Appendix C

DETERMINATIONS OF ELIGIBILITY (DOEs) - WASHINGTON

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: Fendrich's Furniture (WA 7)	WISAARD Property ID: 33716
Street Address: 209 West 6th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 48280000	Plat Block Lot: West Vancouver, Block 13, Lots 3 and 4
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.625483°, -122.673551°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / specialty store	Construction Date: 1947
Historic Use: COMMERCE/TRADE / specialty store	Alterations & Dates: Ca. 1980, Terrazzo in recessed entries covered
Architectural Classification / Resource Type: Other: Modern / 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 shopfront & aluminum; fixed (possibly casement?) with four horizontal lights & wood	Exterior Surface Materials: Primary: Brick - Stretcher Bond Secondary: N/A Decorative: Ceramic Tile
Roof Type & Material: Flat & Asphalt/Composition	
Structural System Type: Masonry - Poured Concrete	Plan Type: Square
Number of Stories: 2	Changes to Structures:
Styles: Modern	Category: / Change Level: Plan / Intact Windows / Intact Cladding / Intact (Other) /
Register Status: Not Listed	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☒Excellent ☐Good ☐Fair ☐Poor

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Figure 1. Fendrich's Furniture, north and west elevations, view facing southeast. Note vandalism of north-facing shopfront windows. (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 building at 209 West 6th Street (hereafter referred to by its historic name, Fendrich's Furniture) is a modernistic commercial building that includes elements of the Streamline Moderne, Stripped Classical, and Art Deco styles and is located in the Esther Short neighborhood of Vancouver, Clark County, Washington. Within the neighborhood, the building is in the southeastern section, on a double lot at the southeast corner of the intersection of Columbia Street and West 6th Street (Figures 2–3). The area around the building is part of a mixed-use zone defined by a gridiron network of streets that comprise Vancouver's downtown core. The resource is located at the southern end of Vancouver's commercial core and the block it occupies abuts an entrance to Interstate 5. Esther Short Park, a city-owned public park and playground, is diagonally adjacent to the resource to the northwest.

The resource itself is located on a square lot (originally a double lot); the building's footprint measures approximately 100 feet from north to south and approximately 100 feet from east to west (Figure 3). Sanborn fire insurance maps indicate that it is constructed atop a reinforced concrete foundation with a full basement and rises two stories above ground level. The flat roof is surrounded by a metal-capped parapet and covered by a light membranous material. The structure of the building is reinforced concrete; on the street-facing elevations, north and west, it is clad in a brick veneer. The cladding is made up of standard-sized bricks of varying shades laid in a stretcher bond. In keeping with the building's modernistic styles, these public elevations are free of traditional ornamentation such as string or belt courses, window molding, or cornices. Instead, the walls are planar and broken up by the textural effects of the variegated brickwork (Figures 1, 4). The south and east party walls are mostly shielded by adjacent buildings, however, exposed upper segments indicate they are composed of unpainted board form concrete.

The building's fenestration divides its public elevations into bays: five on the north elevation and five on the west elevation. Except for one, the ground floor of each bay is composed of aluminum frame plate glass shopfront windows set above tiled bulkheads. Above these are groupings of four wood frame hopper windows, each with four horizontal lights set in the story above them (Figure 5). There is a recessed entry on both the north and west elevations, set into one bay with paired, full-glass wood doors (Figure 6). The southernmost bay of the east elevation is pierced by an oversized wooden paneled vehicular door in the southwestern corner (Figure 7). A historic Art Deco style sign projects from the northwestern corner (Figure 8).

Alterations

The building has undergone few alterations since its original construction. Changes include the covering-over of terrazzo floor signs set into the building's recessed entries after 1978, and the rearrangement of the lettering on the building's primary sign. Other changes include the recent vandalism of the building's plate glass windows along West 6th Street, however, it remains unclear if the windows will be repaired in kind or replaced with less compatible units.

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Boundary Description

Fendrich's Furniture is located at 209 West 6th Street in the Esther Short Neighborhood of Vancouver, Clark County, Washington. The building's parcel (48280000) is bounded by West 6th Street to the north, Columbia Street to the west, and adjacent parcels to the east and south. The square-shaped parcel roughly corresponds to the building's footprint; the National Register of Historic Places (NRHP) boundary, therefore, is recommended as the boundary of the tax lot parcel (Figure 3).

INTEGRITY

Fendrich's Furniture remains in its original location and has been little altered since the end of its period of significance, here recommended as the operating span of the original store, between 1946 and 1978. While only limited documentation of the building's original appearance was accessible, a visual inspection and a comparison with available imagery indicate that the building's exterior has not been significantly altered in the intervening years. The building's setting has also been slightly altered by the removal of historic buildings to its north and west and their subsequent replacement with modern construction. Despite the differences in the time of their construction, however, these buildings continue to demonstrate the dense mixed-use character of downtown Vancouver with footprints that extend to the sidewalk and blocky massing. In addition to these tangible factors, the Fendrich's Furniture building continues to be occupied by a commercial tenant who uses the original design features, such as the storefront windows, as originally intended, for product display. In all, the building retains its integrity of location, design, materials, workmanship, feeling, and association to a high degree. Although somewhat diminished, the building also retains its integrity of setting.

STATEMENT OF SIGNIFICANCE

Fendrich's Furniture

Located in Vancouver's downtown core, Fendrich's Furniture operated from 1947 to 1978. It was a family business run by the Fendrichs, a Jewish family who immigrated to the United States in the early twentieth century. Abraham Fendrich (1886–1950) was born in Ciemierzmynce, in what is now Poland, and immigrated to the United States in 1910, spending three years in New York before moving to the Pacific Northwest.[1] Fendrich lived in Eugene and Portland before moving to Vancouver around 1933, where he opened the Vancouver Bargain Store, which he ran with his sons Lewis (1910–1972) and Morris Fendrich (1912–1971).[2] Initially located at 702 Washington Street, the Vancouver Bargain Store sold new and used furniture.[3] At some point prior to 1944 the business moved into a wood frame building at 213 West 6th Street.[4]

[1] "Death Claims City Merchant," *Columbian* (Vancouver, WA), September 7, 1950, 19.
[2] "Death Claims City Merchant," *Columbian* (Vancouver, WA), September 7, 1950, 19.
[3] "Open Second Hand Store," *Columbian* (Vancouver, WA), June 19, 1933, 5.
[4] The building is referred to as 213 West 6th Street in newspapers through 1947. It is listed under 209 West 6th Street in the 1946 city directory and as such on the 1928-1949 Sanborn Map; "Bargains in Furniture," *Columbian* (Vancouver, WA), January 28, 1944, 4.

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In January 1946, Fendrich announced plans to tear down the building and construct a new store at the same location.[5] The expansion was part of a brief boom of development within Vancouver. In May of 1946 *The Columbian* reported that February of that year had seen an increase in building permits amounting to 42 times those issued in February of the previous year, with similar increases in March.[6] This increase, however, was short-lived: in March of 1946, as a means to address the postwar housing shortage, the Civilian Production Administration (CPA) was authorized to regulate all new construction, which restricted all non-residential building. CPA approval became necessary on all commercial development exceeding $1,000, and similar restrictions were introduced for establishments such as hotels, restaurants, and factories.[7] Fendrich's permit was one of those approved in the rush by local builders to get their applications in before such restrictions went into effect.

The new building, designed by local architect Donald J. Stewart, was executed as a commercial amalgamation of modernistic styles, including elements of Art Deco, Stripped Classicism, and Streamline Moderne. The two-story design emphasized its horizontality with banks of plate glass shopfront windows along the ground story paired beneath groupings of four wood frame windows with characteristic horizontal lights above. These components gave the building a grounded appearance which was reinforced by its heavy variegated brick cladding and solid rectilinear massing. Stylistically, the design was successful in its compatibility with Vancouver's earlier downtown building stock which had been constructed in a range of eclectic commercial styles while simultaneously appearing modern through a lack of ornamentation and molding.

The design further filled its programmatic needs by increasing the visibility of Fendrich's products with its large windows and upper-story skylights that both naturally lit the interior and provided passersby with enticing views inside. This interior was an open showroom punctuated by columns that supported the roof and a partial balcony along the building's edge (Figures 9–12).[8] With further expansion in mind, Fendrich requested that the design retain the ability to add two additional floors, however, this expansion was never undertaken.[9] The new store, complete with inlaid brass sidewalk signs at its entrance and an Art Deco-style sign projecting from the building's corner announcing "Fendrich's Furniture," opened in August of 1947 (Figures 13 and 14).[10]

After nearly three decades in business, Fendrich's Furniture vacated its downtown location in 1978 following the deaths of Lewis and Morris in the early 1970s.[11] Ellie Fendrich Glass, daughter of Morris and the then-owner of

[5] "New Building Is Planned," *Columbian* (Vancouver, WA), January 2, 1946, 1.
[6] Ed Hungerford, "Over $3,500,000 Worth of Commercial Building Under Way or Slated Here," *Columbian*, May 1, 1946, 1.
[7] Hungerford, "Over $3,500,000."
[8] "New Building Is Planned," *Columbian* (Vancouver, WA), January 2, 1946, 1; "Fendrich's in Grand Opening," *Columbian* (Vancouver, WA), August 15, 1947, 3.
[9] "Fendrich's in Grand Opening," *Columbian* (Vancouver, WA), August 15, 1947, 3.
[10] "Fendrich's in Grand Opening," *Columbian* (Vancouver, WA), August 15, 1947, 3.
[11] "Fendrich's to Vacate Building," *Columbian* (Vancouver, WA), August 27, 1978, 29.

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the business moved the operation to a smaller location outside of Vancouver's downtown core, at 7902 Northeast St. Johns Road.[12] Gene and Merilee Will purchased the building for $215,000, planning to use it as a permanent home for the Gemé Art Gallery, their gallery and framing business that they had previously operated in various locations in Portland.[13] Gemé Art Gallery still operates out of the Fendrich's Furniture building.

Architect Donald J. Stewart, AIA (1895–1996)

Donald J. Stewart was a master architect with a long and productive career in both architecture and on various local committees in the city of Vancouver. After studying architecture at Washington State College (later, Washington State University), Stewart moved to Portland to work for the firm of the prominent Portland architect A. E. Doyle. While notable in his own right, Doyle and his office were the training grounds to many of Portland's prominent midcentury architects where they learned to adapt elements of the Classical Revival and other revivalist styles to the contingencies of the Pacific Northwest.[14]

After two years in Doyle's office, Stewart took a grand European tour where he fell into working for Van Pelt and Thompson and helped supervise the construction of the Gennadius Library at the American School of Classical Studies in Athens, Greece.[15] Upon his return to the United States, Stewart worked for a number of other firms in New York City and Washington State before opening his own in Vancouver in 1935. Stewart found early success in the design of local school buildings and commercial projects and became notable for his distinctive handling of buildings which combined elements of the Stripped Classical, Art Deco, and Streamline Moderne styles.[16] Stewart also served on the Vancouver Planning Commission, the NW Regional Council of the National Advisory Council on School Building Problems, the faculty at Clark Junior College, and was a member of the American Institute of Architects (AIA) after 1942.[17]

In 1952, Stewart formed a partnership with Portland architect Kenneth "Ken" Richardson (1909–ca. 2004) and six years later, in April 1958, the firm was selected to design the layout of the 1959 Oregon Centennial Exposition.[18] The Oregon Centennial Commission noted that the selection had been influenced by the firm's distinctively regional, modernist style (today termed Northwest Regionalism), and especially for its use of Northwest wood

[12] "Fendrich's to Vacate Building," *Columbian* (Vancouver, WA), August 27, 1978, 29; "Fendrich Furniture new Location," *Columbian* (Vancouver, WA), January 26, 1979, 37.
[13] "Portland Art Gallery Sets Expansion Here," *Columbian* (Vancouver, WA), August 27, 1978, 29.
[14] Michael C. Houser, "Donald J. Stewart," *Docomomo*, accessed July 27, 2022, https://www.docomomo-wewa.org/architect/stewart-donald-j/
[15] "Stewart Named Fee Architect," *Columbian* (Vancouver, WA), March 27, 1935, 7; Houser, "Donald J. Stewart."
[16] See Mary Ricks and Tom Vogt, 'Architect Stewart Dies at 101," *Columbian* (Vancouver, WA), November 15, 1996, 1; Elizabeth O'Brien, Jonathan Held, Samantha Gordon, Alison Geary, and Andrea Blaser. "[Draft] The Architecture of Donald J. Stewart in Washington and Oregon, 1933-1967," National Register of Historic Places Multiple Property Nomination Form. Washington DC: Department of the Interior, National Park Service, 2021, F11; O'Brien et al, "The Architecture of Donald J. Stewart," E7; and Houser, "Donald J. Stewart."
[17] Houser, "Donald J. Stewart"; Nancy Hadley, *AIA Historical Directory*, "Donald J. Stewart," distributed by the American Institute of Architects, accessed June 28, 2023, https://aiahistoricaldirectory.atlassian.net/wiki/spaces/AHDAA/pages/38912034/ahd1043164.
[18] "Names Make News," *Oregon Journal* (Portland, OR), August 17, 1952, B7; "Centennial Fete Architects Have Long List of Buildings," *Oregon Journal* (Portland, OR), April 10, 1958, 6.

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products.[19] In September 1962, the firm reorganized, incorporating Frank C. Allen and George A. McMath as partners.[20] Richardson left shortly afterward, and the firm remained Stewart, Allen, McMath Architects until Stewart retired in 1967.[21] Stewart passed away in November 1996 at the age of 101.[22] Throughout his long career, Stewart's work was defined by his continued exploration of modernistic architectural themes within a regional context and his work remains locally distinguishable from a range of other, more derivative architects.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that Fendrich's Furniture is significant under Criterion C with a period of significance of 1947. As the resource possesses the requisite integrity to communicate its significance under this criterion, it is recommended eligible for listing in the National Register of Historic Places.

Based upon WillametteCRA's evaluation of Fendrich's Furniture 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 Vancouver's downtown business district, this association is not comparatively strong enough to meet the threshold for NRHP significance.

Despite its association with the Fendrich family, Fendrich's Furniture does not possess a sufficiently strong association with people significant to our past to qualify as significant under Criterion B.

In 2021, a Multiple Property Documentation Form (MPD) for "The Architecture of Donald J. Stewart in Washington and Oregon, 1933–1967" was prepared by Archaeological Investigations Northwest (AINW).[23] At the present time, the document remains in draft form and has not been formally accepted by the Keeper of the National Register. It is, however, recognized by the Washington Department of Archaeology and Historic Preservation's (DAHP) WISAARD database as a thematic study that can be linked to specific resources.

