employee of the targeted businesses. See Hallman, "Victims."

⁸ "Man Arrested in Fatal Arson," *Oregonian* (Portland, OR), February 14, 1987, D2.

⁹ Anderson Signs, "About," 2003, https://andersonsigns.net/?page_id=94.

¹⁰ For more on Rankin airport, see Jan de Leeuw, Piedmont Neighborhood (Blog), October 20, 2017.

<https://piedmontneighborhood.com/2017/10/20/rankin-airport-1930-1933/>, accessed June 2023. On the Portland Auto Camp and its later incarnations, including present-day Fox Run RV Park, see Alsobrook, et al., *Baseline Survey Report: Oregon*, 105–108, 192.

¹¹ Notably, the area contained within the drainage districts was dramatically impacted by a flood in May of 1948. Because East Vanport had already been removed from the site, the damage on the east side of North Denver Avenue was limited. On the west side of Denver Avenue, however, Vanport City—a still-functioning housing project—was all but erased by floodwaters. Many residents died; nearly all others lost all of their belongings.



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Within East Columbia, Rudy Yost Signs is in the northwestern corner of the neighborhood, to the east of Delta Park. The strip of land on which the building is located runs parallel to 99-E and was developed between approximately 1970 and 1986. Following the construction of Rudy Yost Signs, other commercial garages were built to its south, and a truck-yard was built on what was formerly a wooded stretch of land (Figures 7 and 8).

5 National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that Rudy Yost Equipment is not significant under Criteria A, B, C, and D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

10 Based upon WillametteCRA's evaluation of Rudy Yost Equipment within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the development of the Shumway Neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

Rudy Yost Equipment does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

15 The Rudy Yost Equipment is an example of a no style utilitarian building, and it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

20 The Rudy Yost Equipment is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, Rudy Yost Equipment does not possess sufficient significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criteria A, B, C, or D.



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SOURCES/BIBLIOGRAPHY

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Anderson Signs. "About." 2003, https://andersonsigns.net/?page_id=94.

de Leeuw, Jan. Piedmont Neighborhood (Blog), October 20, 2017.
<https://piedmontneighborhood.com/2017/10/20/rankin-airport-1930-1933/>.

10

The Oregonian. (Portland, OR) 1850–1988.



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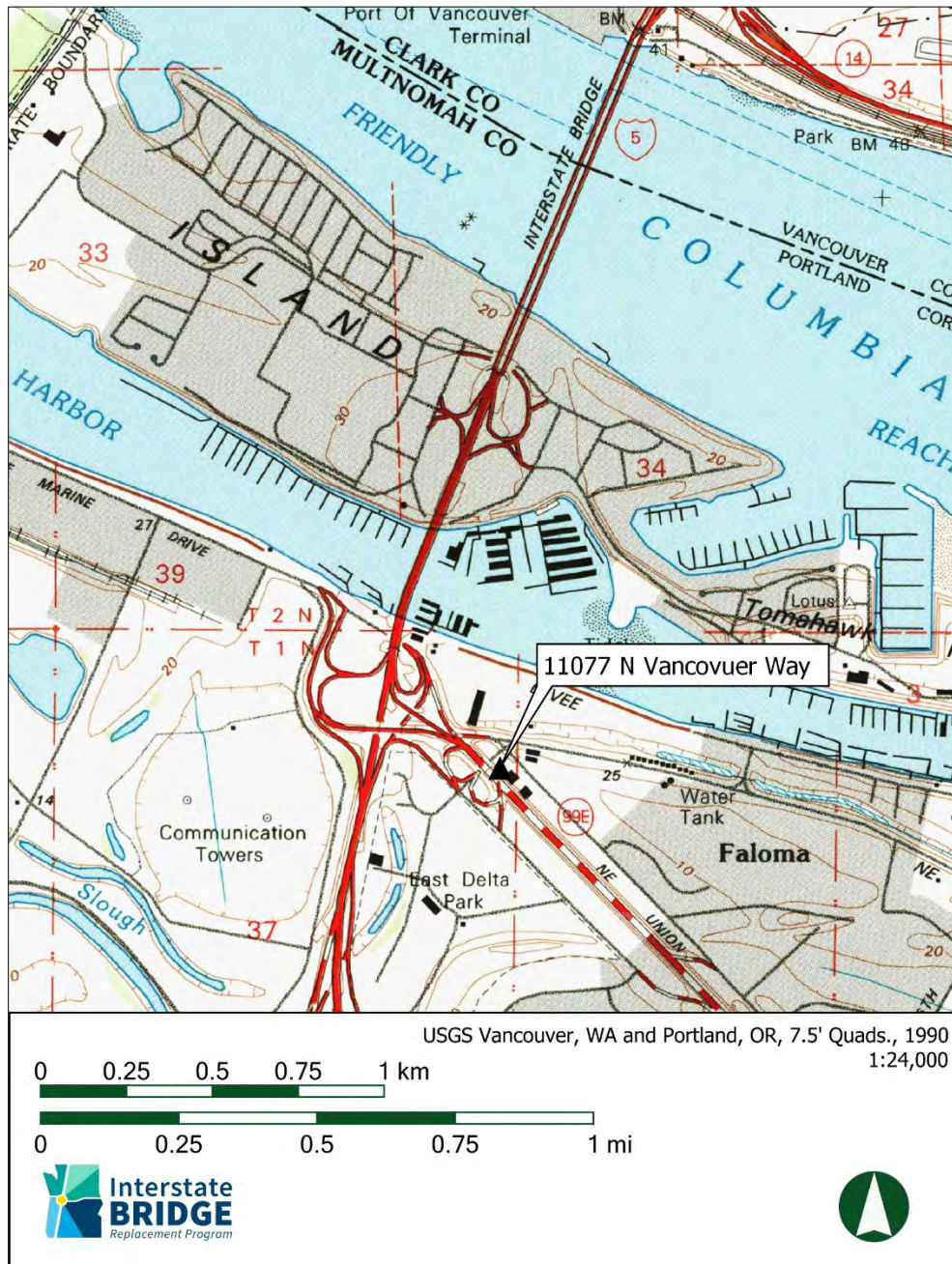


Figure 2. Location map of 11077 North Vancouver Way, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 11077 North Vancouver Way, showing recommended NRHP boundary in white.

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Figure 4. Rudy Yost Equipment, west elevation, view facing northeast showing garage fenestration (IBR/Bentley Systems May 26, 2002).

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Figure 5. View of Rudy Yost Equipment, east elevation, view facing west (WillametteCRA March 8, 2023).

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Figure 6. View of Rudy Yost Equipment, north and west elevations, view facing southeast (WillametteCRA March 8, 2023).



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Figure 7. 1974 aerial image of the area surrounding the resource (Portland Maps, 1974).

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Figure 8. 1986 aerial image of the area surrounding the resource (Portland Maps, 1986).



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Street Address: 10890 North Denver Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 1N1E04A-00600	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 1N Range: 1E Section: 04
Coordinates: 45.600474°, -122.682771°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: GOVERNMENT / government office	Construction Date: unknown, ca. 1936–1943
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: ca. 1960, Windows updated; Unknown, Plan changed from duplex to offices
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Duplex	
Window Type & Material: Double-hung sash & wood; sliding & aluminum	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: N/A Decorative: N/A	
Roof Type & Material: Gable - Side & Asphalt/Composition - Shingle	Plan Type: Rectangular	
Structural System Type: Platform Frame	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
Styles: Minimal Traditional	Plan	Moderate
	Windows	Extensive
Register Status: Not Listed	Cladding	Intact
	Interior	Moderate
Condition: <input checked="" type="checkbox"/> Excellent <input 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	

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Figure 1. North and east elevations of 10890 N Denver Ave. The secondary entrance is located on the north elevation. View facing southwest (WillametteCRA, September 6, 2022).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The building at 10890 North Denver Avenue is a Minimal Traditional style building that was likely once a duplex. It is located in the East Columbia neighborhood of Portland, Multnomah County, Oregon. Within East Columbia, the building is located along the eastern edge of Interstate 5 (I-5) in Delta Park, a public park maintained by the city of Portland. The park is located in the triangular intersection between I-5 and NE Martin Luther King Boulevard (Figures 2 and 3).

10 The resource is located on a rectangular tax lot within Delta Park, which is composed of open grasslands and athletic fields. It is one building within a small complex of facilities occupied by the city's Urban Forestry Department. The Urban Forestry complex is a sliver of land separated from the park's main public zones by the remnants of a partially drained slough. In addition to the subject building, the complex includes a modern vehicular garage, a modern single-story office building, a portable office trailer, a vehicular carport, paved parking lots, and a materials storage yard.

15 The building at 10890 North Denver Avenue is located near the northern end of the Portland Urban Forestry complex, between the orchard and office trailer. It is constructed on a level site, with a rectangular footprint atop a concrete slab foundation. The walls are wood-framed and rise a story and a half in height to a moderately pitched gable roof. The exterior is clad in wood clapboard siding with a wide reveal and metal siding corners. The roof, which has no eaves or overhangs, is covered in asphalt shingles and is ornamented by thin bargeboards with decorative curved feet (Figure 4). In the middle of the west elevation, a brick chimney with a wide base is visible. The chimney tapers to a thin pier above the roof edge and has a wooden round-headed door set into its lower surface (Figure 5). On the opposite, east elevation, a second chimney is enclosed within the building block but visible above the roof envelope (Figure 6).

25 The fenestration of the building is varied. The west elevation includes a combination of sliding aluminum frame windows, as well as a single aluminum frame sash window. The north elevation contains a single sliding aluminum window on the ground story and paired double-hung wooden sash windows with 2-over-2 horizontal lights on the upper story directly beneath the gable peak. The east elevation contains a sliding aluminum frame window, a tripartite window with a wide fixed center window flanked by operable casement windows, and a vinyl sash window. The south elevation includes a sliding aluminum window with one boarded-over light, an aluminum sash window, and, likely, a fixed aluminum or wood window. All of the wood units, the aluminum sash units, and several of the sliding aluminum units are surrounded by simple wood molding (Figure 7).

30 The principal entry to 10890 North Denver Avenue is located on the south end of the east elevation, below a projecting arched canopy. It is a slightly recessed six-panel wooden door set between fluted wood pilasters (Figures 6 and 8). A second entry, composed of a paneled door and an aluminum storm door, is located on the north elevation beneath a full-width low pitched shed-roofed awning (Figure 9). The awning is supported by wooden posts and its west end is screened by vertical pieces of dimensional lumber.

35 The interior of 10890 North Denver Avenue includes a kitchen, bathroom, and office rooms set along a central hallway. The spaces appear to retain much of their historic fabric including linoleum asphalt tiles in the kitchen, acoustical tile ceilings, and paneled walls (all painted). The large brick chimney is connected to two fireplaces set at 45-degree angles into the corners of separate interior rooms (Figures 10 and 11).



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5 The building at 10890 North Denver Avenue is oriented slightly off a north-south axis and is surrounded by mature landscaping. Tall trees and shrubs line the footprint of the building; to the west, a row of sequoias screen the highway, and to the north (beyond the tax parcel boundaries) is a modern orchard used in educational classes. A concrete walkway provides the only means of access to the building, connecting its southern elevation to a parking lot and storage building (beyond the tax parcel boundaries) also used by the Portland Urban Forestry program.

Alterations

10 The original appearance of 10890 North Denver Avenue is undocumented. Since its initial construction, the building has been altered with changes to its setting, use, architectural detailing, and interior. Before the building was constructed, this area of the low-lying wetlands of East Columbia had been the Peninsula Public Golf Course, which opened to neighborhood residents in 1927.¹ From 1928 to 1933, Rankin's Airport, a private airport and flying school, was located southeast of the site; beyond the airport, one of Portland's auto camps, offered respite to travelers.² Beginning in 1943, the area immediately east and north of the resource's site, the former golf course, was cleared for "East Vanport City," worker housing that was hastily constructed for the thousands of workers who had moved to Portland for jobs in the city's shipyards (Figure 13).³ The housing project was dismantled in 1946. The area was drastically impacted by a flood in 1948 and the land was transformed into a public park after it was acquired by Portland Parks and Recreation in 1950. The Portland Urban Forestry program used the house as an office and the adjacent barn for storage. The site has changed significantly since 1950, including the construction of I-5 between 1962 and 1964, immediately west of the property, which changed access and traffic patterns in the area.⁴ A sports park was installed on the original East Vanport grounds in the 1970s and was renovated and re-designed in the 1990s. In 2022, the barn was demolished and replaced by a new storage building; the site is under continual development as part of the Urban Forestry program.

25 The exterior of 10890 North Denver Avenue has also been altered most significantly in its fenestration. Many of the building's original wood frame windows have been replaced by aluminum frame units while other window apertures have been widened to accommodate horizontally orientated aluminum-frame sliding units. In addition to window replacements, a window aperture on the west elevation at the southwestern corner of the building appears to have been infilled at an unknown time (Figure 12). Beyond the fenestration, the ornamental front porch appears to have been a later addition, when the building was converted from a duplex residence—as historical descriptions indicate—to its present state as an office, and the interior similarly transformed.⁵ This alteration included the removal of redundant programmatic elements and an attempt to otherwise unify the building's mirrored floorplan.

¹ "Peninsula invites women golfers," *The Oregonian*, September 21, 1927, 11.
² Brian Burk, "A Mysterious Vanport Survivor," storymaps.acrgis.com/stories/4886c80c97a9454eb746767f509e42ea.
³ Vanport City, which was located west of current-day I-5 was constructed first. East Vanport City offered housing for families, which Vanport did not. East Vanport apartments were usually two-bedroom, and oriented such that the louder rooms were insulated from neighbors. Additionally, residents had access to lawns and outdoor space. See Lillian Kessler, "The social structure of a war housing community – East Vanport City," unpublished thesis, Reed College, 1945.
⁴ "Highway Commission Approves Funds for McKenzie Route," *Oregonian* (Portland, OR), April 26, 1963, 24; "State Opens Bids On Two Freeway Jobs," *Oregonian* (Portland, OR), January 30, 1964, 14; "State Okays Road Section," *Oregonian* (Portland, OR), March 13, 1964, 16; "Minnesota Freeway to Open Next Week, Commission Says," *Oregonian* (Portland, OR), November 25, 1964, 7.
⁵ "Peterson Seeks Vanport Tract for City's Use," *Oregon Journal* (Portland, OR), April 18, 1949, 8.



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Boundary Description

5 The Portland Urban Forestry building, at 10890 North Denver Avenue, is located in the East Columbia neighborhood in Portland, Multnomah County, Oregon. The building’s rectangular tax lot protrudes into the large parcel encompassing the entirety of East Delta Park; its western boundary abuts the I-5 off-ramp. On account of the site’s reconfiguration, the recommended National Register of Historic Places (NRHP) boundary is recommended as the building’s footprint (Figure 3).

INTEGRITY

10 Since its construction time, the building has remained in its original location and retains many of its character-defining features, including the rectangular building footprint, gable roof, minimal eaves, brick chimney, and wood siding. The building’s function was changed from residential to office use, which has diminished its integrity of feeling and association. Additionally, the building’s integrity of materials, workmanship, and design have been diminished by the modifications to its fenestration and internal floorplan.

15 The resource’s integrity of setting has been greatly diminished by changes to its surrounding landscape. The dismantling of East Vanport, the destruction of Vanport, and the subsequent ownership and programmatic changes to the low-lying lands within the city’s drainage districts have transformed the context of the building in such a way that its potential historical significance can no longer be conveyed. However, despite these alterations, certain character-defining landscape features remain intact and contribute to a moderate degree of integrity of setting. These features include the vegetated slough to the west of the building and the paved road alignments immediately surrounding the building.

20 Overall, the building at 10890 North Denver Avenue retains its integrity of location but has diminished integrity of design, materials, and workmanship. Its integrity of setting, feeling, and association has been lost entirely.

STATEMENT OF SIGNIFICANCE

25 The building at 10890 North Denver Avenue, in addition to a large barn to its south, appears in aerial documentation between 1936 and 1943 (Figures 14 and 15). Very little evidence of the building’s construction, ownership, or early occupants was found. In City documentation, it was designated as a prewar dairy farm, as much of the floodplain was at the time—perhaps “Peninsula Farm,” a Grade-A dairy that kept Jersey cows, Guernsey bulls, and Wiener pigs, and was located, according to the farm’s classified ads, “1/2 mile north of Kenton on Denver.”⁶ It could have been related to the Peninsula Golf Course, which was located north and east of the site and operated between 1927 and 1943. A 1932 advertisement in *The Oregonian* offered 1,000 3-year-old filbert trees for sale and suggested buyers visit the greenskeeper at the “Peninsula golf course cottage,” one mile

30

⁶ Peninsula farm ads appear infrequently in *The Oregonian* (Portland, OR): October 17, 1927, 15; June 10, 1928, 28. The city recognized all Grade A dairies and pasteurizing plants and published the results “City Recognizes Milk Ratings,” *Oregonian*, July 8, 1936, 6.



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north of Kenton on Denver Avenue.⁷ The date of this advertisement, however, predates the assumed construction date of this Minimal Traditional building, suggesting that if the building were related to the golf course, it may have replaced an earlier cottage. Lastly, the building and barn could have been related to “East Vanport,” the emergency housing project built in 1943 by the Portland Housing Authority. Although the dates align, neither the residence nor the barn appears on the as-built plans of East Vanport. Additionally, the style, materials, and method of construction differ from those standardized designs deployed at East Vanport.

East Vanport Development

East Vanport, like the related development of wartime housing on the west side of Denver Avenue, Vanport City, was a large complex hastily constructed for the thousands of newly arriving wartime workers. Most of the workers had moved to the city to work in Kaiser’s Shipyards, on the Columbia and Willamette Rivers, and many of these workers were Black. Because of Portland’s discriminatory housing policies redlining zones where Black residents were permitted to live, housing—already limited—was even more restricted for newly arriving laborers. Henry Kaiser, owner of the shipbuilding company, sidestepped the Portland city government and, with funds from the Federal Government, bought over 600 acres of slough and farmland just south of the Columbia River that would become the site of his new temporary city.

East Vanport was an “addition” to the original city of Vanport; as designed, it was intended to add an additional 848 dwelling units—capable of housing an additional 5,000 laborers and their families—a community center, a commercial center, a school, and a fire station.⁸ Portland-based architecture firm Stanton & Johnston completed designs in early 1943; Wegman & Son began construction shortly thereafter. A central axis road, North Makin Avenue, bisected the radial plan, terminating at the commercial center (Figure 13). Paved streets, concrete sidewalks, and overhead street lighting implied a sense of permanence that contradicted the wood apartment complexes set atop wood foundations.⁹

The Housing Authority of Portland decommissioned East Vanport after the war, between December 1945 and March 1946, despite the city’s continued need for housing.¹⁰ Opposition to the facility’s closure was widespread by both housing groups and the general public, which recognized that returning veterans and shipyard workers who remained in the city increased the demands placed on existing stock. Regardless, the Housing Authority dismantled the dwelling units and shipped them to veteran developments in Washington, Oregon, and California. When the work began, the complex included 77 buildings.¹¹ By November 1946, all residences except one had been removed from East Vanport.¹² Following the removal of the East Vanport housing complex, a request for the donation of the East Vanport land to the City of Portland was submitted to the war assets administration in April

⁷ Ad, *Oregonian*, March 6, 1932, 27. Additionally, there are several references to greenskeepers at the golf course and others that imply residence without additional context. In his 1932 marriage license, Edward C. Suran listed his home address at the golf course; the following year, *The Oregonian* mentioned that Frank Russell was the designer of the links course and also the greenskeeper. In 1934, in his marriage license, Frederick Christian Harry Eckert (1904–1986) listed his address at the Peninsula Golf Course; he was mentioned again, still as greenskeeper, in a brief 1942 article describing the robbery of an air compressor from the course’s pumphouse. Both Suran and Eckert are listed in the city directory shortly after their marriages at residential addresses elsewhere in the city.

⁸ “Work Started on New City,” *Oregonian*, 26.

⁹ Manly Maben, *Vanport*. (Portland, OR: Oregon Historical Society Press, 1987), 12.

¹⁰ “Harry Fimmel, “East Vanport Homes Asked for Veterans,” *Oregon Journal* (Portland, OR), June 4, 1946, 1.

¹¹ “Vanport Housing Units to Shelter California Vets,” *Oregonian* (Portland, OR), September 15, 1946, 17

¹² Lamar Newkirk, “Guilds Lake Payroll Loss Blame Fixed,” *Oregon Journal* (Portland, OR), August 22, 1943, 1, 4.



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1948 by city commissioner (and future mayor) Fred L. Peterson (1896–1985).¹³ At the time, *The Columbian* noted that “all buildings except one duplex, a community building, and a sewage pump house have been removed.”¹⁴

In 1948, East Vanport had been dismantled, and many buildings in Vanport City, on the west side of Denver Avenue, had been abandoned, but the “temporary” city of Vanport still boasted a total population of over 18,000 residents.¹⁵ At 4:17 p.m. on May 30 of that year, while residents were celebrating Memorial Day, the dike that protected the two Vanport cities from Smith Lake broke. The season had been especially wet, and May rains and runoff from a snowy winter had raised the Columbia and Willamette rivers to dangerous levels.¹⁶ Flooding occurred throughout the riverways and destroyed the city. East Vanport was reportedly safe from the first hours of flooding but was only protected by a small underpass, which eventually gave way. The water rushed through both of the Vanport cities rapidly, easily displacing the buildings from their wood foundations. When the water subsided, fifteen people were dead and the remaining 18,500 residents found their destroyed city uninhabitable.¹⁷

The destruction of both Vanport and East Vanport were historically significant events in Portland’s history, particularly for the Black community, which was permitted so few housing opportunities in the city. The impressive feat of housing nearly 40,000 workers in a city built in less than six months was all but erased by the disaster of equal magnitude in May of 1948. The physical destruction of the sunken city has also meant that the intangible memories and historical accounts of the site have been difficult to preserve within the collective memory of the city. Local groups in Portland are dedicated to preserving the records of these vibrant cities despite the lack of physical evidence at the sites.¹⁸

Delta Park

By December 1949, all that remained of the Vanport housing projects was one dwelling, two administrative buildings and “a wandering grid of paved streets.”¹⁹ The agency in charge of the property—the War Assets Administration (WAA)—was tasked with selling the assets of the program. After formally closing the Vanport developments, the agency announced that they had rejected all bids and planned to give priority to the City of Portland in its sale.²⁰ In June 1950, the City of Portland purchased 100 acres of the East Vanport property from the WAA for \$40,000, intending to develop it for recreation (Figures 20 and 21).²¹ The property remained outside of city limits for the next decade; although documentation is scarce, the remaining buildings likely sat vacant during this time.

A special municipal election was held on November 8, 1960, to decide the annexation of 854.35 acres of the

¹³ “Peterson Seeks Vanport Tract for City’s Use,” *Oregon Journal* (Portland, OR), April 18, 1949, 8.

¹⁴ “Peterson Seeks Vanport Tract for City’s Use,” *Oregon Journal*.

¹⁵ Carl Abbott, “Vanport.” Oregon Encyclopedia. Updated March 9, 2022. <https://www.oregonencyclopedia.org/articles/vanport/#.YuHI9rbMI2w>.

¹⁶ Natasha Geiling, “How Oregon’s Second Largest City Vanished in a Day,” *Smithsonian Magazine* (website), February 18, 2015, <https://www.smithsonianmag.com/history/vanport-oregon-how-countrys-largest-housing-project-vanished-day-180954040/>

¹⁷ Michael McGregor, “The Vanport Flood,” Oregon History Project, 2003. <https://www.oregonhistoryproject.org/articles/essays/the-vanport-flood/#.Y4mIln3MJhF>.

¹⁸ Vanport Mosaic, for instance, uses the history of Vanport as a catalyst for creating a “more just and equitable society,” and preserves the histories of underrepresented communities as part of its social justice mission and collective memory activism.

¹⁹ Jerry Bishop, “Plans Set to Build New West Delta Park Track,” *Longview Daily News* (WA), February 13, 1969, 16.

²⁰ “East Vanport Eyes as Park,” *Oregonian* (Portland, OR), December 2, 1949, Section 3, Page 5.

²¹ “City Acquires East Vanport,” *Oregonian* (Portland, OR), June 24, 1950, Section 2, Page 4.



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Vanport-Delta Park-Triangle Lake area. *The Oregon Journal* noted at the time that no people were living in the area, and the annexation was therefore not a highly controversial issue.²² The annexation, Ordinance 113217, passed on February 23, 1961, with a vote of 98,379 to 34,692.²³ The city officially renamed the entire annexed area “Delta Park,” and the land east of Denver Avenue was renamed “East Delta Park.”²⁴ The parks were the subject of many proposals for large-scale tourism projects that never came to fruition, including a veterans memorial center, an exposition center, and a large sports complex called “the Delta Dome.”²⁵ Advocates for the Delta Dome noted that the facility had the potential to attract the 1972 Olympics to Portland, as well as a professional football or Major League Baseball team.²⁶ A ten-foot-wide scale model of the proposed dome was displayed for the public at the nearby Pacific International (PI) Building in October 1964.²⁷ Measures to approve the Delta Dome project were presented to voters in May and November of 1964, both of which were defeated.²⁸ Some of the Delta Dome’s supporters continued to advocate for its construction but subsequent plans lacked the backing to get on any ballot and the project was defunct by the late-1960s.²⁹

The Delta Park area was impacted by mid-century highway planning and the introduction of the Minnesota Freeway, originally proposed by New York planner Robert Moses.³⁰ The freeway re-routed north-south traffic from Interstate and Union avenues to an expanded and re-aligned Denver Avenue. As seen in historic aerial imagery, the freeway’s expansion further divided the east and west sections of the former Vanport site, and a new bridge across the Columbia Slough created an additional fragment in the southern reaches of the East Vanport site, south of the contemporary location of Delta Park. The freeway right of way was secured in 1962, and after grading and paving, the new route opened to motor vehicle traffic in late 1964.³¹

According to historic aerial photography, the city planted an allée of trees along North Denver Avenue and Oregon Route 99E (Martin Luther King Jr Boulevard) in the 1960s and by 1970 had constructed three baseball diamonds in the open space of East Delta Park.³² The former Commercial Center for East Vanport was converted to office space for the new park complex. While the areas surrounding East Delta Park experienced substantial development over the latter decades of the twentieth century, the park itself went largely unchanged until 1998 when the City of Portland re-designed the park’s fields as part of the “Owens Sports Complex.” Named after William V. Owens, a retired Portland Parks Superintendent who was known for developing the city’s softball

²² “No Strain On This Annexation,” *Oregon Journal* (Portland, OR), November 6, 1960, Section 3, Page 7.
²³ “Portland Voters OK Dock, Sewer Measure,” *Oregon Journal* (Portland, OR), November 9, 1960, 16.
²⁴ Ordinance 113217, City of Portland, March 1, 1961.
²⁵ Keith Hansen, “Grand Scale Portland Memorial Center Considered by PI, Veterans, City Council” *Oregonian* (Portland, OR), September 21, 1951, 55; “Private Group Asks to Build ER Center,” *Medford Mail Tribune* (OR), February 21, 1958, 11.
²⁶ Harold E. Hughes, “Voters’ Choice: Delta Dome to Offer Unique Opportunity for Portland,” *Oregonian* (Portland, OR), May 8, 1964, 23; Gerry Pratt, “Delta Dome Booster Views County Voting,” *Oregonian* (Portland, OR), May 19, 1964, 5.
²⁷ “Delta Dome Model Highlight of P-I Luncheon Meeting,” *Oregonian* (Portland, OR), October 9, 1964, 27.
²⁸ “Once-Beaten Proposal Back on County Ballot,” *Oregonian* (Portland, OR), October 25, 1964, F1.
²⁹ “A New Fair Site?” *Capital Journal* (Salem, OR), August 5, 1967, 4.
³⁰ George Kramer, *The Interstate Highway System in Oregon: A Historic Overview* (Eugene, Oregon: Heritage Research Associates, Inc.), 27.
³¹ “Highway Commission Approves Funds for McKenzie Route,” *Oregonian* (Portland, OR), April 26, 1963, 24; “State Opens Bids On Two Freeway Jobs,” *Oregonian* (Portland, OR), January 30, 1964, 14; “State Okays Road Section,” *Oregonian* (Portland, OR), March 13, 1964, 16; “Minnesota Freeway to Open Next Week, Commission Says,” *Oregonian* (Portland, OR), November 25, 1964, 7.
³² NetrOnline Historic Aerial Photograph: 45.60076: -122.67892, *HistoricAerials.com* accessed December 19, 2022. <https://www.historicaerials.com/viewer>



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program. The new complex was outfitted with nine softball fields, two baseball fields, a batting cage, sand volleyball courts, a parking lot, a picnic area, and a gazebo.³³

Minimal Traditional Style

5 Houses built in the “Minimal Traditional” style were constructed in the United States mainly during the period between 1935 and 1950. First developed during the years of the Great Depression (1929–1939), the style and its construction were reflective of the austere conditions that had redefined the country and the possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity, effectively appealing to the widest possible audience. Opportunities to construct new homes during the Depression were afforded in large part by the passing of the 1934 National Housing Act and
10 subsequent creation of the Federal Housing Administration (FHA), part of President Franklin Delano Roosevelt’s (1882–1945) New Deal agenda. The Act was a means to put unemployed laborers to work, to improve overall housing conditions, and, most importantly, to provide federal insurance for mortgages, thereby protecting lenders from foreclosure losses.³⁴

15 As it developed, the FHA created a set of basic building standards that houses were required for lenders to receive FHA backing. These standards had a positive impact on the country’s building code, ensuring that new American houses were constructed according to or above a common minimum. They also, however, often limited stylistic experimentation among builders to a limited set of styles, sometimes humorously referred to as “Banker’s Modern.”³⁵ Although appellations were only applied in hindsight, styles favored by the FHA included Minimal Traditional, and later, Ranch houses and Split-Levels. During the height of the Depression, however, a survey of
20 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small two-bedroom, one-bath, “Colonial Revival” style cottage built over a full or partial concrete basement, wood-framed, with a separate dining room.³⁶

25 The design of Minimal Traditional houses was influenced in form by the popular preceding Revival styles, particularly Tudor and Colonial Revival, but included none of the recognizable detailing, hence the assessment of this style as a “compromise” style.³⁷ Houses were designed from stock plans already designed to meet FHA standards and were mostly one-story, usually less than 1,000 square feet. Materials varied, including wood, brick, stone, or, in some cases, a combination. Design elements of previous styles, like the steep pitch of Tudor Revival roofs, or decorative accents of a Cape Cod, were changed to accommodate cheaper, more efficient construction. Most roofs of the minimal traditional style were without overhang, and the pitch of the gable or hip roof was low
30 and gradual; most façade detailing was omitted. Many houses were built without a basement to save on costs. Other details included windows fashioned with horizontal panes and the frequent use of the “corner window” inspired by the work of Frank Lloyd Wright. With its low cost and wide appeal, the style remained popular after the

³³ Office of the City Auditor, *Parks Bureau Softball: Operating agreement for the softball program should be revised as it nears self-sufficiency*, Portland, OR: Office of the City Auditor, August 30, 2005, 3. <https://www.portlandoregon.gov/auditservices/article/90528>; “Delta Park - Owens Sports Complex,” *City of Portland- Parks and Recreation*, accessed December 16, 2022. <https://www.portland.gov/parks/delta-park-owens-sports-complex>.

³⁴ “Federal Housing Policy Developments, 1932-50,” *Monthly Labor Review* 71, No. 6 (Washington DC: Department of Labor, 1950), 682–83, <http://www.jstor.org/stable/41843722>.

³⁵ Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.

³⁶ Alfred M. Staehli, “They sure don’t build them like they used to: Federal Housing Administration insured builders’ houses in the Pacific Northwest from 1934 to 1954” (PhD dissertation, Portland State University, 1987), 100-101, PDXScholar (3799).

³⁷ Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.



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end of the Depression, both during World War II and into the postwar period. Such was their abundance across the country that other names sprang up for them including “Roosevelt Cottages” and “WWII Era Cottages,” on account of the large number of houses built for veterans (with financial assistance from the 1944 Servicemen’s Readjustment Act, also known as the GI Bill) upon their return from WWII.³⁸

- 5 Although the Minimal Traditional style was developed between 1935 and 1950, its ubiquity and quality of construction meant that the style has had an outsized influence on speculative housing built in the United States in the twentieth century. The exact construction date of 10890 North Denver Avenue in Delta Park is unknown, but aerial imagery indicates that it was built between 1936 and 1942, at the height of Minimal Traditional popularity. As a duplex residence, the building was emblematic of the style, featuring the characteristic elements of gable roof, no overhang, and minimally ornamented wood cladding.
- 10

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the building at 10890 North Denver Avenue is not significant under Criteria A, B, C, and D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

- 15 Based upon WillametteCRA’s evaluation of the building at 10890 North Denver Avenue within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. The origins of the building are not clearly tied to any of the historic events that took place at its site, such as the development of the dairy farm, public golf course, public housing project, or the property’s eventual ownership under city administration.
- 20 The building at 10890 North Denver Avenue does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The building at 10890 North Denver Avenue demonstrates elements of the Minimal Traditional style, its unusual form and program make it neither representative of a standard Minimal Traditional style residence nor a good example of the style applied to an otherwise recognizable form. It does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify for as significant under Criterion C.

25

The building at 10890 North Denver Avenue is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

30

In summary, the building at 10890 North Denver Avenue does not possess sufficient significance under Criteria A, B, C, or D and WillametteCRA recommends the resource not eligible for listing in the NRHP.

³⁸ Washington Department of Archaeology & Historic Preservation, “WWII Era Cottage,” *Washington Department of Archaeology & Historic Preservation*, Access date April 18, 2023, <https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/wwii-era-cottage>.