The 2021 MPD written by AINW provides "a framework for understanding and evaluating the historic significance of Stewart's work within the context of his wide-ranging career." According to the MPD framework, associated properties must be attributable to Stewart as a "Lead designer" (Rank 1) or "Likely lead designer" (Rank 2). Properties meeting these requirements are categorized into Property Types: Property Type 1 are those designed by Stewart as a sole proprietor between the years 1933 and 1952; Property Type 2 are those designed by Stewart and partners, between the years 1952 and 1967. Within these two Property Type groups, subtypes are included, based on Stewart's prevailing styles.

[19] Chrissy Curran, "The Architectural Legacy of the 1959 Centennial Exposition," *Oregon Historical Quarterly* 110 (2009):269.
[20] "[Announcement of new partners]," *Oregonian* (Portland, OR), September 16, 1962, 39.
[21] O'Brien et al., "The Architecture of Donald J. Stewart," E9.
[22] "Donald J. Stewart Obituary," *Columbian* (Vancouver, WA), November 17, 1996, B3.
[23] O'Brien et al., "The Architecture of Donald J. Stewart."

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If the draft MPD framework were applied, Fendrich's Furniture would meet the registration requirements of attribution (Stewart as Lead designer, in this case, or Rank 1), and would fall under Property Type 1 (sole proprietor), subtype "Stripped Classical, Art Deco, and Streamline Moderne Buildings." Stewart's early career was defined by his use of prevailing architectural styles, which he deployed in an understated way. The resource retains the design characteristics that are broadly associated with the Stripped Classical, Streamline Moderne, or Art Deco styles of the Modern Movement. Additionally, the property retains most, if not all aspects of integrity to meet the registration requirements.

Within the framework of the MPD, the building would be eligible under Criterion C as a representation of Stewart's early career as a "master" architect. As such, WillametteCRA recommends that Fendrich's Furniture is significant under Criterion C with a period of significance of 1947. The recommended NRHP boundary of the property would be the footprint of Stewart's design, which corresponds to the tax lot of the resource.

Fendrich's Furniture 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, Fendrich's Furniture possesses sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion C with a period of significance of 1947. The resource is recommended not eligible under Criteria A, B, or D.

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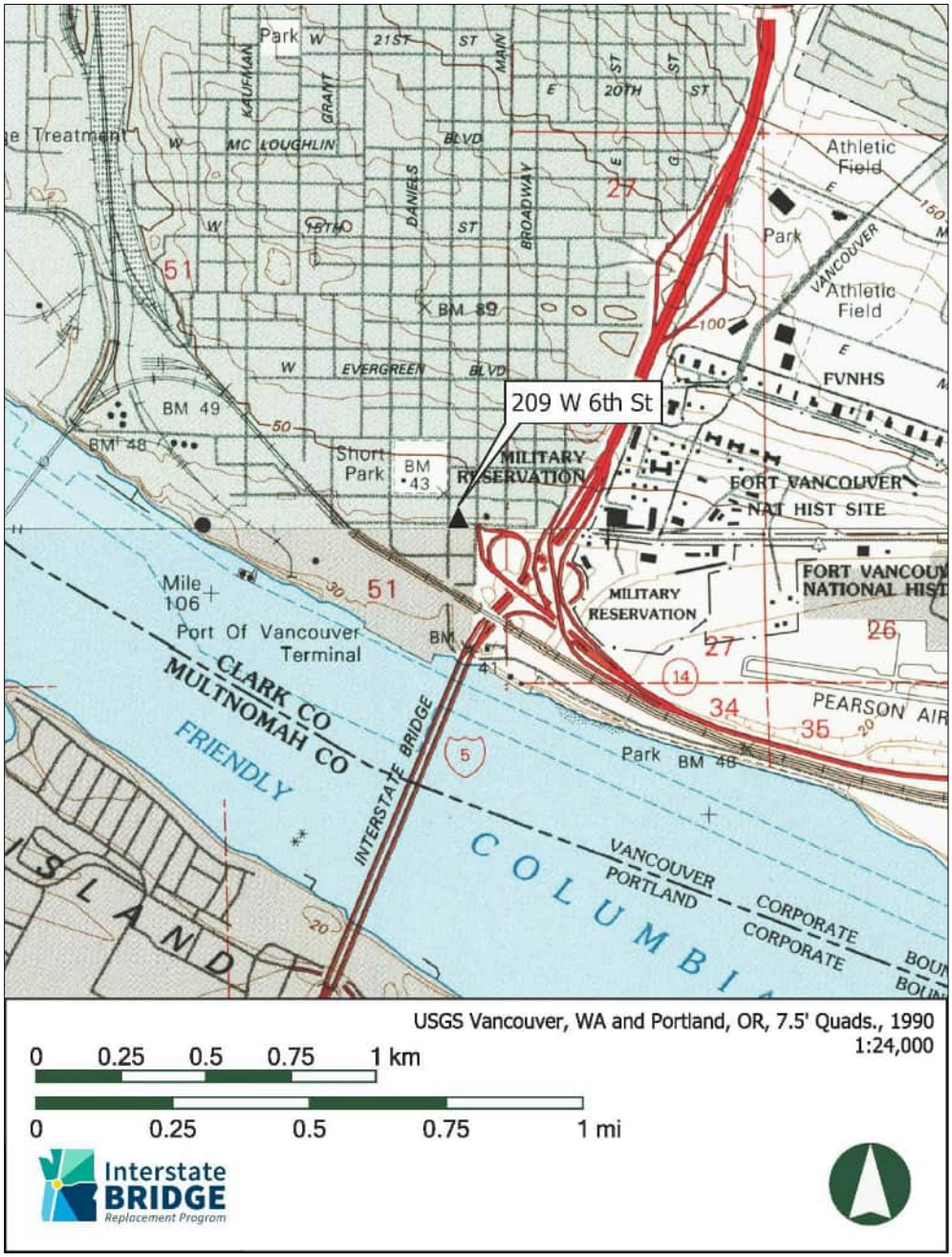


Figure 2. Location map of 209 West 6th Street, Clark County, Vancouver, Washington.

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Figure 3. Aerial map of 209 West 6th Street, showing the recommended NRHP boundary in white.

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Figure 4. Southwestern corner of Fendrich's Furniture Store, view facing northeast, including brick and poured concrete elements (WillametteCRA January 13, 2023).

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Figure 5. Fendrich's Furniture Store, north elevation, view facing southwest, including lower level plate glass windows (WillametteCRA January 16, 2023).

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Figure 6. Fendrich's Furniture Store, north elevation, view facing south, including splayed reveal entryway (WillametteCRA January 16, 2023).

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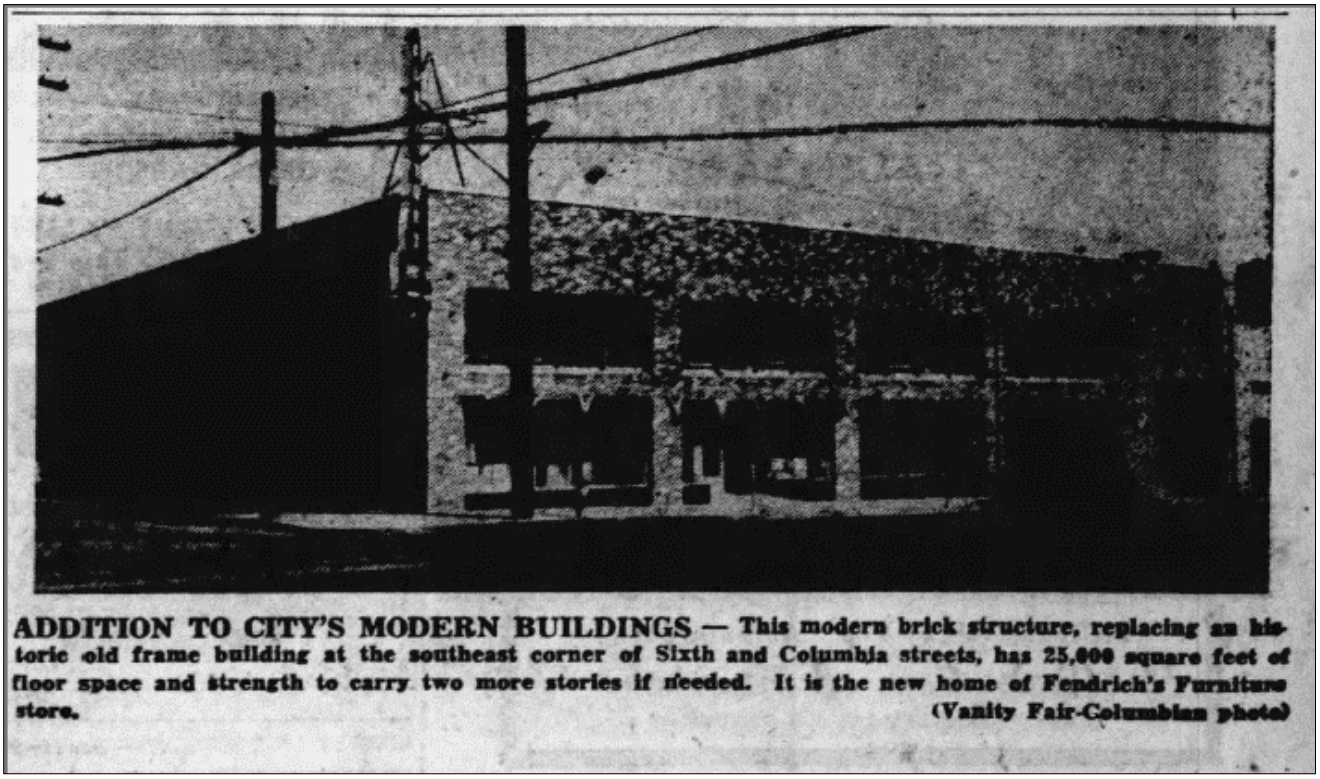
Figure 7. A portion of the western elevation of Fendrich's Furniture Store, view facing east, including the vehicular entrance (WillametteCRA January 16, 2023).

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Figure 8. Northwestern corner of Fendrich's Furniture, view facing southwest, including projecting sign (WillametteCRA January 16, 2023).

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ADDITION TO CITY'S MODERN BUILDINGS — This modern brick structure, replacing an historic old frame building at the southeast corner of Sixth and Columbia streets, has 25,000 square feet of floor space and strength to carry two more stories if needed. It is the new home of Fendrich's Furniture store. (Vanity Fair-Columbian photo)

Figure 9. Coverage of the newly constructed Fendrich's Furniture Store (*The Columbian* [Vancouver, WA], August 1947).

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Figure 10. Photo from the 1945 opening of Fendrich's Furniture Store (*The Columbian* [Vancouver, WA], July 4, 1976, A21).

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Figure 11. Photo of Fendrich's Furniture "as it looked in the mid-1950s" (*The Columbian* [Vancouver, WA], August 27, 1978, 29).

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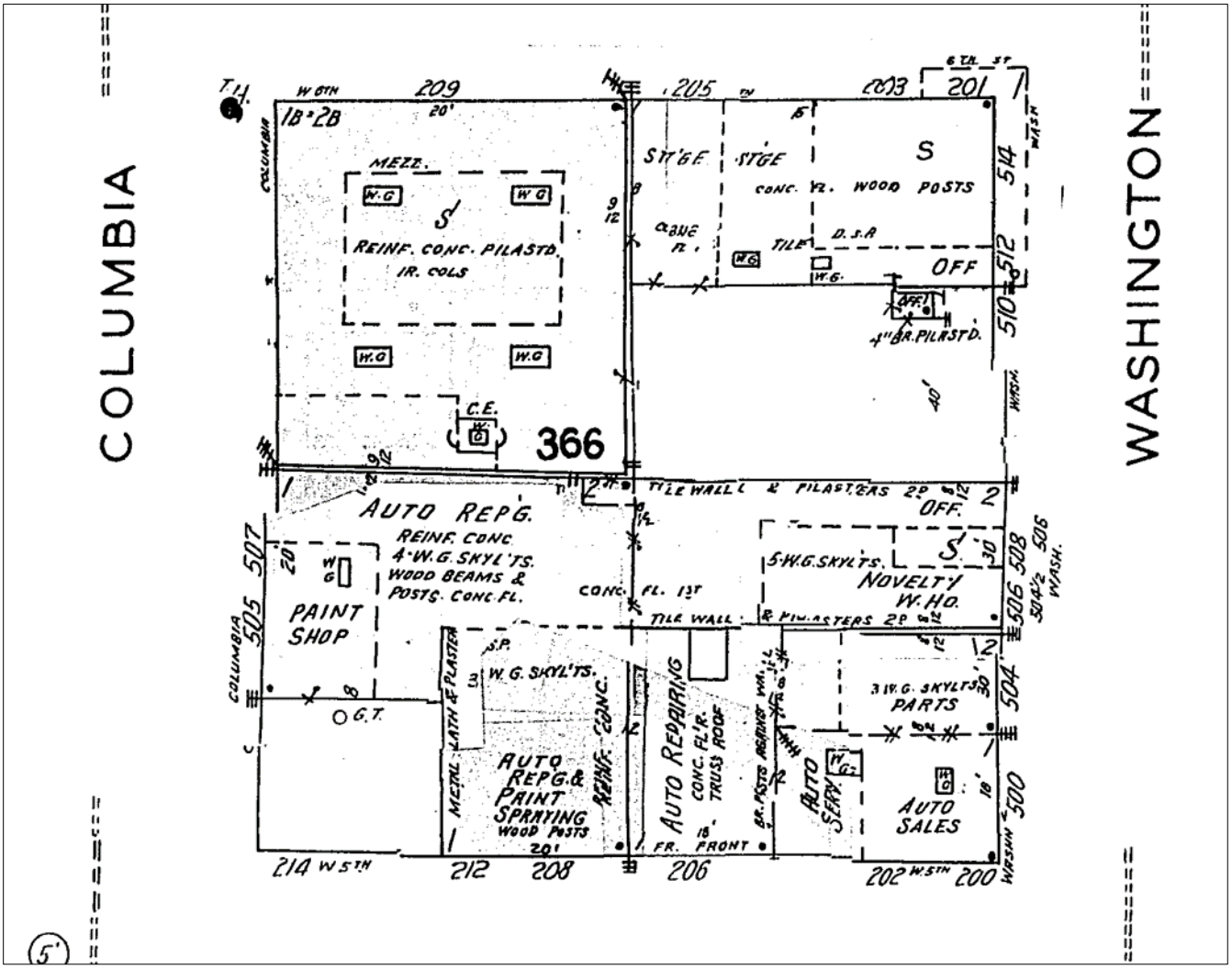


Figure 12. The footprint of Fendrich's Furniture shown on a Sanborn Map, 1928-1949, Sheet 9 (Sanborn Map Company, *Vancouver* [1928-1949], 9).

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Figure 13. Ellie Fendrich Glass looks at the store's brass sidewalk sign, in an image published in *The Columbian* alongside an article announcing the closure of Fendrich's Furniture in August 1978 (*The Columbian* [Vancouver, WA], August 27, 1978, 29).

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Figure 14. Part of a newspaper advertisement for Fendrich's Furniture showing an illustration of the building, including what is likely the original sign (*The Columbian* [Vancouver, WA], October 8, 1952, 4).

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: Smith Tower (Mid-Columbia Manor) (WA 10)	WISAARD Property ID: 2124
Street Address: 515 Washington Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 47870000	Plat Block Lot: West Vancouver Block 6 Lots 3 & 4
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.625459°, -122.672423°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwelling	Construction Date: 1966
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: 1972, 1999, Exterior balconies filled in; 1987, Glazed storm windows added; 1999, Exterior color changed; ca. 1999, Kitchen renovations; Roof and elevator improvements
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Community Planning and Development, Social History

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Multi-Story Apartment Block	
Window Type & Material: Fixed curtain wall with variable awning and spandrel panels / Aluminum	Exterior Surface Materials: Primary: Glass Secondary: Concrete Decorative: Colored enamel panel	
Roof Type & Material: Flat with Parapet & Asphalt/Composition		
Structural System Type: Masonry - Poured Concrete	Plan Type: Round	
Number of Stories: 15	Changes to Structures:	
	Category:	Change Level:
Styles: Modern, Mid-century Modern	Plan	Moderate
	Windows	Intact
Register Status: Unlisted	Cladding	Moderate
	(Other) Setting	Moderate
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. View of Smith Tower from the east (WillametteCRA June 08, 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

The building at 515 Washington Street, known as Smith Tower, is a fifteen-story residential apartment complex located in the Esther Short neighborhood of Vancouver, Clark County, Washington (Figures 1, 2, and 3). The building is located at the southeast corner of the intersection of Washington and 6th Streets. The pedestrian and vehicular entrances to the building and associated underground parking lot are accessed from Washington Street.

The area around the tower is the central business district of lower downtown Vancouver, a mixed-use area combining medium- and high-density residential buildings, low-, medium-, and high-density office buildings, and several single-story commercial buildings. Many of the higher-density buildings include ground-floor commercial tenants, creating a dynamic streetscape lining the pedestrian sidewalks. Much of the central business district is defined by orthogonal streets surrounding the block of Esther Short Park; the southern section of the neighborhood, however, provides access to I-5 and is defined by large, slightly irregular blocks of access ramps.

Smith Tower is located on a rectangular tax lot, adjacent to single-story commercial properties to the east as well as to the north and west, across both 6th and Washington Streets; on the south, it is adjacent to a surface-level paved parking lot (Figures 4 and 5). The tax lot includes the building as well as the ground-level parking and associated landscaping. One vehicular entrance to Smith Tower passes under the building's raised ground floor, via a drive-through lane connecting Washington Street to 6th Street, flanked by seven angled parking spaces, separated by triangular concrete planters, approximately 18 inches tall and filled with shrubs, along 6th Street. A second vehicular entrance along Washington Street is a ramp leading to a below-ground parking lot; in between the two vehicular entrances is another concrete-lined planting bed, filled with rocks and the building's official sign (Figure 6). A concrete walkway leading to the main entrance lobby on the south side of the parcel is suspended over the below-ground parking; mature landscaping planted below grade is visible on either side of the walkway (Figure 7). A breezeblock wall along the building's southern property line separates it from the adjacent parking lot and encloses a small sitting garden outside of the building's main entrance.

The principal form of the building is a fifteen-story cylindrical tower measuring approximately 100 feet in diameter and 158 feet in height; the distinctive building is visible from many areas of downtown Vancouver. The upper stories of the building, floors two through fifteen, are raised above the ground-floor footprint, which is an irregularly-shaped assemblage of the central, structural, hollow concrete tube combined with the enclosed entrance lobby (Figure 8). Regularly spaced reinforced-concrete columns are slightly inset from the outer edge of the cylindrical mass. Floors two through fifteen are each defined by a reinforced-concrete floor slab with an interspersed curtain wall comprised of fixed and awning aluminum frame windows and cream-colored enamel spandrel panels. Although elevations in a cylindrical building are difficult to define, both the north elevation and the east elevation are characterized by stacked, recessed balconies (Figure 1). The curtain wall glazing and exterior balconies offer inhabitants sweeping panoramic views of the surrounding landscape. On a northeastern arc of the cylinder, a linear stack of exposed-aggregate concrete panels separates private balconies on either side (Figure 9). The roof is defined by a raised parapet at its edge and the smaller volume of the mechanical penthouse, enclosing utility equipment and egress, at the center; the penthouse is surrounded by a rounded screen of vertical fins.

Alterations

As originally designed, every unit had access to a private balcony; visually, this meant that there were balconies on all four of the "elevations" of the cylindrical building (Figure 10). The original enamel spandrel panels ringing

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the tower were a mustard yellow color (Figure 11). In 1972, a building permit was issued for the installation of a new window wall enclosure; based on available records, this was only for the balconies on the southern side of the building, and it was done in order to mitigate the "howling south winds" (Figure 12).[1] Fifteen years later, the building's management worked with the Bonneville Power Administration (BPA) on an energy conservation project, which added "interior acrylic glazing storm windows" to all units.[2] In 1999, a more substantial upgrade was undertaken, which included enclosing more balconies, changing the exterior enamel panels from mustard to a cream color, reconfiguring the interior walls of some units, and tinting windows a darker color, all of which was in addition to general roof and elevator maintenance.[3] The vestiges of the original balconies are still visible on the building's elevations, and though the interiors of residential units were not accessible at the time of survey, building floorplans suggest that the balconies were glazed but not drastically reconfigured (Figures 4, 5, and 6).

The setting has also changed in the past sixty years. When the building was constructed in 1966, it was the tallest building in downtown Vancouver. It was adjacent to car dealerships, Lucky Lager Brewery's tower, commercial storefronts, and a Standard Oil gas station, and relatively enveloped by the neighborhood building stock. Within the past two decades, development of downtown Vancouver has increased; Smith Tower is no longer the sole "skyscraper" in the city's skyline, nor is it the only high-rise residential building in the neighborhood, and the edges of the neighborhood, defined by the enlarged I-5 access, have slowly encroached north along Washington.

Boundary Description

The resource is located at 515 Washington Street, in the Esther Short neighborhood of Vancouver, Clark County, Washington. The building's parcel (47870000) is bounded by Washington Street to the north, an adjacent parcel to the east, a parking lot to the south, and 6th Street to the west. In addition to the building, the parcel includes the underground parking lot, the ground floor surface lot, and the landscaping lining both Washington and 6th Streets. All of these elements have been present on the parcel since the end of the resource's period of significance (defined as 1966–1971) and 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).

INTEGRITY

Since its original construction in 1966, Smith Tower has not changed in its overall form or in its use. General maintenance of the building has necessitated a few changes, none of which alter the building's character; these included roof and elevator improvements (most recently documented in 1999), as well as improvements to the kitchen within each unit (most recently documented in 1999). Some changes are notable and have redefined the building's character: the building's decorative yellow paneling was exchanged for cream-colored panels in 1999; the exterior balconies on the south and west sides of the building were filled in, which also necessitated some

[1] The permits on record indicate that discussions over the proposed window wall began in 1972 and work went through 1973. "515 Washington Street." On file at the City of Vancouver Community Development Department and obtained through Public Records Request. The "howling" winds were off-handedly referenced in Brian Cantwell, "High Society," *The Columbian,* March 3, 1991, Section C Page 1.
[2] "515 Washington Street." On file at the City of Vancouver Community Development Department and obtained through Public Records Request.
[3] "Smith Tower work begins," *The Columbian,* April 27, 1999, Section C Page 3. Though much of the work was functionally necessary, some of the exterior changes were cited as an attempt to bring the building's image "into the modern age."

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interior unit reconfigurations; and its downtown Vancouver setting, which was, at the time of construction, suffering from a lack of investment, is now vibrant and dense.[4]

Although these later alterations to the building have modified the original design, many were necessary improvements to the somewhat experimental building—the balconies, in particular, which bore the auditory and physical force of strong south and west winds, were enclosed to retain the building's character-defining views of the surrounding landscapes without the unintended inconveniences of the weather. The tower is still defined by many other of its original features, including its iconic cylindrical form, its innovative technologies including the curtain wall and the lift-slab construction, flat roof, pie-shaped interior units, and open ground floor. Although the tower is no longer the lone skyscraper in downtown Vancouver, the views, both of the building and from the building, remain intact as character-defining features. The building's location adjacent to I-5 affords it prominence in Vancouver's city skyline, and the views from the building's interior of the surrounding Pacific Northwest still offer the original panoramic amenity to residents. In all, the building retains its integrity of location, materials, workmanship, feeling, and association; and though altered, the integrity of setting and design reaffirms the building's original design philosophy.

STATEMENT OF SIGNIFICANCE

Constructed in 1966, the cylindrical high-rise notable in Vancouver's city skyline was advocated for by local labor organizations and built as a response to a housing crisis among the older generation of Vancouver residents. The tower's design, by local architect Henry Greybrook, and innovative construction methods accommodated the small site in Vancouver's downtown business district.

Housing the Elderly

In the late 1950s, when the United States government announced the availability of funds for "Urban Renewal" programs, many American cities embarked on large-scale campaigns to assess the status of current housing, estimate future needs, and plan the path forward to adequate housing, streets, and rejuvenated downtown cores.[5] Coupled with the passage of the Housing Amendments of 1956 and the creation of a national Advisory Committee on Housing for the Elderly, the question of how to house the growing number of elderly Americans became a subject of national debate.[6] The size of the group, defined as those aged sixty-two and older, was steadily increasing due to population booms and advances in healthcare and quality of life; the incomes, however, of the group's mostly retired members were relatively stagnant if not decreasing. Until 1958, when the American Association of Retired Persons, or AARP, was founded, elderly citizens were losing agency in their ability to advocate for their roles, responsibilities, and recognition in American society and especially in local politics.

[4] In some units, the yellow panels are still visible within the unit. Many residents turned their newly enclosed balconies into small bedrooms. The yellow panels make up the lower half of the interior wall.
[5] On Vancouver's Urban Renewal history, see John Russell Merrill, "Development of Proceedings for an Urban Renewal Project: The Esther Short Project." Masters thesis, Oregon State University, 1964.
[6] The Housing Act of 1956 (86-372) amended, among other things, the Federal Housing Authority's interest rate, urban renewal requirements, community development programs, and included a new mortgage insurance program for nonprofit and for-profit rental housing for the elderly. See The Congressional Research Service, "A Chronology of Housing Legislation and Selected Executive Actions, 1892–2003," (Washington D. C.: US Government Printing Office, 2003). https://www.govinfo.gov/

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Housing was one of the main issues, as many of the housing assessments revealed. There was an obvious misalignment between housing costs and income and savings, which averaged, for most elderly couples, less than $200 per month (approximately $2,075 in 2023).[7] There was also a gap in the market. Though the construction of single-family homes had skyrocketed in the postwar years, the layout, location, upkeep, and even financing were targeted at white, middle-class, young families. Aging-in-place was encouraged as often as possible, but often required a significant and costly retrofit. Large suburban homes that had been ideal for raising families were far removed from necessities, and too dependent on the automobile for daily tasks. Large suburban lots required upkeep and maintenance.

There were significant federal and state resources allocated to housing senior citizens, including facilitating the financing of rental housing projects designed for the elderly, assisting individuals in the purchase of suitable homes, making public housing more accessible to older people, and in 1960, appropriating federal monies to a direct loan program for private, nonprofit elderly housing.[8] But public assistance did not meet the needs of the growing elderly population. For-profit developers began constructing retiree communities—Leisure City in Florida, designed by Florida Sun Deck Homes, was one of the first, in 1951—comprised of small, one-story homes with especial attention paid to certain features, like wide doors, bathrooms accommodating restricted mobilities, and accessible electrical outlets.[9] Yet, even private developers did not fill the demand. Churches, community groups, and professional organizations began to embark on their own construction programs in order to provide immediate assistance for local populations. The Omaha Education Association, a local teachers' organization, built the OEA Manor, a twelve-story apartment building in 1952; in 1955, a Methodist congregation built a similar project, Willamette View Manor, in the outskirts of Portland, and offered both private cottages and apartment-style living, as well as comprehensive hospital care on the same campus (Figure 13).

In Vancouver, as in the rest of the country, one of the main issues of the 1960 election was specifically concerned with those citizens over the age of 65, particularly surrounding the question of housing. Washington Governor Albert Rosellini (1910–2011) petitioned for the "human dignity" of "oldsters" and Vancouver City Council candidates argued for accessible and central elderly housing, citing the success of the Willamette View Manor.[10] Vancouver had attempted to mitigate its elderly housing problem while addressing the displacement caused by its Urban Renewal programs. The Vancouver Housing Authority (VHA) designated one-third of the single- and multi-family units in its newly constructed model neighborhood, Skyline Crest (1963), for elderly residents.[11] A second

[7] And fewer than 50% of the elderly, in the late 1950s, were still "coupled." This and the income statistics are cited in Norman P. Mason, *Housing the Elderly: a review of significant developments* (Washington D.C.: Housing and Home Finance Agency, April 1959).
[8] Housing and Home Finance Agency, "What's new in housing the elderly" (Washington D.C.: U.S. Government Printing Office, 1961).
[9] HHFA, "What's new."
[10] A summary of the Nixon and Kennedy positions can be found in Sterling F. Green, "Nixon, Kennedy have broad areas of policy disagreement," *The Columbian*, August 2, 1960, 8; Rosellini's position was described in "Rosellini Suggests State for Pattern," *The Columbian,* April 26, 1960, 1; the Vancouver issues were highlighted in "Meet the Candidates," *The Columbian,* February 1, 1960, 2. The Vancouver interview cited here was with Gene Rushford, owner of Builders' Insulating and Construction Co., who was running for a four-year city council term. Rushford advocated for "a better place for its oldsters, something on the order of the now famous Willamette Manor, as close to activities as possible," but he did not advance past the primaries.
[11] "Low-Rent Housing is VHA Highlight," *The Columbian,* January 2, 1964, 29.