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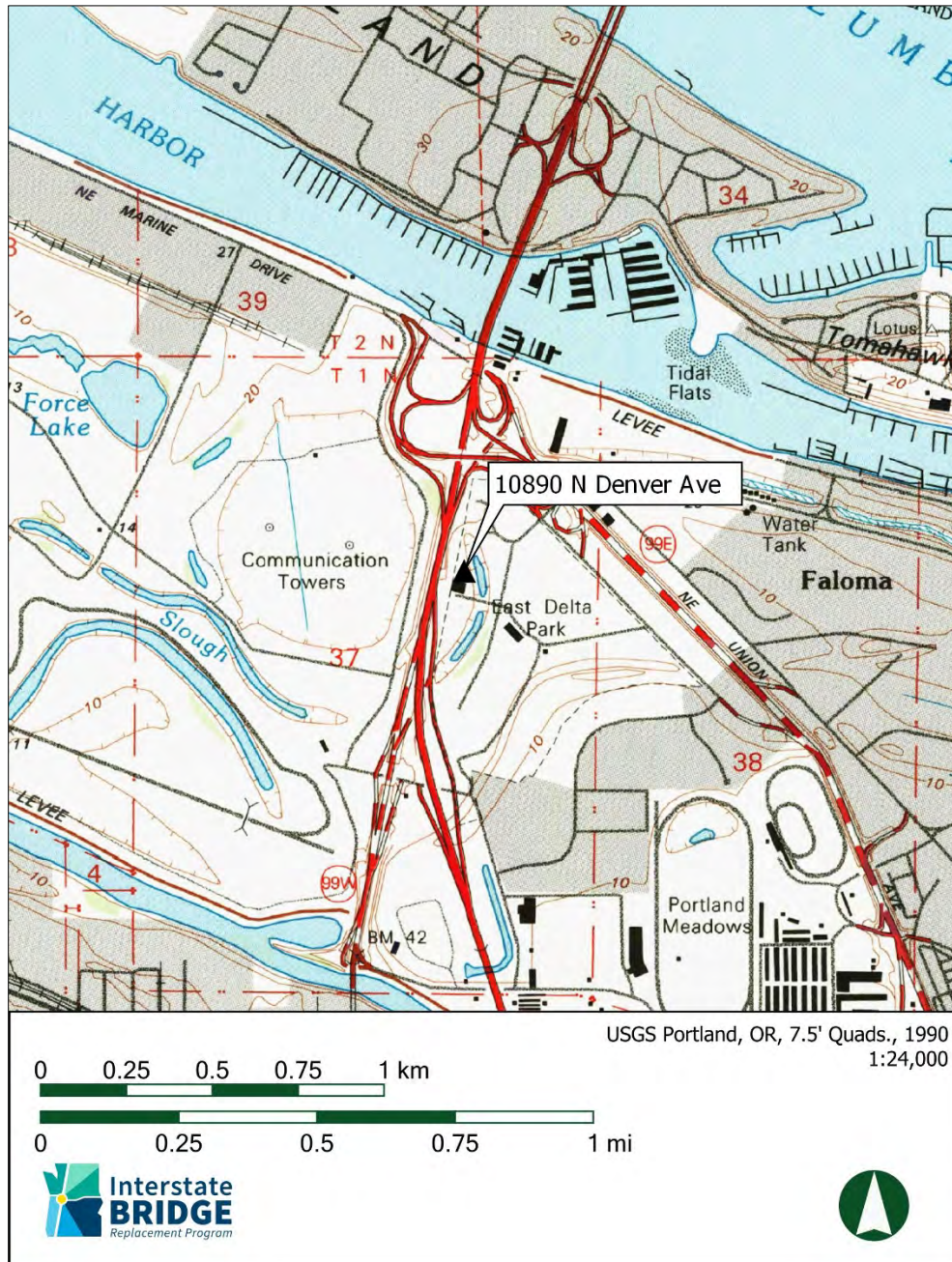


Figure 2. Location map of 10890 North Denver Ave, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 10890 North Denver Ave, showing recommended NRHP boundary in white.

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Figure 4. West and south elevations of 10890 North Denver Ave, including detail of trim and historic windows set in wooden casing and newer windows. View facing northeast (WillametteCRA September 6, 2022).

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Figure 5. West elevation of Building at 10890 North Denver Ave, detail of brick chimney. View facing east (WillametteCRA September 6, 2022).

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Figure 6. South and east elevations of building at 10890 North Denver Ave, including primary entrance. View facing northwest (WillametteCRA September 6, 2022).

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Figure 7. West and south elevations, including detail of historic windows set in wooden casing and newer windows. View facing northwest (WillametteCRA September 6, 2022).

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Figure 8. East and south elevations including detail of primary elevation. View facing northwest (WillametteCRA September 6, 2022).

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Figure 9. North elevation including secondary entrance. View facing south (WillametteCRA September 6, 2022).

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Figure 10 and Figure 11. Interior views of the building's chimney, view facing northwest and southwest (WillametteCRA September 6, 2022).

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Figure 12. East elevation including primary entrance, historic and replacement windows. View facing west (WillametteCRA September 6, 2022).

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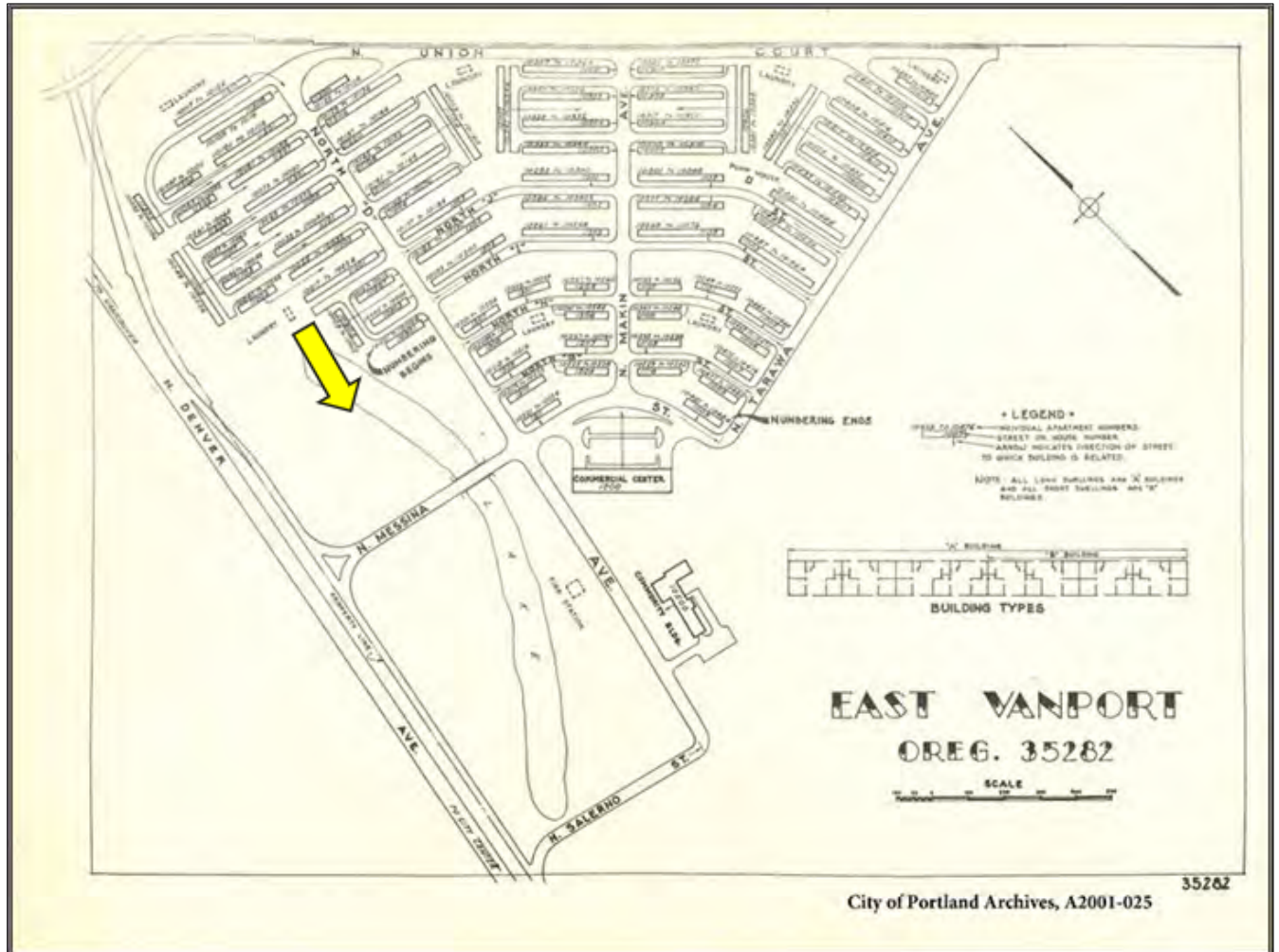


Figure 13. East Vanport map, 1943. The approximate location of 10890 North Denver Avenue is indicated by the yellow arrow (City of Portland Archives, A2001-025).

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Figure 14. Aerial view of area, 1936. The approximate location of 10890 North Denver Avenue is indicated by the yellow arrow; the immediate context is somewhat occluded by the map assembly (Portland Maps).

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Figure 15. East Vanport aerial photograph, 1943. The footprint of 10890 North Denver Avenue is indicated by the yellow arrow (Portland Maps).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: East Vanport Commercial Center (Delta Park Sports Office) (OR 155)	SHPO Resource ID: TBD
Street Address: 10850 North Denver Avenue	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: R314323	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 1N Range: 1E Section: 3
Coordinates: 45.598889°, -122.680942°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / sports facility	Construction Date: 1943–1944
Historic Use: COMMERCE/TRADE / department store	Alterations & Dates: ca. 1960, Partial removal of window glazing, addition of steel grating over windows; ca. 2008, Addition of interior steel posts, replacement of doors, addition of access ramps, addition of northwest shed
Architectural Classification / Resource Type: Other: Northwest Regional / building	Historic Context: Community Planning and Development; Social History

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - Shopping center	
Window Type & Material: Fixed & Wood	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Brick Decorative: Variegated Brick	
Roof Type & Material: Shed & Rolled Asphalt		
Structural System Type: Masonry - Brick	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
Styles: Northwest Regional	Category:	Change Level:
	Plan	Intact
	Interior	Extensive
	Windows	Unknown
Register Status: Not Listed	Cladding	Intact
	(Other) Setting	Extensive
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	

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Figure 1. East Vanport Commercial Center, northeast and southeast elevations. View facing southwest (WillametteCRA December 8, 2021).

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

Property is located in a potential District

Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):

Concur Do Not Concur Potentially Eligible Individually Potentially Eligible as part of District Not Eligible

Signed _____ Date _____

Comments:



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PHYSICAL DESCRIPTION

5 The building located at 10850 North Denver Avenue, hereafter referred to by its historic name, East Vanport Commercial Center, was constructed in 1943 as the commercial core for the wartime housing project of East Vanport in the East Columbia neighborhood of Portland, Multnomah County, Oregon (Figures 2 and 3). Since its construction, the site of the housing project has been largely redeveloped into the contemporary Delta Park which is composed of open grasslands and athletic fields surrounded by paved roadways lined with mature trees. The building is constructed on a level site near the center of the park and possesses an irregular rectangular footprint with a diagonal ordinal alignment. At its widest, the building measures approximately 216 feet from northwest to southeast and approximately 64 feet from northeast to southwest (Figures 4–8).

10 The Commercial Center is a single-story building, constructed atop a concrete slab foundation with exterior walls composed of oversized—possibly utility or meridian sized—bricks with internal steel support posts added after 2007. These walls are clad by horizontal lapped masonite siding with an eight-inch reveal, as well as decorative brick masonry used to accent portions of the principal northeast elevation and entryway. The accent cladding is arranged using two sizes of variegated brick laid in a running bond which repeats the pattern of two courses of standard bricks, followed by a single course of non-standard extra thin bricks (see Figure 4). The building’s walls are topped by a low-pitched shed roof with projecting eaves. The eaves are composed of exposed rafters and purlins that are approximately three feet along the northeast and southwest elevations, and approximately one foot along the northwest and southeast elevations.

20 The principal entry is a wide covered recess in the middle of the northeast elevation raised approximately four inches above grade on the concrete foundation slab. The rear of the recess is covered by a wood-framed window wall placed above a low brick masonry dwarf wall. Portions of the window wall’s glazing have been infilled by wood panels and a flush steel entry door is set into its middle. Ribbon windows adorn the upper edges of the northeast elevation to either side of the entry vestibule, while a secondary entry is provided through a shopfront window wall on the west end of that principal elevation. Additional entries around the building’s perimeter are composed of flush steel doors, and a roll-up steel garage door is located atop a short concrete loading ramp in the center of the southeast elevation. The interior of the building was not accessible at the time of survey.

Alterations

30 Although early documentation is limited, modifications to the building likely occurred after the city assumed ownership in 1960. These include the removal of a portion of window glazing from the building’s lower window walls, as well as the addition of horizontal steel grating on the remaining windows as a theft deterrent. The building has also been altered more recently with the addition of interior steel posts, and the replacement of original half-glass doors with flush steel units after 2007. Other changes around this time include the modification of the southeast loading dock with a concrete ramp and the addition of a low ramp connecting the recessed entry to the sidewalk pavement. Finally, around 2008, a small shed measuring approximately six feet square was added along the northwest elevation.

Boundary Description

40 The East Vanport Commercial Center is located at 10850 North Denver Avenue in the East Columbia neighborhood of Portland, Multnomah County, Oregon. The building’s tax lot includes all of Delta Park which has been extensively altered both since the Commercial Center’s initial construction, and since the end of the historic period. Because of this, the recommended National Register for Historic Places (NRHP) boundary is limited to the



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building footprint. It does not include the street paving at the building's front, nor the fenced equipment yard at its rear.

INTEGRITY

5 The building remains in its original position, and therefore possesses integrity of location. The resource's integrity of setting has been diminished by the destruction of the cities of Vanport and East Vanport, as well as further changes during mid-century development including the alteration of the site's original circulation system to accommodate the introduction of the Minnesota Freeway, later Interstate 5, between 1962 and 1964.¹ The City of Portland installed a sports complex, Delta Park, on the original East Vanport grounds in the 1970s and the site received a renovation and re-design in the 1990s. However, despite alterations to the greater landscape, the resource's immediate surrounding landscape retains many character-defining features that communicate the character of the place in which the building played its historical role, such as the vegetated slough to the west of the building and the paved road alignments immediately surrounding the building (Figure 3).

15 The City, upon acquisition, altered the building's interior floorplan from a commercial floor into an office space and in so doing impacted some of the resource's integrity of association. However, that integrity remains intact because the resource retains a vast majority of external features, discussed below, which convey the property's historic character.²

20 The resource's intact character-defining features function to compensate for its loss of setting and partial loss of fenestration materials. Intact features include building massing, wall cladding, patterns of fenestration, some original fenestration and glazing, roof materials, as well as surrounding landscape characteristics such as the adjacent vegetated swale and original road alignment. The building, therefore, possesses a sufficient level of integrity of location, design, materials, workmanship, feeling and association to communicate its area of significance as a last vestige of the historic Vanport housing projects.

STATEMENT OF SIGNIFICANCE

The Challenge of Wartime Housing

25 Between 1940 and 1945, the Federal Government awarded Portland-area industries \$1.74 billion in defense contracts to support the American World War II (WWII) effort.³ These companies, in order to meet the production goals of the contracts, hired as many laborers as they could find, but demand far outweighed local availability. The influx of new workers who arrived in Portland to fill the massive labor shortage dramatically changed the economic and demographic makeup of the area. By the war's end, the industrial sector employed approximately

¹ "Highway Commission Approves Funds for McKenzie Route," *Oregonian* (Portland, OR), April 26, 1963, 24; "State Opens Bids On Two Freeway Jobs," *Oregonian* (Portland, OR), January 30, 1964, 14; "State Okays Road Section," *Oregonian* (Portland, OR), March 13, 1964, 16; "Minnesota Freeway to Open Next Week, Commission Says," *Oregonian* (Portland, OR), November 25, 1964, 7.

² National Park Service, "National Register Bulletin 15- How to Apply the National Register Criteria for Evaluation," (Washington, DC: Department of the Interior, 1990), 45.

³ Kerrie Franey, "Early Densification in an Urban Center: Portland, Oregon and the War Code Housing Program" (MS Terminal Project, University of Oregon, 2019), 8



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5 50 percent of Portland’s labor force, up from only 15 percent in 1940.⁴ Multiple Portland companies benefited from the federal contracts, but the region’s largest wartime employers were the three new shipyards established by Henry John Kaiser (1882–1967). The first shipyard, announced in January 1941, opened under the Oregon Shipbuilding Company in northeast Portland the same year.⁵ This was followed by the Vancouver Shipyard in early 1942 and, finally, the Swan Island Shipyard in July of the same year.

10 Recognizing that the area could not supply the necessary workforce to operate the shipyards, Kaiser’s administration placed job listings in eleven other states and chartered trains from as far away as New York City to bring workers to the Portland area.⁶ In all, the three Kaiser shipyards created over 100,000 jobs, most of which were filled by newly arrived workers.⁷ Neither Portland, a city of only 406,000 residents, nor Vancouver, a city of 19,000, were capable of or prepared to adequately house Kaiser’s new workers, in addition to those rushing into the region for other wartime employers.⁸

The Housing Authority of Portland

15 Prior to WWII, Portland’s real estate community had actively lobbied against public housing.⁹ The city maintained a Planning Commission as well as a Housing Code Commission, but these groups focused their efforts on local zoning rather than on housing issues.¹⁰ In the Housing Act of 1937, the federal government created the United States (U.S.) Housing Authority and appropriated funds for the establishment of local housing authorities. The use of these funds was contingent upon state and local approval, and the 1938 ballot initiative to create a Portland housing authority was overwhelmingly defeated.¹¹

20 This opposition to a local housing authority began to crumble as the exigencies of WWII came to the fore. On December 11, 1941, just days after the attack on Pearl Harbor, the Portland City Council established the Housing Authority of Portland (HAP) to address the city’s housing shortage.¹² Local historians have noted that HAP, which was composed of a realtor, a banker, an apartment owner, and a trade union leader, was formed less to create housing and more to placate local property owners and prevent encroachment upon Portland’s real estate industry; Chester A. Moores (1889–1975), the realtor, had indeed opposed the creation of the commission from

⁴ Franey, “Early Densification in an Urban Center, 8; MacColl, *The Growth of a City*, 584.
⁵ George Kramer, “It Takes More Than Bullets: The WWII Homefront in Portland, Oregon” (Portland, OR: Housing Authority of Portland, 2006), 5.1.
⁶ Carl Abbott, *Portland in Three Centuries: The Place and the People*, 2nd ed. (Corvallis: Oregon State University Press, 2022), 125; Rudy Pearson, “A Menace to the Neighborhood: Housing and African Americans in Portland, 1941-1945,” *Oregon Historical Quarterly* 102 No.2 (Summer 2001): 161.
⁷ Kramer, “It Takes More Than Bullets,” 5.0.
⁸ Heather Fryer, “Race, Industry, and the Aesthetic of a Changing Community in World War II Portland” *The Pacific Northwest Quarterly* 96, no. 1 (Winter 2004/2005): 3, <https://www.jstor.org/stable/40491804>; National Park Service, “Vancouver During World War II,” Last Modified December 22, 2017, <https://www.nps.gov/articles/vancouverbarrackswwii.htm>.
⁹ Kramer, “It Takes More Than Bullets,” 2.1.
¹⁰ Franey, “Early Densification in an Urban Center, 10
¹¹ Richard Nokes, “Should Portland Have a Housing Authority,” *Oregonian* (Portland, OR), March 2, 1941, 6; Kramer, “It Takes More Than Bullets,” 5.1.
¹² Richard Sanders, “Housing Authority of Portland,” Oregon Encyclopedia, updated August 16, 2022, https://www.oregonencyclopedia.org/articles/housing_authority_of_portland/#.Y4I2WH3MJhF; Kramer, “It Takes More Than Bullets,” 5.1.



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the start.¹³ As historian Carl Abbott explained, the commission sought “to build the minimum number of necessary units, which could be torn down after the war.”¹⁴ Among the commission’s first outputs was the so-called “Gartrell Plan” named after Cecil M. Gartrell (1900–1979), the banker appointed to HAP. The plan proposed that HAP construct temporary single-family houses on leased city-owned lots, with the intention of immediate removal after the war.¹⁵ The plan was well received by Portland’s business community, who felt the lease arrangement provided appropriate assurance that the wartime housing units would be temporary and not ultimately compete with private real estate interests.¹⁶

Local businessman J.W. Haight (dates unknown) noted that “Gartrell has carried out a campaign to insure [sic] the temporary nature of the major portion of Portland’s war emergency housing through earmarking as many of the city’s allotted defense houses as possible to the ‘salvageable’ class, or slated to be torn down as soon as the emergency is terminated.”¹⁷ The first Gartrell Plan units were completed in July 1942; in April 1943 Gartrell traveled to Washington, DC, to present his plan to federal housing authorities, where it was met with praise.¹⁸ Over the course of the war, a total of 700 units were constructed through the Gartrell Plan.¹⁹ By July of 1942, HAP had authorized the construction of 4,900 housing units within city limits—a small subset of the projected 37,000 needed.²⁰ Additional developments were erected across the city and by November 1944, HAP managed a total of 18,455 housing units across twenty-five housing projects.²¹ Of these, the vast majority reflected the commission’s commitment to keeping social housing temporary; only two—Columbia Villa (400 units) and Dekum Court (85 units)—were designed as permanent complexes.²² The other twenty-three were planned for removal within two years of the war’s conclusion.²³

20 Development of the Vanport Cities

When the country entered WWII in December 1941, workers moved en masse to Portland and Vancouver, seeking employment at Kaiser’s shipyards and creating a pressing need for new housing.²⁴ Recognizing the limits of the local governments’ housing programs, Kaiser’s son Edgar Kaiser (1908–1981), a general manager in his father’s company, oversaw the construction of a new 650-acre city, selecting property outside of Portland’s city

¹³ MacColl, *The Growth of a City*, 575; Franey, “Early Densification in an Urban Center, 11.
¹⁴ Abbott, *Portland in Three Centuries*, 128.
¹⁵ Kramer, “It Takes More Than Bullets,” 5.2.
¹⁶ Kramer, “It Takes More Than Bullets,” 5.2.
¹⁷ “Calls attention to Gartrell Plan,” *Oregon Journal* (Portland, OR), April 19, 1942, 8C.
¹⁸ John M. Richardson, “Defense Housing to be Speeded,” *Oregon Journal* (Portland, OR), April 14, 1942, 17; “Salvage Housing ‘Sale’ Succeeds,” *Oregon Journal* (Portland, OR), April 13, 1942, 13; “First Gartrell Dwellings Ready, Families to Move In,” *Oregon Journal* (Portland, OR), July 13, 1942, 8.
¹⁹ Abbott, “Portland in the Pacific War,” 16.
²⁰ Stuart McElderry, “Building a West Coast Ghetto: African-American Housing in Portland, 1910-1960,” *The Pacific Northwest Quarterly* 92, no. 3 (Summer 2001): 139.
²¹ City of Portland, *History of the Housing Authority*, April 1945 (Portland, OR: Housing Authority of Portland, Record Number AP/177, <https://efiles.portlandoregon.gov/Record/2776620/>, 3.
²² City of Portland, *History of the Housing Authority of Portland*, 3; Harry H. Harrison, “Postwar Puzzle: What to do With Portland Housing Land,” *Oregonian* (Portland, OR), May 27, 1945, M8.
²³ City of Portland, *History of the Housing Authority of Portland*, April 1945 (Portland, OR: Housing Authority of Portland, Record Number AP/177, <https://efiles.portlandoregon.gov/Record/2776620/>, 3; Harry H. Harrison, “Postwar Puzzle: What to do With Portland Housing Land,” *Oregonian* (Portland, OR), May 27, 1945, M8.
²⁴ Geiling, “How Oregon’s Second Largest City Vanished.”



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limits in order to circumvent the discriminatory housing regulations within the city which heavily restricted where Black residents could live.²⁵ The new city was built on diked marshlands that had been converted to farmland, located between the Columbia Slough and the Columbia River.²⁶ While initially referred to as “Kaiserville,” the name “Vanport” was eventually selected due to the site’s location between Vancouver and Portland.²⁷

5 Prior to twentieth-century development, the land upon which Vanport was constructed had been a marshy bottomland. Lying several feet lower in elevation than the average high-water level of the nearby Columbia River, the area was prone to both seasonal flooding and groundwater swelling.²⁸ Starting in 1917, the new Peninsula Drainage District No. 1 constructed a series of dikes, drainageways, and mechanical pumping stations to mitigate seasonal flooding and dry out the area for agricultural, recreational, and industrial development.²⁹ The area was developed as the Peninsula Golf Course in the 1920s, and one of the earliest commercial radio stations in Portland, KGW-AM, constructed transmitter towers and a transmitter building in the 1930s.³⁰

15 Work on Vanport began on September 14, 1942.³¹ The golf course was obliterated and in its stead, a new city was built, designed by Portland-based firm Wolff & Phillips and built by the Kaiser Company, with the George H. Buckler Company and Wegman & Son serving as joint sub-contractors.³² Original plans called for 6,022 units of housing but the city ultimately included 703 apartment buildings and 17 multi-unit dwellings, providing a total of 9,942 living units.³³ In addition to residences, the new city had a post office, schools, fire stations, a movie theatre, social buildings, a library, an infirmary, a police station, as well as various other service and administration buildings.³⁴ Writing for *The Oregonian* on the date of the city’s completion, one journalist noted that “Vanport City goes beyond providing homes for defense workers. It is encouraging all possible conditions of normal living to parallel the hard terms of life in a war community.”³⁵

25 Vanport’s initial residents started to move in on December 12, 1942, two months after construction began, and by January 1943, the war town’s population numbered some 6,000.³⁶ As wartime demands continued to drive production, the population of workers grew by 10,000 residents by March 1943 and, after the city’s completion in August, totaled 39,000 residents by November.³⁷ So large was the development that it dwarfed other housing projects in the Portland area and, at its peak, was the largest such project in the country.³⁸ In less than a year,

²⁵ Michael McGregor, “The Vanport Flood,” Oregon History Project, 2003. <https://www.oregonhistoryproject.org/articles/essays/the-vanport-flood/#.Y4m1ln3MJhF>; Shawn G. Kennedy, “Edgar F. Kaiser Dies at Age 73,” *New York Times*, December 13, 1981, 54; McGregor, “The Vanport Flood.”

²⁶ Geiling, “How Oregon’s Second Largest City Vanished.”

²⁷ Geiling, “How Oregon’s Second Largest City Vanished.”

²⁸ Evan Dulin and C. Mirth Walker, *Vanport Wetlands Long-Term Management Plan*, (Portland, OR: SWCA Environmental Consultants and Port of Portland, January, 2018), 2.

²⁹ Dulin and Walker, *Vanport Wetlands*, 2.

³⁰ Dulin and Walker, *Vanport Wetlands*, 2.

³¹ “Celebration Marks Completion of Vanport City,” *Oregonian* (Portland, OR), August 12, 1942 9.

³² “Celebration Marks Completion,” *Oregonian*, 9.

³³ “Celebration Marks Completion,” *Oregonian*, 9; Stroud, “Troubled Waters in Ecotopia,” 73.

³⁴ “Celebration Marks Completion,” *Oregonian*, 9.

³⁵ “Celebration Marks Completion,” *Oregonian*, 9.

³⁶ Stroud, “Troubled Waters in Ecotopia,” 72.

³⁷ Stroud, “Troubled Waters in Ecotopia,” 70; Richard Nokes, “[Feature on Vanport],” *Oregonian* (Portland, OR), August 22, 1943, 1.

³⁸ Stroud, “Troubled Waters in Ecotopia,” 72.



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Vanport had grown from low-lying fields into Oregon’s second-largest city, yet the need for housing had not been fully met, and Edgar Kaiser developed plans for even more.³⁹

East Vanport Development

5 Portland-based architects Stanton & Johnston completed designs for an eastern addition to the city of Vanport in 1943, and construction commenced in the fall of that year (Figures 9, 10, and 11).⁴⁰ Kaiser also subcontracted Wegman & Son to construct the East Vanport project. Located on the east side of North Delta Avenue from the main Vanport city, the new addition was called East Vanport and was slated to shelter a further 5,000 wartime laborers. Plans included a total of 106 single-story row houses comprising 848 dwelling units as well as a community center, a commercial center (the subject of this report), a school, and a fire station.⁴¹ The addition’s paved streets were laid out with concrete sidewalks and street lighting; residential streets were oriented to radiate out from the central commercial center, which was constructed at the terminus of the central axis road, North Makin Avenue.⁴²

15 The commercial center was reported to be, in one word, “spacious.”⁴³ Measuring 261 feet long and 64 feet in width, the facility was built to house a food market that would be “equipped to handle groceries, meats, staples, dairy, bakery and delicatessen food to supply the tables of the 5,000 residents;” interior uses were also designed to include “...a beauty parlor, a barber shop, a dry cleaning establishment, a lunch room and a drug, clothing and variety section.”⁴⁴ However, only a total of 484 residential units of the 848 total planned were ultimately constructed, and scarce documentation has obscured the precise nature of the actual services offered by the commercial center when it was in use.⁴⁵ The building was constructed of brick masonry in the style of Vanport’s other administrative buildings, with materials that were envisioned to be more permanent than the wood-framed, temporary residential units in the city’s housing projects.

25 The East Vanport Commercial Center was likely utilized as a general store for the brief period of wartime use.⁴⁶ However, documentation on the resource during its time of productive use is scarce, and it is therefore not known precisely what manner of goods or services were sold or who was employed. It was clearly the centerpiece of the East Vanport housing project during the war and was likely abandoned when residents were vacated in 1946.⁴⁷

³⁹ Stroud, “Troubled Waters in Ecotopia,” 72.

⁴⁰ “Work Started on New City,” *Oregonian* (Portland, OR), October 10, 1943, 26.

⁴¹ “Work Started on New City,” *Oregonian*, 26.

⁴² “Work Started on New City,” *Oregonian*, 26.

⁴³ “Work Started on New City,” *Oregonian*, 26.

⁴⁴ “Work Started on New City,” *Oregonian*, 26.

⁴⁵ Douglas Perry, “Flood of ‘48 Wiped Out Vanport 70 Years Ago, Giving Rise to Modern Portland,” *The Oregonian/OregonLive* May 30, 2018. https://www.oregonlive.com/news/ferry-2018/05/4bc760f03c9527/flood_of_48_wiped_out_vanport.html.

⁴⁶ It has been reported that the building originally functioned as a Safeway, but no documentation has been found to verify this. Personal Communication, June 2023.

⁴⁷ “Salem Offered 48 More Units,” *Statesman Journal* (Salem, OR), June 5, 1946, 1.



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Northwest Regionalism in Wartime Housing

While Stanton & Johnston’s design for the East Vanport Commercial Center was guided by the constraints of institutional wartime construction, the architects also imbued it with characteristics that mark it as an early application of the Northwest Regionalist style.

- 5 Considered a sub-style of “Modern” architecture, Northwest Regionalism became notable in Oregon and Washington in the mid-1930s, when architects like Pietro Belluschi (1899–1994), John Yeon (1910–1994), and Van Evera Bailey (1903–1980) adapted the principles of International Style architecture—then popular in Europe—to the necessities of the Pacific Northwest. Regionalism, as this—or any geographically distinct—
- 10 adaptation has come to be known, is commonly thought of as a response to the universalism and anonymity of International Style, but its roots are local: a practice of using local resources and designing well-functioning buildings in specific climates and sites. Though Belluschi, Yeon, and Bailey are considered the forerunners of Northwest Regionalism, many scholars point to Portland architect A. E. Doyle—Yeon and Belluschi’s former employer—as the progenitor, particularly the cottages he designed at Neahkahnne (1912–1916), of this type of design sensibility.
- 15 Doyle’s cottages and the buildings that have come to define Northwest Regionalism—most of which were private residences, including Belluschi’s family home, the Sutor House (Belluschi, 1938), the Watzek House (Yeon, 1936), the Peter Kerr House (Belluschi, 1941) and the Platt House (Belluschi, 1940)—derive from the rural architecture of Oregon’s landscape: they demonstrate the region’s use and appreciation of wood, exemplify indoor and outdoor living, and, despite relatively simple massing, have exaggerated and noteworthy roof
- 20 structures. Functionally, this was to shed the frequent rain common to the Northwest; aesthetically, it announced an identifiable and protective feature of enclosure that was easily recognized and redeployed.

25 Within the context of the war effort, a host of local architects were hired to design the myriad housing projects within Portland and Vancouver. Residential buildings comprised a greater number of units with many slated for removal as soon as their wartime function was satisfied. The residential units were therefore often constructed with plywood frames and siding, with no foundation, and often without window molding or other decorative details.⁴⁸ Architects were encouraged to utilize a standardized design vocabulary and in so doing, they employed a regional, modernist, style for those buildings that were viewed as permanent (or able to be relocated after wartime use) such as administrative buildings, community centers, and general stores.⁴⁹ In Vanport, although the West and East portions were designed by different firms, public buildings such as the library, child care centers,

30 and commercial centers were designed in a matching style of masonite cladding, brick masonry, deep overhangs, and patterns of fenestration (Figures 12 and 13). These buildings evoked early characteristics of Northwest Regionalism, such as simple massing, an exaggerated roof form and distinctive fenestration, all of which accentuate the building’s horizontality with the landscape.

⁴⁸ “Work Started on New City,” *Oregonian*, 26.

⁴⁹ Tanya Lyn March, “Guild’s Lake Courts : An Impermanent Housing Project,” Doctoral Dissertation: Urban Studies, Portland State University, 2010, 118, <https://doi.org/10.15760/etd.2806>



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Stanton & Johnston

5 Stanton & Johnston was a short-lived collaboration between architects Arthur Glenn Stanton (1894–1969) and Hollis Eugene Johnston (1894–1966) who joined as partners from 1940 to 1945.⁵⁰ Their firm designed other local housing projects during this time, notably the permanent housing project Columbia Villa (now called New Columbia in Portland’s Portsmouth neighborhood).⁵¹ Both men would go on to work individually and with other architect collaborators, forming long careers that spanned multiple decades and contributed variously to the region’s built environment.