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project, Van Vista Plaza, also owned by the VHA, was opened in 1970 and was entirely dedicated to the elderly residents of the city.

The problem was bigger than the city could accommodate. Many "oldsters" were still living in substandard or unadapted housing, didn't have access to public housing, or found themselves without a plan for living in retirement. The Mid-Columbia Building Trades Council, a coalition of several local labor unions, took matters into its own hands.[12] Concerned with the housing for local elderly citizens generally, and retired union laborers specifically, the Council formed a non-profit corporation, Mid-Columbia Manor, and, in 1961, applied for a $1,750,000 federal loan from the federal Housing and Home Finance Agency (HHFA) in order to construct a housing project for the city's senior citizens.[13] Like other nonprofit sponsors, the corporation fulfilled the Federal Housing Authority (FHA) requirements, which included evidence of its qualification as a mortgagor, a detailed program of objectives, architectural sketches, number of units, proposed services, and purpose of non-income producing spaces, and evidence of the local jurisdiction's approval.[14]

The proposed project was located in downtown Vancouver, on the site of the former Clark Hotel, which had been demolished after a 1954 fire.[15] The corporation, which combined leaders from the Painters, Building Laborers, Teamsters Cannery Workers, Retail Clerks, General Teamsters, International Brotherhood of Electrical Workers, and Central Labor Council AFL-CIO, hired local architect Henry Greybrook (1926–1976) to design the building and Greybrook submitted sketches of a fifteen-story circular tower comprised of 170 living units, each with access to a private balcony offering panoramic views of the Pacific Northwest (Figure 10). Although the city of Vancouver was not directly involved, it paved the way for the building's construction with indirect assistance. The Vancouver Planning Commission, which was actively attempting to encourage high-density residential construction downtown, not only changed the maximum height restrictions for the area of the fifteen-story tower (then limited to six stories), but also rezoned lower downtown from general commercial use to tourist, residential, and commercial use, thus permitting hotels, motels, housing for the elderly, apartment buildings, and commercial establishments.[16] When a parking requirement stymied the project's momentum, the Vancouver City Council demanded that a solution be found in the tower's favor.[17] A local official went to Washington, D.C. to "help clear

[12] Participating unions included including Painters, Building laborers, Teamsters Cannery Workers, Retail Clerks, General Teamsters, International Brotherhood of Electrical Workers, and Central Labor Council AFL-CIO.
[13] A 1960 newspaper article noted how unions were beginning to "borrow" management practices from private industry, describing how the Amalgamated Meat Cutters and Butcher Men of America planned to build a $99,000,000 state-financed housing development in the Bronx, and another group set up a New York based drug store chain. See Ray Tucker, "Labor, Management Closer Together," *The Columbian,* November 03, 1960, 8.
[14] A list of all the pre-application procedures is included in Housing and Home Finance Agency, "What's new in housing the elderly," Washington D.C.: U.S. Government Printing Office, 1961. The Housing and Home Finance Agency was a predecessor to the US Department of Housing and Urban Development (HUD), founded in 1965. From 1947–1965 the agency was responsible for the federal housing programs, including Urban Renewal programs, the FHA, and the Federal National Mortgage Association (FannieMae).
[15] On the Clark Hotel fire, see "Firemen Got Shorter Day But No Help," *The Columbian,* January 3, 1955, 5, and "A Graphic Example," *The Columbian,* November 17, 1954, 14. Pictures are included in the article "Fire Sweeps the Clark Hotel," *The Columbian,* November 16, 1954, 1–3.
[16] "'Skyscraper' Plan Clearance Nearer," *The Columbian*, October 09, 1963, 16.
[17] David Jewett, "Planners to Allow Building," *The Columbian,* April 08, 1954, 1–2.

the way" for the project, meeting with Congresswoman Julia Butler Hansen and other housing officials.[18] The Urban Renewal

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department and the Vancouver Chamber of Commerce were also invested in the success of the project; for those departments, the downtown tower signified a "terrific boost to Vancouver's economy," and "a firm step in the right direction in revitalization [sic] of that section of the city."[19]

Mid-Columbia Manor's federal loan application was approved by the Community Facilities Administration, part of the HHFA, in December of 1963. The corporation was granted a nearly two-million-dollar loan, at a 3.625 percent interest rate and a repayment plan spanning fifty years. A contingency, however, of the approval was quick construction: work was required to begin within fewer than six months and be completed in fewer than twenty-four. Bids were received in May of 1964, and A. V. Petersen Construction Co., named the general contractor, broke ground the following July. Underground parking was excavated and the central structural core began to rise, then the tallest construction in the city (Figure 14). To the wonderment of all the attentive city residents, the building's floor slabs were poured and all fifteen floors slowly raised in unison with a hydraulic lift—a relatively new and economically efficient type of construction called the lift slab method—then fastened into place.

The apartment building opened to residents in February 1966 and was officially named "Smith Tower," after local labor leader and president of Mid-Columbia Manor corporation, Bill Smith (1895–1971), the following month. With 170 units in total, 40 were one-bedroom apartments with separate living quarters, and 130 were efficiency apartments. Each apartment had a private balcony, a small kitchen, and a private bathroom. The finishings—"incandescent and fluorescent lighting, plastered walls, vinyl floor covering in kitchens and bathrooms and complete carpeting," as well as draperies, individual thermostats, and built-in appliances—were standard, and residents were able to bring in their own furniture in order to make the unit feel home-like.[20] Rents varied between $78 for an efficiency apartment and $100 for a one-bedroom. The top twelve floors of apartments had sweeping views: Mount Hood to the southeast, Mount Rainier to the east, the Columbia River to the south, picturesque sunsets to the west, and vibrant streetscapes at lower levels (Figure 15). The ground floor contained a lobby and outdoor sitting area. Amenities specifically directed at the elderly population were located on the second floor: barber and beauty shops, a pharmacy, recreation and multi-purpose rooms, and a tobacco and magazine shop. The local bus stopped at the tower's base, making transportation easy and accessible. Downtown shops and restaurants were within walking distance. Trips to the local grocery were organized on a regular schedule. Smith Tower made downtown living easy and affordable.

The tower was fully occupied within eighteen months of opening—right on schedule, according to its management.[21] At first, residency was limited to those aged sixty-two and above, who had a yearly income not exceeding $5,000 per year.[22] It was not restricted to retired union laborers, although it attracted many of them, including Bill Smith himself, a former union painter who had facilitated the eponymous tower's construction. The building management applied for, and received, authority to make a small number of units available to those

[18] "Officials are Optimistic over Loan Chances for Construction of High-Rise Apartments," *The Columbian,* July 17, 1963, 1.
[19] "Officials are Optimistic over Loan Chances for Construction of High-Rise Apartments," *The Columbian,* July 17, 1963, 1.
[20] "Labor Leaders Back Highrise Apartment," *The Columbian,* September 07, 1964, 38.
[21] "Tower has no vacancy," *The Columbian,* August 30, 1967, 11. This "schedule" was disputed in the press, with some claiming that the FHA was displeased with the 50% occupancy after 10 months of opening. See David Jewett, "Council Reluctant on Rent Subsidies," *The Columbian,* December 28, 1966, 2.
[22] "'Skyscraper' Apartments Attractive," *The Columbian,* August 17, 1966, 27.

younger than sixty-two but who qualified under the low-income threshold, most of whom were "disabled or handicapped."[23]

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Smith Tower was well-received upon its opening and remained so among most Vancouverites. In 1966, the cylindrical form signaled a novel and contemporary architectural solution to the difficult problem of the small site and the amount of required floor area. The country's collective imagination had been captured by cylinders: the Capitol Records Building (1956) in Los Angeles, designed by Louis Naidorf (b. 1928) at Welton Becket and Associates; the American Pavilion, designed by Edward Durrell Stone (1902–1978) at the 1958 International Exposition in Brussels; and Bertrand Goldberg's (1913–1997) Marina City (1960–1964), a residential complex affectionately called the "Corncobs" by local Chicagoans (Figure 16).[24] Smith Tower was one of the first cylindrical towers for Washington state (followed closely thereafter by the 400-foot tall Washington Plaza Hotel in Seattle, now the Westin, designed by John Graham and Associates from 1966–1969). The 360° plan, so well-suited to panoramic views, was also hyper-efficient: compared to a rectangular tower, it dramatically decreased wind resistance, offered the least amount of enclosure for the greatest amount of floor space, kept distribution of utilities—located in the central core—to the shortest travel distance, and eliminated what was often a wasteful corner. Although the form was most often deployed in a residential or hotel tower, due to the unit replicability—Holiday Inn even folded it into its corporate branding—it was not limited to a high-rise tower: buildings in the round, like The National Bank of Washington, in Tacoma (Lea, Pearson & Richards, 1964, demolished), constructed a few years before Smith Tower, expressed the optimism of the 1960s in an elegant, efficient form (Figure 16).[25]

At Smith Tower, the elderly residents were—and still are—able to maintain a sense of independence while also having opportunities for socialization and camaraderie as much as they choose. The community room functions as a communal dining room, pinochle play-room, dance hall, and meeting place.[26] Though the apartments are smaller and irregularly shaped—not a right angle among them—the rents were considered appropriate and included a broad offering of amenities (Figure 17). By the early 1990s, some Vancouver residents had renamed the cylindrical tower "the Beer Can"—its shape and location next to Lucky Lager Brewing too convenient not to notice. The mustard yellow of the enamel panels in the building's façade, though bright and cheerful, was also datable to the years of the building's construction. In 1999, a relatively significant renovation was undertaken,

[23] *The Columbian*, January 26, 1967, 26.
[24] On Capitol Records, see "World's First Circular Building Readied Here," *The Los Angeles Times,* April 8, 1956, Part V Page 1, 8; a contemporaneous account of Stone's US pavilion is described in Martha E. Miller, "Impressions of the Brussels Exposition: Diversities, Faults Typify 'World, 58'," *The Harvard Crimson,* October 1958; on Marina City, see "City Within a City: The Biography of Chicago's Marina City," www.marinacity.org/history/content/. Accessed March 15, 2023.
[25] Holiday Inn constructed many cylindrical hotel towers beginning in the mid-1960s. Most were designed by Leonard Lundgren, including in Austin (1964), Los Angeles (1970, currently Hotel Angeleno), San Diego (1970), as well as in Acapulco and Panama City. Other extant Holiday Inns include Syracuse, NY (1969), New Orleans, Long Beach (1968), and Charleston (1971). See http://leonardlundgrenarchitect.com. The Sixes tower—now known as the International Tower—was a 32-story residential tower that opened in Long Beach, California, in 1966, designed by Carl Birger Troedsson (1906–1979) and T. Y. Lin (1912–2003).
[26] For a description of resident life twenty-five years after opening, see Brian J. Cantwell, "High Society," *The Columbian,* March 03, 1991, 23, 27-28. Justin Carinci describes life forty years on in his "Life is well-rounded for Smith Tower's residents," *The Columbian,* August 9, 2006, 9.

enclosing balconies, tinting windows, and perhaps most notably, exchanging the mustard and white colorway for a cream and teal one, which management claimed would bring the building into the modern age.[27]

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Henry Gilbert Greybrook (born Henry Gilbert Olson) (1926–1976)

By the time of his death, Minnesota-born architect Henry Greybrook was well-known for his association with organized labor. Smith Tower was the first of three notable buildings Greybrook designed for Pacific Northwest union coalitions, followed by Westmoreland Union Manor (1965) in Portland, and Ya Po Ah (1966) retirement apartments in Eugene; he was also involved administratively in the Portland Labor Center. After two years in the navy (1944–1946), stationed on the USS Commencement Bay, Greybrook moved west to work for a string of Portland architects: Clarence Wick (1952), Roald, Schmeer & Harrington (1952–1955), HB Boone (1955), and Holman J. Barnes (1956–1959). Following his time at Barnes' office, Greybrook moved to Vancouver in 1959 to work with the prolific Day Walter Hilborn (1897–1971), and was employed in the office at the time the Mayflower Dairy (1959), Fort Motel (1960), and Vancouver Federal Savings and Loan (1960) buildings were constructed.[28]

In 1961, Greybrook opened his own firm—in shared quarters with Henry J. Vodeberg (1924–1998)—and designed several commercial buildings, including the Hazel Dell Lanes Bowling Alley (1960), the Medical-Dental Building in Portland (1961), the Fred Meyer Shopping Center in Hazel Dell (1962), and the Clark County Title Co. in Vancouver (1963). In these projects, Greybrook not only demonstrated his awareness of the language of contemporary architectural trends, he also revealed a facility for assembling material textures, imbuing broad expanses of wall with visual intrigue, and using a combination of repeated shapes to create a coherent visual expression. Though the forms he worked with were often simple, Greybrook was able to visually challenge the appearance of a simple massing through graphic applications of materiality. Smith Tower, like Hazel Dell Lanes, Clark County Title Co., and the Fred Meyer Shopping Center, is in step with the trends of Mid-century Modern architecture: it is a simple form, rendered visually interesting with alternating bands of color and combinations of material, resulting in a natural warmth that was not often found in the style's progenitor, International Style architecture.

In 1965, Greybrook combined forces with Keith Bradbury (1918–2009). They designed several buildings at Vancouver's Clark College, as well as Westmoreland Union Manor (1965) in Portland, and Ya Po Ah (1966) retirement home in Eugene. They were also responsible for the Reynolds Metals Office Complex (1967) in Longview before they decided to end their partnership in 1970, each choosing to open independent practices.[29]

Greybrook was involved in a financial scandal surrounding the Portland Labor Center in the 1970s. The architect was president of Dammic, Inc., a firm that was asked to administer the Labor Center's finances in 1973. After the

[27] "Smith Tower work begins," *The Columbian,* April 27, 1999, Section C Page 3.
[28] Michael Houser, "Henry Gilbert Greybrook." Washington State Department of Archaeology and Historic Preservation. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-henry-g-greybrook. See also the US Navy Muster Rolls for World War II, https://www.ancestry.com/discoveryui-content/view/28745406:1143.
[29] Michael Houser, "Keith H. Bradbury," Washington State Department of Archaeology and Historic Preservation, 2012. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-keith-h-bradbury.

Oregon Journal published reports of alleged mismanagement of the funds in 1976, Greybrook was found dead in his car in an apparent suicide.