10 Arthur Stanton is praised for his work in Colonial revival architecture, and is the architect on record for two buildings that have been listed on the National Register of Historic Places (NRHP): the Ernest Haycox estate in Portland, Oregon (built 1940, listed 1994), and the US Post Office building in Scappoose, Oregon (built 1966, listed 2017).⁵² Stanton was born in Iowa but was raised predominantly in Portland, Oregon, and later graduated with a degree in architectural engineering from the Massachusetts Institute of Technology (MIT) in 1919. Upon graduation, Stanton returned west and joined the firm of notable Portland architect Morris H. Whitehouse (1878–1944) where he was eventually designated a principal and the firm was renamed Whitehouse, Stanton and
15 Church. Stanton left the partnership in 1935 and practiced independently before creating a partnership with Johnston in 1940.⁵³

20 Hollis Johnston was born in Idaho and educated as an architect at the University of Oregon; upon graduation, Johnston started his career working with regionally prominent architectural firms including Lawrence & Holford and Sutton & Whitney. During the Great Depression, Johnston was employed as the chief consulting architect for the US Army Corps of Engineers on the Bonneville Dam, also constructed by firms connected with Henry Kaiser.⁵⁴ Over his long career, Johnston collaborated with many other notable local architects eventually rising to his own place of local prominence. Aside from his work on the Bonneville Dam project, Johnston is also credited for his contributions to two buildings that have been listed on the NRHP: the Portland Town Club (built 1931, listed 1987) and the Eastman-Shaver House (built 1928, listed 1985).⁵⁵

25 The two architects worked together primarily during the war, contracting on defense-related projects including the subject property as well as Portland’s Columbia Villa, the McLoughlin Heights housing project in Vancouver, and the Minidoka War Relocation Center, a Japanese incarceration camp in Minidoka, Idaho. A notable element of Stanton and Johnston’s design at Minidoka was that unlike most of the other Wartime Relocation camps, which

⁵⁰ Nancy Hadley, “Office of Glenn Stanton Architect (firm),” American Institute of Architects Archives, updated March 27, 2019, <https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/pages/38915313/ahd4005133>

⁵¹ “How Portland Housing Work Was Organized,” *Eugene Guard*, November 13, 1949, 1, 9.

⁵² Hadley, “Office of Glenn Stanton Architect (firm).”

⁵³ “Ernest Haycox Estate National Register Nomination Form,” Portland, Oregon (Washington, DC: US Department of the Interior, National Park Service, 1993), 8:2.

⁵⁴ “Lincoln High School Historic Building Assessment,” (University of Oregon: Portland, Oregon, 2009), 3. <https://oregondigital.org/catalog/oregondigital:df67rn85x#page/4/mode/1up>

⁵⁵ “The Town Club National Register of Historic Places Nomination Form,” Portland, Oregon (Washington DC: US Department of the Interior, National Park Service, 1987), <https://catalog.archives.gov/id/77850941>; “Eastman-Shaver House National Register of Historic Places Nomination Form,” Portland, Oregon (Washington DC: US Department of the Interior, National Park Service, 1987), <https://npgallery.nps.gov/NRHP/AssetDetail/NRIS/85001528>



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were typically laid out in a rectangular grid, the buildings were instead oriented like a spread-out letter "M," with units laid out along a long meandering irrigation canal.⁵⁶

Discriminatory Housing Conditions

5 Oregon began statehood as the only state whose constitution “explicitly forbade black [*sic*] people from living, working or owning property within its borders” until legislation in the 1920s removed the ban from Black people moving to the state.⁵⁷ Discriminatory real estate practices, often known as “red lining,” and restrictive covenants had resulted in Portland’s Black residents being restricted to a concentrated area known as the Albina District.⁵⁸ Within the city of Portland, real estate agents were bound by a code of ethics established by the Realty Board in 1919 that made them subject to dismissal if they sold to Black residents outside the prescribed area.⁵⁹ Henry Kaiser’s choice to acquire the land north of Portland for the cities of Vanport was directly influenced by Portland’s racialized housing climate; built outside of city limits, Vanport was not subject to the same restrictions.⁶⁰ However, as discussed below, the cities of Vanport would not be immune to de facto racial segregation; the East Vanport Commercial Center was a critical amenity to the temporary housing project, and although the precise organization of segregated housing is not known, it is highly likely that the subject property bore witness to this racial context.

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15 The Federal Public Housing Authority (FPHA) announced plans in early 1942 to construct a dormitory-style housing unit in northeast Portland, near the Albina District, for single Black workers.⁶¹ Pushback from white residents, however, was swift and those opposed to the project blocked construction, picketed, and lobbied other authorities to intervene.⁶² Indicative of the city’s racially-tinted view of public housing, over 500 people attended a meeting sponsored by the Central East Portland Community Club in September 1942, where an assembly of community clubs and parent-teacher groups voted to initiate an injunction to halt construction.⁶³ The project was ultimately abandoned, in part to avoid any more serious clashes that could disrupt wartime production.⁶⁴ In September 1942, construction commenced on 15 single-family homes for Black workers in the Albina District, on land leased under the Gartrell Plan. HAP director Henry D. Freeman told the *Oregon Journal*, “We set up our program and planned our residential projects with no thought for providing for any race other than whittle [*sic*].”⁶⁵ By

20

25 Now that a substantial group of Negro artisans and laborers are coming here in connection with war industries, some thought and action should be devoted to seeing that they are given housing accommodations.”⁶⁵ By wartime, the Albina school district was composed of 60% Black students; despite a large need for family housing, the same *Oregon Journal* article noted that besides the 15 homes, “the authority is making no provisions for housing colored families.”⁶⁶

⁵⁶ Brian Niiya. "Minidoka," *Densho Encyclopedia*, <https://encyclopedia.densho.org/Minidoka>, Accessed Feb 27 2023.

⁵⁷ Geiling, “How Oregon’s Second Largest City Vanished.”

⁵⁸ The Albina District is bounded by NE Holladay, North and NE Russell, NE Union and the Willamette River.

⁵⁹ These discriminatory real estate practices are also known as “redlining.” See March, *Guild’s Lake Courts*, chapter 3.

⁶⁰ William Toll, “Commerce, Climate, and Community: A History of Portland and its People,” *Oregon History Project*, <https://www.oregonhistoryproject.org/narratives/commerce-climate-and-community-a-history-of-portland-and-its-people/>, accessed June 11, 2023,

⁶¹ Fryer, “Race, Industry,” 4; “Court Action Voted to Block Housing Plan for Negroes,” *Oregonian* (Portland, OR), September 30, 1942, 1.

⁶² Fryer, “Race, Industry,” 4.

⁶³ “Court Action Voted to Block Housing Plan for Negroes,” *Oregonian* (Portland, OR), September 30, 1942, 1.

⁶⁴ “Court Action,” *Oregonian*.

⁶⁵ “15 Dwellings Being Built for Negroes,” *Oregon Journal* (Portland, OR), September 23, 1942, 10.

⁶⁶ “15 Dwellings Being Built for Negroes,” *Oregon Journal*; March, *Guild’s Lake Courts*, chapter 6.



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Additional housing for wartime workers was created through the modification of existing housing stock. Commissioner William A. Bowes (1928–2018) proposed an ordinance that relaxed city building codes and simplified the process for homeowners to modify existing structures to house war industry workers and to encourage the utilization of garages, outbuildings, and trailers.⁶⁷ Bowes’ measure passed as Article 13 of the War Code, in July 1942.⁶⁸ Like HAP’s public developments, the housing units within the city limits created by the War Code were intended to be temporary. At a hearing held just before the measure passed, Edgar Kaiser in a statement of support, said, “[w]ith the standard of living what it is and the endeavor to go ahead, these workers will get out of these places as fast as they can and into dwellings which they feel they need and which they deserve. They will not remain in them any longer than required if they can find a better place in which to live.”⁶⁹

10 The ordinance included a provision that regulations would revert to their original state six months after the war’s end.⁷⁰

Former housing codes required each unit to have its own sink and toilet; however, under the amended regulations, it was deemed sufficient for each unit to simply have access to these features.⁷¹ Other changes to the codes included a reduction in the required kitchen area (from 60 square feet to 50 square feet), a reduction in the required living room area (from 150 square feet to 100 square feet), and a reduction in the window-to-floor ratios.⁷² Such modifications were intended to ease the conversion of single-family dwellings into multi-unit apartments.⁷³ In all, the War Code program overall created 6,146 housing units.⁷⁴

Segregation In Wartime Housing

As previously described, Oregon was a majority-white state at the advent of the war. Starting in 1942, hopeful workers including roughly 15,000 African Americans migrating primarily from Arkansas, Louisiana, Oklahoma, and Texas flocked to Portland and Vancouver seeking employment opportunities offered by Kaiser and other wartime industries. The state’s population and demographics shifted dramatically, with an estimated 72,000 migrants arriving in Portland.⁷⁵ From an estimated 2,000 Black residents statewide before the war, numbers climbed to 15,000 Black residents in 1944. Five wartime housing projects around the Portland area were reported to be “open to” Black wartime employees: West Vanport, the largest, as well as East Vanport, Guild’s Lake, Linnton, and Fairview.⁷⁶ By 1944, 6,000 (40 percent) of Portland’s Black residents lived in the combined cities of Vanport, technically outside of corporate city limits.⁷⁷

⁶⁷ “Housing Plan Up Thursday; Bowes Plans to Ease Code,” *Oregonian* (Portland, OR), June 26, 1942, Section 5, Page 8.

⁶⁸ Franey, “Early Densification in an Urban Center,” 2-3.

⁶⁹ Larry Smyth, “City Eases Rules to Aid Housing,” *Oregon Journal* (Portland, OR), July 31, 1941, 5.

⁷⁰ Smyth, “City Eases Rules.”

⁷¹ Grace Holm, “War Housing Regulations Relax Former Standards For Renting Out Rooms,” *Oregonian* (Portland, OR), July 11, 1942, 15.

⁷² Holm, “War Housing Regulations.”

⁷³ Holm, “War Housing Regulations.”

⁷⁴ Franey, “Early Densification in an Urban Center,” 14.

⁷⁵ Stroud, “Troubled Waters in Ecotopia,” 73; Cornerstones of Community: Buildings of Portland’s African American History (Portland, OR: Bosco-Milligan Foundation, 1997), 32 as cited in March, *Guild’s Lake Courts*, chapter 3.

⁷⁶ “Compiled Report,” Commission on Race Relations of the Portland Council of Churches, 1945. Folder 3, Box 3, Gov. Snell Records, OSA.

⁷⁷ Stroud, “Troubled Waters in Ecotopia,” 73; McGregor, “The Vanport Flood”; Geiling, “How Oregon’s Second Largest City Vanished.”



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5 Explicit segregation was never enacted due to concerns by HAP that such policies would conflict with federal regulations regarding discrimination in housing projects.⁷⁸ Housing and schools in Vanport were theoretically integrated, as well as some community events such as “mixed dances (negro & white).”⁷⁹ Contemporary articles in the *Oregonian* argued that “...it was ‘coincidental’ that nearly all of the project’s colored population lives in one district...”⁸⁰ In practice, however, segregation remained the development’s unofficial policy: Black residents were placed into specific sections of the city.⁸¹ As the Commission on Race Relations of the Portland Council of Churches reported in 1945, the practice of segregation was “followed closely in all of the projects,” and an anonymous member of the HAP informally stated to the commission that “while we do not discriminate, we do segregate.”⁸² The commission’s report also found that “the majority of Negro shipyard workers were assigned to the ‘graveyard’ shift (night), which was the first to be discontinued after the end of the war.”⁸³

15 HAP was finally forced to address the issue in March 1945. A Black woman wrote a letter to First Lady Eleanor Roosevelt, in which she stated that she had been unable to obtain an apartment of the size she needed, while such apartments were made available to white residents.⁸⁴ When confronted with the accusation, HAP admitted that they had enacted a policy of alternating blocks of apartments by race for “integration purposes,” which involved keeping waiting lists divided by race.⁸⁵ Despite this admission, HAP attempted to quietly resolve the issue with no systemic change. The requested unit was made available to the woman who wrote the letter, yet the practice of assigning apartments by racially segregated blocks continued.⁸⁶

20 Over the next few years, various civic groups proposed to officially desegregate Vanport, though no proposal made a significant impact.⁸⁷ A proposal by the Portland Housing and Planning Association, which was published in the *Oregonian* in January 1948, finally forced HAP to officially address the issue.⁸⁸ The proposal called for HAP to explicitly state “...the right of all eligible applicants to equal access on the basis of first come, first served to all public housing operated by the housing authority of Portland.”⁸⁹ The resolution was presented at a board of commissioners meeting on January 8.⁹⁰ In the book *Vanport*, published by the Oregon Historical Society in 1987, Manly Maben states, “The housing authority made its usual response, a denial of intent to segregate, that the choices were made by the Negroes themselves, and put of the resolution for further study. It then quietly decided to throw in the towel.”⁹¹ At a meeting with the League of Women Voters on February 5, HAP announced its policy of no discrimination or segregation by race.⁹²

⁷⁸ Stroud, “Troubled Waters in Ecotopia, 73.

⁷⁹ Qtd. in Stroud, “Troubled Waters in Ecotopia, 73.

⁸⁰ Nokes, “[Feature on Vanport],” 4.

⁸¹ Stroud, “Troubled Waters in Ecotopia, 74; Carl Abbott, “Vanport,” *Oregon Encyclopedia*, updated March 9, 2022, <https://www.oregonencyclopedia.org/articles/vanport/#.YuHI9rbMI2w>.

⁸² “Compiled Report,” 1.

⁸³ “Compiled Report,” 2.

⁸⁴ Maben, *Vanport*, 94.

⁸⁵ Maben, *Vanport*, 94.

⁸⁶ Maben, *Vanport*, 94.

⁸⁷ Maben, *Vanport*, 94–96.

⁸⁸ “Housing Body Bias Charged,” *Oregonian* (Portland, OR), January 6, 1948, 1.

⁸⁹ “Housing Body,” *Oregonian*.

⁹⁰ Maben, *Vanport*, 96.

⁹¹ Maben, *Vanport*, 96.

⁹² Maben, *Vanport*, 96.



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Postwar Housing

The wartime city’s demographics shifted following the conclusion of the war; in 1945 the cities of Vanport were composed of 18 percent Black residents, and by 1948 this number was around 33 percent.⁹³ For several years housing officials debated Vanport’s future. Despite the intentions of administrators to decommission the site, Edgar Kaiser advocated for Vanport to be improved and made into a permanent residential community.⁹⁴ In his 1979 book *The Growth of a City: Power and Politics in Portland, Oregon 1915-1950*, historian E. Kimbark MacColl attributes the delay in Vanport’s decommissioning to two factors, Kaiser’s facilities operation through 1947 and a preliminary engineering study of Vanport, which found its soil and drainage conditions to be unfavorable for future development.⁹⁵ Throughout all this, many residents remained, including a significant number of Black residents who had difficulty finding housing elsewhere.⁹⁶

While Vanport and East Vanport remained majority-white communities, the relatively large Black population increasingly marked the area, in the regard of Portland’s residents, as a “Negro project” and therefore a cause for concern for white officials.⁹⁷ The hastily built developments had always been intended to be temporary, and as Portland business leaders began to consider a postwar future, Vanport’s land was seen as desirable for industrial development.⁹⁸ In 1945, one commissioner of the HAP, Henry J. Detloff (ca. 1894–1966), in an attempt to ask his colleagues to stay their eagerness in pushing for resident relocation and converting to industrial use, urged them to remember “...that the project is still 95 percent occupied.”⁹⁹

Of the 35,000 units of defense worker housing constructed in Portland and Vancouver, only 1,600 units were ever intended to be permanent; following V-J Day, HAP swiftly began to remove the temporary housing projects, beginning with its dormitories and the Gartrell units.¹⁰⁰ As removal plans proceeded, the agency continued to accommodate former defense workers, as well as returning veterans within its extant units. In June of 1945, HAP reported that 684 veterans and their families had been placed in public wartime housing units; by the following December that number had risen to 2,070, with a waiting list 800 names long.¹⁰¹

In March of 1946, all 484 residential units of East Vanport were vacated and their residents relocated to the main Vanport City or other limited housing projects, despite numerous calls for the city to provide additional housing at that time.¹⁰² It is likely that associated buildings such as the Commercial Center were also vacated during that time. In June of that same year, Portland’s veterans’ emergency housing committee unsuccessfully petitioned the city to approve reopening the East Vanport units.¹⁰³ The *Oregon Journal* wrote in 1947 that “the consensus of

⁹³ McElderry, “Building a West Coast Ghetto,” 141.

⁹⁴ MacColl, *The Growth of a City*, 583.

⁹⁵ MacColl, *The Growth of a City*, 596.

⁹⁶ Abbott, “Vanport.”

⁹⁷ Stroud, “Troubled Waters in Ecotopia, 73-74.

⁹⁸ Abbott, “Vanport.”

⁹⁹ Stroud, “Troubled Waters in Ecotopia,” 74.

¹⁰⁰ Kramer, “It Takes More Than Bullets,” 8.2.

¹⁰¹ “Portland War Housing Now 83 Per Cent Full,” *Oregon Journal* (Portland, OR), June 17, 1945, B5; “Housing Authority Marks 4-Year Building History,” *Oregonian* (Portland, OR), December 9, 1945, 20.

¹⁰² “Salem Offered 48 More Units,” *Statesman Journal* (Salem, OR), June 5, 1946, 1.

¹⁰³ “Salem Offered 48 More Units,” *Statesman Journal*.



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opinion seems to be... that as long as over 20,000 people can find no other place to go, Vanport will continue to operate whether Portland likes it or not."¹⁰⁴

In 1948, Dorothy McCullough Lee (1902–1981) was elected as the Mayor of Portland.¹⁰⁵ Lee, a strong supporter of public housing, was viewed as the contemporary version of a Progressive-era reformer and sought to improve the city through a campaign of social and moral reforms.¹⁰⁶ Nicknamed “Dottie Do-Good,” Lee promoted programs of rent control and public housing, and strongly opposed “vices” including gambling, prostitution, and liquor.¹⁰⁷ Following Lee’s election, a 1949 survey by the advisory body of the Multnomah County veterans service committee found that 11,000 veteran families were still living in temporary federal housing units within the county.¹⁰⁸ Lee used the study to advocate for the removal of these temporary wartime housing units and the creation of new public housing, further expressing her concern that substandard temporary dwellings may develop into slums.¹⁰⁹ Indeed, supported by the Mayor’s advocacy, HAP remained committed to removing its temporary housing; by 1950 over 30,000 units had been demolished in Portland and Vancouver.¹¹⁰ As historian Dr. Tanya March describes, “Vanport’s image as ‘the Negro Project’ was a postwar dilemma for HAP. Once the need to stand unified against a common enemy ended with the conclusion of the war, racism reemerged in the public discourse in Portland, and public housing was attacked as a refuge for Blacks.”¹¹¹

Columbia River Flood (1948)

By 1948, East Vanport residences and associated buildings including the subject property had been vacated; but while many of Vanport’s buildings had also been abandoned, the main city still boasted a total population of about 18,500 residents.¹¹² At 4:17 P.M. on May 30 of that year, while residents were celebrating Memorial Day, the dike that protected the two Vanport cities from Smith Lake broke. The season had been especially wet, and May rains and runoff from a snowy winter had raised the Columbia and Willamette rivers to dangerous levels.¹¹³ Flooding occurred throughout the riverways and destroyed the city. East Vanport was reportedly safe from the first hours of flooding but was only protected by a small underpass which eventually gave way. The water rushed through the Vanport cities rapidly, moving the buildings that were not built with concrete foundations, leaving fifteen people dead and the city uninhabitable and a total of 18,500 residents rendered houseless (Figure 14).¹¹⁴ Unusually, aside from a visible trace of a water line on the interior wall, East Vanport’s Commercial Center emerged from the

¹⁰⁴ Perry, “Flood of ‘48.”

¹⁰⁵ MacColl, *The Growth of a City*, 602.

¹⁰⁶ Sarah Koenig, “Maternalism and the Mayor: Dottie Do-Good’s War on Sin in Postwar Portland.” *Journal of Women’s History* 24, no.4 (Winter 2014): 118, 120.

¹⁰⁷ Koenig, “Maternalism and the Mayor,” 108, 118; Meryl Lipman, “Dorothy McCullough Lee: ‘Do-Good Dottie’ Cleans Up,” *Metroscape* (Winter 2008): 30.

¹⁰⁸ “Vets’ Housing Status Aired,” *Oregonian* (Portland, OR), February 8, 1949, 6.

¹⁰⁹ Doug McKean, “A Knock on Every Door,” *Oregon Journal* (Portland, OR), September 11, 1949, 3M.

¹¹⁰ Kramer, “It Takes More Than Bullets,” 8.2.

¹¹¹ Dr. Tanya Lyn March, *Guild’s Lake Courts History Project* [website], chapter 6, 2011, <https://sites.google.com/site/guildslakecourts/home>, accessed February 10, 2023.

¹¹² Abbott, “Vanport.”

¹¹³ Geiling, “How Oregon’s Second Largest City Vanished.”

¹¹⁴ McGregor, “The Vanport Flood;” March, *Guild’s Lake Courts*, chapter 3.



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flood relatively intact.¹¹⁵ In a testament to the power of the flood waters, stains from the high water mark remain visible on an interior wall of the East Vanport Commercial Center.

In August of 1948, demolition crews went to work on the remains of Vanport.¹¹⁶ Zidell Machinery & Supply Company was contracted to clear all debris from private property in sixty days, and all of Vanport itself within six months.¹¹⁷ The first removal was of five two-story buildings which had been carried by the flood to the neighboring Pacific International property.¹¹⁸ In January of 1949, Zidell was denied a requested two-month extension on their demolition contract.¹¹⁹ Throughout February of that year, advertisements were placed in local paper under the name "Vanport Wrecking Co.," offering salvaged Vanport materials at low prices. Many observers noted the lack of a contract extension, underlining the urgency to remove all materials from the site. The issue of Portland's housing predicament continued to escalate particularly in the wake of the flood's refugees, many of whom were restricted from relocating to most areas of town.

State Senator Richard L. Neuberger (1912–1960) criticized HAP for their lack of action, noting that Portland was, by 1949, the only major US city without a significant study of its housing situation.¹²⁰ After substantial wrangling, a major survey was commissioned to study the problem using a combination of state and city funds. Nationally, the study coincided with the passage of the Truman Administration's Housing Act of 1949. The Act authorized federal funding for the construction of 810,000 units of low-rent housing across the country over a six-year period.¹²¹ In part supported by the study's outcome, Portland commissioner Bowes proposed a housing ordinance that would authorize HAP to construct 2,000 low-rent housing units supported by federal funds. HAP director Freeman noted that the number of units requested was likely a conservative estimate.¹²²

Despite the relatively low number of units requested, the proposal met significant opposition and served to underscore how little Portland had warmed to the idea of public housing. Resistance was led by the Portland Home Owners council which contributed over \$15,000 to a campaign against the ordinance. Advertisements in local newspapers and on radio stations peppered voters with the slogan "can you afford to pay someone else's rent?"¹²³ Some local officials including Kenneth Kreamer (dates unknown)—the housing chairman for the American Veteran's committee—pointed out the inconsistencies in this messaging. Speaking to members of the Teamsters Union in May, Kreamer noted that "Congress committed funds for the federal contribution on the nationwide program last year, there will be no additional local taxes to construct or operate low rent housing."¹²⁴ Despite the efforts of Kreamer and others, the campaign against the ordinance was successful and when the

¹¹⁵ It has been reported that the building may have operated as a temporary Red Cross relief building immediately after the flood; no documentation has been found to support this. Personal Communication, June 2023.

¹¹⁶ "Crews Start Vanport Job," *Oregonian* (Portland, OR), August 24, 1948, 17.

¹¹⁷ "Crews Start Vanport Job," *Oregonian*, 17.

¹¹⁸ "Crews Start Vanport Job," *Oregonian*, 17.

¹¹⁹ "Zidell Denied Further Time," *Oregonian* (Portland, OR), January 2, 1949, Section 4, Page 8.

¹²⁰ "Comparison 'Unfair,' Say Owners," *Oregon Journal* (Portland, OR), December 15, 1949, 1.

¹²¹ "Provisions of the Housing Act of 1949," *Monthly Labor Review* 69, no. 2 (August 1949): 156.

¹²² McKean, "A Knock on Every Door."

¹²³ "Slogan on Rents Receives Slap," *Oregonian* (Portland, OR), May 4, 1950, 16; "9 Candidates List Expenses," *Oregonian* (Portland, OR), May 23, 1950, 10; "Hazen Calls Public Housing Measure Tax, Debt Booster," *Oregon Journal* (Portland, OR), May 12, 1950, 2.

¹²⁴ "Slogan on Rents Receives Slap," *Oregonian* (Portland, OR), May 4, 1950, 16.



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measure went before voters on May 19, 1950, it was defeated.¹²⁵ That same month, the city amended Article 13 to stop the issuing of new wartime housing permits; the War Code program was formally ended in 1956.¹²⁶

5 Augmenting the defeat of the housing measure was the 1952 defeat of Mayor Lee.¹²⁷ Running against self-described "Overseas Veteran-Family Man-Business Man" Fred Peterson (1896–1985), Lee's platform was viewed unfavorably by local voters. Rather than social reform, the economy was the issue at the forefront of the election 1952."¹²⁸ Lee ran on a reform campaign, seeking to shift from her immediate predecessors who practiced a comparably more laissez-faire policy towards corruption and illicit activities.¹²⁹ More importantly in the eyes of the voters, however, Lee also supported public housing. In contrast, Peterson opposed public housing and strongly supported the construction of a coliseum project, which required the removal of substantial local affordable housing stock and subsequent displacement of residents.¹³⁰ By August 1952, there were 2,450 tenants still occupying temporary housing units in Portland; the last temporary housing was demolished by 1960.¹³¹

Mid-Century Development

15 By December 1949, all that remained of the Vanport housing projects were one dwelling, two administrative buildings including the subject property, and "a wandering grid of paved streets."¹³² The agency in charge of the property—the War Assets Administration (WAA)—was tasked with selling the assets of the program. After formally closing the Vanport developments, the agency announced that they had rejected all bids and planned to give priority to the City of Portland in its sale.¹³³ In June 1950, the City of Portland purchased 100 acres of the East Vanport property from the WAA for \$40,000, with the intention to develop it for recreation (Figures 15 and 16).¹³⁴ The property remained outside of city limits for the next decade; although documentation is scarce, it is likely that the Commercial Center building sat vacant during this time.

A special municipal election was held on November 8, 1960, to decide the annexation of 854.35 acres of the Vanport-Delta Park-Triangle Lake area. *The Oregon Journal* noted at the time that there were no people living in the area, and the annexation was therefore not a highly controversial issue.¹³⁵ The annexation, Ordinance

¹²⁵ MacColl, *The Growth of a City*, 602.

¹²⁶ Franey, "Early Densification in an Urban Center," 13.

¹²⁷ Meryl Lipman, "Dorothy McCullough Lee," Oregon Encyclopedia, last modified November 14, 2022, https://www.oregonencyclopedia.org/articles/lee_dorothy_mccullough_1902_1981/#.Y6Hd8dXMI2w.

¹²⁸ Koenig, "Maternalism and the Mayor," 120.

¹²⁹ Such activities might have included gambling, brothels, unlicensed bars. See Phil Stanford, *Portland Confidential: Sex, Crime, and Corruption in the Rose City* (2004) and Robert Donnelly, *Dark Rose: Organized Crime and Corruption in Portland*, (2011).

¹³⁰ Robert Donnelly, "Fred Peterson (1896-1985)," Oregon Encyclopedia, last modified May 11, 2022, https://www.oregonencyclopedia.org/articles/peterson_fred_1896_1985/#.Y6YE9s9XMI2w.

¹³¹ The property was part of the Hudson Homes located at 9127 North Kimball Street, and was ceremonially demolished in June 1960. Merlin Blais, "Portland Housing Authority Due to Take Over 411 Acres of Projects," *Oregonian* (Portland, OR), August 31, 1952, 14; "Last War Housing Unit Ends Days," *Oregonian* (Portland, OR), June 15, 1960, 19.

¹³² Jerry Bishop, "Plans Set to Build New West Delta Park Track," *Longview Daily News* (WA), February 13, 1969, 16.

¹³³ "East Vanport Eyes as Park," *Oregonian* (Portland, OR), December 2, 1949, Section 3, Page 5.

¹³⁴ "City Acquires East Vanport," *Oregonian* (Portland, OR), June 24, 1950, Section 2, Page 4.

¹³⁵ "No Strain On This Annexation," *Oregon Journal* (Portland, OR), November 6, 1960, Section 3, Page 7.



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113217, passed on February 23, 1961, with a vote of 98,379 to 34,692.¹³⁶ The City officially renamed the entire annexed area “Delta Park,” and the land east of Denver Avenue was renamed “East Delta Park.”¹³⁷

5 The Delta Park area was the subject of many proposals for large-scale tourism projects that would not see fruition, including a veterans memorial center, an exposition center, and a large sports complex called “the Delta Dome.”¹³⁸ Advocates for the Delta Dome noted that the facility had the potential to attract the 1972 Olympics to Portland, as well as a professional football or Major League Baseball team.¹³⁹ A ten-foot-wide scale model of the proposed dome was displayed to the public at the nearby Pacific International (PI) Building in October 1964.¹⁴⁰ Measures to approve the Delta Dome project were presented to voters in May and November of 1964, both of which were defeated.¹⁴¹ Some of the Delta Dome’s supporters continued to advocate for its construction but
10 subsequent plans lacked the backing to get on any ballot and the project was effectively dead by the late-1960s.¹⁴²

15 The Delta Park area was impacted by mid-century highway planning and the introduction of the Minnesota Freeway, proposed by New York planner Robert Moses.¹⁴³ The freeway re-routed north-south traffic from Interstate and Union avenues to an expansion and re-alignment of Denver Avenue. As seen in historic aerial imagery, the freeway’s expansion further divided the east and west sections of the former Vanport site, and a new bridge across the Columbia Slough created an additional fragment in the southern reaches of the East Vanport site, south of the contemporary location of Delta Park. The freeway right-of-way was secured in 1962, and after grading and paving, the new route opened to motor vehicle traffic in late 1964.¹⁴⁴

20 According to historic aerial photography, the City planted an allée of trees along North Denver Avenue and Oregon Route 99E (Martin Luther King Jr Boulevard) in the 1960s, and by 1970 constructed three baseball diamonds in the open space of East Delta Park.¹⁴⁵ It is at this time that the former Commercial Center for East Vanport was converted to an office space for the new park complex. While the areas surrounding East Delta Park experienced substantial development over the latter decades of the twentieth century, the park itself went largely unchanged until 1998 when the City of Portland re-designed the park’s fields into the Owens Sports Complex.
25 Named after William V. Owens, a retired Portland Parks Superintendent known for developing the city’s softball

¹³⁶ “Portland Voters OK Dock, Sewer Measure,” *Oregon Journal* (Portland, OR), November 9, 1960, 16.

¹³⁷ Ordinance 113217, City of Portland, March 1, 1961.

¹³⁸ Keith Hansen, “Grand Scale Portland Memorial Center Considered by PI, Veterans, City Council” *Oregonian* (Portland, OR), September 21, 1951, 55; “Private Group Asks to Build ER Center,” *Medford Mail Tribune* (OR), February 21, 1958, 11.

¹³⁹ Harold E. Hughes, “Voters’ Choice: Delta Dome to Offer Unique Opportunity for Portland,” *Oregonian* (Portland, OR), May 8, 1964, 23; Gerry Pratt, “Delta Dome Booster Views County Voting,” *Oregonian* (Portland, OR), May 19, 1964, 5.

¹⁴⁰ “Delta Dome Model Highlight of P-I Luncheon Meeting,” *Oregonian* (Portland, OR), October 9, 1964, 27.

¹⁴¹ “Once-Beaten Proposal Back on County Ballot,” *Oregonian* (Portland, OR), October 25, 1964, F1.

¹⁴² “A New Fair Site?” *Capital Journal* (Salem, OR), August 5, 1967, 4.

¹⁴³ Kramer, *The Interstate Highway System in Oregon*, 27.

¹⁴⁴ “Highway Commission Approves Funds for McKenzie Route,” *Oregonian* (Portland, OR), April 26, 1963, 24; “State Opens Bids On Two Freeway Jobs,” *Oregonian* (Portland, OR), January 30, 1964, 14; “State Okays Road Section,” *Oregonian* (Portland, OR), March 13, 1964, 16; “Minnesota Freeway to Open Next Week, Commission Says,” *Oregonian* (Portland, OR), November 25, 1964, 7.

¹⁴⁵ NetrOnline Historic Aerial Photograph: 45.60076: -122.67892, *HistoricAerials.com* accessed December 19, 2022. <https://www.historicaerials.com/viewer>



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program, the Complex was outfitted with nine softball fields, two baseball fields, a batting cage, sand volleyball courts, a parking lot, as well as a picnic area and gazebo.¹⁴⁶

National Register of Historic Places Eligibility

5 Willamette Cultural Resources Associates (WillametteCRA) recommends that the East Vanport Commercial Center is significant under Criterion A. As the resource possesses the requisite integrity to communicate its significance under this criterion, it is recommended eligible for listing in the NRHP with an overall period of significance of 1943 through 1960.

10 Based upon WillametteCRA's evaluation of the East Vanport Commercial Center within its historic context, the resource is significant under Criterion A, at the local level in the areas of community planning and social history. The building is among the last tangible vestiges of the unique WWII-era housing projects in Portland and Vancouver and the postwar residential housing crisis in an era of redlining and racialized housing practices. The firm that designed the building, Stanton & Johnston, was a short-lived collaboration between architects Arthur Stanton and Hollis Johnston who joined as partners from 1940 to 1945.¹⁴⁷ Their work on East Vanport and its surviving remnant, the East Vanport Commercial Center, is distinctive as a vestigial representation of this singular era of wartime collaboration. The building bears a distinctive and direct association with the historic Vanport housing projects as well as their tragic ruination during the flood of 1948. The period of significance for this criterion begins with the construction of the Commercial Center in 1943 and ends with the City of Portland's annexation of the Delta Park/East Vanport site in 1960.

20 The East Vanport Commercial Center does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

25 The East Vanport Commercial Center is an example of wartime construction; however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C. Although the building possesses characteristic cladding, brick masonry, roofing, and fenestration of wartime construction, its construction is based upon standardized military design vocabulary and is neither representative of a unique type; nor representative of the work of Stanton or Johnston, who both possess architecturally significant works that are listed in the NRHP.

The East Vanport Commercial Center is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

¹⁴⁶ Office of the City Auditor, *Parks Bureau Softball: Operating agreement for the softball program should be revised as it nears self-sufficiency*, Portland, OR: Office of the City Auditor, August 30, 2005, 3. <https://www.portlandoregon.gov/auditservices/article/90528>; "Delta Park - Owens Sports Complex," *City of Portland- Parks and Recreation*, accessed December 16, 2022. <https://www.portland.gov/parks/delta-park-owens-sports-complex>.

¹⁴⁷ Nancy Hadley, "Office of Glenn Stanton Architect (firm)," American Institute of Architects Archives, updated March 27, 2019, <https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/pages/38915313/ahd4005133>



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In summary, the East Vanport Commercial Center possesses sufficient integrity to communicate its area of significance. As such, Willamette CRA recommends the resource as eligible for listing in the NRHP under Criterion A with a period of significance from 1943 to 1960. The resource is recommended not eligible under Criteria B, C, or D.



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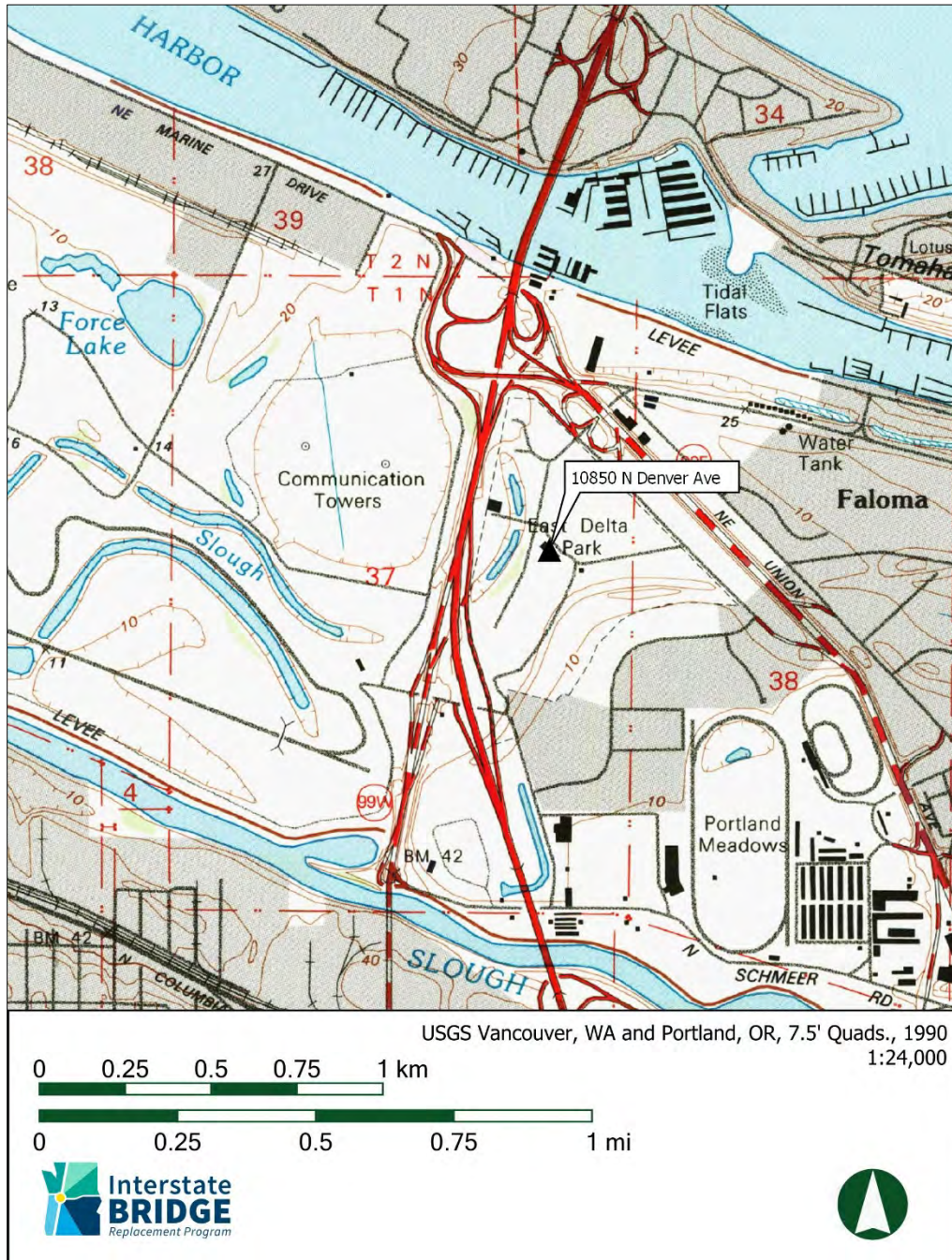


Figure 2. Location map of 10850 North Denver Avenue, Portland, Multnomah County, Oregon.

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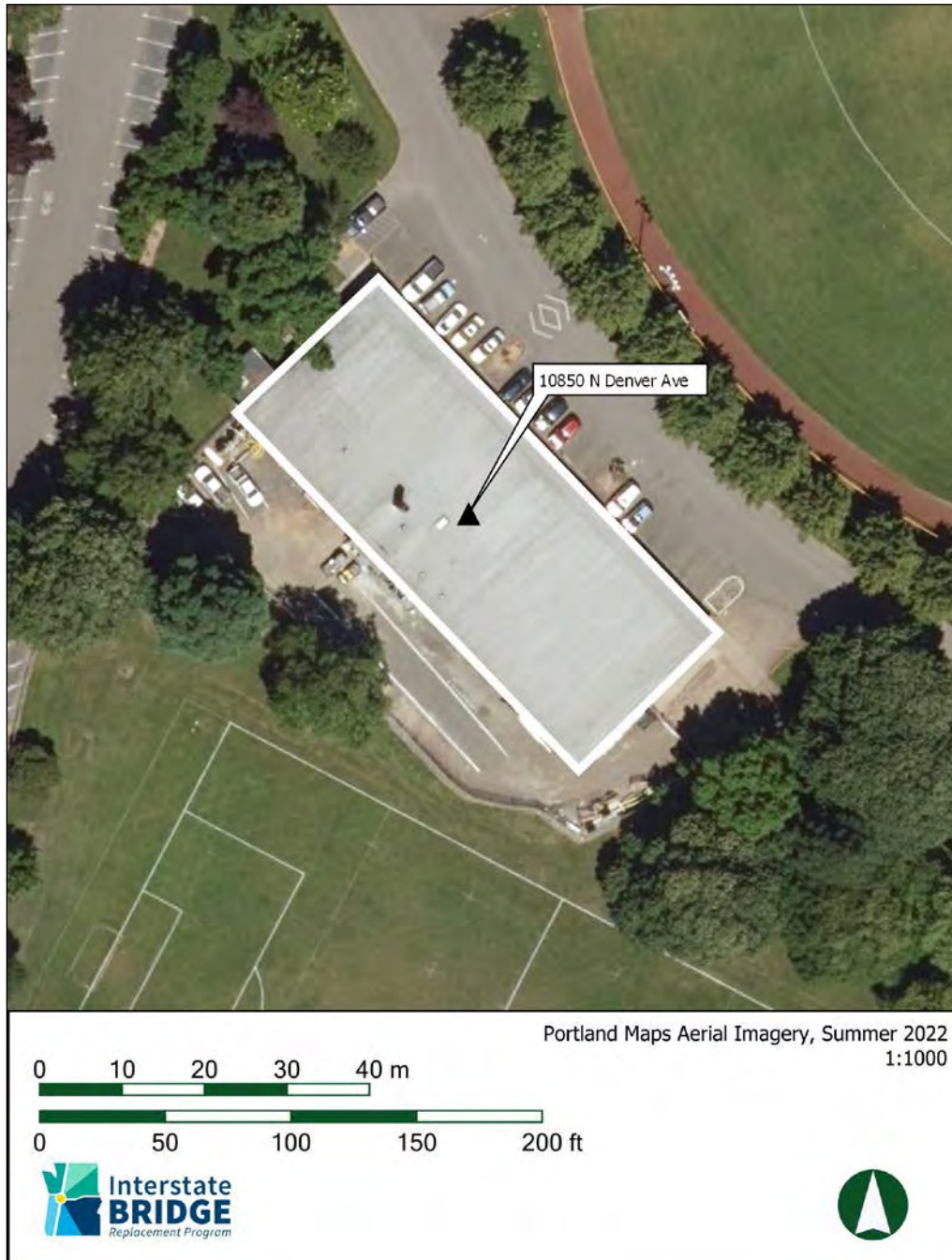


Figure 3. Aerial map of 10850 North Denver Avenue, showing recommended NRHP boundary in white.

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Figure 4. East Vanport Commercial Center, northeast elevation entrance. View facing west (WillametteCRA September 6, 2022).

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Figure 5. East Vanport Commercial Center, northeast and southeast elevations. View facing west (WillametteCRA September 9, 2022).

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Figure 6. East Vanport Commercial Center, northeast and northwest elevations. View facing south (WillametteCRA September 6, 2022).

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Figure 7. East Vanport Commercial Center, northeast and northwest elevations. View facing southeast (WillametteCRA September 6, 2022).

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Figure 8. East Vanport Commercial Center, northwest and southwest elevations. View facing east (WillametteCRA September 6, 2022).

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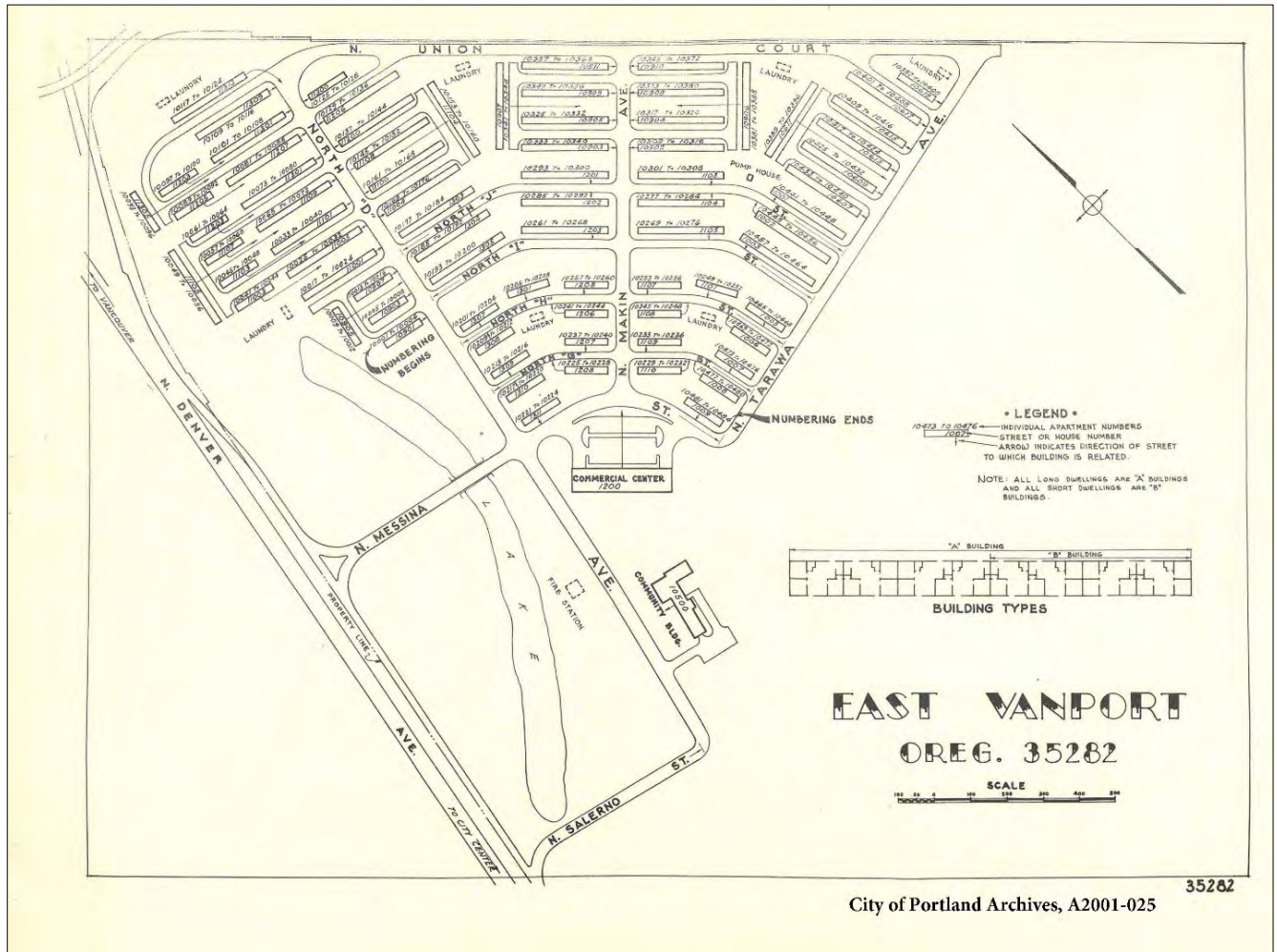


Figure 9. East Vanport site plan, 1943. The subject property is located in the center, identified as "Commercial Center 1200". (City of Portland Auditor, War Housing Projects Book, 1943 AF/70951).

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Figure 10. Aerial photograph showing East Vanport under construction, 1943 (Portland Maps 1943).

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Figure 11. East Vanport residential units, ca. 1944. View facing northeast towards North “D” Avenue. A corner of the Commercial Center building is visible on the right (Portland City Auditor, <https://efiles.portlandoregon.gov/Record/2309/>).

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Figure 12. Vanport post office building during construction, ca. 1943 (Portland City Auditor, <https://efiles.portlandoregon.gov/Record/2985/>).

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Figure 13. Vanport utility building, ca. 1943 (Portland City Auditor, <https://efiles.portlandoregon.gov/Record/2298732/>).

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Figure 14. Photograph of flooded Vanport taken on May 30, 1948, with dike break indicated. View facing south. East Vanport is located to the left, just out of frame (Portland City Auditor, <https://efiles.portlandoregon.gov/Record/4176217/>).

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Figure 15. East Vanport after the flood, showing remnant roadways, 1956 (Portland Maps 1956).

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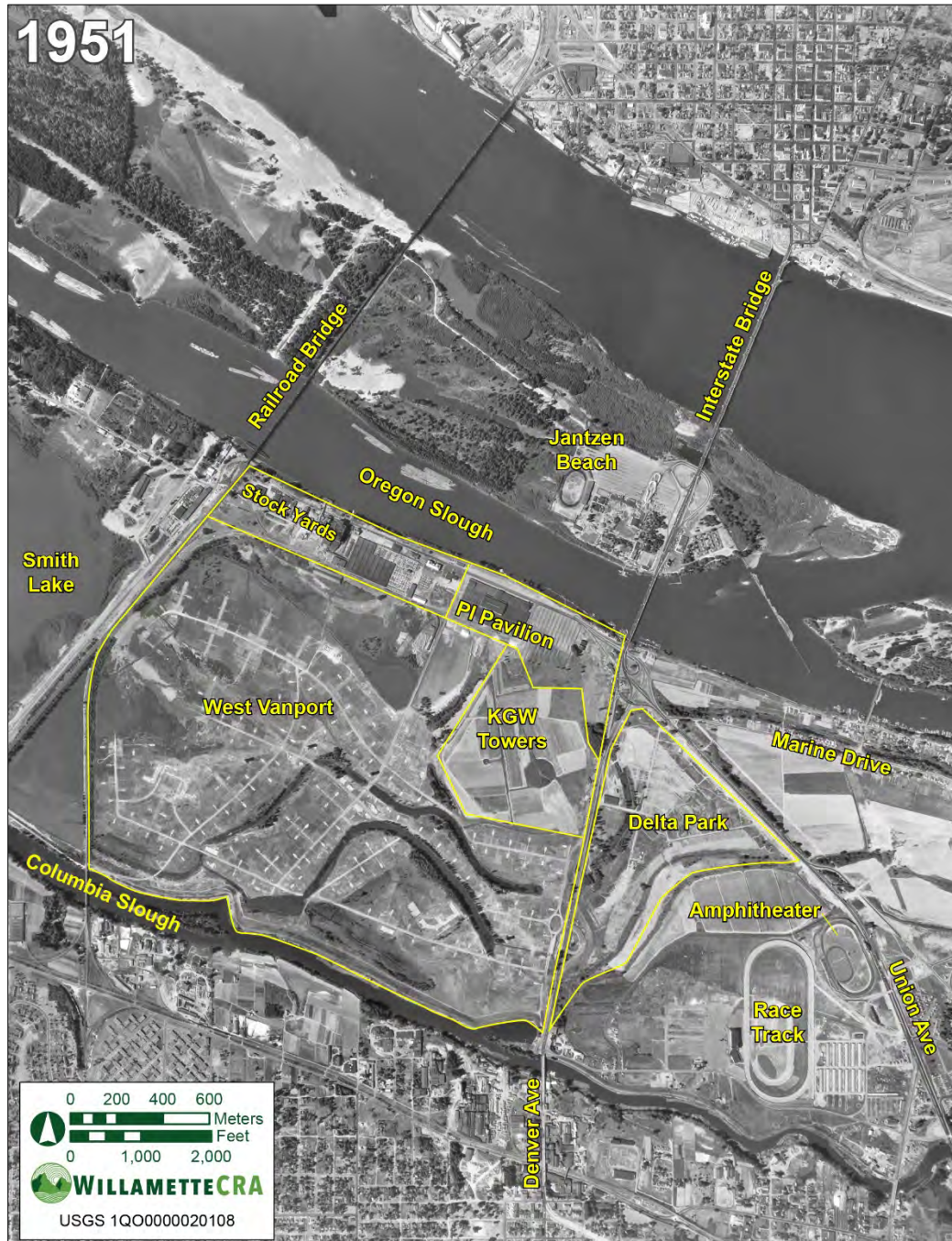


Figure 16. Aerial view of the remains of Vanport, showing the Delta Park property and adjacent landmarks, 1951 (USGS 1951).



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Tax Parcel Number: 2N1E34C -00603	Plat Block Lot: Hayden Harbor Shops, Lot 2
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.610706°, -122.680025°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: LANDSCAPE / street furniture / object	Construction Date: 1967
Historic Use: LANDSCAPE / street furniture / object	Alterations & Dates: ca. 1978–1987, Removal of top component; ca. 2008–2011, Removal of bottom component; ca. 2012–2013, Associated building demolished
Architectural Classification / Resource Type: Modern Movement / Object	Historic Context: Architecture

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Commercial - Signage	
Window Type & Material: N/A	Exterior Surface Materials: Primary: Metal Secondary: N/A Decorative: N/A	
Roof Type & Material: N/A		
Structural System Type: Metal - Steel	Plan Type: N/A	
Number of Stories: 3	Changes to Structures:	
Styles: Googie	Category:	Change Level:
	Plan	Extensive
Register Status: Not listed	Windows	N/A
	Cladding	N/A
	(Other) Setting	Moderate
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. Jantzen Beach Denny's Sign, south elevation, view facing northwest (WillametteCRA July 7, 2022).

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 checked="" type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The Jantzen Beach Denny's Sign is a large-scale, Googie-style sign located on Hayden Island, Multnomah County, Oregon (Figure 1). Upon the island, the sign is situated along the eastern edge of Interstate 5 (I-5) in a moderate-sized commercial development called the Hayden Harbor Shops. The development is located between the interstate to the east, the interstate southbound onramp to the north, and the curving alignment of North Center Avenue to the west and south (Figures 2 and 3).

10 The area around the Hayden Harbor Shops development is part of a commercial belt that covers much of the eastern half of Hayden Island. Bisected by I-5, the area is overlaid by a curvilinear network of local side streets which provide vehicular access to the Jantzen Beach Mall as well as to a variety of other low-rise commercial developments. The footprints of nearly all these developments occupy only a small portion of the tax lot; the remainder is occupied by paved parking, often outlined by landscaped medians. While areas near the shoreline of Hayden Island possess views of the Columbia River, the North Portland Harbor (the Oregon Slough), and the Cascade Mountain Range, areas near the center of the island are defined only by views of adjacent developments and landscaped planting strips.

15 The Denny's restaurant referenced by the sign is located approximately 620 feet southwest of the sign in the commercial belt that surrounds the Hayden Harbor Shops development. While the restaurant parcel possesses its own separate and freestanding "Denny's" sign, the subject sign is located immediately adjacent to the highway on a large parcel it shares with a modern strip mall that houses a Jersey Mike's Subs shop and a Starbucks Coffee (12235 North Center Avenue). The base of the sign is surrounded by cultivated shrubbery and is immediately
20 adjacent to a brick masonry trash enclosure associated with the strip mall businesses.

25 The sign itself rises approximately 3 stories (some 30 feet) above grade on a black-painted steel pole set into a concrete slab foundation obscured by landscaping (Figures 1 and 4). The pole is visible for approximately two-thirds of the sign's total height and supports the top third which is composed of two bi-faced stacked metal box signs: a larger lower box and a smaller upper box. Each box is approximately 1 to 2 feet deep and is in the shape of a widened hexagon. The larger bottom component is a solid box sign painted yellow with each of its two faces displaying the word "Denny's" in the fanciful swooping red lettering used by the company in the 1960s and early 1970s. The lettering is inlaid with red neon tubing and additional neon tubing outlines the shape of the hexagon. The smaller upper hexagon is a hollow light box sign with solid painted sides and opaque yellow plastic faces reading "Always Open" in a capitalized black sans-serif font. These discrete but connected signage components
30 in unusual shapes with eye-catching colors and lighting elements were common parts of Googie-style signage of the period. The sign is devoid of other distinguishing features but is easily legible to drivers traveling both north and south on I-5.

Alterations

35 Since its original construction, the Jantzen Beach Denny's Sign has been heavily modified by the losses of a metal sheath around its base and signage components both above and below its remaining box signs (Figures 6-9, see Figure 10 for an approximate example of the sign's original appearance). These components included a large white sphere with starburst lighting topped by a pointed tip above the "Always Open" hexagon. This fixture



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5 was removed at an unknown point between 1978 and 1987 (compare Figures 9 and 12).¹ Another component reading "Restaurant" was located beneath the "Denny's" hexagon in a widened trapezoid with font and backlighting similar to the "Always Open" component. This component was removed between 2008 and 2011.² In addition to these modifications, the Google-style coffee shop building to which the sign referred, originally located immediately north of it on the site of the present-day strip mall, was demolished between October 2012 and October 2013.³

Boundary Description

10 Substantial changes to the surroundings of the Jantzen Beach Denny's Sign have diminished the potential associations between the sign and its legal boundaries (its tax lot), as well as any historic physical boundaries such as parking curbs or plantings. As such, the recommended National Register of Historic Places (NRHP) boundary is the "drip line" of the sign itself, including its base and the area immediately beneath its overhead components.

INTEGRITY

15 The period of significance for the Jantzen Beach Denny's Sign is confined to the year of its initial construction, 1967. Since that time, the sign has remained in its original location; it continues to advertise the presence of its original establishment and communicates some of the Google "space-age" feeling of its original design. It also retains portions of its historic fabric including two sign boxes and some of the neon tubing elements. Significant changes, however, have impacted the integrity of the object, including the loss of its upper and lower components and the adjacent restaurant building, which was designed to function programmatically and stylistically in tandem with the sign. Overall, the Jantzen Beach Denny's Sign retains its integrity of location and feeling to a high degree while its integrity of materials, workmanship, and association has been somewhat diminished. Its integrity of design and setting has been almost totally lost.

STATEMENT OF SIGNIFICANCE

Hayden Island and Hayden Island, Inc.

25 In the second half of the twentieth century, Hayden Island located between Portland and Vancouver in the middle of the Columbia River was in the midst of dramatic change. Long known to residents of both cities for its amusement park, Jantzen Beach, the island's principal development was failing to live up to the expectations of its corporate administrators, the Hayden Island Development Company. While once popular for its novel bathing facilities and touring big bands, the private park's novelty had long since worn off and visitor numbers were both stagnant and weather dependent, an unfortunate contingency in the Pacific Northwest.⁴ In time, a string of bad

¹ "Hayden Island, Oregon, January 1978," Found Photos, Adam S. Alsobrook, AIA (website), accessed May 15, 2023, <https://adamalsobrook.net/found-photos>; Steve Morgan, "Jantzen Beach Center and Hayden Island aerial view in 1987, looking south," Wikimedia Commons (website), accessed May 15, 2023, https://commons.wikimedia.org/wiki/File:Jantzen_Beach_Center_and_Hayden_Island_aerial_view_in_1987,_looking_south.jpg. Note that the 1987 photograph is fuzzy, however, the white sphere appears to be absent.

² Google Streetview, Google Maps, accessed May 15, 2023.

³ Google Streetview.

⁴ Gerry Pratt, "Rain Drops Crowd at Jantzen Beach," *Oregonian* (Portland, OR), August 27, 1964, 22.



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5 luck including a visitor death in 1959 (determined to be not the park's fault) and a serious fire the following year, only served to accelerate its decline.⁵ Only a few years later, in 1964, company management explained in an interview that new recreation options—Rooster Rock State Park and Blue Lake Park—were now competing with them for visitors and that backyard swimming pools and indoor televisions were rendering the park's attractions obsolete.⁶

10 To combat these effects, the park's administration began to redirect its focus and rebranded itself as the Hayden Island Development Company. Rather than provide recreation, the company would concentrate on residential and commercial development as the future of its island-based operations. This new direction was not without precedent; in 1955, the company had begun to host floating homes at a purpose-built moorage along the island's south shore. Still later, in 1964, a seventy-five-unit manufactured home community was completed to the northwest of the amusement park. In the same year, the company's manager, Leslie "Les" W. Buell (1919–2013), noted that their revenue was already split with approximately half coming from the amusement park and half from rentals.⁷

15 Buell, promoted to president of the company in 1966, was its public face during this new period of expansion and often gave interviews to promote the island's ongoing development.⁸ He was referred to in a later profile as "a mixture of mayor, city manager and benevolent, low-key dictator" and, in 1967, he renamed the company once again to a catchier "Hayden Island, Inc."⁹

20 From 1964 onward, Buell and the company began a series of ambitious expansion plans bent on replacing the aging amusement park with a series of modern real estate investments that would capitalize on the island's roadside location and exceptional scenic qualities. Initially, plans were made to build a family-style resort motel, a \$6 million waterfront apartment complex, and to enlarge the manufactured home park to 200 units.¹⁰ Later, in March 1967, the scope had grown and Hayden Island, Inc., announced a new twelve-year plan including a regional shopping center, a 200-unit motel, and 1,400 units of housing.¹¹ The company conservatively estimated the cost of this growth at \$25 million but updated its estimate to \$50 million only a year later.¹²

25 The Jantzen Beach Denny's

As part of this new commercial growth, in 1967 Buell and Hayden Island, Inc. signed a new lease with the popular and profitable chain Denny's for a 152-seat restaurant adjacent to the highway. The restaurant was projected to cost \$300,000 (later raised to \$350,000), the chain's biggest project yet in Oregon.¹³ Denny's had been founded

⁵ Don Horine, "Amusement Parks Faltering Along Pathway to Oblivion," *Oregon Journal* (Portland, OR), August 9, 1959, 3; "Jantzen Beach Funhouse Burns," *The Oregon Statesman* (Salem, OR), March 30, 1960, 1.
⁶ Pratt, "Rain Drops Crowd" *Oregonian*.
⁷ Pratt, "Rain Drops Crowd" *Oregonian*.
⁸ "Realty Parade," *Oregon Journal* (Portland, OR), 15 July, 1966, Business Section Page 6.
⁹ B.J. Noles, "NYC's Loss Was Portland's Gain," *Oregonian* (Portland, OR), December 5, 1977, B5; "Realty Parade," *Oregon Journal*.
¹⁰ Pratt, "Rain Drops Crowd" *Oregonian*.
¹¹ Phil Hunt, "Hayden Island Ready For Development Go-Ahead," *Oregon Journal* (Portland, OR), March 27, 1967, 5.
¹² Hunt, "Hayden Island Ready," *Oregon Journal*; "Hayden Island to Grow," *Oregon Journal* (Portland, OR), 8 April, 1968, 23; Robert Landauer, "\$50 Million Hayden Island Development Planned," *Oregon Journal* (Portland, OR), April 7, 1968.
¹³ Hunt, "Hayden Island Ready," *Oregon Journal*.



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less than ten years earlier in Buena Park, CA, and was the most successful of the “coffee shop” type restaurants to emerge from Southern California.¹⁴

5 Roadside coffee shops in the mid-century functioned as informal and family-friendly restaurants that generally offered light meals to passing motorists.¹⁵ While initially epitomized by the roadside restaurants of Howard Johnson, by the 1950s, coffee shops were increasingly defined by their eccentric architectural mode.¹⁶ The “Googie” style, so-called after a small chain of Los Angeles coffee shops that defined the aesthetic, was identifiable by its “hypermodern” forms and exaggerated language of International Modernism, which was deployed to an anti-functionalist extreme. Buildings used jarringly cantilevered ceilings supported by textured piers with wide window walls, indoor planters, and “space-age” light fixtures.¹⁷ These buildings functioned as visual cues for passing motorists signaling the type of establishment found inside and were further accentuated by Googie-style signage, often composed of abstracted shapes (a boomerang, starburst, or other form) placed in a series atop a spindly pole (Figure 10).

15 For Denny’s, the Googie style had been employed to create a recognizable architectural brand defined by a heavy roof structure in the shape of a boomerang supported by rubble masonry piers inset with window walls.¹⁸ Iterations on this central theme were replicated in many of the chain’s locations which spread rapidly through franchising. Entities interested in opening a Denny’s franchise could do so for \$12,000 to \$40,000, depending on the unit’s size, in addition to a trademark fee and an agreement to only order food ingredients from designated vendors.¹⁹ By 1964, the chain boasted eighty-one coffee shops, including at least one in Portland that had opened in 1963 on East Burnside Road (since demolished).²⁰

20 The Jantzen Beach Denny’s was developed and franchised by Hayden Island, Inc. and, though larger than many of the standard franchises, was well in line with the chain’s standard business strategy.²¹ Its distinctive architecture and prominent sign were located near a major highway route and appealed to passing motorists in need of food. In addition to its planned profitability, the franchise was also designed to pull passing motorists off the freeway where they could avail themselves of other island services including an adjacent 76 Service Station, or various shopping needs (Figure 6). After a multi-week delay, the location opened late in November 1967 and, by 1969, was one of five Denny’s restaurants in the Portland and Vancouver area.²² Other known locations, aside from East Burnside, include:

¹⁴ John A. Jackle and Keith A. Sculle, *Fast Food* (Baltimore: The Johns Hopkins University Press, 1999), 80.

¹⁵ Jackle and Sculle, *Fast Food*, 23, 50–54.

¹⁶ Jackle and Sculle, *Fast Food*, 50–54

¹⁷ Jackle and Sculle, *Fast Food*, 52. See also Alan Hess, *Googie Redux* (San Francisco: Chronicle Books, 2004).

¹⁸ “Denny’s,” RoadsideArchitecture.com, accessed May 15, 2023, <https://www.roadarch.com/eateries/dennys.html>; Jackle and Sculle, *Fast Food*, 80–81.

¹⁹ Jackle and Sculle, *Fast Food*, 80.

²⁰ Jackle and Sculle, *Fast Food*, 80; Drew Dakessian, “Portland’s first Denny’s building, a rare example of Googie architecture, could be demolished,” *The Oregonian* (Portland, OR), January 6, 2011, https://www.oregonlive.com/portland/2011/01/post_54.html.

²¹ “Denny’s at Jantzen Beach Never Closes [advertisement],” *Columbian* (Vancouver, WA) 6 November, 1967, 13.

²² “Open Soon,” *Columbian* (Vancouver, WA), September 16, 1967, 6; “Denny’s at Jantzen Beach Never Closes [advertisement],” *Columbian*; “Denny’s Easter Sunday Dinner,” *Columbian* (Vancouver, WA), April 4, 1969, 26.



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- Lloyd Center: 425 NE Hassalo Street, extant.
- Cedar Hills: "Park way at [NW] Sunset Hwy," precise location unknown, likely demolished.
- Downtown Jefferson: 1730 SW Jefferson Street, demolished.

Subsequent History

5 The Jantzen Beach Denny's was joined by substantial additional development over the intervening decades (Figures 11 and 12). This development was guided by the completion of a Comprehensive Plan in 1975 which determined that the area around the restaurant was suitable to accommodate "high intensity employee/customer uses" with development criteria including "8% landscape, buffering from less intense uses adjacent, [and] pedestrian linkages to residential areas."²³ The restaurant remained extant and operational through October 2012, but in the months following, decamped from the original building to the recently-vacated Newport Bay Restaurant building located 620 feet to the southwest (11950 North Center Ave). Thereafter, crews demolished the building and erected a modern brick strip mall in its place. The well-known sign, however, was retained in its original location.²⁴

National Register of Historic Places Eligibility

15 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Jantzen Beach Denny's Sign is significant under Criterion C with an overall period of significance of 1967. The resource, however, does not possess the requisite integrity to communicate its significance and it is therefore recommended not eligible for listing in the NRHP.

20 Based on WillametteCRA's evaluation of the resource within its historic context, the Jantzen Beach Denny's Sign does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the structure is associated with the development of Hayden Island under Hayden Island, Inc., and the rise of American automotive culture more generally, this association is not comparatively strong enough to meet the threshold for NRHP significance.