Innovations: Lift-Slab Construction and Curtain Wall Glazing

Smith Tower was remarkable for its innovative program—housing elderly residents who were not often the

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subjects of public investment—but the spectators gathered on Vancouver's sidewalks in order to observe another innovation of the tower: its "lift slab" construction method. Lift slab construction was developed in Texas during the late 1940s by the Youtz-Slick Company as an economical construction method for multi-story buildings.[30] The method redesigned the standard column cap, but it was most known for its new approach to pouring concrete floor slabs: rather than pouring the slab directly into its final position, as was the case for poured-in-place concrete work, the slab was poured at ground level and a hydraulic jack was used to lift them into place (Figure 18).[31] This eliminated the need for all formwork except for the slab edge. It also made it possible to place electrical conduit and rough-in mechanical equipment before pouring the slab, essentially allowing most of the construction to proceed at ground level. Reducing the complexity typical of high-rise construction greatly reduced labor and equipment costs.[32]

The method grew in popularity in the early 1950s and was seen throughout the United States, particularly in California.[33] In the Pacific Northwest, it was first used in the construction of Portland's Ida B. Wells High School (formerly known as Woodrow Wilson High School) in 1954.[34] At Smith Tower, supervised by general contractor A. V. Petersen, the Lift Slab Corporation of Portland was hired to erect the fifteen floors into place. The president of the firm, Eric J. Hayford (1916–1994), described the process:

> First step is to erect 36-foot vertical steel columns. A cast steel sleeve, one for each floor, is slipped over the column and serves as a guide when the slab is hoisted up the column. Then all 15 slabs are poured, one on top of the other. A fluid is sprayed on each slab as it hardens which separates the slabs and hastens the curing process of the concrete. Once all 15 slabs have been poured – like a stack of giant hotcakes – hydraulic jacks are placed on top of the vertical steel columns. The jacks are connected to the slabs by threaded rods which pass down along the column into slots in the steel collars, now an integral part of the floor slab. The rods are connected to the bottom slab, or first floor. Each of the hydraulic jacks is linked by hoses to a 28 by 28-inch console (not unlike an electric organ). The console equipment is

[30] The Youtz-Slick method was developed in the late 1940s by two inventors, simultaneously—architect Philip Youtz in Yorktown Heights, New York, and businessman Tom Slick, of San Antonio, Texas. The two combined their inventions and patents, and marketed the method as the Youtz-Slick method. See John B. Porter and Richard S. Colley, *The Youtz-Slick Lift Slab Method of Construction*. San Antonio: The Institute of Inventive Research, 1952. The first use of the construction method was at Trinity University, in Texas, for architect O'Neil Ford's design for Northrup Hall. See "O'Neil Ford's Legacy," www.trinity.edu/news/oneil-fords-legacy, accessed March 16, 2023.
[31] Clarence P. Green, and Karl C. Vogel, "Lift Slab Construction." *The Military Engineer* 45, no. 308 (1953): 427–29. http://www.jstor.org/stable/44569871.
[32] See Porter and Colley, *The Youtz-Slick Method,* 17.
[33] Green and Vogel, "Lift Slab Construction." http://www.jstor.org/stable/44569871.
[34] "New, Economical Lift-Slab Type Construction Planned for Woodrow Wilson High School Job in West Hills," *The Oregonian,* April 12, 1953, 22.

designed so that all column jacks operate simultaneously and uniformly, lifting all 15 slabs at once and in perfect unison.

One man, like a concert organist, operates the console. The enormous weight of all 15 floor slabs is lifted at the rate of 4 to 10 feet per hour (average about eight feet) as the jacks revolve the threaded rods. Maximum lift is 32 feet, length of the steel lifting rods. When the 15 floor slabs have been raised 10 feet (first floor of the building since the slabs were poured on the

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basement floor), the jacks are halted. Workmen go under the stack of slabs to weld steel blocks to the vertical columns, the entire load is lowered an inch or so to rest on the newly welded blocks. Then the rods are uncoupled from the first slab and couple to floor number two. The 14 remaining slabs are lifted another 10 feet, workmen weld blocks to the columns, uncouple the rods and re-couple them to the third floor slab and the process is repeated. At the top of the third floor, after the blocks are in place, the jacks are removed from the vertical columns, 36-foot columns are welded to the originals, the jacks are now replaced atop the new columns and the entire three-floor lifting process is repeated, dropping off one slab every ten feet until the full 15-story height is reached.[35]

The choice of core-and-cantilever construction and cylindrical shear wall at Smith Tower meant that the loads were not carried by exterior walls and Greybrook had relatively free play in terms of façade design. In effect, this allowed him to design a "hanging" lightweight curtain wall from the frame of the concrete structure. The curtain wall was also a distinctly twentieth-century innovation, a result of new technologies of sheet metal and double-pane glass. Though Mies van der Rohe (1886–1969) is often given credit for perfecting the high-rise curtain wall façade, the first widely-published skyscraper to use a curtain wall skin was actually located less than five miles from Smith Tower: Pietro Belluschi's Equitable Loan Building (now known as the Commonwealth Building) in Portland, constructed in 1948. Belluschi (1899–1994) designed the vertical walls of the building with 85 percent glass, and thin aluminum panels covering the concrete frame.[36] Belluschi described the building as an optimistic "expression of faith in a great future for our civilization—a faith born out of a conviction that from our modern techniques, materials, and understanding of present-day architectural problems, we are able to create not only more useful buildings, but also a new kind of beauty…clean, strong, and straightforward."[37]

The curtain wall was not just an episodic phenomenon; it dominated and defined architectural forms in the latter half of the twentieth century. It was mostly applied to rectangular forms: the clear and straightforward lines of the thin glazing underscored the clear and straightforward lines of the building's mass. Smith Tower is an early example of the high-rise curtain wall—just over a decade after Belluschi's design—but demonstrates the malleability of the grid system and its ability to adapt to a non-rectilinear form. In wrapping the cylindrical mass of

[35] James F. Fowler, "Progress Report," *The Columbian,* December 17, 1964, 34.
[36] James Marston Fitch, "The Curtain Wall," *Scientific American* 192, no. 3 (1955): 44–49. http://www.jstor.org/stable/24944576. Fitch's article, written less than a decade before Smith Tower's construction, offers a explicatory "state of the field" contemporaneous with Greybrook's design.
[37] This is Pietro Belluschi's quote, from his typescript "Notes on the New Equitable Building," 1946, cited in Meredith Clausen, "Belluschi and the Equitable Building in History," *Journal of the Society of Architectural Historians* Vol. 50, No. 2 (1991): 109–129.

Smith Tower with the thin glass and aluminum system, Greybrook demonstrated not only his awareness of the innovative trends of the discipline but also his own creative facility with the new technology.

Mid-century Modernism

Mid-century Modernism was a sub-style of Modern Architecture as it was practiced in the United States and Scandinavia, prominent between the years 1945 and 1969. This period was roughly coincident with several other notable postwar trends in American history, all of which were directed at—and thus helped to create—a newly-emerging democratic ideal for the American middle class. First and foremost, correlating to increased affluence for many citizens in the postwar years, was the rise of single-family home ownership and rapid suburban

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development. Government programs, like Veteran's Assistance and mortgage insurance provided by the FHA, not only made this possible for more citizens but also influenced the design of the homes that began to dominate the landscape. New methods of mass production and mass consumption, and new applications of wartime materials (plywood, aluminum, vinyl, plastic) made the purchase of designed products more affordable, innovative, and accessible and ushered in a new level of consumer culture in the United States. Mid-century design permeated nearly every aspect of American life, from architecture and the furniture it contained, to textiles, industrial design artifacts, the advertisements on the modern television set, and even the display of information. Russell Lynes, the editor of Harper's, identified the overwhelming trend of the postwar phenomenon: taste, as opposed to class, became a new social distinction for the American masses.[38] What was previously understood as "style," perhaps conceived of as an application or accentuation, became an immersive if not also performative "lifestyle": an embrace of designed objects, of family-centered fulfillment, with an appreciation for nature and the "natural."

The style, generally, was influenced by the Bauhaus and International Style: clear geometries, clean lines, and an emphasis on function. Like these European styles, Mid-century Modern design featured simple and unornamented forms, but the latter approach was less constrained than the former, often incorporating curves and abstract, "organic" shapes (kidney and amoeba were two of the most popular) and warmer, natural materials, like wood and stone. The color palette ranged from visually intriguing bright hues in the early 1950s to more subdued, earthy colors in the 1960s. Although many early houses were constructed with steel framing, it proved too difficult and expensive for mass production and was quickly supplanted and replaced by the wood frame tract house.[39]

Architecturally, Mid-century Modern buildings were characterized by their informal approach to living: an open floor plan visually connecting the shared spaces of the house, dotted with lightweight furniture and layers of visual screens, often constructed from plywood panels. Natural light was plentiful, often streaming in from floor-to-ceiling windows facing the non-public side of the house. Sliding glass doors and the continuation of the roof plane beyond the walls of the house obfuscated a clear distinction between indoor and outdoor space; the tie to nature was further emphasized by framed views expanding into the surrounding landscape.[40] The floor plan of single-

[38] Lynes, Russell. "Reprint: 'Highbrow, Lowbrow, Middlebrow' (1949)." *The Wilson Quarterly (1976-)* 1, no. 1 (1976): 146–58. http://www.jstor.org/stable/40255171.
[39] See Esther McCoy, "Art & Architecture Case Study Houses," *Perspecta* 15 (1975), 54-73. For a brief history on the steel-framed house, see Neil Jackson, "Metal-Frame Houses of the Modern Movement in Los Angeles: Part 2: The Style That Nearly..." *Architectural History* 33 (1990): 167–87.
[40] Many attribute the style to California origins, on account of the location of many of its practitioners, but also because the climate of southern California lent itself to this type of living. As the design style spread throughout the country, certain

family homes was most often rectangular, dimensioned according to production and delivery schedules, with a solid wall—perhaps with clerestory windows—facing the public street and glass windows facing a private backyard. The roof was often slightly pitched, as the FHA refused to back loans on flat-roofed houses. More attention was paid to the woman's role in the home: the kitchen overlooked the dining area, playroom, and backyard, for example, permitting a watchful eye from the "operational center." The kitchen was also outfitted with the latest technologies, making the woman's role as wife, mother, and host *ostensibly* easier, and allowing her to complete household tasks while still partaking in a robust family and social life.[41]

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The list of architects and designers who created influential, style-defining designs is too numerous to list exhaustively. The houses of developer Joseph Eichler (1900–1974) and architect Gregory Ain (1908–1988), both based in California, extended the reach of modern design by using it in large-scale speculative developments. Architects Albert Frey (1903–1998), A. Quincy Jones (1913–1979), Paul Williams (1894–1989), John Lautner (1911–1994), Donald Wexler (1926–2015), Craig Ellwood (1922–1992) designed several notable homes, including for John Entenza's hugely influential "Case Study House Program," which, upon its announcement in 1943, advocated for new architectures that permitted modern living. The dynamic couple Charles and Ray Eames (1907–1978 and 1912–1988), who were known for their playfulness, plywood experiments, and infographics, are darlings of design historians, as is Florence Knoll (1917–2019), a designer and businesswoman who transformed the modern corporate interiors. The style went well beyond architecture and furniture—it defined an entire material culture of consumables, including textiles, industrial design, graphic arts and advertising, jewelry, ceramics, and even automobiles. Other designers include Edith Heath (1911–2005), Isamu Noguchi (1904–1988), Arne Jacobsen (1902–1971), George Nelson (1908–1986), and Harry Bertoia (1915–1978).

There is plenty of overlap between Mid-century Modernism and other design styles. Danish Modern, Miami Modern, and Northwest Regionalism, all regional adaptations of International Style, share many characteristics with the style (also frequently referred to as California-, Desert-, or Case Study Modern). The styles known as Atomic Age, Populuxe, Dingbat, and Googie also share the optimism that defined postwar America. Ranch homes, a form type that became increasingly popular in the decades following the Great Depression, and Frank Lloyd Wright's Usonian houses share open floor plans, single-story living, indoor-outdoor flow, and a spatial orientation that cultivates family togetherness.

Greybrook incorporated many of these "modern living" design features into Smith Tower, while also adding the adaptations necessary for an aging population. The circular form was a humanist take on the austerity of International Style architecture, not only in terms of its informal and approachable visual appearance but also on account of the new hierarchies that a 360-degree floor plan established. The original built-in balconies provided small-scale opportunities for indoor-outdoor living and the views from these units situated the urban form within a larger context of the Pacific Northwest's natural surroundings. Greybrook's design also recognized the importance of social interaction, which, despite the smaller size of individual units, was built into the design of the shared

aspects, like indoor-outdoor living, which didn't make sense for much of the United States for much of the year, were implemented visually more than physically.

[41] Annmarie Adams, "The Eichler Home: Intention and Experience in Postwar Suburbia." *Perspectives in Vernacular Architecture* 5 (1995): 169. Adams uses Joseph Eichler's marketing materials "Enter the Wonderful World of Eichler" to discuss the innovations in an Eichler home, which has come to define the style. Obviously, the attention paid to the white married couple with a handful of children—the proverbial "nuclear" family in that atomic age—came at the exclusion of many other types of American families who did not fall into nor perform those clearly defined and proscribed roles, namely in terms of race, age, gender, sexuality, culture, and family make-up. This serves as a reminder of this historical nature of this style.

common areas of the building. Smith Tower demonstrates how a design style traditionally used in single-family homes could be deployed for a population other than the nuclear family and in an unexpected location.

Willam "Bill" Rose Smith (1895–1971)

When the building at 515 Washington Street opened, it was called "Mid-Columbia Manor," named for the coalition responsible for the construction of the project. Shortly after opening to residents, however, the board of directors decided to officially name the building "Smith Tower" after the then-president of the Mid-Columbia Manor corporation, W. R. "Bill" Smith. Smith had long been a local leader of organized labor: born in Nebraska in 1895 and a Navy veteran of World War II, he had worked as a painter and member of the Brotherhood of Painters and Allied Trades for most of his career. He was a charter member of the Painters Local 360 of Vancouver and served

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as the union's business representative until 1948.[42] He was a delegate to the National AFL-CIO (American Federation of Labor and Congress of Industrial Organizations), representing the Brotherhood of Painters International Union. Regionally, he was elected Vice-President of the Washington State Labor Council, where he remained for over seventeen years. Between 1944 and 1965, he was the executive secretary of the Washington State Conference of Painters. His role on the Mid-Columbia Construction, Building and Trades Council of Clark, Skamania, and Klickitat counties brought together seventeen unions—5,000 workers in Clark County alone—to cooperate in negotiations with local management, at times, winning praise for the lack of local strikes.