25 The Jantzen Beach Denny's Sign does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

30 The Jantzen Beach Denny's Sign is significant under Criterion C, at the local level in the area of architecture. The resource's original design was representative of Denny's Googie-style coffee shops that proliferated across the U.S. during the mid-twentieth century. Its period of significance is 1967, the year of construction. Although the sign is significant under Criterion C, the substantial changes to its integrity of design, workmanship, and setting have diminished its ability to convey its significance under this criterion. While the scarcity of the resource type may necessitate a reevaluation of its relative significance in the future, there are, at present, comparable signs—some with greater integrity—found across the American roadside landscape.

²³ Nick Steffanoff and William Franklin Horning, *Hayden Island Comprehensive Plan*. Portland: Hayden Island, Inc. and Community Systems Planning & Design, 1975.

²⁴ Google Streetview.



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The resource is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

5 In summary, the Jantzen Beach Denny's Sign does not possess the requisite integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource not eligible for listing in the NRHP under Criteria A, B, C, or D.



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15 Hess, Alan. *Googie Redux*. San Francisco: Chronicle Books, 2004.

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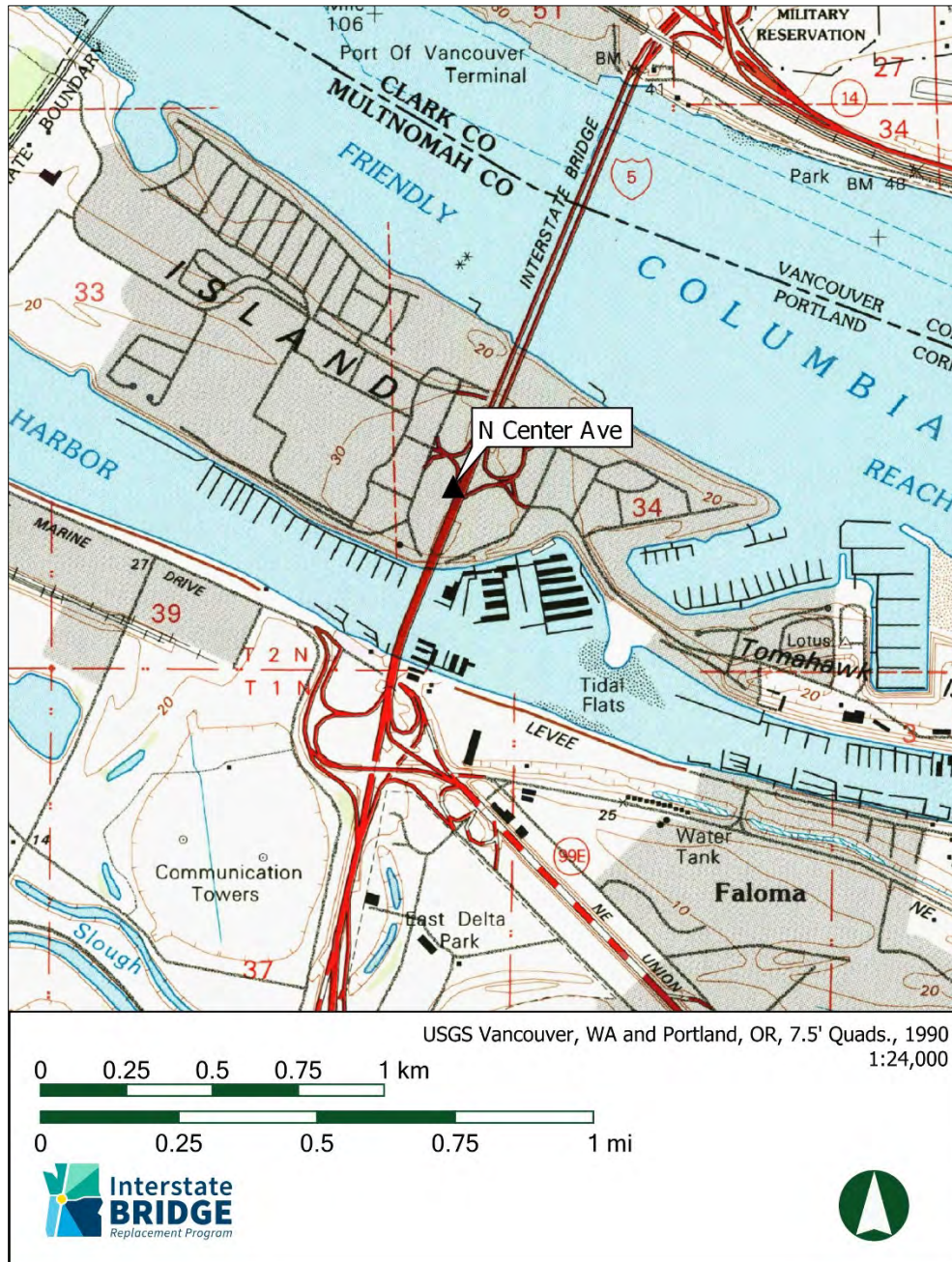


Figure 2. Location map of the Jantzen Beach Denny's Sign, North Center Avenue, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of the Jantzen Beach Denny's Sign.

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Figure 4. Jantzen Beach Denny's Sign, detail of sign face's south elevation, view facing northwest. Note that the setback in the pole is where an additional box sign reading "Restaurant" used to sit (WillametteCRA July 7, 2022).

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Figure 5. Jantzen Beach Denny's Sign, view from highway showing south elevation, view facing northwest (WillametteCRA July 7, 2022).

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Figure 6. A 1971 view of the Jantzen Beach Denny's only a few years after its original construction, looking north. Notice the original configuration of the sign (indicated by the yellow arrow). Note also the lack of development to the south, compared to Figure 11 (Washington State Department of Transportation, 1971).

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Figure 7. A detail of Figure 6 showing a 1971 view of the Jantzen Beach Denny's only a few years after its original construction, looking north (Washington State Department of Transportation, 1971).

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Figure 8. A 1978 found photograph showing a driver's view of I-5 looking north on Hayden Island towards the Interstate Bridge. see original configuration of the Jantzen Beach Denny's Sign indicated by yellow arrow. Note that the "Tri-Cinema" sign is not part of the same object but is a separate sign located immediately south of the Jantzen Beach Denny's Sign (Alsobrook, 2023).

5

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Figure 9. Detail of Figure 8 depicting a 1978 found photograph showing a driver's view of I-5 looking north on Hayden Island towards the Interstate Bridge north (Alsobrook, 2023).

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Figure 10. View of a similar Denny's sign with a red background on the Las Vegas strip in Las Vegas, Nevada, ca. 1968. Note additional Googie-style signs to right (Vintage Las Vegas, 2023).

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Figure 11. An aerial view of Hayden Island, view facing south showing the original Denny's restaurant and sign, ca. 1987 (Morgan, Wikimedia, 2023).

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Figure 12. Detail of an aerial view of Hayden Island, view facing south showing the original Denny's restaurant and sign, ca. 1987 (Morgan, Wikimedia, 2023).



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Street Address: 1835 North Marine Drive	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: 2N1E33DD-00400	Plat Block Lot: N/A
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 33
Coordinates: 45.607817°, -122.686378°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: INDUSTRY/PROCESSING/EXTRACTION / processing site	Construction Date: ca. 1954–1955
Historic Use: INDUSTRY/PROCESSING/EXTRACTION / manufacturing facility; INDUSTRY/PROCESSING/EXTRACTION / processing site	Alterations & Dates: ca. 2019–2021, Chain-link security fence added
Architectural Classification / Resource Type: Utilitarian - site	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: No discernible form	
Window Type & Material: N/A	Exterior Surface Materials: Primary: N/A Secondary: N/A Decorative: N/A	
Roof Type & Material: N/A		
Structural System Type: N/A	Plan Type: No discernible plan	
Number of Stories: N/A	Changes to Structures:	
	Category:	Change Level:
Styles: Utilitarian	Changes to Plan	Minimal
	Changes to Windows	Minimal
Register Status: Not Listed	Changes to Cladding	Minimal
	Changes to Setting:	Minimal
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	

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Figure 1. View of Vanport Pier from west (WillametteCRA, December 8, 2021).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

- 5 The property at 1835 North Marine Drive, hereafter referred to by its historic name, Vanport Pier, is a sand and gravel transfer and storage facility located on the south bank of North Portland Harbor (formerly Oregon Slough, part of the Columbia River) in Portland, Multnomah County, Oregon (Figures 2 and 3). The Vanport Pier property is bounded by North Portland Harbor to the north, an adjacent tax lot to the east, North Marine Drive to the south, and a vacant levee embankment to the west. The area around the Vanport Pier property is part of an industrial zone located west of Interstate 5 (I-5) along the south bank of North Portland Harbor. A marine construction and ship fabrication facility is located immediately to the east of the Vanport Pier, and the Portland Exposition (Expo) Center is located to the south across North Marine Drive.
- 10 The industrial buildings and structures located on the Vanport Pier property have no discernible style and are strictly utilitarian in nature. Almost the entire tax lot is covered with asphalt paving (Figures 3, 8–11). The east, south, and west boundaries of the tax lot are surrounded by a tall chain-link metal fence capped with concertina barbed wire. The chain-link metal fence is covered with opaque plastic fabric panels. A concrete sidewalk runs the length of the south tax lot boundary along North Marine Drive (Figures 5 and 6).
- 15 The basic use of the site is to receive and store sand and gravel materials until the materials are transferred to trucks for final delivery. First, barges deliver sand and gravel materials to the property. These materials are then transferred to either concrete bunkers or steel silos and stored. Second, trucks arrive on site, enter the property via a driveway, and then receive stored sand and gravel materials at the truck loading tower. Finally, after being loaded, the trucks exit the property onto North Marine Drive.
- 20 The development on the Vanport Pier property is oriented toward North Portland Harbor, where eleven pairs of evenly spaced, concrete-filled, steel pipe mooring dolphins are arranged in a line roughly parallel to the south bank of the waterway. A group of three concrete-filled, steel pipe dolphins are located at the extreme east and west ends of this approximately 440-foot-long structure. A line of log booms floating in the water along the north side of the mooring dolphins prevents docked barges from coming in direct contact with the mooring dolphins
- 25 (Figures 8–11 and 17).
- 30 There is a steel and concrete platform located at the approximate midpoint of the mooring dolphin structure. This platform is supported on steel pilings driven into the bank. A movable crawler crane with a clamshell bucket is located on top of this platform and is used to unload sand and gravel from barges. A series of concrete material storage bunkers and retaining walls is located to the south of the unloading crane structure (Figures 8–11 and 17).
- 35 A conical steel hopper is located on top of another piling-supported platform situated to the west of the unloading crane structure. Sand and gravel material is dumped into this hopper and then carried by an electric belt conveyor to a storage silo and truck loading tower located on the west end of the tax lot along North Marine Drive. The painted steel conveyor structure measures approximately 175 feet from the center of the hopper to the center of the storage silo. The painted steel cylindrical storage silo is approximately 40 feet tall. The painted steel cylindrical truck loading tower is approximately 30 feet tall (Figures 5–11 and 17).
- A small driver’s building is located to the west of the storage silo and truck loading tower. This one-story building has a rectangular footprint constructed atop a concrete slab foundation measuring approximately 14 feet from north to south and 21 feet from east to west (note that the building is oriented approximately 20 degrees off true



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north). The four elevations of the driver’s building are constructed of precast concrete panels. The building is capped with a wood-framed flat roof. The two windows are framed with bronze anodized aluminum and glazed with double-pane insulated glass fixed panels. The access door is a flush hollow painted metal unit in a painted metal frame (Figures 8–11 and 17).

- 5 A small workshop building is located northwest of the driver’s building. This one-story building has a rectangular footprint constructed atop a concrete slab foundation measuring approximately 18 feet from north to south and 36 feet from east to west (note that the building is oriented approximately 75 degrees off true north). This building appears to be a rigid frame steel building clad with metal PBR panels. The building is capped with a shallow sloped gable roof clad with metal panels. A large metal roll-up access door is located at the east elevation
- 10 (Figures 4, 7–11, and 17).

Alterations

15 Since its original construction between March 1954 and July 1955, the setting, form, and fabric of the Vanport Pier appear to have been slightly altered. At least two original buildings were demolished in 1981 as part of the driver’s building construction. However, the overall form, arrangement, and function of the various material handling structures and buildings on the site and their original construction materials appear to be intact (Figures 8–11, 15, and 16). The metal chain-link security fence was added between 2019 and 2021.

Boundary Description

20 The Vanport Pier is located at 1835 North Marine Drive. The tax lot (2N1E33DD-00400) is 1.68 acres in area and is bounded by the shoreline of the North Portland Harbor to the north, an adjacent tax lot to the east, North Marine Drive to the south, and a vacant levee embankment to the west. The tax lot contains two buildings and several material handling structures which contribute to its significance. Because of this, the recommended National Register of Historic Places (NRHP) boundary is defined by the legal boundary of the tax lot (Figure 3).

INTEGRITY

25 The Vanport Pier is located in its original location in North Portland, Multnomah County, Oregon. Its integrity of design has been somewhat diminished by the 1981 removal of two small buildings; however, the buildings and structures at Vanport Pier appear to have retained most of their character-defining utilitarian features, including painted steel material handling equipment and storage structures, metal workshop building, and precast concrete driver’s building. The primary setting of the Vanport Pier is North Portland Harbor to the north, an adjacent tax lot to the east, North Marine Drive to the south, and a vacant levee embankment to the west. The setting is still

30 consistent with the recommended period of significance, though the feeling of the site has been altered by the addition of the security fence. The Vanport Pier is still used for industrial uses, though it is no longer owned by the Ross Island Sand and Gravel Company (RISGC), which closed its concrete division in 2019. In summary, the Vanport Pier retains its integrity of location, setting, materials, workmanship, and association, while its integrity of design and feeling has been somewhat diminished.



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STATEMENT OF SIGNIFICANCE

5 The Vanport Pier facility at 1835 North Marine Drive was constructed between March 1954 and July 1955 (Figure 14).¹ It was originally built for the RISGC and used as a material transfer and storage facility for sand and gravel dredged from the Columbia and Willamette Rivers.² At the time of this present survey, the Vanport Pier appears to still operate as a material transfer and storage facility for sand and gravel products.

10 The current tax lot was originally part of the George William Force (1819–1898) and Susan Jane Force (1830–1868) Donation Land Claim of 1866.³ By 1940, the current tax lot was owned by the Kernan Livestock Farm, Inc. (Figure 12).⁴ The RISGC acquired the property at some point prior to the construction of the Vanport Pier between March 1954 and July 1955. In 1976, the R.B. Pamplin Corporation purchased the RISGC.⁵ RISGC apparently operated as a subsidiary of the R.B. Pamplin Corporation (Figure 13).⁶ By 1965, a concrete batch mixing plant was added to the Vanport Pier facility (Figures 15 and 16).⁷ RISGC closed its concrete division in January 2019.⁸ The current tax lot was sold to Redd Shores, LLC in April 2019.⁹

North Portland Industrial History

15 Today, the far reaches of North Portland are glimpsed mainly by travelers driving north or south along I-5. The visible landscape resists easy definition and includes an eclectic variety of natural reserves, housing developments, recreational sites, and industrial areas. Such piecemeal development is a legacy of the area's challenging geography which, prior to European American colonization, was a lush labyrinth of wetlands, low

¹ "New Overpass to Speed North Portland-Union Traffic," *Oregonian* (Portland, OR), March 28, 1954, 36; "Grim 3-Day Record Set By 405 Holiday Fatalities," *Oregonian* (Portland, OR), July 6, 1955, 1; "16 Lose Lives, 7 on Highways, in Oregon," *Oregon Journal* (Portland, OR), July 5, 1955, 1.

² "Company Asks Dredge Permit," *Oregonian* (Portland, OR), July 15, 1955, 58; *Appendices A-F, Integrated Feasibility Report for Channel Improvements and Environmental Impact Statement, Columbia and Lower Willamette River Federal Navigation Channel*, (US Army Corps of Engineers, Portland District, October 1998), Appendix C, 14.

³ Alsobrook, Adam, et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*, Multnomah County, Oregon (Portland, OR: WillametteCRA, 2023), 61–62.

⁴ *Columbia River and Tributaries, Washington and Oregon, Peninsula Drainage Dist. No. 1, Multnomah County, Oregon, Proposed Improvements – Flood Control*, (US Army Corps of Engineers, Portland District, May 18, 1940); *Location Map, Union Ave.-Denver Ave. Intersection, Pacific Hwy. East with Pacific Hwy. West, Multnomah County, September 1942, Revised 1943, Drawing Number 45008*. Drawing by the Oregon State Highway Division. Courtesy Oregon Department of Transportation (ODOT).

⁵ "Ross Island firm's sale OKd," *Oregonian* (Portland, OR), December 1, 1976, 19.

⁶ *North Marine Drive Final Environmental Impact Statement*, (Federal Highway Administration, Oregon Department of Transportation, and City of Portland, 1989), 103.

⁷ Oregon State Highway Department, *Toll Bridge: Portland-Vancouver, 224-60*, March 1965, Oregon Department of Transportation.

⁸ Mike Rogoway, "Ross Island Sand & Gravel will close division, lay off at least two dozen," *Oregonian* (Portland, OR), January 15, 2019, accessed March 25, 2023, <https://www.oregonlive.com/business/2019/01/ross-island-sand-gravel-will-close-division-lay-off-at-least-two-dozen.html>.

⁹ Portland Maps, accessed March 25, 2023, https://www.portlandmaps.com/detail/property/1835-WI-N-MARINE-DR/R323465_did/.



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islands, and natural drainage channels between the main channel of the Columbia River and the Oregon Slough.¹⁰

5 Upon arrival in the region, the first European Americans dismissed the area; Philadelphian John Townsend noted that “there is not sufficient extent unencumbered, or which could be fitted for the purposes of tillage, in a space of time short enough to be serviceable; others are at some seasons inundated, which is an insurmountable objection.”¹¹ While some settled in the area, seasonal flood events meant that agricultural efforts were at constant risk of sudden loss leaving the land primarily useful for growing hay and grazing livestock.¹² One surveyor, writing in 1854, explained that from May to mid-July, “farmers may sail over their farms in boats. This overflow makes the bottom lands... very unhealthy in autumn.”¹³

10 Substantial development was postponed until early twentieth-century industry became interested in the area for its waterways and proximity to the soon-to-be-completed Spokane, Portland and Seattle Railway.¹⁴ Beginning in 1907, the Union Meat Company and Portland Union Stock Yards—local subsidiaries of Swift and Company—purchased lands along the southern shore of the Columbia River, and through 1909, constructed large-scale stockyards and meat-packing facilities.¹⁵ The river not only provided transportation for the businesses but also
15 “disposed of” substantial waste products with the downstream flow.¹⁶ In time, the facilities came to employ some 1,500 workers who were housed in the company-built settlement of Kenton located along Denver Avenue.¹⁷

20 With the arrival of the Union Meat Company and accompanying infrastructure, other businesses quickly followed suit. By 1911, a dozen other industries, including the Monarch Lumber Company, a shingle company, and a dairy farm, had all located along the shore of the Columbia River, helping to form the beginning of a “North Portland Industrial District.”¹⁸ Interests behind these companies paralleled a national conversation over land drainage and reclamation and plans to dredge a deep water harbor in the Oregon Slough between the north shore of the Columbia River and south shore of Hayden Island were quickly made.¹⁹

25 Foremost among these interests was the Peninsula Industrial Company—owned by members of the Swift family—which controlled 3,000 acres of North Portland real estate, including the lands beneath the stockyard, meat packing plant, and lumber company.²⁰ Newspaper articles report that the company planned to use fill from the dredge to raise the level of their holdings thirty feet above the flood level in order to “develop a large factory and shipping district, which will have all the advantages of water and rail transportation without switching charges

¹⁰ Carl Abbott, “Settlement Patterns in the Portland Region: A Historical Overview,” (Paper prepared for the Metro Future Vision Commission, Portland, OR, January 1994), https://pdxscholar.library.pdx.edu/oscdl_planning/10, 14.

¹¹ Qtd. in Abbott, “Settlement Patterns,” 14.

¹² Elizabeth J. O’Brien and Jason Allen, “Columbia Slough Drainage Districts Historic District,” Section 106 Documentation Form, (Oregon Historic Sites Database, DOI:663154, 2006), 11–12; Liza Mickle and Nicholas Starin, *East Portland Historical Overview & Historic Preservation Study* (Portland, OR: City of Portland Bureau of Planning and Sustainability, 2009), <https://irma.nps.gov/DataStore/DownloadFile/582035>, 11.

¹³ Qtd. in O’Brien and Allen, “Columbia Slough Drainage Districts,” 12

¹⁴ Abbott, “Settlement Patterns,” 28; Stroud, “Troubled Waters in Ecotopia,” 70.

¹⁵ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12

¹⁶ Stroud, “Troubled Waters in Ecotopia,” 70.

¹⁷ Abbott, “Settlement Patterns,” 28; O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

¹⁸ Stroud, “Troubled Waters in Ecotopia,” 70; O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

¹⁹ “Dredge Develops Factory Lands,” *Oregonian* (Portland, OR), April 16, 1911, 4.

²⁰ “Dredge Develops Factory Lands,” *Oregonian*, 4.



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yet will be outside the city limits and thus avoid city taxes.”²¹ Other property owners along the Columbia Slough and Hayden Island supported the effort and, in 1913, were successful in lobbying the U.S. Geographic Board to change the name of “Oregon Slough” to “North Portland Harbor.”²²

5 The government-aided dredging began in 1913, and the land around the harbor was further improved by dikes and levees to protect low-lying property beginning in 1916. Mostly underwritten by Union Meat, other private entities contributed to the levees to form drainage districts along the slough’s length.²³ Running from east to west, these districts included the Sandy Drainage Improvement Company, the Multnomah Drainage District No. 1, the Peninsula Drainage District 1, and the Peninsula Drainage District 2.²⁴

10 Work on the levees continued through World War I when the events of the conflict stressed the need for additional farmlands.²⁵ By 1920, many of the drainage districts’ dikes had been joined and over 8,000 acres of land were reclaimed for agricultural purposes.²⁶ Boosters continued to promote the North Portland Harbor as a future industrial hub and touted the success of the earthworks noting that “[t]he constructed dikes and embankments have stopped the overflowing water, and a flood of the region can never again occur.”²⁷

15 While a mighty industrial district had been envisioned, the drainage districts were designed to create an agricultural region, leaving industry still clustered along the shore of the Columbia River (Figure 42).²⁸ Here, heavy industry was commingled with small-scale marine structures, including boat building and repair workshops.²⁹ Declining farm prices in the interwar years left district leaders on the lookout for other potential land uses and ultimately led to the creation of multiple golf courses and, eventually, the Portland–Columbia Airport in 1936 (today’s Portland International Airport).³⁰

20 The advent of World War II brought large-scale changes to the region, mostly in the housing sector, which, ironically, was supporting industrial development in the larger Portland-Vancouver area. Under the guidance of Henry J. Kaiser (1882–1967), enormous shipyards were developed along the Willamette River and in Vancouver, requiring, at their peak, a workforce of 97,000.³¹ Aware of the deepening housing crisis, Kaiser orchestrated the purchase of 640 acres of land within the industrial district and constructed Kaiserville—later Vanport—
25 dramatically altering the character of the landscape.³²

²¹ “Dredge Develops Factory Lands,” *Oregonian*, 4.

²² “Bridgeton New Subdivision,” *Oregonian* (Portland, OR), May 12, 1912, 10; “Changes Name of Oregon Slough,” *Oregonian* (Portland, OR), January 13, 1913, 4.

²³ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

²⁴ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

²⁵ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

²⁶ O’Brien and Allen, “Columbia Slough Drainage Districts,” 12.

²⁷ H.S. Harcourt, “North Portland Offers Many Great Advantages as Sites for Factories,” *Oregon Daily Journal* (Portland, OR), August 8, 1919, 16-17.

²⁸ Harcourt, “North Portland Offers Many Great Advantages,” 16; O’Brien and Allen, “Columbia Slough Drainage Districts,” 13.

²⁹ American Swedish Historical Museum, *Year Book 1946* (Philadelphia: American-Swedish Historical Foundation, 1946), 38.

³⁰ O’Brien and Allen, “Columbia Slough Drainage Districts,” 13.

³¹ Gordon Oliver, “Kaiser Shipyards,” *Oregon Encyclopedia*, last updated July 13, 2022,

https://www.oregonencyclopedia.org/articles/kaiser_shipyards/#.YuMJ6YTMJD8.

³² Oliver, “Kaiser Shipyards.”



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The war, coupled with the tragic events of the 1948 Vanport Flood, changed the face of the area; according to historian Ellen Stroud, “the perception of the [North Portland] area as blighted, suitable only for industry and for those who could not afford to live elsewhere. Many white city residents, politicians, and businessmen were beginning to see North Portland as a throw-away zone.”³³

5 In the postwar period, the area became increasingly fragmented as large portions of public land became parks and other recreational areas and farmland gave way to small residential, commercial, and industrial developments.³⁴ Rather than relying on rail, boat, or streetcars to move goods and people, the area’s mid-century growth was defined by its reliance on the automobile; industrial properties benefitted from access to I-5 rather than the transcontinental rail lines.³⁵ Commercial properties including service stations and repair shops were developed to serve these new functions.

Ross Island Sand and Gravel Company

15 The RISGC was incorporated in November 1925. As part of a corporate acquisition in 1926, RISGC took control of Ross, Hardtack, and Toe Islands in the Willamette River.³⁶ The company extracted massive amounts of sand and gravel from these islands between 1926 and 2001.³⁷ The raw materials extracted from these islands reportedly helped build almost half of the buildings in Portland and were also used for bridges, driveways, highways, and single-family residences.³⁸ The RISGC also acquired the Beaver Portland Cement Company in 1926, and in early 1927, operated four material delivery bunkers on the Willamette River between Ross Island and the Albina neighborhood.³⁹

20 Newspaper articles suggest that by the mid-1950s, RISGC also dredged the Columbia and Willamette Rivers to obtain sand and gravel.⁴⁰ The Vanport Pier facility appears to have been one of the locations where these dredged materials were received from barges, cleaned and processed, and then stored for transshipment by truck to other locations around Portland and the Portland metropolitan area.⁴¹ Unfortunately, research thus far has not revealed the total number of these types of facilities that existed in the Portland and Vancouver metropolitan areas. A concrete batch mixing plant was added to the Vanport Pier facility by 1965 (Figures 15 and 16).⁴²

³³ Stroud, “Troubled Waters in Ecotopia,” 73.

³⁴ O’Brien and Allen, “Columbia Slough Drainage Districts,” 14.

³⁵ Abbott, “Settlement Patterns,” 46-47.

³⁶ “Cement Firm Deal Made for \$850,000,” *Oregonian* (Portland, OR), June 26, 1926, 6.

³⁷ Ross Island: Site Summary, Oregon State Department of Environmental Quality, accessed <https://www.oregon.gov/deq/hazards-and-cleanup/cleanupsites/pages/ross-island.aspx#:~:text=Ross%20Island%20Sand%20and%20Gravel,to%20a%20more%20natural%20state>.

³⁸ Reimagining Ross Island, The Intertwine, accessed March 25, 2023, <https://www.theintertwine.org/outside-voice/reimagining-ross-island>.

³⁹ “Advertisement: Announcing Operations of the Ross Island Sand and Gravel Co.,” *Oregonian* (Portland, OR), January 7, 1927, 9.

⁴⁰ “Company Asks Dredge Permit,” *Oregonian* (Portland, OR), July 15, 1955, 58.

⁴¹ The Port of Portland, Oregon, Port Series No. 34, (US Army Corps of Engineers, Washington, DC, 1975), 46.

⁴² Oregon State Highway Department, Toll Bridge: Portland-Vancouver, 224–60, March 1965, Oregon Department of Transportation.



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However, concrete batch facilities appear to have been located at two other RISGC facilities in Portland.⁴³ In 1976, the RISGC was purchased by the R.B. Pamplin Corporation.⁴⁴ The RISGC was operated as a subsidiary of the R.B. Pamplin Corporation (Figure 13).⁴⁵

5 The existing driver's building was added to the subject property in 1981.⁴⁶ The concrete division of the RISGC closed in January 2019 and the subject property was sold in April 2019.⁴⁷

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that Vanport Pier is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

10 Based on WillametteCRA's evaluation of the Vanport Pier within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. If additional information were discovered linking the resource to a major construction project, like the Southbound Interstate Bridge, it would prompt a re-evaluation of the resource's eligibility under this criterion.

The pier does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

15 The Vanport Pier does not sufficiently embody the distinctive characteristics of its type, period, method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

20 The resource is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history, and is therefore not significant under Criterion D.

In summary, WillametteCRA recommends the Vanport Pier not eligible for listing in the NRHP under Criteria A, B, C, or D.

⁴³ Mike Rogoway, "Ross Island Sand & Gravel will close division, lay off at least two dozen," *Oregonian* (Portland, OR), accessed March 25, 2023, <https://www.oregonlive.com/business/2019/01/ross-island-sand-gravel-will-close-division-lay-off-at-least-two-dozen.html>.

⁴⁴ "Ross Island firm's sale OKd," *Oregonian* (Portland, OR), December 1, 1976, 19.

⁴⁵ North Marine Drive Final Environmental Impact Statement, (Federal Highway Administration, Oregon Department of Transportation, and City of Portland, 1989), 103.

⁴⁶ Application for Permit, Bureau of Buildings, City of Portland, Oregon, Permit Number 540495, 1835 North Marine Drive, May 6, 1981. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

⁴⁷ Mike Rogoway, "Ross Island Sand & Gravel will close division, lay off at least two dozen," *Oregonian*; Portland Maps, accessed March 25, 2023, https://www.portlandmaps.com/detail/property/1835-WI-N-MARINE-DR/R323465_did/.



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- 15 United States Army Corps of Engineers. *The Port of Portland, Oregon, Port Series No. 34*. Washington, DC: U.S. Army Corps of Engineers, 1975.

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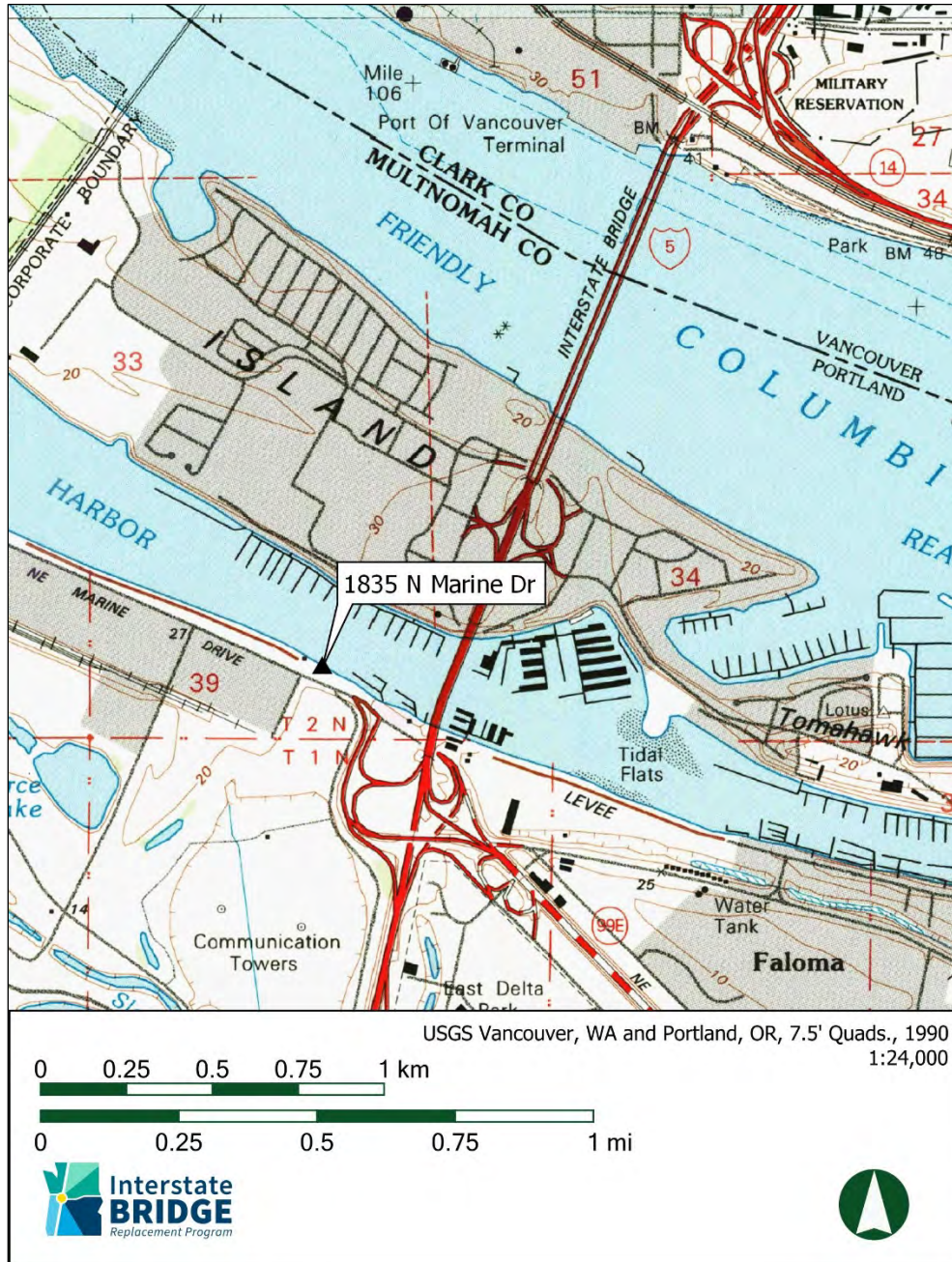


Figure 2. Location map of 1835 North Marine Drive, Portland, Multnomah County, Oregon.

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Figure 3. Aerial map of 1835 North Marine Drive, showing recommended NRHP boundary in white.

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Figure 4. View of Vanport Pier from west (WillametteCRA, December 8, 2021).

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Figure 5. View of Vanport Pier from southwest (WillametteCRA, December 8, 2021).

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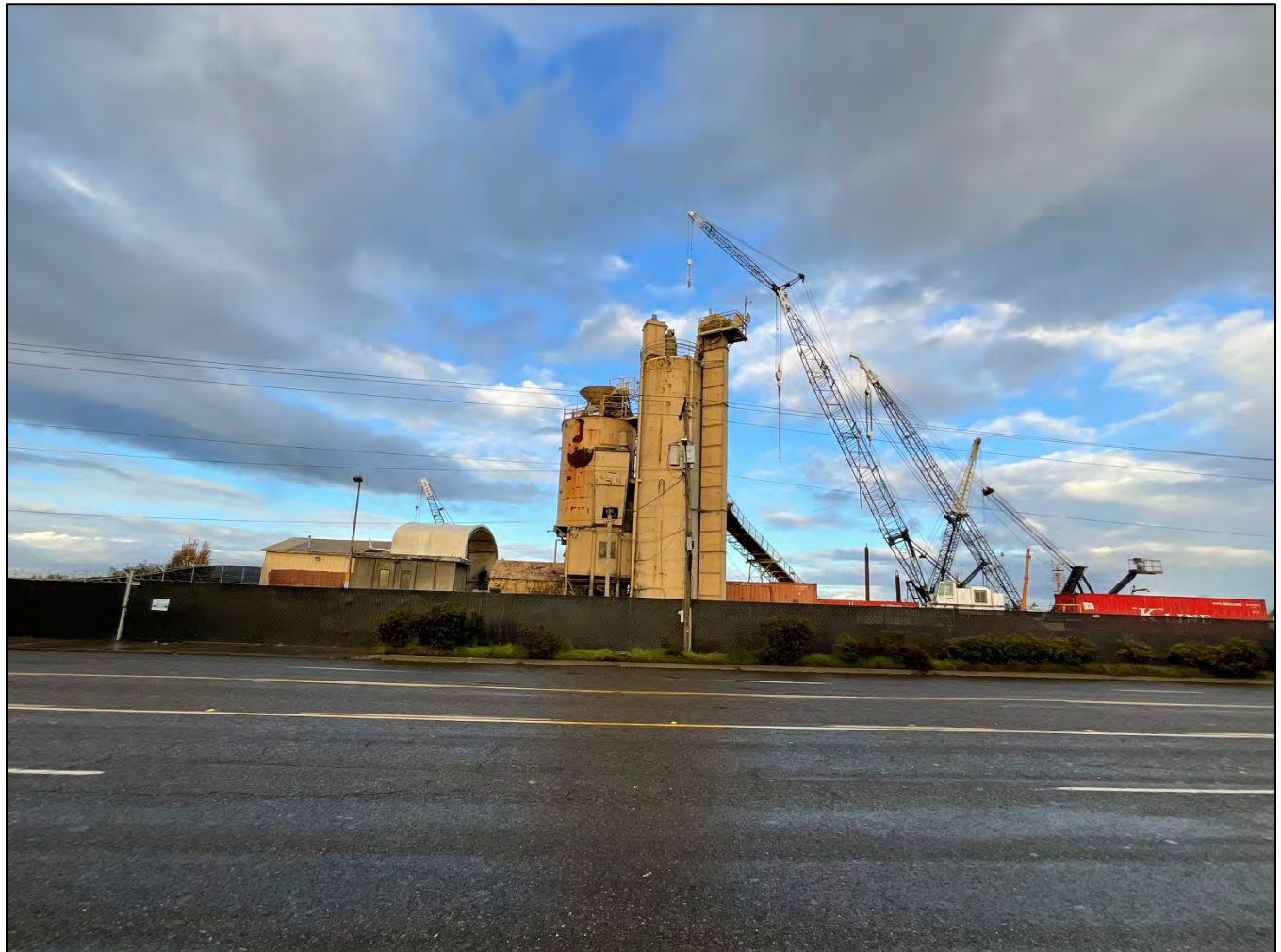


Figure 6. View of Vanport Pier from south (WillametteCRA, December 8, 2021).

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Figure 7. View of Vanport Pier from west (WillametteCRA, June 10, 2022).

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Figure 8. Oblique aerial view of Vanport Pier from northeast (Bing Maps, 2023).

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Figure 9. Oblique aerial view of Vanport Pier from northwest (Bing Maps, 2023).

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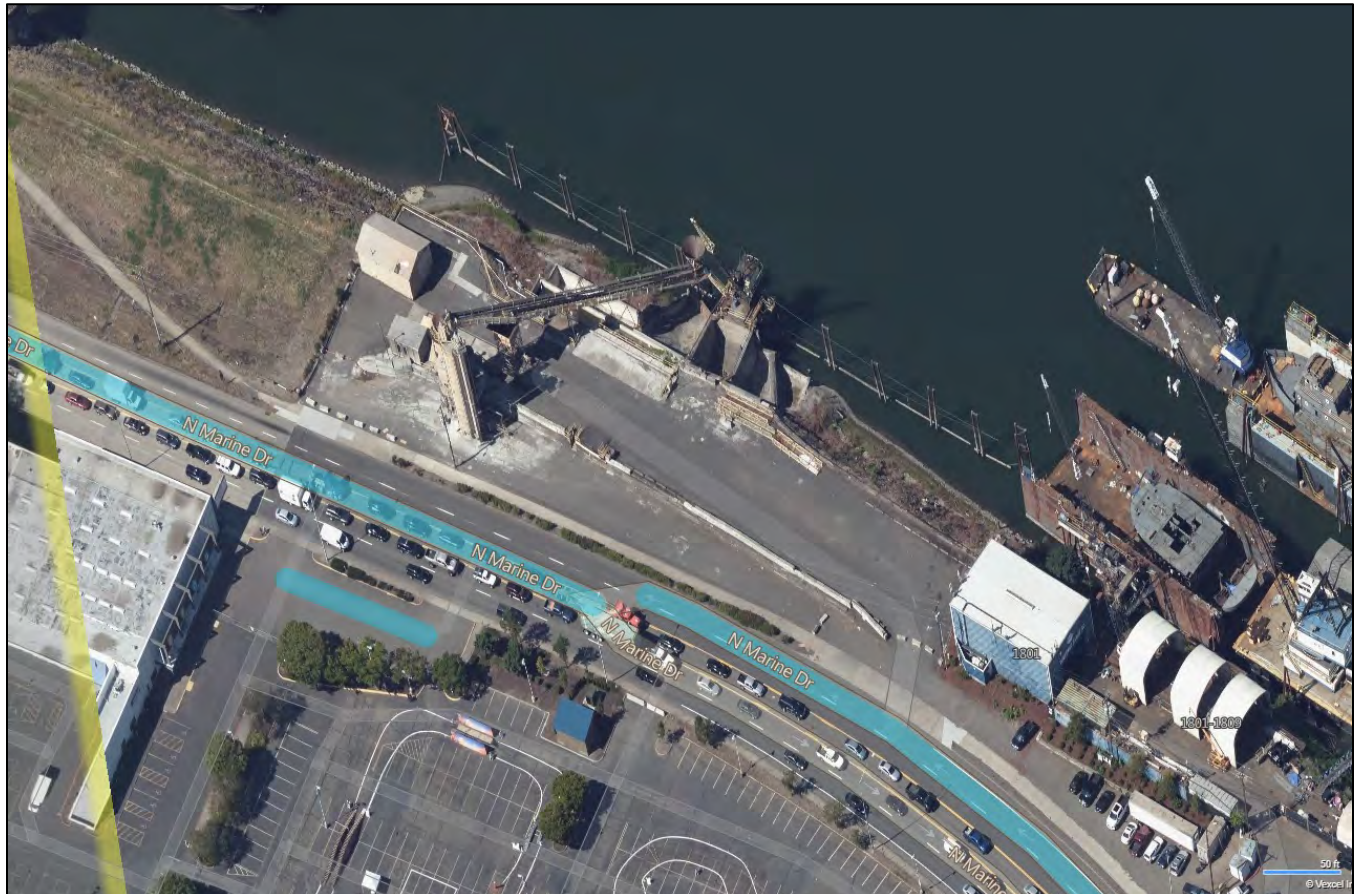


Figure 10. Oblique aerial view of Vanport Pier from southeast (Bing Maps, 2023).

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Figure 11. Oblique aerial view of Vanport Pier from southwest (Bing Maps, 2023).

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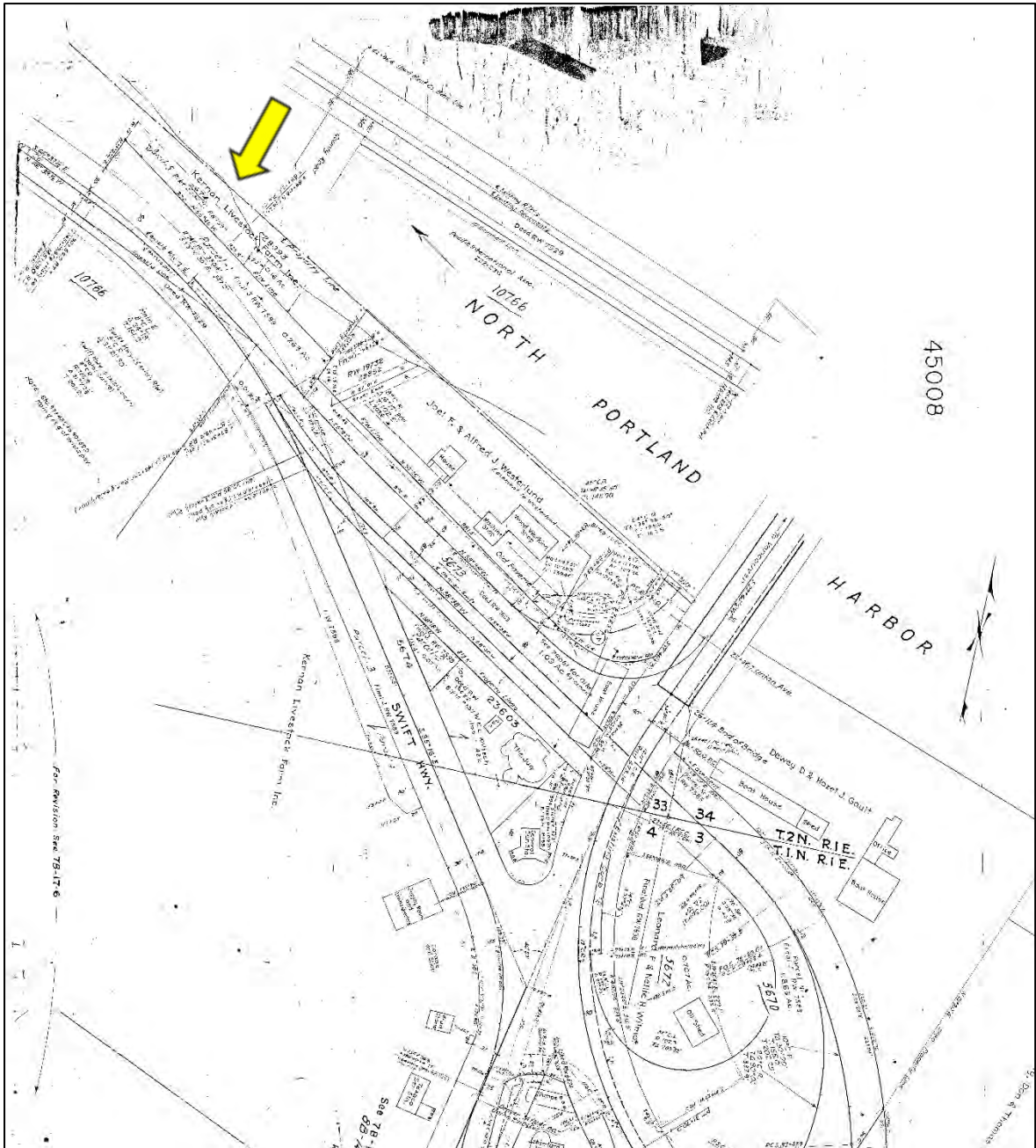


Figure 12. Yellow arrow indicates location of Kernan Livestock Farms property, which is the current location of Vanport Pier on this highway map from 1943 (ODOT).

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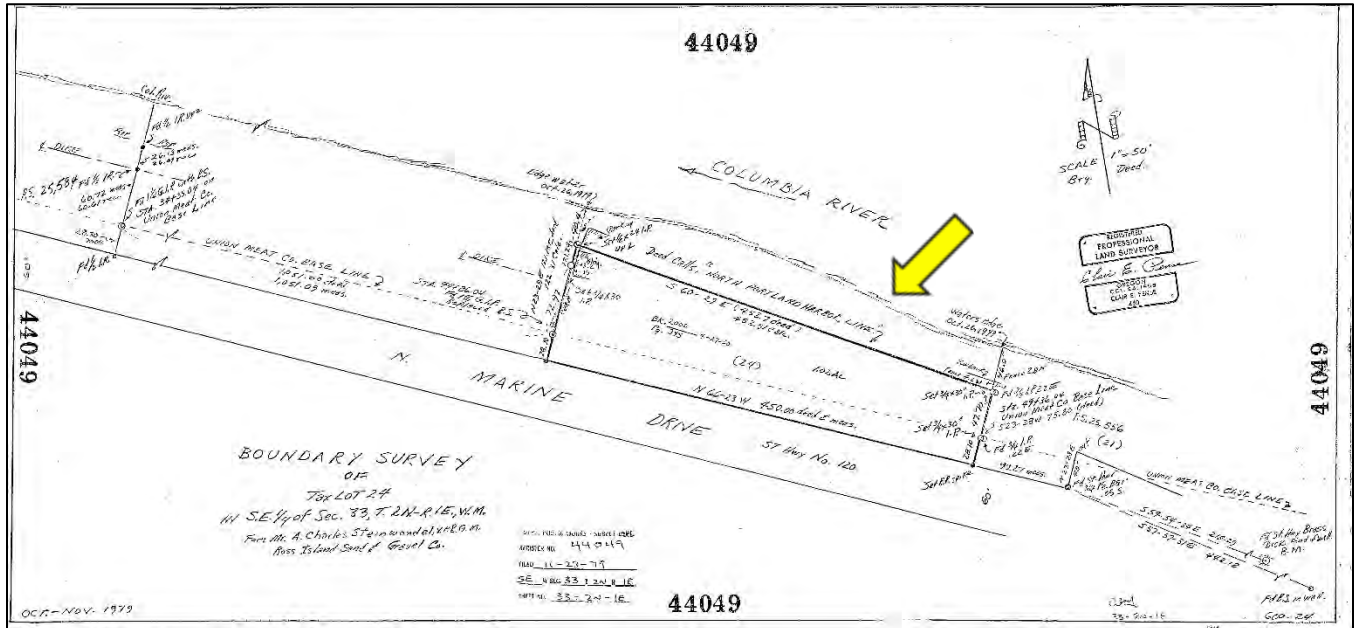


Figure 13. Yellow arrow indicates the tax lot which is the current location of Vanport Pier (Multnomah County SAIL).

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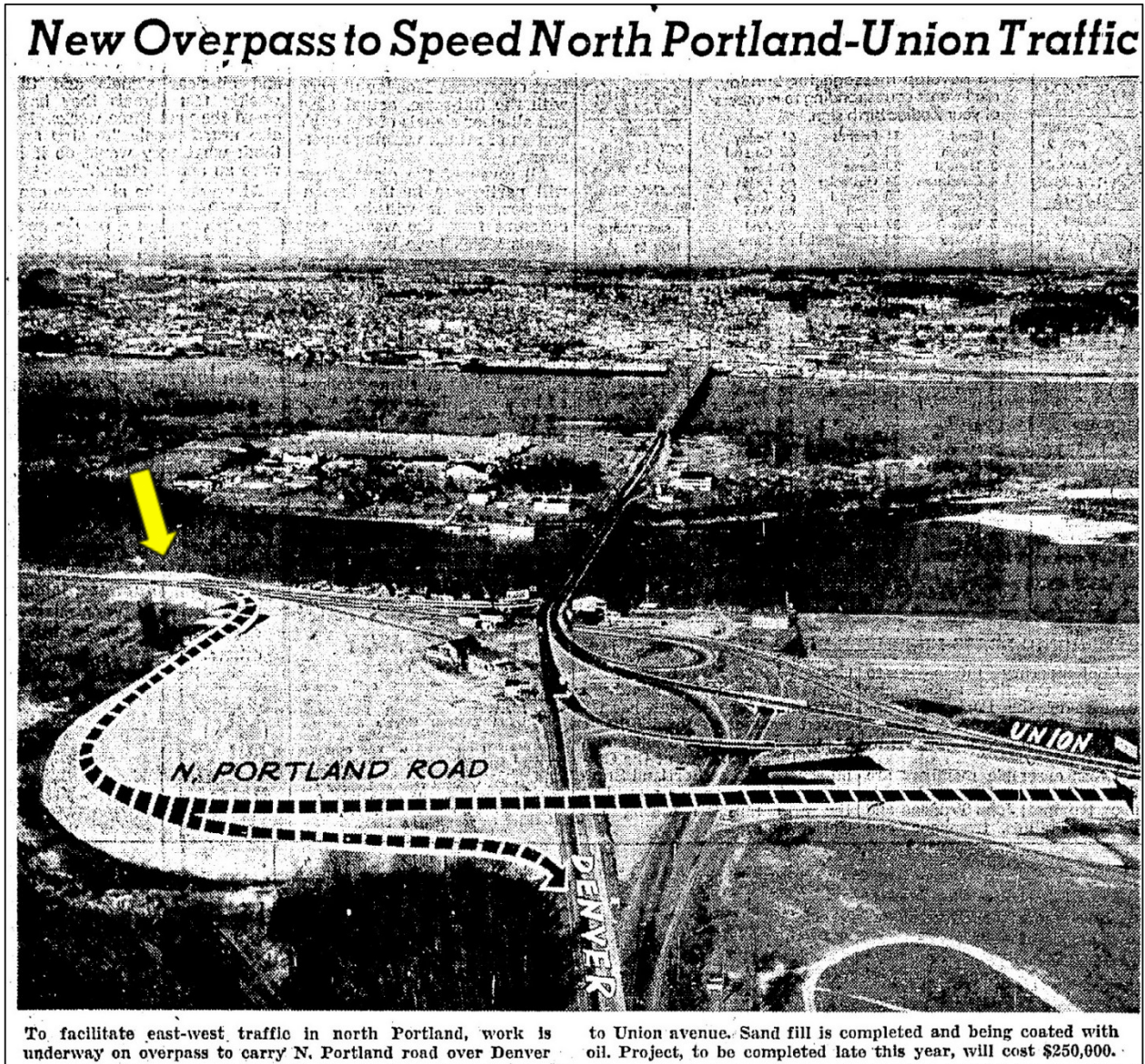


Figure 14. Yellow arrow indicates current location of Vanport Pier in 1954 (*The Oregonian*, [Portland, OR] March 28, 1954).

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Figure 15. Yellow arrow indicates location of Vanport Pier on this historic photograph from 1965 (ODOT).

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Figure 16. Cropped view of 1965 historic photograph showing the Vanport Pier. Note the concrete mixer trucks waiting next to the concrete batch plant (ODOT).

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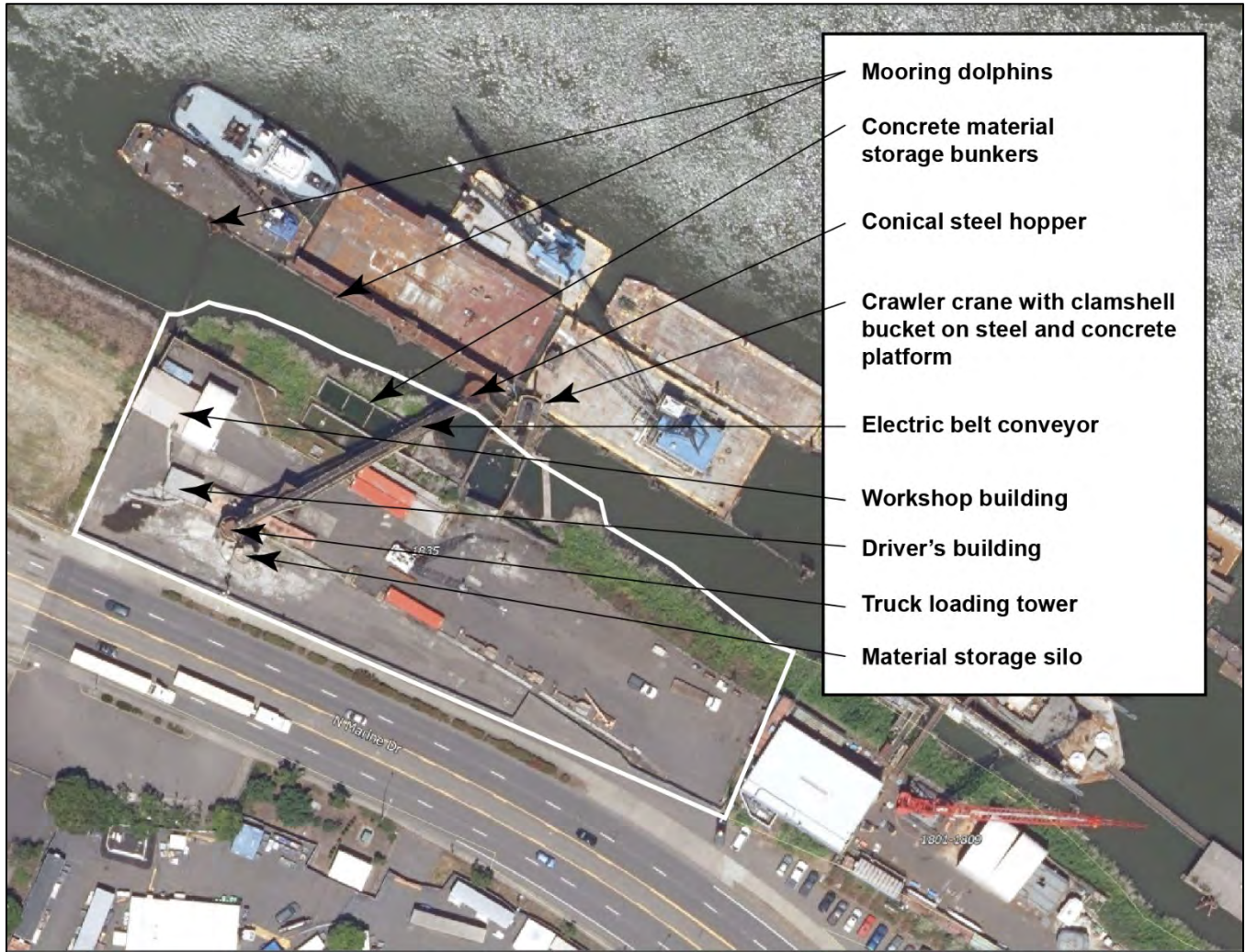


Figure 17. Aerial photograph of 1835 North Marine Drive with buildings and structures identified (WillametteCRA).



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Property Name: Jantzen Pedestrian Tunnel (OR 162)	SHPO Resource ID: TBD
Street Address: Interstate 5, Milepost 307.93	City, County, State: Portland, Multnomah County, Oregon
Tax Parcel Number: N/A (ODOT right of way)	Plat Block Lot: N/A (ODOT right of way)
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 34
Coordinates: 45.612029°, -122.678838°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: TRANSPORTATION / pedestrian-related	Construction Date: 1929
Historic Use: TRANSPORTATION / road-related; TRANSPORTATION / pedestrian-related	Alterations & Dates: 1946, Lengthened, new portals added, walkway removed; 1957, Lengthened, portals moved; ca. 1957–2009, Interior wall added; 2020, Interior shoring added
Architectural Classification / Resource Type: Art Deco / Structure	Historic Context: Entertainment/Recreation

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Other	
Window Type & Material: N/A	Exterior Surface Materials: Primary: Concrete - Poured Secondary: Concrete - Block (cmu) Decorative: N/A	
Roof Type & Material: N/A		
Structural System Type: Masonry - Poured Concrete	Plan Type: Other	
Number of Stories: 1	Changes to Structures:	
Styles: Art Deco	Category:	Change Level:
	Plan	Extensive
Register Status: Not Listed	Windows	N/A
	Cladding	N/A
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	(Other)	
	Integrity: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input checked="" type="checkbox"/> Poor	

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Figure 1. View of the Jantzen Beach Pedestrian Tunnel, east portal, view looking west (WillametteCRA June 10, 2022).

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 checked="" type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The Jantzen Pedestrian Tunnel is a pedestrian tunnel running beneath the roadway of Interstate 5 on Hayden Island in Portland, Multnomah County, Oregon. Upon the island, the structure is situated north of the geographic midpoint: approximately 1,300 feet from the southern shore and 960 feet from the northern shore (Figure 2). The tunnel is set within the north section of the Hayden Island interchange which connects the island's local roadways to the interstate's north and southbound lanes (Figure 3). The interchange's north section is defined by looping on and off ramps which create an east and west lobe to either side of the interstate which are connected by the pedestrian tunnel. The east lobe is defined by open domesticated grass lawns interspersed by freestanding trees and shrubbery and crossed by paved pathways. The west lobe is defined by the Oregon Department of Transportation (ODOT) Permit Center and a large, paved parking area surrounded by open grass, mature trees, shrubbery, and paved pathways.¹

15 The tunnel is 29 feet wide, between 14.5 and 15.5 feet high, and 219 feet long. Its east and west portals are defined by triangular wing walls which project outwards to the east and west and hold back the earthen embankment of the roadway (Figures 1 and 4). Each of the tunnel's portals shows elements of the Art Deco style with arched openings supported by simplified cast concrete brackets, as well as cast concrete piers defined by an overlapping layered treatment with stepped and rounded caps (Figure 5). The piers rise 3 feet 7 inches above the level of the roadway to bookend a decorative balustrade that lines paved walkways along either side of the interstate. Each of the balustrades is constructed from three panels of steel railing placed between cast concrete piers. The balustrades are standard "picket rail" type railings with alternating long and short balusters set beneath a metal handrail.² Beneath the balustrade, the tunnel is constructed from reinforced concrete with a combination of concrete and asphalt paving, a concrete roof supported by exposed concrete beams, and walls formed from a combination of smooth and coffered concrete panels (Figure 6). The original north wall has been enclosed by a secondary wall of concrete masonry units (CMUs) that projects 4 feet into the tunnel. This wall is atop a low concrete foundation and its interior is accessed through a steel door inset with a metal grate located near the wall's west end. Eight additional vertical columns, composed of steel I-beams and distributed across a 52-foot segment of the tunnel, have been set within the oldest portion of the tunnel to provide additional shoring. Cross bracing connects columns one through five and columns six through eight while all eight columns are enclosed by metal fencing. Throughout the tunnel's length, lighting units are inset into the concrete ceiling.

Alterations

30 The Jantzen Pedestrian Tunnel has been repeatedly altered since its initial completion in 1929. After 1946, the tunnel was lengthened from 45 feet 6 inches to 73 feet 6 inches to accommodate the widening of the roadway above from the east.³ During this period, the original entry portals with angled wing walls were reconstructed with perpendicular wing walls and ornamented with Art Deco elements and Picket style balustrades along the roadway above. Other changes at this time included the removal of the tunnel's original raised concrete pedestrian

¹ Note that the ODOT Permit Center is documented in a separate determination of eligibility completed on behalf of the IBR Program (IBR survey ID number OR 104).

² Jantzen Beach Undercrossing, August 26, 1946–December 2020. Oregon Department of Transportation BR#04516a, Hwy 1 over Jantzen Pedestrian Tunnel. On file at the Oregon Department of Transportation. Note that the "picket rail" balustrades were designed according to ODOT drawing number 9233.

³ Jantzen Beach Undercrossing, August 26, 1946–December 2020.



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sidewalk and handrail that ran alongside the original vehicular roadway. It remains unclear if the tunnel was fully pedestrianized at this time, or if it still operated as a partial vehicular entrance to the adjacent Jantzen Beach Amusement Park.

5 To support the construction of the second Interstate Bridge and toll facilities in 1957, the tunnel was again widened by 124 feet 10 inches to the west and 20 feet 10 inches to the east. The 1946 portal designs were retained and re-used at the new entry portals. At this time, vehicles were no longer able to access the tunnel leaving it fully pedestrianized and it was used by toll agents to access booths on either side of the highway.

10 Between 1957 and 2009, the CMU wall was added to the structure's interior, narrowing its original width by approximately 4 feet. Other changes during this time include the remaking of the structure's surrounding setting with the addition of toll facilities above it, the later removal of the Jantzen Beach Amusement Park, and the park's replacement with a mall and other auto-orientated commercial development. Later, after 2020, steel shoring columns were constructed beneath the original 1928–1929 segment of the tunnel.

Boundary Description

15 Because the Jantzen Pedestrian Tunnel's surroundings have been repeatedly altered, the recommended National Register of Historic Places (NRHP) boundary is defined by the physical extent of the structure including the underpass, its entry portals, and its wing walls (Figure 3).

INTEGRITY

20 The Jantzen Pedestrian Tunnel has a period of significance from 1929–1946. Since 1946, the structure has been repeatedly altered including two programs of expansion, the addition of new entry portals, the construction of an inner CMU wall, and the recent addition of internal shoring support. Other changes include substantial alterations to the structure's setting, as well as the loss of its associated Jantzen Beach Amusement Park and its original vehicular approach roads. With these changes, the Jantzen Pedestrian Tunnel has lost its integrity of design, setting, materials, workmanship, feeling, and association. It retains its integrity of location.

STATEMENT OF SIGNIFICANCE

25 Between the mainlands of Oregon and Washington, a long, low, riverine island named after early pioneer Gay Hayden (1819–1902) is located within the Columbia River between river miles 102 and 107. The island marked the first regular ferry crossing on the route between Portland and Vancouver and, in the post contact era, developed into a rural landscape with intermittent agricultural usage. As Portland and Vancouver expanded in the early twentieth century, in 1915 a portion of the island's north shore was developed into a public bathing area
30 named "Columbia Beach."⁴ Whether the beach was formally planned by the island's property owners, or organically developed by enterprising locals remains unclear. In either event, by 1918 the beach was under professional management and included an outdoor dance pavilion, a bathhouse, and a promenade.⁵ The beach's programmers planned busy, organized events patronized by thousands of visitors who were able to travel to the

⁴ "Columbia Beach to be Improved," *Oregonian* (Portland, OR), February 27, 1916, 21; "City is to Have Beach," *Oregonian* (Portland, OR), April 9, 1916, 7.

⁵ "Columbia Beach," *Oregon Daily Journal* (Portland, OR), July 15, 1918, 8.



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site by streetcar or automobile. After 1917, vehicles could easily access the site from both sides of the river when the ferry route was replaced by the Interstate Bridge. The completion of the bridge and its subsequent incorporation into the Pacific Highway (the forerunner of Interstate 5) placed Columbia Beach and Hayden Island on a burgeoning north-south thoroughfare for local and inter-state travelers.

5 In the late 1920s, the operators of Columbia Beach—William A. Logus (1892–1974) and Leo F. Smith (dates unknown) began to explore the possibility of replacing the modest facilities with a new amusement park. Far from innovatory, Logus and Smith’s plan kept with contemporary trends where, across the country, developers and investors built then-novel amusement parks at the end of streetcar lines to encourage ridership and promote development.⁶ The planned amusement park would replace Columbia Beach but would, reportedly, preserve and
10 develop beaches on both the north and south shores of the island.⁷

Construction for the \$500,000 park was underwritten by the Portland-based apparel company, Jantzen Knitting Mills, which had recently developed a highly successful line of swimsuits.⁸ The planned park would not only provide recreational opportunities for residents on both sides of the Columbia but, for the Jantzen Knitting Mills, provide valuable marketing and additional local demand for their products.⁹ Accepting the funds, the Hayden Island Amusement Company named the new development the “Jantzen Beach Amusement Park” and designed a series of swimming pools, rides, and a promenade lined with game stalls within its landscaped grounds.¹⁰ A unique wooden roller coaster named “the Big Dipper” was constructed based on plans by noted designer Carl E. Phare (1885–1962) and was advertised to the public as the largest in the northwest.¹¹ The park opened on May 26, 1928.¹²

20 The Jantzen Beach Amusement Park’s first season was an overwhelming success, and it soon became clear that expanded facilities were necessary. Substantial traffic flow problems affecting the Pacific Highway’s north and southbound travelers were among the first announced improvements when in August 1928, the amusement park managers joined with the operators of the streetcar line—the Portland Electric Power Company (PEPCO or PEP Company)—and the commissioners of Multnomah County to jointly construct a “tunnel entry” to the “resort” to
25 “relieve the congested traffic” (Figure 7).¹³ Plans for the tunnel were prepared by the county’s Roadmaster George Washington Buck (1877–1955) and construction was undertaken separately by each of the interested parties: “[t]he beach management will construct the new roadway, the county will build the tunnel and the P.E.P. company

⁶ Carroll Pursell, “Fun Factories: Inventing American Amusement Parks,” *Icon* 19 (2013): 75-99.

⁷ “Hayden Island Park Planned,” *Columbian* (Vancouver, WA), 25 July, 1927, 1.

⁸ Adrienne Denaro, “Jantzen,” in *Oregon Encyclopedia* ed. Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2019), <https://www.oregonencyclopedia.org/articles/jantzen/#.YhjzI5aIzhE>; Bonnie Tsui, “Following the Lead of the Diving Girl,” *The New York Times*, September 5, 2019, <https://www.nytimes.com/2019/09/05/travel/portland-oregon-swim-jantzen.html?smid=nytcore-ios-share>.

⁹ “Jantzen Beach opens tomorrow! [Advertisement],” *Oregon Journal* (Portland, OR), May 25, 1928, 11; Kim Buerger, “What a Ride: From Personal Treasure to Museum Collection,” *Dear Oregon: Dispatches from Professional Time Travelers* (blog), <https://www.ohs.org/blog/what-a-ride-from-personal-treasure-to-museum-collection.cfm>; Tsui, “Following the Lead,” 2019.

¹⁰ “What Portland Has Been Waiting For: Jantzen Beach,” *Oregonian* (Portland, OR), 26 May 1928, 5.

¹¹ “What Portland Has Been Waiting For: Jantzen Beach,” *Oregonian*.

¹² “What All Portland Has Been Waiting For, Jantzen Beach, Opens Today-Saturday May 26,” *Oregonian* (Portland, OR), May 26, 1928, 5.