Smith was also the subject of criticism, particularly from the editorial board at *The Columbian,* concerning the power he may have wielded over local officials. For many Vancouverites, however, he was well-respected for his persistent diligence in trying to "help the working man get union rights with a decent living wage and better conditions."[43] Smith advocated that labor leaders become active "in all civic enterprises which have for their aim the improvement" of the community.[44]

He was married, from 1921–1962 to Mattie Mae Butterfield (1898–1962), and from 1962–1971 to Joan Dardis Smith (1900–1984), and lived in Smith Tower until his 1971 death. One of his stepsons, Robert Virgil, served as the building's manager.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that Smith Tower is significant under Criteria A, B, and C, with an overall period of significance of 1966 through 1972. The resource possesses the requisite integrity to communicate its significance under Criteria A, B, and C, and is therefore recommended eligible for listing in the NRHP.

Based on WillametteCRA's evaluation of Smith Tower within its historic context, the resource is significant under Criterion A, at the local level of significance in the areas of community planning and development and social history. Smith Tower is a manifestation of how private development, public funding, and interest in the public good created new models for development, management, and living in Vancouver. The newly emerging demographic block of elderly citizens, for whom Smith Tower was built, and the attention their previously-dismissed situation attracted revealed large gaps in the federal and state policies, which were underprepared to address societal

[42] "Labor leader Bill Smith dies Saturday at 75," *The Columbian*, April 5, 1971, Section A Page 13.
[43] Mrs. Early J. Larson's letter to the editor, "No time for politics," *The Columbian,* May 19, 1950, 10.
[44] C. W. "Cal" Williams, Letter to the editor, "From one ilk to another," *The Columbian,* September 4, 1950, 4.

issues that existed outside of the confines of employment. There were comparable projects in Vancouver similarly devoted to elderly care: the Pythian Home (1923), constructed by the Grand Lodge of Washington and Oregon, offered care and comfort to its aged members; Skyline Crest (1963), built by the Vancouver Housing Authority, reserved some units for the elderly displaced by the city's Urban Renewal programs; and Van Vista Plaza (1970), also built by the VHA, was a multi-story masonry building northwest of the city's downtown area. But Smith Tower is a unique example of senior living: it was created by a local grassroots organization, dedicated to a general population otherwise unaddressed—not necessarily displaced by urban renewal nor necessarily in need of medical assistance—and had the added value of Greybrook's distinct and innovative architectural form in a prime and visible location. The construction of Smith Tower was a promise to all the union laborers involved in its construction—and a sign to those who watched—that even after workers stopped actively "contributing" to the

workforce, they would still be cared for with dignity and respect for their independence. Under Criterion A, the period of significance is defined as 1966, the year of the building's construction, through 1972, the year the southern balconies were enclosed, changing the universality of the building's amenities.

Smith Tower is also significant under Criterion B, at the local level of significance in the area of social history, for its association with labor leader W. R. "Bill" Smith. Smith played an important role in the labor organization of Clark, Skamania, and Klickitat counties and the organizations' relationships with local companies and politics. Although there are many projects that resulted from Smith's behind-the-scenes work, Smith Tower is a culmination of his dedication to the interests of union laborers and a lasting legacy of his involvement in the community. It is one of the few tangible artifacts of a productive career dedicated to often invisible negotiations. Furthermore, unlike other projects that might demonstrate his involvement, the tower served as Smith's own residence from the year of its construction, 1966, until the leader's death in 1971. The building's period of significance under this criterion is bracketed by these dates.

The resource is additionally significant under Criterion C, at the state level in the area of architecture. Smith Tower is an early and relatively unusual example of a cylindrical high-rise, Mid-century Modern-style residential tower in Washington State. The building embodies the distinctive characteristics of the style, including informal, indoor/outdoor living, visual connections to nature, and the privileging of user experience and social relationships. The cylindrical tower was an ingenious and stylish solution to the required density of the project and the restrictions of the small site. It was, at the time of its construction, relatively experimental as a form, predated only by the Capitol Records Building (Los Angeles), Marina City (Chicago), and the first cylindrical Holiday Inn (Austin). In Washington state, a few cylindrical towers followed, including the current Westin Hotel in Seattle, but the cylindrical tower never gained the popularity of the rectilinear skyscraper. Smith Tower was also innovative in terms of the technologies of its economical construction: the lift slab technique and curtain wall glazing. Though the warm tones of the mustard yellow have been exchanged for a more contemporary cream colorway, and the private balconies enclosed (but not altered on the interior), the tower remains a recognizable and distinct icon in the city's skyline. The period of significance under Criterion C is limited to 1966, the year of its completion.

Smith Tower 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, Smith Tower possesses sufficient integrity to communicate its multiple areas of significance. Willamette Cultural Resources Associates, therefore, recommends Smith Tower eligible for listing on the NRHP

under Criteria A, B, and C, with an overall period of significance of 1966–1972. The building is not recommended eligible under Criterion D.

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: Smith Tower (Mid-Columbia Manor) (WA 10)	WISAARD Property ID: 2124
Street Address: 515 Washington Street	City, County, State: Vancouver, Clark County, Washington

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SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

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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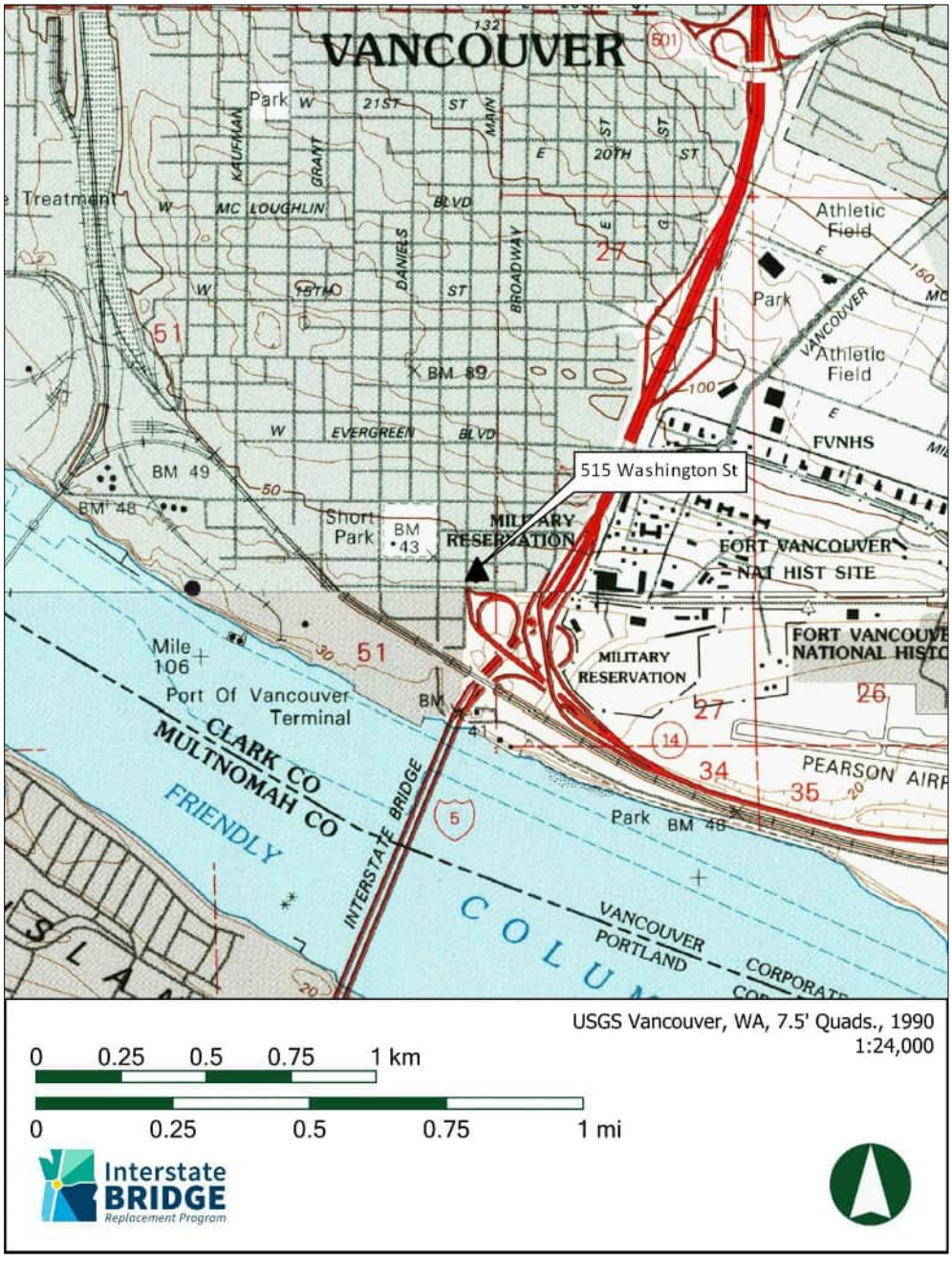


Figure 2. Location map of 515 Washington Street, Vancouver, Clark County, Washington.

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 515 Washington Street, showing recommended NRHP boundary in white.

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Figure 4. View of Smith Tower looking east (WillametteCRA June 8, 2022).

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Figure 5. View of Smith Tower looking north (WillametteCRA March 3, 2023).

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Figure 6. View of Smith Tower looking east from 6th Street, showing drive-through lane and parking ramp (WillametteCRA March 3, 2023).

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Figure 7. View of Smith Tower looking southeast from 6th Street, showing parking ramp and lobby access bridge (WillametteCRA March 3, 2023).

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Figure 8. View of Smith Tower lobby entrance, looking east (WillametteCRA March 3, 2023).

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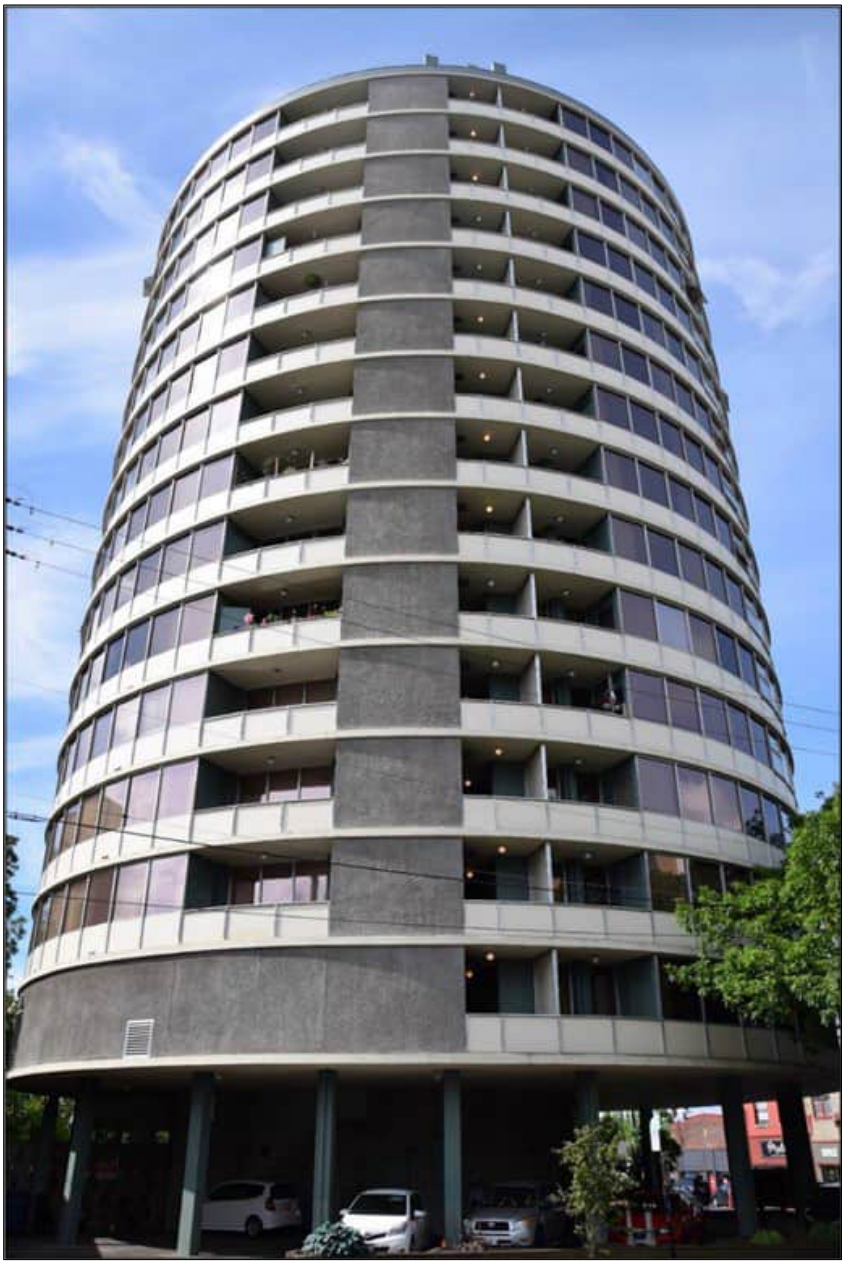


Figure 9. View of Smith Tower north elevation, looking south (WillametteCRA June 8, 2022).

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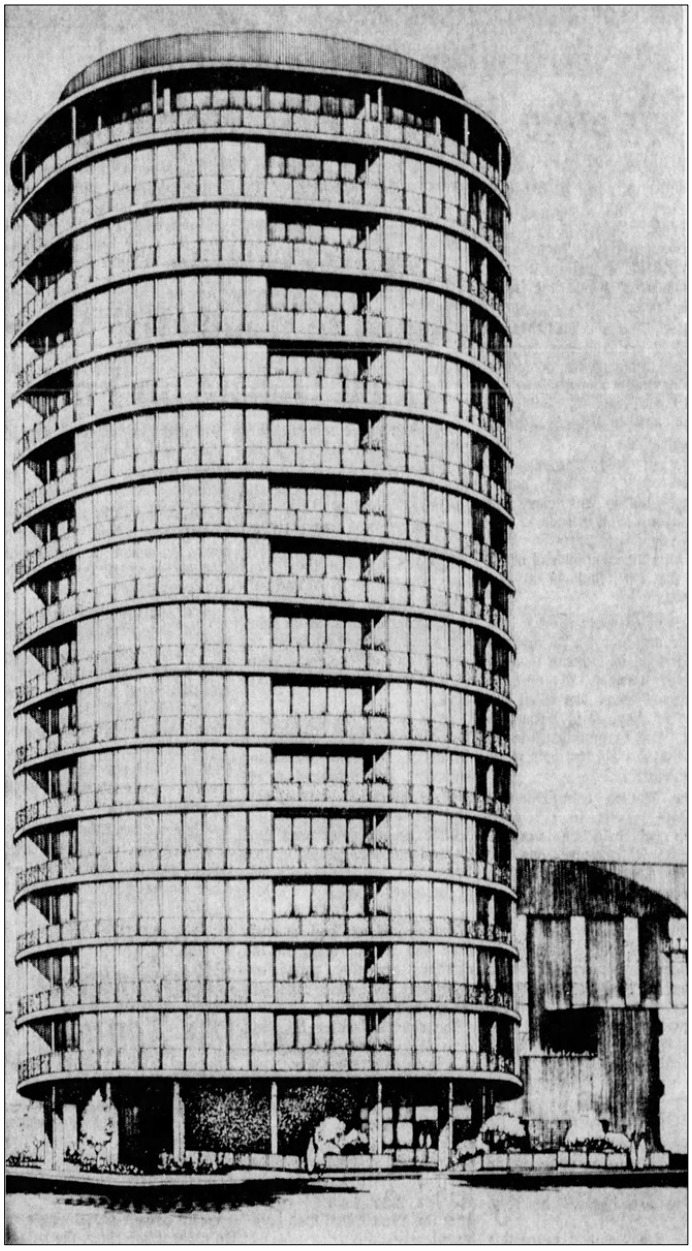


Figure 10. Henry Greybrook's sketch, ca. 1963 (*The Columbian* [Vancouver, WA], December 17, 1963, 1).

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Figure 11. Aerial view of Smith Tower shortly after construction (*The Columbian* [Vancouver, WA], March 3, 1967).

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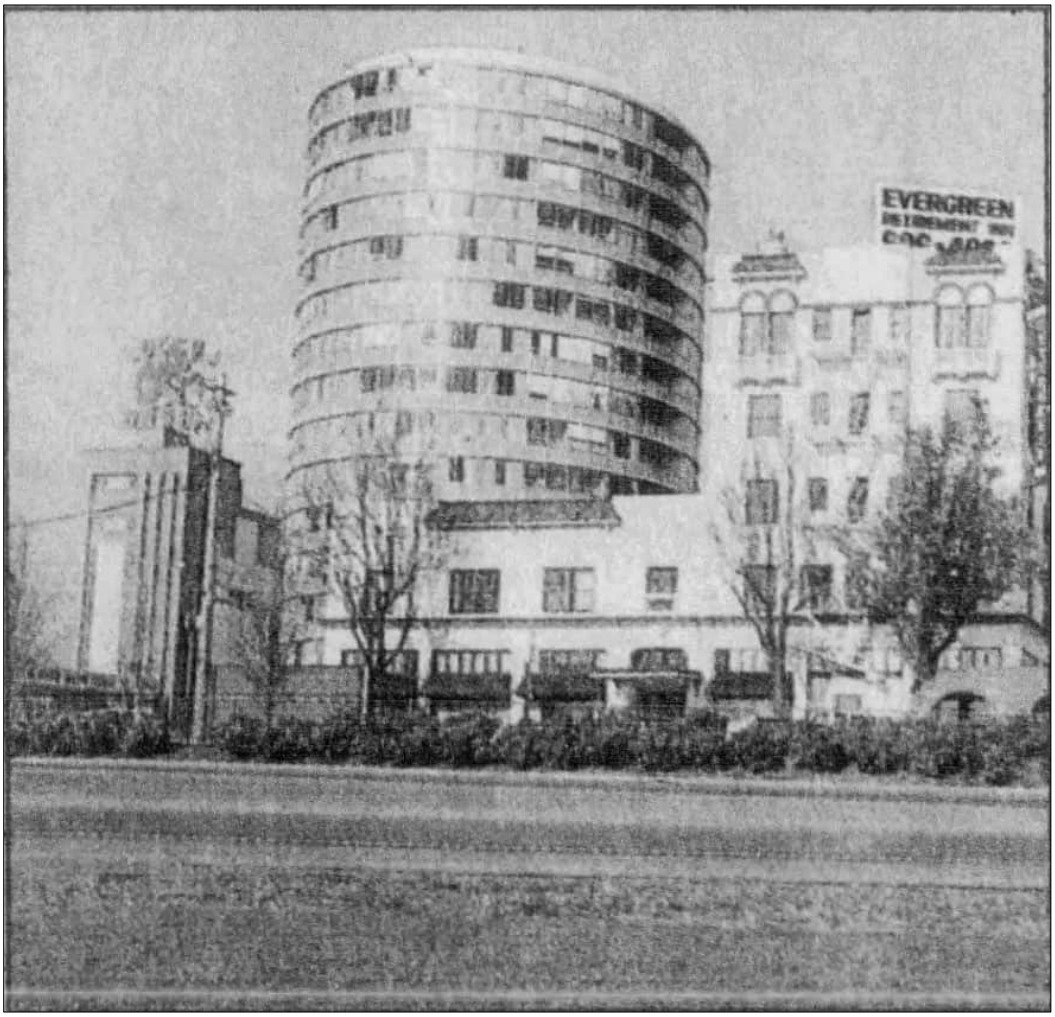


Figure 12. Looking north at the south elevation of Smith Tower, 1988. Note the balconies on the southern elevation have been enclosed (*The Columbian* [Vancouver, WA], January 17, 1988, 33).

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Figure 13. View of Willamette View Manor, outside Portland, Oregon (1955); Walter Kelly, architect (Delano Studios, Ebay.com, 2023).

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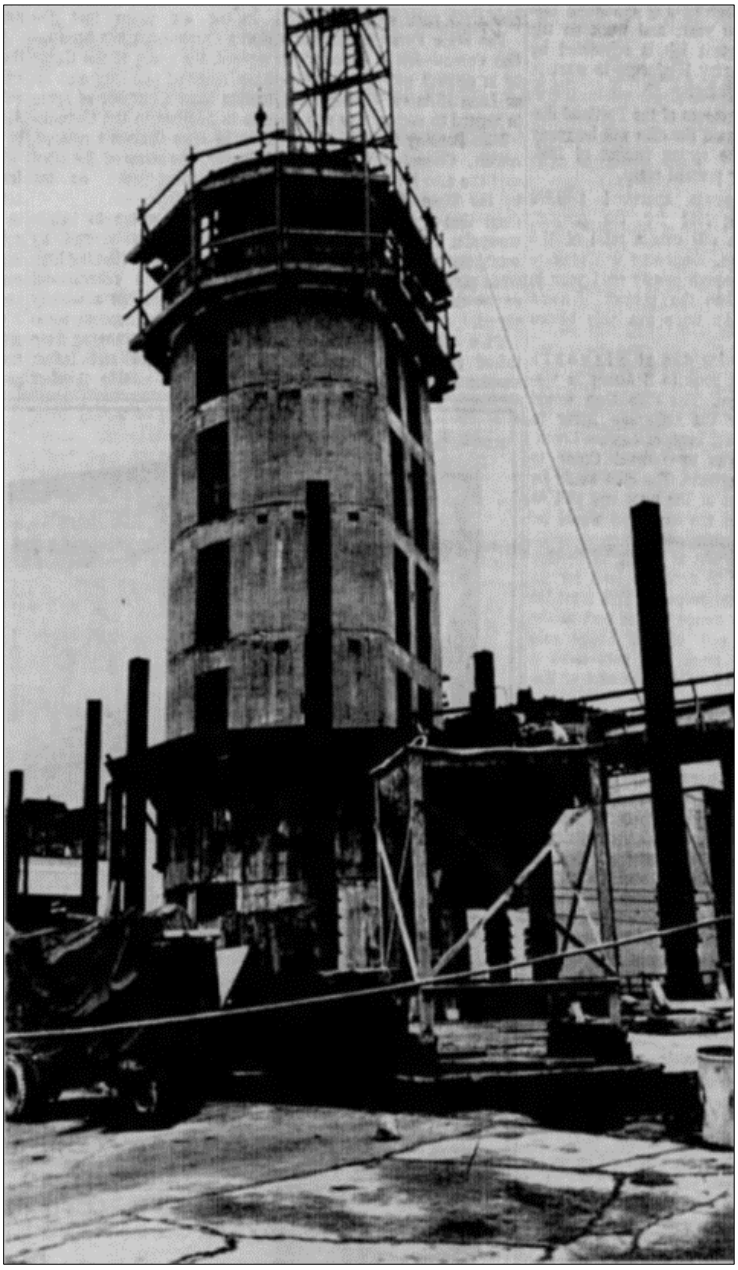


Figure 14. The rising central core (*The Columbian* [Vancouver, WA], January 5, 1965).

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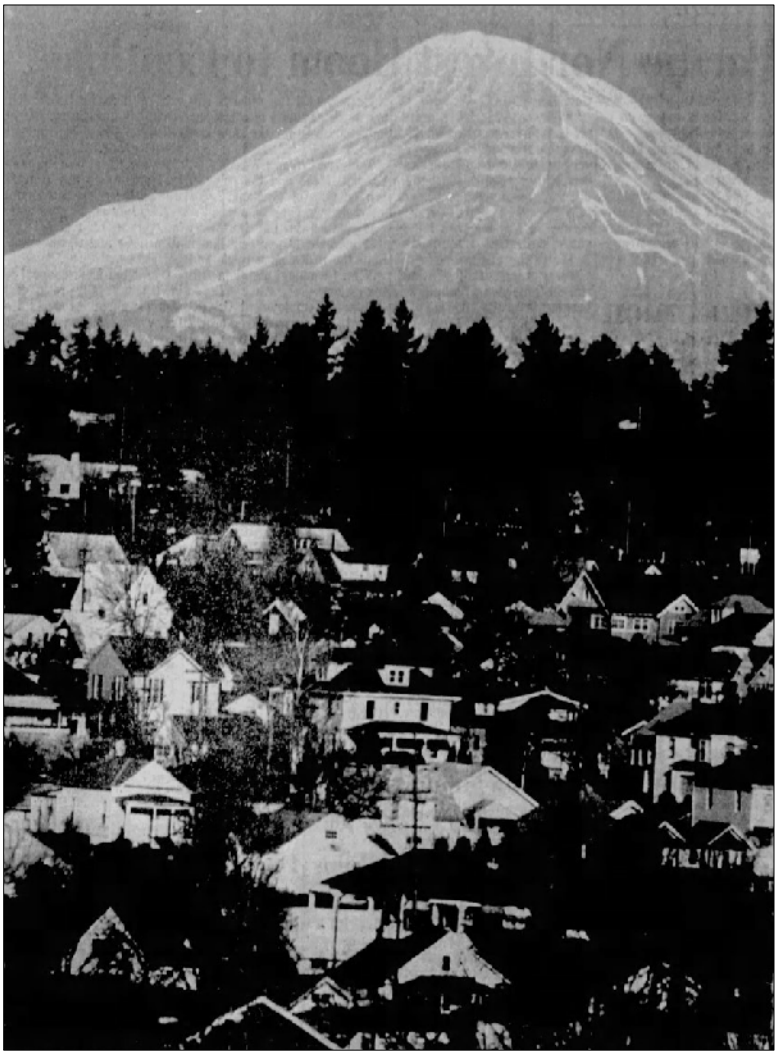


Figure 15. View of Mt. St. Helens, from the rooftop of Smith Tower, circa 1967 (*The Columbian* [Vancouver, WA], December 14, 1967, 1).

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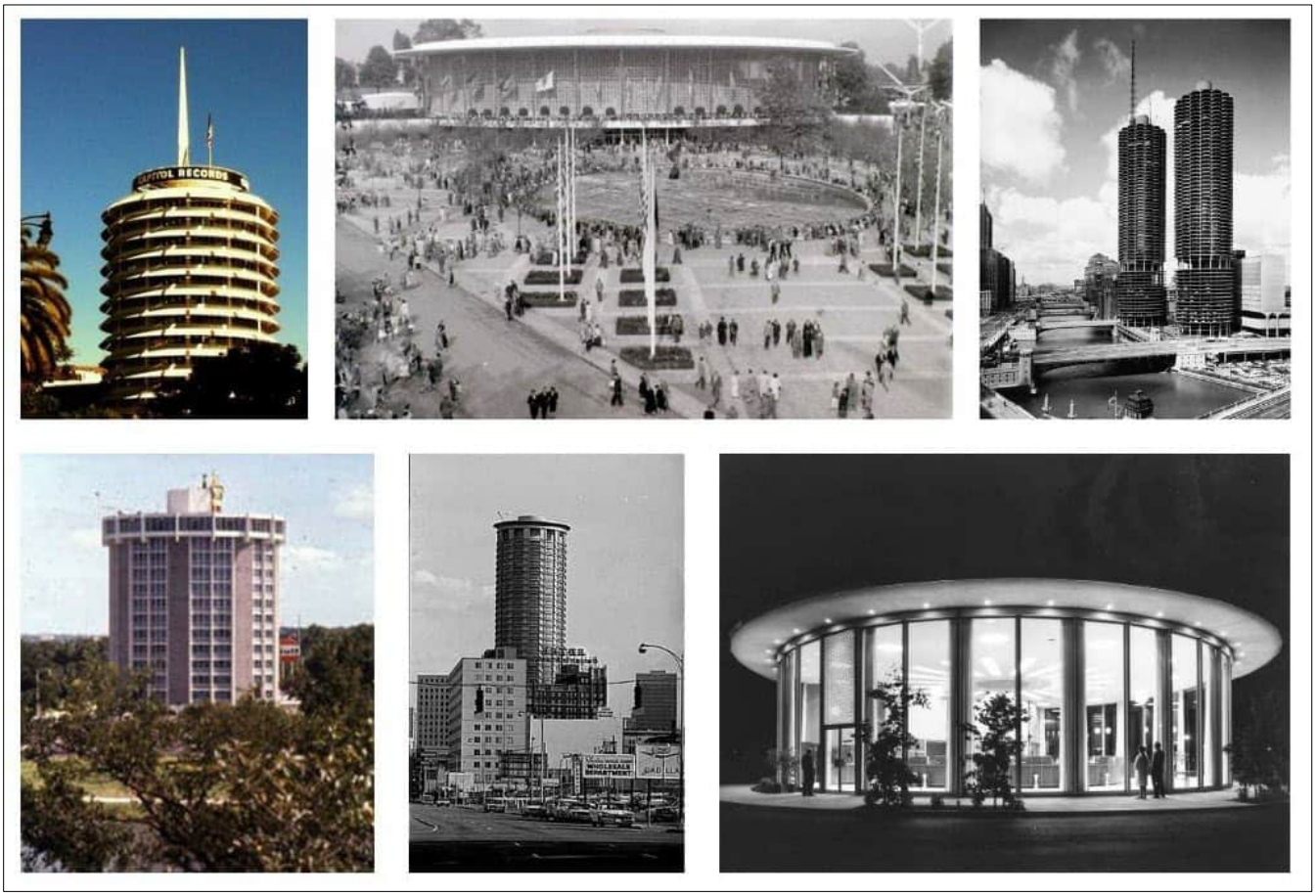


Figure 16. Mid-century cylindrical buildings. Top left: Capitol Records Tower, Los Angeles (Welton Becket, 1956; LAConservancy.org, 2023); American Pavilion, Expo 58 World Fair, Brussels (Edward Durrell Stone, 1958; Allan Hailstone, Flickr.com, 2023); Marina City, Chicago (Bertrand Goldberg, 1964; Bertrandgoldberg.com, 2023). Bottom row, from left: Holiday Inn, Austin (Leonard Lundgren, 1964; leonardlundgren.com, 2023); Washington Plaza Hotel (now the Westin Hotel), Seattle (John Graham, 1969; Museum of History and Industry, 2023); National Bank of Washington, Tacoma (Lea, Pearson & Richards, 1964; Richards Studio, Tacoma Public Library Online Collection, 2023).