¹³ “Tunnel Entry to Resort is Decided Upon,” *Oregon Journal* (Portland, OR), August 8, 1928, 2.



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5 will bear the cost of the steps leading from the Vancouver street car [sic] line and the sidewalk for pedestrians through the tunnel.¹⁴ Construction began in December 1928 with much of the work undertaken by contractor Jerry Barnard.¹⁵ The tunnel was completed in May 1929 at a cost of \$12,215.37 including \$2,431.34 contributed by the operators of the Jantzen Beach Amusement Park, the Hayden Island Amusement Company.¹⁶ An article published in the local Portland *Oregonian* in May 1929 touted the new improvements stating that “[a] slight ramp takes one under the new tunnel into a parking area with space for 10,000 cars” (Figures 8 and 9).¹⁷

10 The completion of the tunnel was a prerequisite in a major series of expansions announced by the company in January 1929. Smith, quoted in the *Oregonian*, stated that the company planned to spend \$250,000 per year in a four year program of improvements across the facility.¹⁸ With the improvements, the amusement park continued to be wildly popular and the company, looking toward expansion, began to acquire more land on the island for the park and other planned investments.¹⁹ Ultimately, at over 123 acres, the Jantzen Beach Amusement Park was for a time the largest in the country and was touted as the “Coney Island of the West.”²⁰ The Jantzen Beach Amusement Park continued to act as Hayden Island’s principal occupant and attraction into the early 1930s.

15 By the 1940s, traffic had once again become a problem on Hayden Island highways where Oregon surveyors counted the highest volume of cars of anywhere in the state.²¹ To alleviate the problem, in 1946 the Oregon State Highway Commission tentatively approved the construction of a new interchange which would widen the roadway and construct a new loop ramp beneath the interstate bridge.²² The project included substantial alterations to the 1929 Jantzen Beach underpass and resulted in lengthening it to the east, giving it new Art Deco style entry portals, and converting it to a solely pedestrian circulation route (Figure 10). The commission’s approval was
20 contingent upon the donation of the needed right of way but was expected to reduce accidents by “60 to 80 per cent [sic].”²³ Although additional newspaper coverage was limited, the project appears to have moved ahead and its updates were completed in 1947.²⁴

25 Upgrades to the roadway were short-lived, however, for in the mid-1950s plans were finalized to augment the existing Interstate Bridge with a second span which would require further changes to the highway. On Hayden Island, these changes included additional widening of the roadway to the east and west to support the

¹⁴ “Tunnel Entry to Resort is Decided Upon,” *Oregon Journal*.

¹⁵ “Work Started on Jantzen’s Tunnel,” *Oregon Journal* (Portland, OR), December 6, 1928, 2.

¹⁶ “Jantzen Road Finished,” *Oregonian* (Portland, OR), May 21, 1929, 13.

¹⁷ “Jantzen Beach Larger,” *Oregonian* (Portland, OR), May 5, 1929, Section Two Page 14.

¹⁸ “Amusement Park Will Be Improved,” *Oregonian* (Portland, OR), January 3, 1929, 1.

¹⁹ William Lambert, “Shifting Sand of Hayden Island Tip Generate Fine Legal Controversy Over Ownership,” *Oregonian* (Portland, OR), April 27, 1959, Section 3 Page 8.

²⁰ Shawn Daley, “Hayden Island,” *Oregon Encyclopedia* ed. by Ulrich Hardt, Jeff LaLande, and Linda Tamura, (Portland: Portland State University and the Oregon Historical Society, 2021), <https://www.oregonencyclopedia.org/articles/jantzen/#.Yhjz15alZhE>.

²¹ “Road Projects Gain Approval,” *Oregonian* (Portland, OR), June 26, 1946, 9; “Heaviest Traffic on Highways,” *The Capital Journal* (Salem, OR), November 25, 1947, 13.

²² “Road Projects Gain Approval,” *Oregonian*.

²³ Qtd. in “Road Projects Gain Approval,” *Oregonian*. Note that no listing for work on this structure is listed in the 18th biennial report for the Oregon State Highway Commission (1948) corroborating that the work was completed in 1947. Robert W. Hadlow, comment to the author, August 14, 2023.

²⁴ Jantzen Beach Undercrossing, August 26, 1946–December 2020.



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5 construction of a new toll plaza with an administration building and toll booths (Figures 11 and 12).²⁵ Elements of the former interchange were retained, however, the existing Jantzen Beach underpass was again widened to the east and west to allow both local pedestrian traffic beneath the highway, as well as the passage of toll attendants who needed to access booths on both sides of the highway. In time, the Hayden Island interchange was completely reconfigured to create a large parking area and landscaped right of way within its loop ramps. These changes were fully completed by 1964.

10 The construction of the second bridge span corresponded with the beginning of a decline in the popularity of the Jantzen Beach Amusement Park. By the second half of the twentieth century, the park's novelty had long since worn off and visitor numbers were both stagnant and weather dependent, an unfortunate contingency in the Pacific Northwest.²⁶ A string of bad luck, including a visitor death in 1959 (determined not to be the park's fault) and a serious fire the following year, further accelerated its wane.²⁷ In a 1964 interview, company management explained that new recreation options—Rooster Rock State Park and Blue Lake Park—were now competing for visitors and that backyard swimming pools and indoor televisions were rendering the park increasingly obsolete.²⁸ Finally, in 1970, the park's former star attraction, the Big Dipper rollercoaster, was demolished shortly after the Fourth of July holiday weekend and the park closed for the last time soon thereafter.²⁹

20 In the years after the closure of the Jantzen Beach Amusement Park, the symbiotic relationship between the highway and the development of Hayden Island was revitalized with the construction of the Jantzen Beach Shopping Center atop the former park site (Figure 13). The shopping center catered to travelers along the roadway and proved attractive to Vancouver residents who might cross the river-cum-state-line to purchase goods without the burden of Washington's sales tax. While its surrounding developments continued to evolve, the highway underpass, most recently named the Jantzen Pedestrian Tunnel in official ODOT documentation, has continued to serve local walkers and cyclists with some modifications since midcentury.

National Register of Historic Places Eligibility

25 Willamette Cultural Resources Associates (WillametteCRA) recommends that the Jantzen Pedestrian Tunnel is significant under Criterion A with an overall period of significance of 1929 through 1946. As the resource does not possess the requisite integrity to communicate its significance under Criterion A, it is recommended not eligible for listing in the NRHP.

30 Based upon WillametteCRA's evaluation of the Jantzen Pedestrian Tunnel within its historic context, the resource is significant under Criterion A, at the local level in the area of entertainment/recreation. The Jantzen Pedestrian Tunnel is strongly associated with the development of the Jantzen Beach Amusement Park and acted as part of the park's original entry during its initial period of growth from 1929 through the early 1930s. The tunnel is one of only two known resources that retain this association. The other resource, the Jantzen Beach Carousel, has been

²⁵ Herb Penny, "One-Way Traffic, North, South Due When Interstate Bridge Built," *Oregonian* (Portland, OR), May 11, 1953, 54.

²⁶ Gerry Pratt, "Rain Drops Crowd at Jantzen Beach," *Oregonian* (Portland, OR), August 27, 1964, 22.

²⁷ Don Horine, "Amusement Parks Faltering Along Pathway to Oblivion," *Oregon Journal* (Portland, OR), August 9, 1959, 3; "Jantzen Beach Funhouse Burns," *The Oregon Statesman* (Salem, OR), March 30, 1960, 1.

²⁸ Pratt, "Rain Drops Crowd" *Oregonian*.

²⁹ "State Celebration of Nation's Birthday Ranges From Fireworks to Rodeos," *Oregonian* (Portland, OR), 3 July, 1970, Portland, Oregon, 12; "Shop Area Plan Aired," *Oregonian* (Portland, OR), 7 January, 1971, Section 3 Page 7.



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moved from its historic location and consequently de-listed from the NRHP.³⁰ The period of significance for this criterion is 1929 to 1946, which corresponds to its period of use as part of the amusement park vehicular and pedestrian entry.

5 Although the Jantzen Pedestrian Tunnel is also associated with continued improvements to the Pacific Highway in 1946–47, this association is not comparatively strong enough to meet the threshold for NRHP significance under Criterion A. Additionally, although the Jantzen Pedestrian Tunnel is also associated with the construction of the second Interstate Bridge and necessary improvements to the approach roadways, this association is better expressed by other extant resources including the adjacent Toll Administration Building and the second Interstate Bridge itself.³¹ As such, this association, as well, is not comparatively strong enough to meet the threshold for
10 NRHP significance.

Ultimately, although the Jantzen Pedestrian Tunnel is significant under Criterion A, the serial alterations to its integrity of setting, design, materials, feeling, workmanship, and association from beyond the period of significance have diminished its ability to convey its significance under this criterion.

15 The Jantzen Pedestrian Tunnel does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Jantzen Pedestrian Tunnel is an example of an underpass modified in the Art Deco style, however, it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

20 The Jantzen Pedestrian Tunnel is not associated with known archaeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

25 In summary, the Jantzen Pedestrian Tunnel does not possess sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criterion A, B, C, or D.

³⁰ Restore Oregon, "Jantzen Beach Carousel," *Restore Oregon* (website), <https://restoreoregon.org/2017/11/12/jantzen-beach-carousel-2/>.

³¹ IBR survey ID numbers OR 105 and OR51/WA381b.



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5 *The Capital State Journal*. (Salem, OR) 1947.

10 City of Portland. A1999-004.539 : *Aerial view of Jantzen Beach Amusement Park looking west including the Interstate Bridge*. December 31, 1936. Photograph. From the Portland City Auditor. <https://efiles.portlandoregon.gov/Record/2604106/>.

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15 *The Columbian*. (Vancouver, WA) 1927.

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45 Restore Oregon. "Jantzen Beach Carousel." *Restore Oregon* (website). <https://restoreoregon.org/2017/11/12/jantzen-beach-carousel-2/>.

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Property Name: Jantzen Pedestrian Tunnel (OR 162)	SHPO Resource ID: TBD	
Street Address: Interstate 5, Milepost 307.93	City, County, State: Portland, Multnomah County, Oregon	

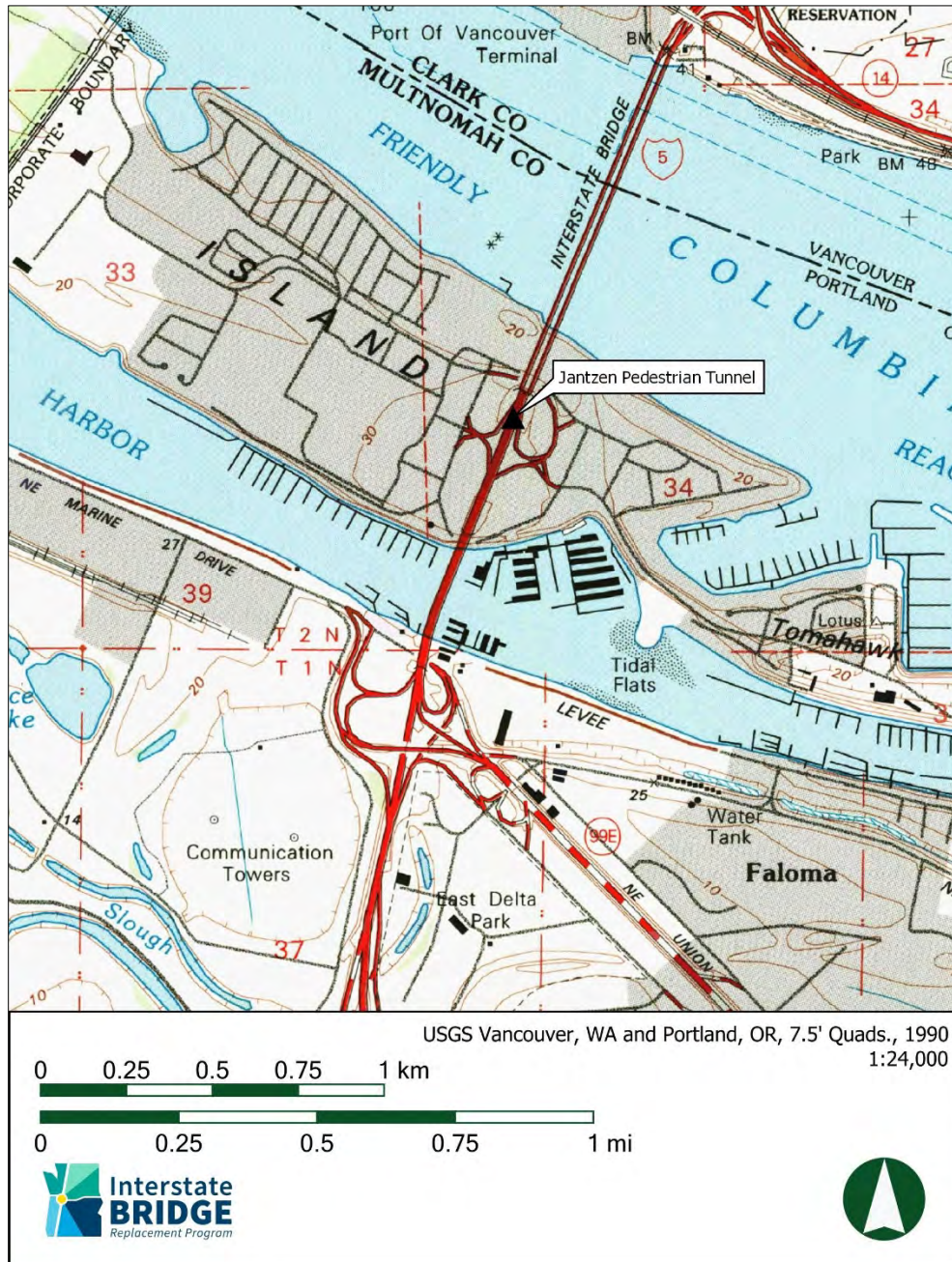


Figure 2. Location map of the Jantzen Pedestrian Tunnel in Portland, Multnomah County, Oregon.

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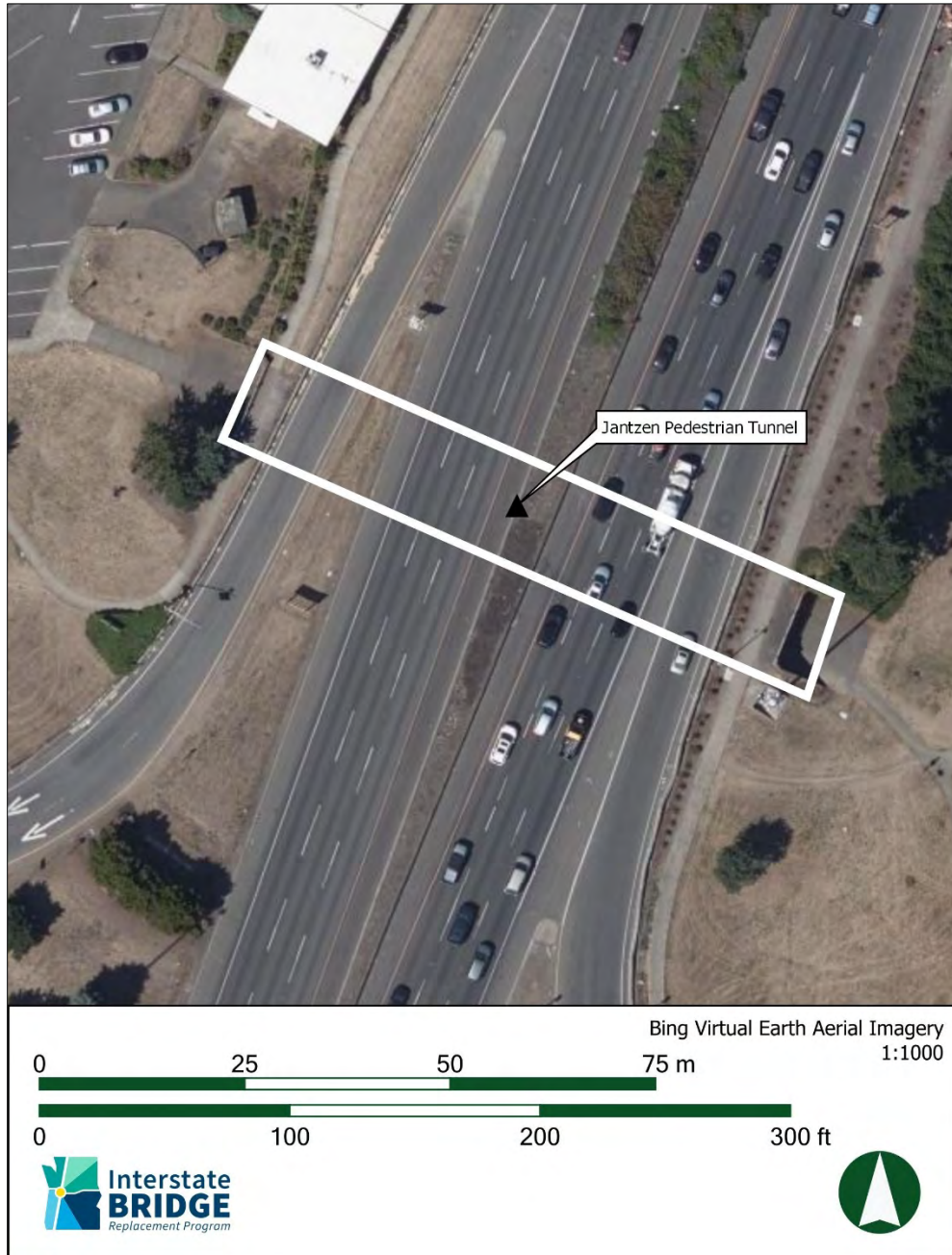


Figure 3. Aerial map of the Jantzen Pedestrian Tunnel, showing the recommended NRHP boundary in white.

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Figure 4. Jantzen Beach Pedestrian Tunnel, west portal, view looking east (WillametteCRA June 10, 2022).

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Figure 5. Jantzen Beach Pedestrian Tunnel, detail of west portal, view looking northeast (WillametteCRA June 10, 2022).

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Figure 6. Jantzen Beach Pedestrian Tunnel, interior, view looking east (WillametteCRA June 10, 2022).

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Figure 7. Detail of historic photograph showing the south approach to the Interstate Bridge with the Jantzen Beach Amusement Park in the background. Note the absence of the Jantzen Pedestrian Tunnel with its approximate future location shown by the yellow arrow, ca. 1928 (*The Oregon Journal* [Portland, OR], *Aerial View of Hayden Island and Jantzen Beach amusement park, Portland*).

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Figure 8. Detail of historic photograph showing the south approach to the Interstate Bridge with the seven-year-old vehicular underpass indicated by the yellow arrow. Note the circulation patterns for traffic traveling north and south on the Pacific Highway (now Interstate 5), 1936 (City of Portland, A1999-004.539).



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Figure 9. Detail of previous photograph (Figure 8) showing the south approach to the Interstate Bridge with the seven-year-old vehicular underpass, indicated by the yellow arrow. Note the angled wing walls, 1936 (City of Portland, A1999-004.539).

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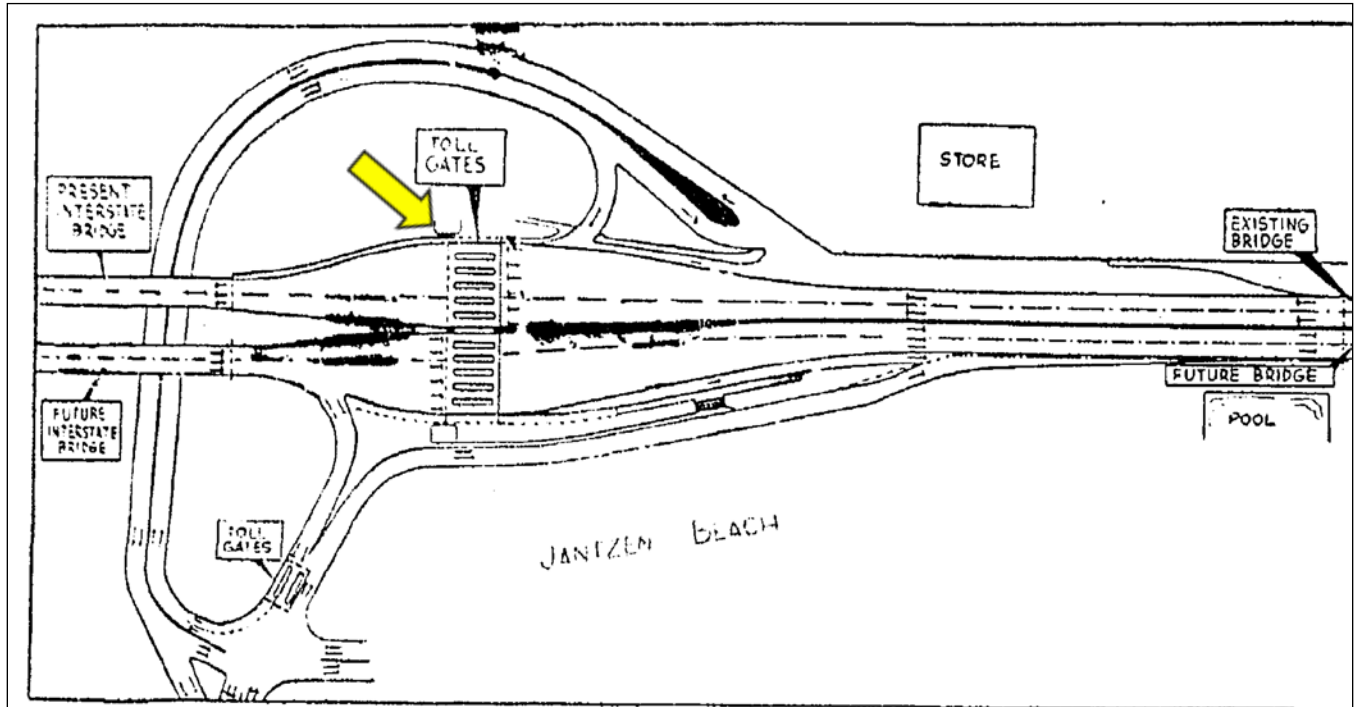
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Figure 10. Detail of historic photograph showing the south approach to the Interstate Bridge with the updated Hayden Island interchange. Note that the Jantzen Pedestrian Tunnel indicated by the yellow arrow has been largely re-routed to the larger interchange, 1950 (City of Portland, A2004-002.2518).

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Above map shows how toll gate area near Jantzen Beach will look when new twin Interstate bridge is built. Both bridges will be toll structures until new bridge is paid for. Construction will be three lanes each way, widening to six lanes each at the twelve toll gates. Cars from Washington going to Jantzen Beach instead of Portland will travel on turn-off and pass through two additional toll gates. Jantzen Beach pool will not be changed by new plan.

Figure 11. Newspaper illustration showing proposed traffic circulation patterns and toll gates for Hayden Island Interchange to support the construction of the second Interstate Bridge. Note the Jantzen Pedestrian Tunnel portal indicated by the yellow arrow, May 11, 1953 (Herb Penny, "One-Way Traffic, North, South Due When Interstate Bridge Built," *Oregonian* [Portland, OR], May 11, 1953, 54).

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Figure 12. Colorized photograph of the tolling facilities constructed at the south end of the Interstate Bridge on Hayden Island. View looking north. Note the Jantzen Pedestrian Tunnel east portal indicated by the yellow arrow, March 2, 1965 (Washington State Department of Transportation, 1965).

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Figure 13. Historic photograph showing the latest iteration of the Hayden Island interchange with the removal of the toll booths. Note the incursion of commercial auto-orientated development around the interchange. The Jantzen Pedestrian Tunnel east portal is indicated by the yellow arrow, December 12, 1971 (Washington State Department of Transportation, 1971).



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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Warehouse at 2410 Northwest Burnside Court (OR 174)	SHPO Resource ID: TBD
Street Address: 2410 Northwest Burnside Court	City, County, State: Gresham, Multnomah County, Oregon
Tax Parcel Number: R303180	Plat Block Lot: West Ruby Junction, Block 2500, Lots 4, 5, 6
USGS Quad Name: Camas Quadrangle	Township: 1S Range: 3E Section: 5
Coordinates: 45.514556° 122.457535°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / warehouse	Construction Date: 1972
Historic Use: COMMERCE/TRADE / warehouse	Alterations & Dates: 1986–1996, Addition to rear; 2016–2019, Alteration of primary entrance
Architectural Classification / Resource Type: Modern / Building	Historic Context:

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Utilitarian	
Window Type & Material: Sliding & Aluminum	Exterior Surface Materials: Primary: Concrete - Block (cmu) Secondary: Simulated Stone Decorative:	
Roof Type & Material: Flat with Parapet		
Structural System Type: Masonry - Concrete Block	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
Styles: Modern	Category:	Change Level:
	Plan	Slight
Register Status: Unlisted	Windows	Moderate
	Cladding	Intact
	(Other)	
Condition: <input checked="" type="checkbox"/> Excellent <input 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	

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Figure 1. View of the warehouse, north elevation, view facing south (WillametteCRA September 29, 2023).

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
<input type="checkbox"/> Property is located in a potential District		
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):		
<input 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 _____	Date _____	
Comments:		



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PHYSICAL DESCRIPTION

5 The building at 2410 NW Burnside Court (hereafter referred to as the warehouse) is a Modern style commercial warehouse located in the Rockwood neighborhood of Gresham, Multnomah County, Oregon. Within Rockwood, the resource is located on a 1.35-acre tax lot east of Northwest Eleven Mile Avenue and faces north onto Northwest Burnside Court (Figures 2 and 3).

10 The area around the warehouse is a combination of a light industrial and residential district defined by buildings of similar scale and large parking lots, as well as single-family detached residences and a manufactured home park. The Ruby Junction operations and maintenance facility for the Metropolitan Area Express (MAX) is in the immediate vicinity of the warehouse to the east and south and includes substantial trackage, as well as a large maintenance building and other associated outbuildings. The warehouse sits on an irregularly-shaped tax lot at the end of Northwest Burnside Court. The lot is bounded by Northwest Burnside Court to the north, the light rail tracks, interchange and Ruby Junction Rail Operations Facility on an adjacent parcel to the east and south, and an adjacent parcel to the west.

15 The building possesses a rectangular footprint constructed atop a concrete slab foundation measuring approximately 60 feet from north to south and 100 feet from east to west. The walls of the building are constructed of concrete masonry units (CMUs) and rise a single story in height to a flat roof. A shed-roofed projection was added to the building's south elevation and has walls constructed of plywood sheathing and battens. The building's north elevation is ornamented with a simulated rubble stone door surround and wainscotting.

20 The warehouse's fenestration includes two paired flush metal doors, as well as a single metal door on the north elevation; both entrances are covered by a flat metal awning (Figure 1). The building's east elevation includes aluminum slider windows, which are protected by metal security bars (Figure 4). The building's south elevation includes a roll-up vehicular entrance, flush doors to the west of the vehicular entrance, and a single door in the west elevation of the projecting volume (Figure 5). There are no apertures on the west elevation.

25 The parcel surrounding the warehouse is defined on its north, east, and south sides by surface-level parking and storage lots all surrounded with chain-link fencing. A row of perpendicular parking spaces is designated in the paved triangular-shaped parking lot north of the building, as well as adjacent to it, facing the east property line. The large lot to the south of the building appears to be unpaved, without designated parking areas.

The interior of the building was not accessible at the time of survey, and no archival photos of it were found.

30 Alterations

Documentation of alterations to the warehouse is limited. Between 1986 and 1996 a shed-roofed projection was added the building's south elevation (Figures 6 and 7).¹ The entrance on the primary elevation was formerly a door flanked by a window; the window was replaced between 2016 and 2019 by a second, wider-than-standard door (Figure 8).

¹ This is likely a paint room; a construction permit was issued to L & L Fabrication in July of 1992. Recorded at pits.greshamoregon.gov/details?pid=MECH%209200894.



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Boundary Description

The warehouse is located at 2410 Northwest Burnside Court in the Rockwood neighborhood of Gresham, Multnomah County, Oregon. The building’s parcel (R303180) is bounded by Northwest Burnside Court to the north, and adjacent parcels to the west, east, and south, the latter two of which are primarily occupied by the railroad interchange. In addition to the building, the parcel includes parking lots to the north, east, and south. The period of significance associated with the building is limited to the year of its construction, 1972. Both the building and the surrounding site features, including the parking lots, contribute to the property’s historic significance. The recommended National Register of Historic Places (NRHP) boundary is thus recommended as the boundary of the resource’s parcel (Figure 3).

10 INTEGRITY

Although the warehouse retains its integrity of location, materials, workmanship, feeling, and association, its integrity of setting and design have been diminished. The setting of the building was significantly altered by the construction of the light rail lines in the early 1980s (Figures 9 and 10). The design of the building was changed when the primary entry was reconfigured with two doors and the addition was constructed on the south elevation. The period of significance is limited to the building’s year of original construction, 1972.

STATEMENT OF SIGNIFICANCE

Historical information regarding 2410 Northwest Burnside Court is limited. A chain of ownership has not been established. Previous tenants, based on publicly available documents, include Moore Underground, My Way Customs, Isolair, Inc., and Columbia Fence Company. The property was most recently sold in 2016 and is presently owned by a limited liability corporation (LLC), 2410 NW BURNSIDE CT LLC.

Rockwood Neighborhood

Gresham’s Rockwood neighborhood encompasses a large swath of land in northwest Gresham. The neighborhood is bounded by Gresham’s city limits to the west, Glisan Street to the north, 202nd Avenue (also called Birdsedale Avenue) to the east, and Northwest Eleven Mile Avenue to the south.²

Early settlers in Rockwood were mostly farmers who struggled with the obstacles common in the inland Portland Basin: rock deposits and poor-quality soil. They turned to less-intensive agriculture, planting fruit orchards, raising livestock, or operating dairy farms. As Portland and the surrounding area attracted more residents, residential development slowly displaced agricultural use, sometimes just with “vacation” houses for wealthy Portlanders.³ In 1913, Portland Railway, Light & Power Co. (PRL&P) electrified a segment of rail on the Mount Hood interurban line, connecting Montavilla and Gresham. A new train schedule between Troutdale and Montavilla was added, routed through “Ruby Junction.”⁴ The junction was named after A. Curtis Ruby (1865–1942), who had a stock farm and 18-hole golf course just northwest of the junction. Ruby bred and showed thoroughbred horses at fairs

² “Rockwood Neighborhood Association,” City of Gresham, accessed September 29, 2023, <https://greshamoregon.gov/Rockwood-Neighborhood-Association/#Boundary>.

³ Silvie Andrews, “Gresham,” *Oregon Encyclopedia*, last updated May 18, 2023.

⁴ “Electric Service for Mt. Hood Line,” *The Oregon Daily Journal*, March 2, 1913, 14.



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and expositions and had an international reputation. He served as the president of the Oregon Livestock Company and on the board of the Pacific International Livestock Exposition.⁵

5 Postwar development changed the area in the mid-twentieth century; it was a newly viable alternative for workers willing to commute to Portland thanks to highway development, and a water district established in 1925 ensured a sustainable water supply.⁶ Suburban development, like Clovercrest, near 192nd Avenue and Halsey, redefined East Portland from its agricultural roots during the 1960s, especially because California’s agricultural industry out-
10 competed Oregon’s berry growers.⁷ Built by The United Homes Corp., the “new quality community, built for convenient suburban living” offered residential options in several styles, including Colonial, Ranch, Modern, and Traditional.⁸ The middle-class residents were loyal supporters of community amenities: Zimmerman’s 12-mile
store, which had a whirring neon globe atop a tower, Rockwood Lanes, a bowling alley that opened in 1961, Fred Meyer (opened 1957, closed 2003), Girrods, and the Satellite Restaurant (later GI Joes, closed 1986).

15 In 1980, the “Light-Rail Corridor and Station-Area Goals” were adopted as part of the Multnomah County Hazelwood and Rockwood Community Plans. The plans supported the development of the transit system and land-use consistent with market opportunities in the area. By 1984, a \$7.8 million TriMet facility was dedicated on the site of Ruby Junction, and what was once the interurban line became the light rail line spanning the fifteen miles between Portland and Gresham. Shortly after the Blue Line opened for passengers in 1986, Rockwood was annexed to the city of Gresham.

20 The Rockwood neighborhood of Gresham is one of the most diverse neighborhoods in Multnomah County: residents speak over eighty languages at home. It is also a neighborhood that suffers from under-investment, despite being the focus of several urban renewal initiatives. The area is comprised of single- and multi-family residential buildings and a large population of renters. A commercial strip runs along Southeast Stark Street and East Burnside Street. The Ruby Junction Maintenance Facility is located at the southeast corner of the neighborhood, flanked by “The Gresham Pit,” a sand and gravel mine, on its west and south sides, and other
25 light- and medium-industrial buildings on the east.⁹

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the warehouse at 2410 Northwest Gresham Court is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

⁵ “Alfred C. Ruby dies in California,” *The Corvallis Gazette-Times* (Corvallis, OR), February 26, 1942, 8. Ruby’s land was described as the area around NE 205th Avenue between SE Stark Street and NE Glisan St in Linda Lesowski, “Group studies formation of Fairview-area historical society,” *The Oregonian* (Portland, OR), April 6, 1987, B6.

⁶ Rockwood PUD still provides drinking water to the greater Portland area.

⁷ Andrews, “Gresham.”

⁸ Portland Bureau of Planning and Sustainability, “East Portland Historical Overview and Historic Preservation Study,” 44.

⁹ A description of the operations at The Gresham Pit, or Gresham Sand & Gravel, can be found in *The Edge* Portland: ESCO Corporation, December 2006, p18. The quarry has been mined since the 1940s; most of its product is used by local building contractors as foundation base rock.



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5 Based upon WillametteCRA's evaluation of the warehouse within its historic context, the resource does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the development of the Rockwood neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The warehouse does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

10 The warehouse is an example of a Modern style utilitarian building, but it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

The warehouse is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

15 In summary, the warehouse does not possess sufficient significance. As such, WillametteCRA recommends the resource not eligible for listing in the NRHP under Criteria A, B, C, or D.



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10 City of Gresham. "Rockwood Neighborhood Association." Accessed September 29, 2023.
<https://greshamoregon.gov/Rockwood-Neighborhood-Association/#Boundary>

15 Portland Bureau of Planning and Sustainability. *East Portland Historical Overview & Historic Preservation Study*
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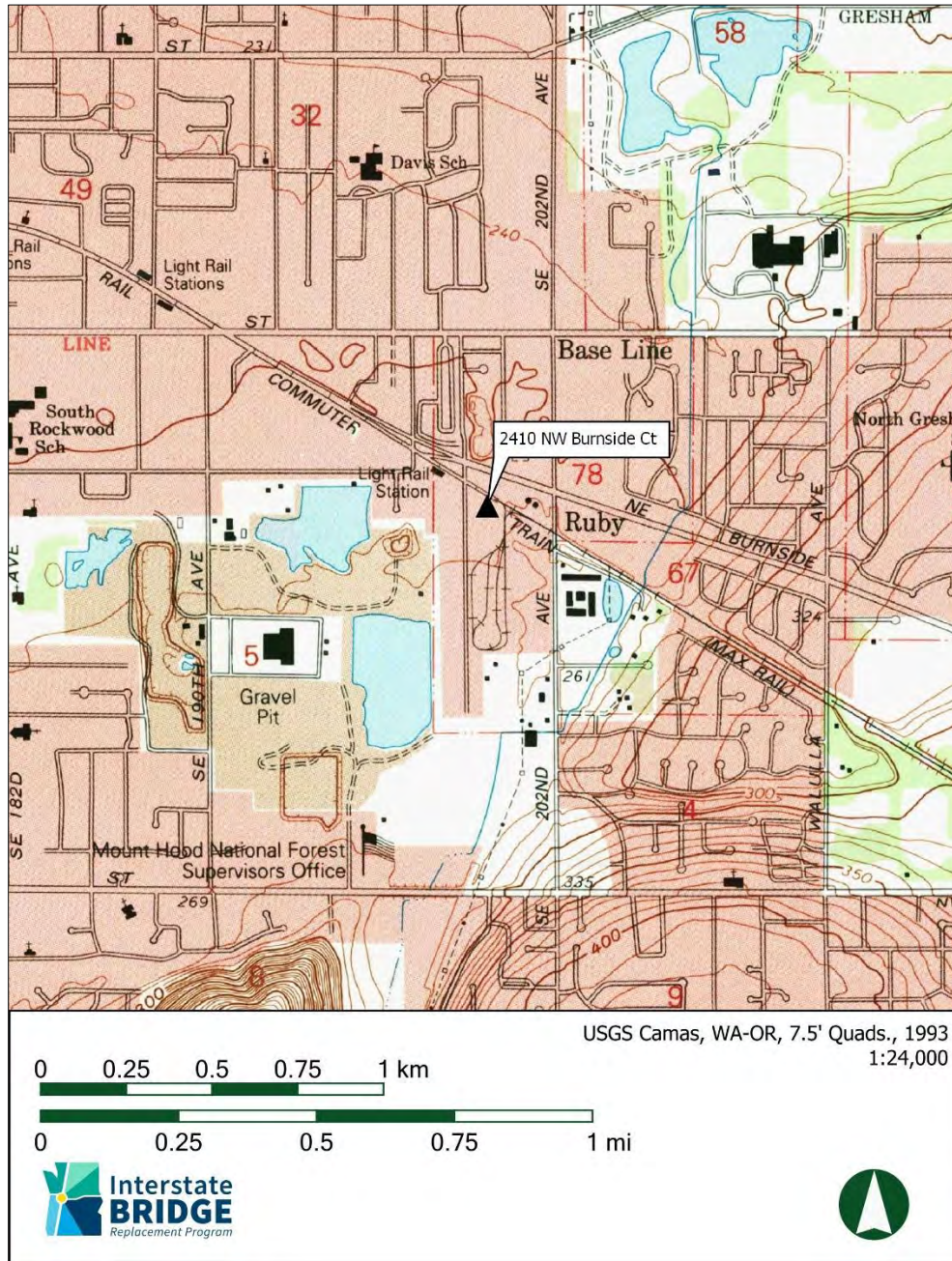


Figure 2. Location map of 2410 Northwest Burnside Court, Gresham, Multnomah County, Oregon.

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DAHP Project No. 2020-12-07501	DAHP Project No. 2020-12-07501
Property Name: Warehouse at 2410 Northwest Burnside Court (OR 174)	Property Name: Warehouse at 2410 Northwest Burnside Court (OR 174)
Street Address: 2410 Northwest Burnside Court	Street Address: 2410 Northwest Burnside Court

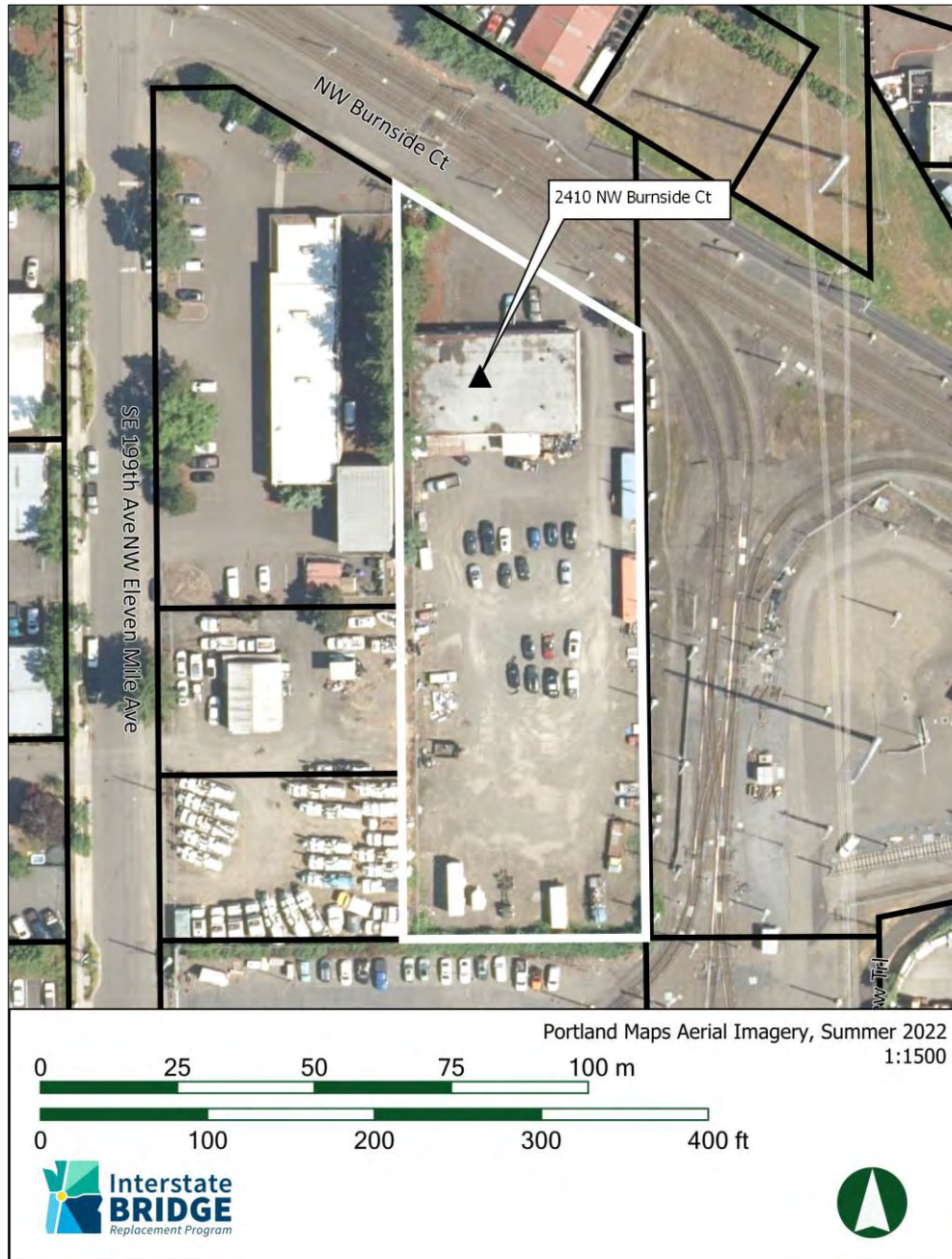


Figure 3. Aerial map of 2410 Northwest Burnside Court, showing Section 106 boundary in white.

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DAHP Project No. 2020-12-07501	DAHP Project No. 2020-12-07501
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Figure 4. The warehouse, east elevation, view facing west showing fenestration (WillametteCRA September 29, 2023).

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Figure 5. The warehouse, south and east elevations, view facing northwest, showing rear projection and vehicular entrance (WillametteCRA September 29, 2023). Blur effect is created by photographer's location behind a chainlink fence.

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Figure 6. 1986 aerial showing the warehouse prior to rear addition (Portland Maps, 1986).

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Figure 7. 1996 aerial showing the warehouse with rear addition visible (Portland Maps, 1996).

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Figure 8. The warehouse, north elevation, view facing south, showing main entrance prior to alteration (Google Street View March 2016)

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Figure 9. 1974 aerial image showing the warehouse's surroundings prior to the construction of the light rail lines (Portland Maps, 1974).

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Figure 10. 1986 aerial image showing the warehouse's surroundings following the construction of the light rail lines (Portland Maps, 1986).



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Property Name: Residence at 1806 Northwest Eleven Mile Avenue	SHPO Resource ID: TBD
Street Address: 1806 Northwest Eleven Mile Avenue	City, County, State: Gresham, Multnomah County, Oregon
Tax Parcel Number: 1S3E05DA-01500	Plat Block Lot: West Ruby Junction, Block 1500, Lot 16
USGS Quad Name: Camas Quadrangle	Township: 1S Range: 3E Section: 5
Coordinates: 45.509728°, -122.458081°	
This property is part of a <input type="checkbox"/> District	

Resource Use (please use WISAARD lexicon for resources within Washington)

Current Use: COMMERCE/TRADE / business	Construction Date: 1964 (Residence) 1970 (Garage 1) 1988 (Garage 2)
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: Rear Addition: Date Unknown
Architectural Classification / Resource Type: Contemporary / Building	Historic Context: N/A

Construction Characteristics (please use WISAARD lexicon for resources within Washington)

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Ranch	
Window Type & Material: Wood Fixed and Sash, Vinyl Sliding	Exterior Surface Materials: Primary: Asbestos - Shingles Secondary: Wood – T1-11 Decorative: N/A	
Roof Type & Material: Gable - Side; Asphalt/Composition - Shingle	Plan Type: Rectangle	
Structural System Type: Wood - Platform Frame	Changes to Structures:	
Number of Stories: 1	Category:	Change Level:
Styles: Contemporary	Plan	Extensive
	Windows	Slight
Register Status: Not listed	Cladding	Intact
	(Other)	
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	

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Figure 1. View of the Residence at 1806 Northwest Eleven Mile Avenue, west elevation, facing east (WillametteCRA October 25, 2023).

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	
<input type="checkbox"/> Property is located in a potential District	
Oregon State Historic Preservation Office Comments (Washington DAHP comments found within WISAARD):	
<input 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 _____	Date _____
Comments:	



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PHYSICAL DESCRIPTION

5 The one-story single-family dwelling at 1806 Northwest Eleven Mile Avenue (hereafter referred to as the residence) is a Contemporary style ranch building located in the Rockwood neighborhood of Gresham, Multnomah County, Oregon. The Residence is located on a rectangular tax lot bounded by Northwest Eleven Mile Avenue to the west, the Ruby Junction Rail Operations Facility to the north and east, and an adjacent residential parcel to the south. There are three buildings on the 0.52-acre tax lot: the Residence, which faces west toward NW Eleven Mile Avenue, a utilitarian garage (hereafter referred to as "Garage 1"), aligned to the southeast corner of the tax lot, and a second, larger utilitarian garage (hereafter referred to as "Garage 2"), located approximately at the midpoint of the tax lot and aligned to its southern boundary (Figures 2 and 3).

10 The area around the Residence features a combination of light industrial and residential buildings, utilitarian buildings with large parking lots, and a manufactured housing community. The Ruby Junction operations and maintenance facility for the Metropolitan Area Express (MAX) is in the immediate vicinity of the Residence to the north and east and includes substantial trackage, as well as a large maintenance building and other associated outbuildings. The Residence sits on a rectangular tax lot at the south end of Northwest Eleven Mile Avenue. The lot is bounded by Northwest Eleven Mile Avenue to the west, the light rail tracks and interchange and Ruby Junction Rail Operations Facility on an adjacent parcel to the north and east, and an adjacent parcel to the south.

20 The Residence possesses a rectangular footprint constructed atop a poured concrete foundation measuring approximately 60 feet from north to south and 40 feet from east to west. The walls of the Residence are of wood frame construction and rise a single story in height to a side gable roof (Figure 1). An attached garage extends from the north elevation and possesses a slightly lower roofline than the building's primary mass (Figure 4). A gable roofed projection extends from the south elevation (Figure 5).

The west elevation is clad in grooved cedar shingles, while the north and east elevations are clad in T1-11 siding. The projecting portion of the south elevation is clad in grooved cedar shingles, while the remainder of the elevation is clad in T1-11 siding.

25 The Residence's fenestration includes fixed and sash windows, on the west elevation and vinyl sliding windows on the east elevation (Figures 6-8). Its principal entry is located on the west elevation and is composed of a single door (Figure 1). Additional entries include a vinyl sliding door on the east elevation (Figure 8). The attached garage possesses a vehicular entrance on the west elevation, and a single door on the north elevation (Figure 4).

30 The interior of the Residence was not accessible at the time of survey; however, online real estate photos indicate it is floored in wood and vinyl with plaster walls (Figure 9).

Garage 1 is in the southeast corner of the lot and is a no-style utilitarian building with a rectangular footprint measuring approximately 25 feet from north to south and 42 feet from east to west. The building is clad in metal U-panel siding and possesses a corrugated metal gable roof. Fenestration includes a pedestrian door on the north elevation and two sliding vehicular doors on the west elevation (Figures 10 and 11).

35 Garage 2 is located between the Residence and Garage 1 and is a no-style utilitarian building with a rectangular footprint measuring approximately 30 feet from north to south and 72 feet from east to west. The building is clad in grooved plywood and metal U-panel siding and possesses a gable roof. Fenestration includes a vinyl sliding window and aluminum pedestrian doors on the west elevation, and vehicular entrances on the north elevation (Figures 12 and 13).



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Boundary Description

The Residence and Garages 1 and 2 are located at 1806 Northwest Eleven Mile Avenue in the Rockwood neighborhood of Gresham, Multnomah County, Oregon. The parcel, 1S3E05DA-01500, is bounded by Northwest Eleven Mile Avenue to the west, and adjacent parcels to the south, east, and north, the latter two of which are primarily occupied by the railroad interchange. The recommended National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot and includes the principal building (historically a residence) and two garages (Figure 3).

INTEGRITY

The Residence was constructed in 1964 and remains in its original location in Rockwood, Gresham, Oregon. The setting of the building was significantly altered by the construction of the light rail lines in the early 1980s (Figures 14 and 15). The neighborhood has since become increasingly industrial in use, and many residential buildings of similar scale have been demolished.¹ Visual analysis of the Residence indicates that its rear (east) side is an addition which potentially included the attachment of the garage. This alteration diminished the Residence's integrity of design. While initially constructed as a residence, the building is now occupied by the Magic City Garage, diminishing its integrity of feeling and association. Overall, the Residence retains integrity of setting, materials, and workmanship, but its integrity of design, setting, feeling, and association have been diminished.

Garage 1 was constructed in 1970 and remains in its original location. The setting has changed somewhat since the early 1970s. Visual analysis of the building indicates that minimal changes have occurred since its initial construction. The building is still used as a garage. Overall Garage 1 retains integrity of location, design, materials, workmanship, feeling and association, but its integrity of setting has been diminished.

Garage 2 was constructed in 1988. While the building was constructed after the light rail lines which significantly altered the neighborhood, the setting has continued to evolve since the late 1980s. Visual analysis of the building indicates that minimal changes have occurred since its initial construction. The building is still used as a garage. Overall Garage 2 retains integrity of location, design, materials, workmanship, feeling and association, but its integrity of setting has been diminished.

STATEMENT OF SIGNIFICANCE

Rockwood Neighborhood

Gresham's Rockwood neighborhood encompasses a large swath of land in northwest Gresham. The neighborhood is bounded by Gresham's city limits to the west, Glisan Street to the north, 202nd Avenue (also called Birdsdale Avenue) to the east, and Northwest Eleven Mile Avenue to the south.²

Early settlers in Rockwood were mostly farmers who struggled with the obstacles common in the inland Portland Basin: rock deposits and poor-quality soil. They turned to less-intensive agriculture, planting fruit orchards, raising livestock, or operating dairy farms. As Portland and the surrounding area attracted more residents, residential

¹ 1721 NW Eleven Mile Avenue, to the west of the Residence was demolished between 2011 and 2015, and 1722 NW Eleven Mile Avenue, to the south of the Residence was demolished ca.2021

² "Rockwood Neighborhood Association," City of Gresham, accessed September 29, 2023, <https://greshamoregon.gov/Rockwood-Neighborhood-Association/#Boundary>.



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development slowly displaced agricultural use, sometimes just with “vacation” houses for wealthy Portlanders.³ In 1913, Portland Railway, Light & Power Co. (PRL&P) electrified a segment of rail on the Mount Hood interurban line, connecting Montavilla and Gresham. A new train schedule between Troutdale and Montavilla was added, routed through “Ruby Junction.”⁴ The junction was named after A. Curtis Ruby (1865–1942), who had a stock farm and 18-hole golf course just northwest of the junction. Ruby bred and showed thoroughbred horses at fairs and expositions and had an international reputation. He served as the president of the Oregon Livestock Company and on the board of the Pacific International Livestock Exposition.⁵

Postwar development changed the area in the mid-twentieth century; it was a newly viable alternative for workers willing to commute to Portland thanks to highway development, and a water district established in 1925 ensured a sustainable water supply.⁶ Suburban development, like the Clovercrest subdivision, near Northeast 192nd Avenue and Northeast Halsey Street, redefined East Portland from its agricultural roots during the 1960s, especially because California’s agricultural industry out-produced Oregon’s berry growers.⁷ Built by The United Homes Corporation, the “new quality community, built for convenient suburban living” offered residential options in several styles, including Colonial, Ranch, Modern, and Traditional.⁸ The middle-class residents were loyal supporters of community amenities: Zimmerman’s 12-mile store, which had a whirring neon globe atop a tower; Rockwood Lanes, a bowling alley that opened in 1961; Fred Meyer (opened 1957, closed 2003); Girrods, and the Satellite Restaurant (later GI Joes, closed 1986).

In 1980, Multnomah County adopted the “Light-Rail Corridor and Station-Area Goals” as part of the Hazelwood and Rockwood Community Plans. The plans supported the development of the transit system and land-use consistent with market opportunities in the area. By 1984, a \$7.8 million TriMet facility was dedicated on the site of Ruby Junction, and what was once the interurban line became the light rail line spanning the fifteen miles between Portland and Gresham. Shortly after the Blue Line opened for passengers in 1986, Rockwood was annexed to the city of Gresham.

The Rockwood neighborhood of Gresham is one of the most diverse neighborhoods in Multnomah County: residents speak over eighty languages at home. It is also a neighborhood that suffers from under-investment, despite being the focus of several urban renewal initiatives. The area is comprised of single- and multi-family residential buildings and a large population of renters. A commercial strip runs along Southeast Stark Street and East Burnside Street. The Ruby Junction Maintenance Facility is located at the southeast corner of the neighborhood, flanked by “The Gresham Pit,” a sand and gravel mine, on its west and south sides, and other light- and medium-industrial buildings on the east.⁹

³ Silvie Andrews, “Gresham,” *Oregon Encyclopedia*, last updated May 18, 2023.
⁴ “Electric Service for Mt. Hood Line,” *The Oregon Daily Journal*, March 2, 1913, 14.
⁵ “Alfred C. Ruby dies in California,” *The Corvallis Gazette-Times* (Corvallis, OR), February 26, 1942, 8. Ruby’s land was described as the area around NE 205th Avenue between SE Stark Street and NE Glisan St in Linda Lesowski, “Group studies formation of Fairview-area historical society,” *The Oregonian* (Portland, OR), April 6, 1987, B6.
⁶ Rockwood PUD still provides drinking water to the greater Portland area.
⁷ Andrews, “Gresham.”
⁸ Portland Bureau of Planning and Sustainability, “East Portland Historical Overview and Historic Preservation Study,” 44.
⁹ A description of the operations at The Gresham Pit, or Gresham Sand & Gravel, can be found in *The Edge* Portland: ESCO Corporation, December 2006, p18. The quarry has been mined since the 1940s; most of its product is used by local building contractors as foundation base rock.



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West Ruby Junction

5 Originally part of the donation land claim of John Barnes, the area on either side of Northwest Eleven Mile Avenue was platted and incorporated by Strong & Company in October of 1919. The “West Ruby Junction” subdivision, named after the adjacent train interchange, was divided into forty-one lots of approximately one acre each. The Mount Hood Railway (present-day NW Burnside/Light Rail) bisected the small plat, and the Oregon Water Power & Railway Co. (Troutdale branch) line defined its eastern edge.

10 Although originally residential, the zoning was changed to industrial in the 1970s. When Rockwood was annexed to the city of Gresham, it “brought a patchwork of industrial and residential zoning with it,” which conflicted with the planned projections from Multnomah County and other agencies. In April of 1975, the Gresham City Council changed the Ruby Junction area from residential to manufacturing.¹⁰

Occupants

Historical information regarding 1806 Northwest Eleven Mile Avenue is limited. Based on the Polk City Directory and the Portland East Suburban Directory, occupants have included:

15 1965–1974: Carl Ernest Sutherland (1909–1998). Listed under 199th St. SE. Sutherland, a construction worker, was born in Los Angeles and moved to Oregon after his service in the U. S. Navy. He married Ruby Mason in 1943. He had three children, Joyce Kidd, Joanne Stroup, and Dennis Heinrich. Sutherland moved to Sandy, OR, in 1973.¹¹

1975–1981: Donald Robert Merris (b. 1946).

1982: No listing.

20 1984–unknown: Barbara Jo Ansell (b. 1948). Barbara Ansell married Donald Merris in 1968; they divorced in 1982.

Current Owner: VR Group, LLC. 1550 SE 82nd Ave Portland, OR 97216. The current tenant is Columbia Auto Group.

National Register of Historic Places Eligibility

25 NRHP Eligibility: Residence

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Residence at 1806 Northwest Eleven Mile Avenue is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

¹⁰ “Gresham Area split on zoning alteration,” *The Oregonian* (Portland, OR), March 19, 1975, A39; “Gresham shifts disputed zoning,” *The Oregonian* (Portland, OR) April 2, 1975, A42.

¹¹ “Obituaries,” *The Oregonian* (Portland, OR), March 1, 1998, C11. Sutherland was previously married to Lois O Sutherland, and had two children with her.



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5 Based upon WillametteCRA's evaluation of the Residence within its historic context, the Residence does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the Residence is associated with the development of the Rockwood neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Residence does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

10 The Residence is an example of a Contemporary style Ranch house, but it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

The Residence is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

15 In summary, the Residence does not possess sufficient significance. As such, WillametteCRA recommends the Residence not eligible for listing in the NRHP under Criteria A, B, C, or D.

NRHP Eligibility: Garage 1

Willamette Cultural Resources Associates (WillametteCRA) recommends that Garage 1 is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

20 Based upon WillametteCRA's evaluation of Garage 1 within its historic context, Garage 1 does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the development of the Rockwood neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

Garage 1 does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

25 Garage 1 is a no-style utilitarian building, and it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

30 Garage 1 is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, Garage 1 does not possess sufficient significance. As such, WillametteCRA recommends the resource not eligible for listing in the NRHP under Criteria A, B, C, or D.



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NRHP Eligibility: Garage 2

Willamette Cultural Resources Associates (WillametteCRA) recommends that Garage 2 is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the National Register of Historic Places.

5 Based upon WillametteCRA's evaluation of Garage 2 within its historic context, Garage 2 does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the development of the Rockwood neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

10 Garage 2 does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

Garage 2 is a no-style utilitarian building, and it does not sufficiently embody distinctive characteristics of its type, period, or method of construction; represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

15 Garage 2 is not associated with known archeological sites, does not contain important information, and is ultimately unlikely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, Garage 2 does not possess sufficient significance. As such, WillametteCRA recommends Garage 2 not eligible for listing in the NRHP under Criteria A, B, C, or D.



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Property Name: Residence at 1806 Northwest Eleven Mile Avenue		SHPO Resource ID: TBD
Street Address: 1806 Northwest Eleven Mile Avenue	City, County, State: Gresham, Multnomah County, Oregon	

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Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation	
Interstate Bridge Replacement Program	
FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A	
DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Residence at 1806 Northwest Eleven Mile Avenue	SHPO Resource ID: TBD
Street Address: 1806 Northwest Eleven Mile Avenue	City, County, State: Gresham, Multnomah County, Oregon

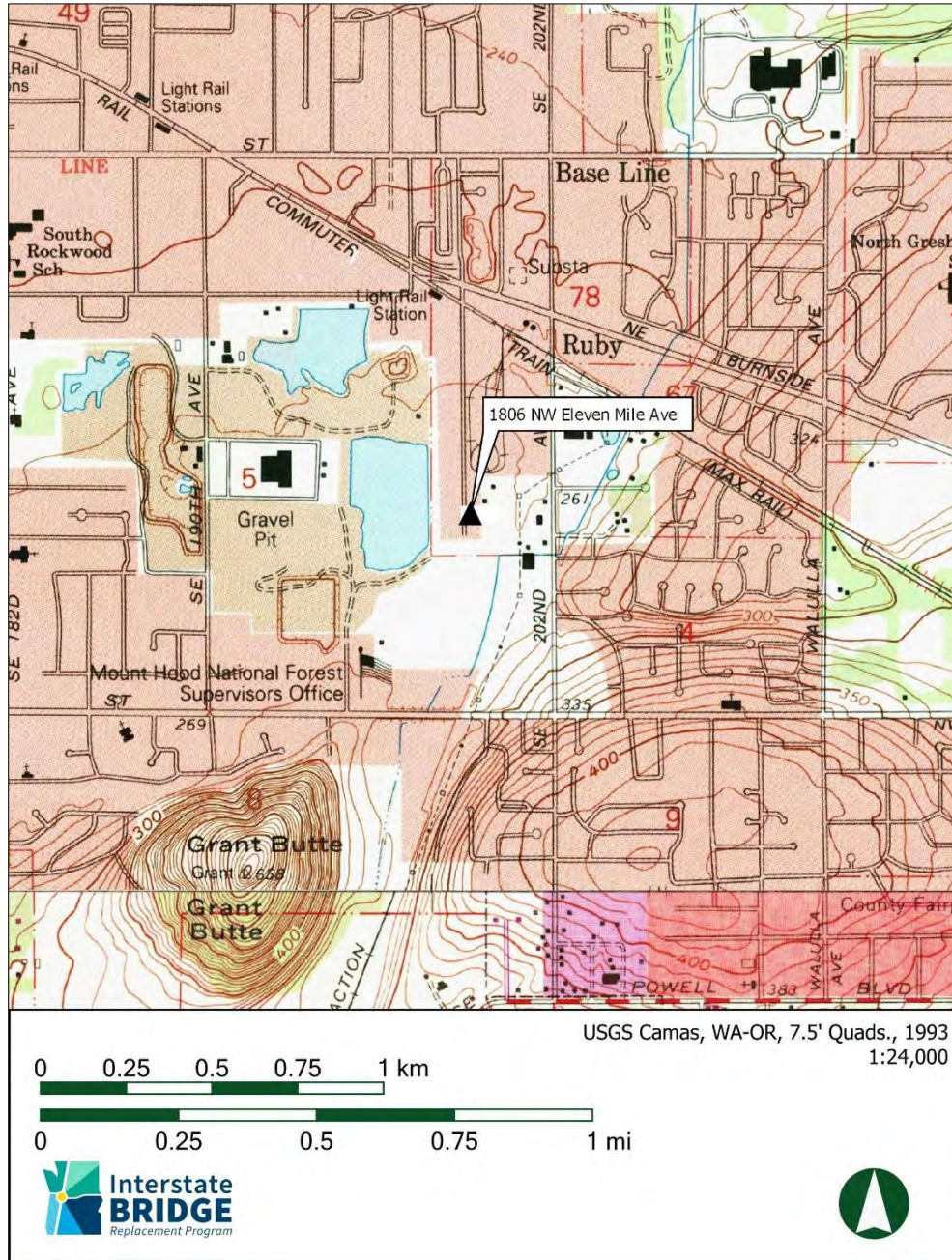


Figure 2. Location map of 1806 Northwest Eleven Mile Avenue, Gresham, Multnomah County, Oregon.

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Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A		
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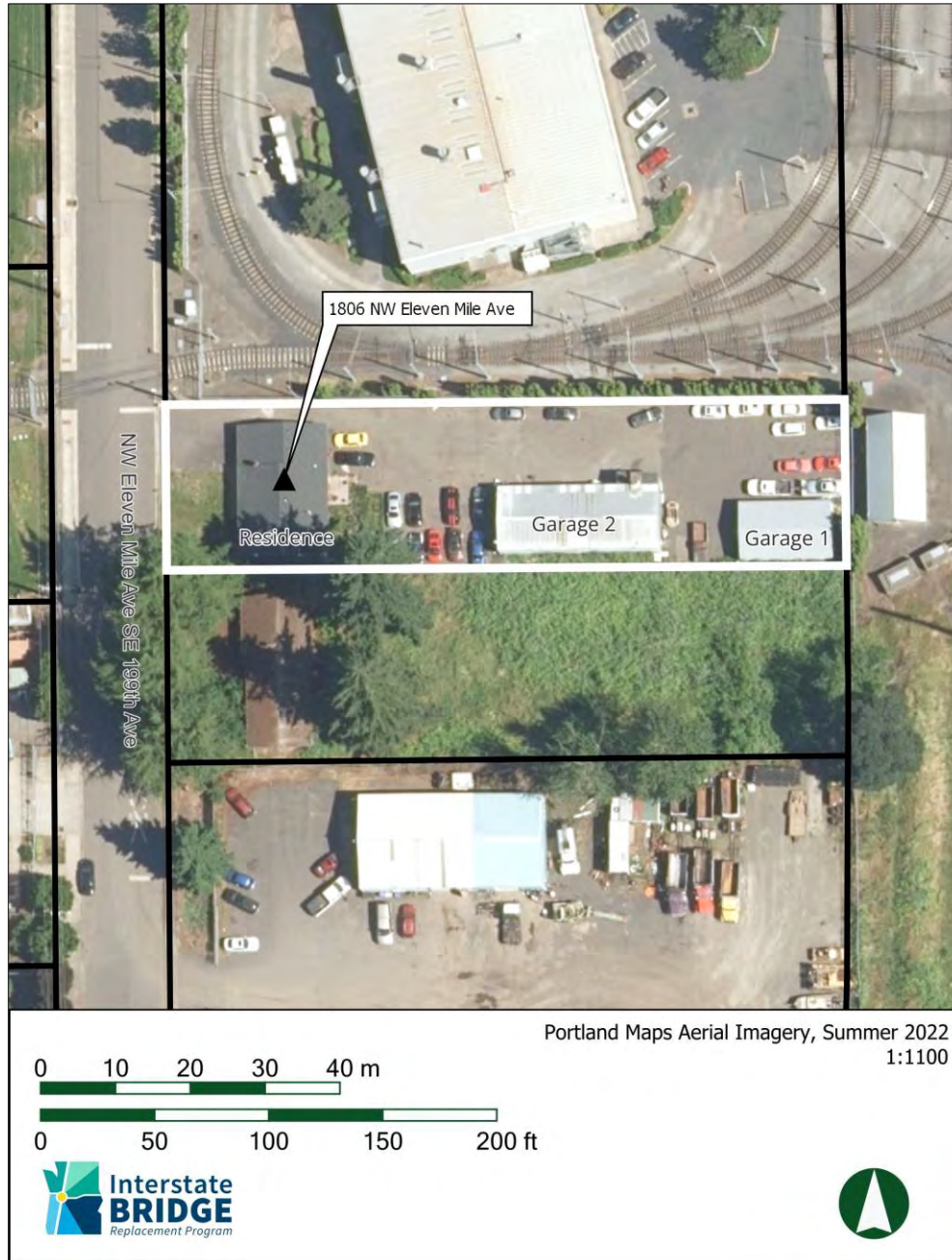


Figure 3. Aerial map of 1806 Northwest Eleven Mile Avenue, showing Section 106 boundary in white.

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Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A		
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Figure 4. Residence, north and west elevations, facing southeast (WillametteCRA October 25, 2023).

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Figure 5. Residence, south elevation, facing northeast (WillametteCRA October 25, 2023).

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Figure 6. Residence, west elevation, detail of fixed window, facing east (WillametteCRA October 25, 2023).

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Figure 7. Residence, west elevation, detail of sash window, facing east (WillametteCRA October 25, 2023).

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Figure 8. Residence, east elevation, including vinyl windows and sliding door entrance, facing southwest (Zillow, 2020).

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Figure 9. Residence's interior, living room and kitchen (Zillow, 2020).

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Figure 10. Garage 2, south and west elevations, facing northeast (WillametteCRA October 25, 2023).

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Figure 11. Garage 2, north elevation including sliding vehicular entrances, facing southeast (Zillow, 2020).

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Figure 12. Garage 1, south and west elevations, facing northeast (WillametteCRA October 10, 2023).

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Figure 13. Garage 1, north and west elevations, facing southeast (Zillow, 2020).

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Figure 14. 1986 aerial image showing the Residence and Garages in their surroundings prior to the construction of the light rail lines. Residence is indicated with yellow arrow (Portland Maps, 1986).

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Figure 15. 2002 aerial image showing the Residence and Garages in their surroundings following the construction of the light rail lines and facilities. Residence is indicated with yellow arrow (Portland Maps, 1986).