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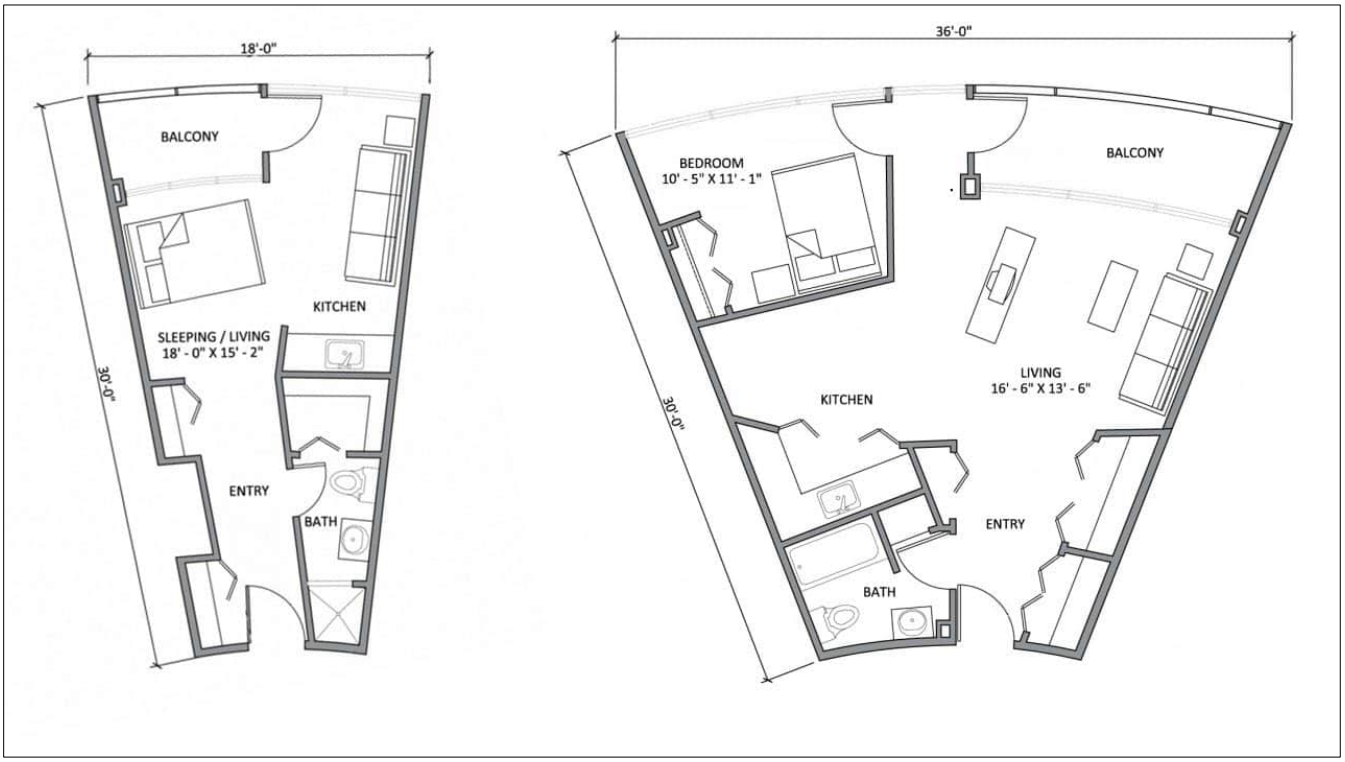


Figure 17. Floor plans of Smith Tower units (www.smithtowerapts.com, Accessed March, 2023).

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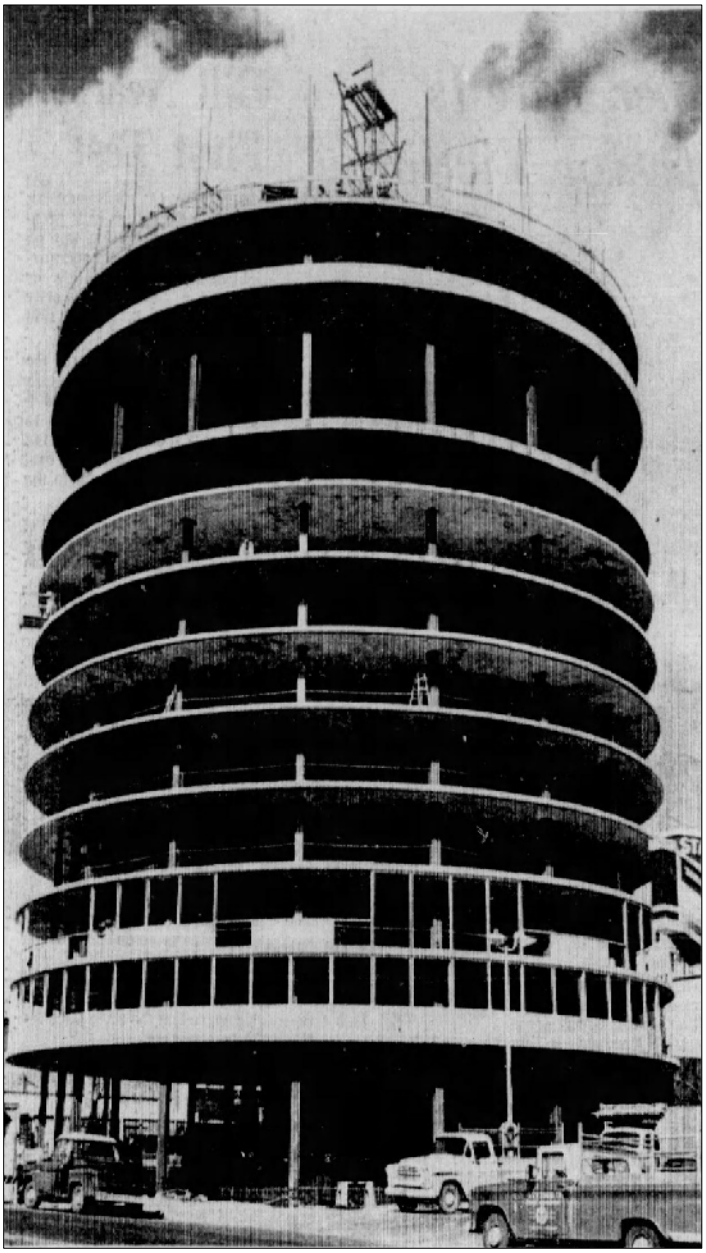


Figure 18. Construction photo showing lift slab construction method (*The Columbian* [Vancouver, WA], April 5, 1965, 1).

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: Camets, Jennie, House (WA 59)	WISAARD Property ID: 89118
Street Address: 3110 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 13460000	Plat Block Lot: North Coast Addition, Block 23, Lot 2
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.644078°, -122.661063°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca. 1914
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1930-1949, North addition built; Post-1949, Enclosure of south addition; Post-1949, Siding replaced
Architectural Classification / Resource Type: Late Victorian / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling – Workingman's Foursquare	
Window Type & Material: Double-hung sash & Wood	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Wood - Shingle Decorative:	
Roof Type & Material: Hip - Bellcast Hip & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Folk Victorian	Plan	Slight
	Windows	Intact
Register Status: Unlisted	Cladding	Intact
	(Other) Setting	Moderate
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Property Name: Camets, Jennie, House (WA 59)	WISAARD Property ID: 89118
Street Address: 3110 K Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 3110 K Street, west elevation, view facing east (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:

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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PHYSICAL DESCRIPTION

The building at 3110 K Street (also known by its historic name, the Jennie Camets House, after its first owner) is a workingman's foursquare, Folk Victorian style single-family house located in the neighborhood of Rose Village, Vancouver, Clark County, Washington.[1] The resource is located at the western edge of the neighborhood, on a lot midway between 31st and 32nd Streets, on the west side of K Street. The primary elevation of the building faces east onto K Street (Figures 1, 2, and 3).

The area around the house is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first few decades of the twentieth century. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfare of East 33rd Street runs east-west through the center, and St. Johns Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets, and the area is shaded by many mature trees.

The single-family house is located on a rectangular lot that has 50 feet of north-south street frontage along K Street and extends 100 feet west toward a back alley that parallels Interstate 5 (I-5), located directly west of the property. The house is surrounded by other residential buildings: a single-family house to the north, a single-story duplex to the south, and single-family houses and single-story duplexes on the east side of K Street. The building is set back from the street approximately 15 feet; a concrete walkway leads from the front porch to the city sidewalk. A chain-link fence roughly demarcates the property line (Figures 1 and 4). The lot also includes an associated detached garage at its northwest corner and a detached shed in the southwest (Figures 5, 6, and 7).

The building has a full, poured-concrete basement and is T-shaped in plan. Newer additions, enclosed between 1930 and 1949 on the north side and after 1949 on the south, flank either side of the leg of the "T," resulting in an irregularly-shaped building footprint, measuring approximately 29 feet north-south and at its longest, 42 feet east-west (Figures 7 and 8). The walls are wood-framed and enclose a single story before terminating at the flared pyramidal (also known as a bellcast hip) roof. At the rear, west side of the building, the leg of the original "T" footprint is covered by a flared, hip roof; its ridge line abuts the pyramidal roof below the apex and a brick chimney protrudes from it on the south side (Figures 3 and 6–9). A shed roof covers the newer addition on the north side, terminating below the eaves of the original roof (Figures 7, 8, and 9). Modillions adorn the boxed eaves of the roof, which is covered in asphalt shingles.

The walls of the house are clad in beveled wood siding with corner boards. A painted wood architrave—an unusual detail for this type of house in Vancouver—rests directly above the windows and the recessed partial front porch. A wide band at the top of the watertable runs horizontally along the east, north, and south elevations. Together, these two elements elegantly divide the elevations into a top, middle, and bottom. The large frieze above the architrave and the watertable are clad in painted wood shingles.

The building's fenestration includes double-hung wood sash windows: three single windows on the south side, two wide cottage windows on the primary (east) elevation, and a single window flanking a tripartite grouping on

[1] Following convention differentiating between form (or type) and style, descriptions of this residence identify its form using the Washington State Department of Archaeology and Historic Preservation (DAHP) lexicon, a workingman's foursquare, in addition to the style applied to said form, Folk Victorian.

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the north elevation. Within the small projection off of the north side of the house, a row of small, square (likely fixed or casement) windows defines the north and west walls, and a secondary entrance, a half-glass wood door accessed by a set of wooden steps, defines the east. The primary entrance, covered by a storm door, is in the back corner of the recessed partial porch on the east elevation. The porch is raised from ground level and accessed by a set of wooden stairs on its north side; it is currently screened by metal grating and an access gate. A simple wood handrail runs alongside the stairs; there is no railing along the porch edge.

The tax lot also includes a garage in the northwest corner, accessible from the alley that separates the building's property from the landscaped berm buffering I-5 to the west. The garage, clad in beveled wood siding, is front-gabled with visibly exposed rafter ends. A prefabricated shed is located in the southwest corner of the lot. The parcel also includes various landscape elements: the low chain-link fence, a concrete walkway that connects the city sidewalk to the rear of the property, and a small grass lawn between the house and K Street and its neighbor to the south. The interior was not accessible at the time of survey.

Alterations

Since the time of its initial construction, the house at 3110 K Street has been visibly altered with a few changes: most notably, the two small, enclosed additions at the rear of the house. Because these additions are clad with the same siding as the house's main volume, it is also likely that the siding was replaced after the additions were enclosed, sometime post-1949. The wooden staircase on the north side of the front porch is atypical; this may have been relocated from a centered, front stair at some point. In addition, the porch apertures were covered by metal grating between 2014 and 2022. The tax lot has also been altered with the construction of the rear garage between 1949 and 1955, as well as the addition of a prefabricated shed likely between 2005 and 2010.[2]

Boundary Description

The resource is located at 3110 K Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building's parcel (13460000) is bounded by adjacent parcels to the north and south, K Street to the east, and an alley to the west. The parcel includes the building, the garage, the shed, and associated landscaping and walkways. Because the resource has been historically associated with the tax lot and its boundary has remained unchanged since the end of the period of significance, the recommended National Register of Historic Places (NRHP) boundary is the boundary of the resource's parcel (Figure 3). Within this boundary, the main residence, concrete walkways, and rear garage are all recommended as contributing elements. The rear shed and chain-link fence are non-contributing.

INTEGRITY

The residence has not changed in form, use, or location since its original construction date of 1914. Many of the original design features are still used as intended. The building has endured several physical changes: the rear additions, the reconfiguration of the front porch, and the replacement of its original siding. Additionally, the setting has also changed since 1914: development has continued throughout much of the twentieth century, mostly with residences similarly scaled to the Camets House, but the neighborhood was dramatically changed in 1951 when construction of the Vancouver Freeway (present-day I-5) began. The highway introduced a large infrastructural element into the residential fabric, divided the contiguity of Rose Village and Shumway, and transformed K Street

[2] Sanborn Map Company, *Vancouver, Clark County, Washington* 1928–1949 (New York: Sanborn Map Company).

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into the new edge of the neighborhood. In all, the Jennie Camets House retains its integrity of location, workmanship, feeling, and association while its integrity of design, setting, and materials has been diminished.

STATEMENT OF SIGNIFICANCE

The North Coast Heights Addition to Vancouver was announced in *The Columbian* by the company's agent, A. G. Potter, in 1911. "The most beautiful homesites and best investment in Vancouver," it read, "on the highest ground within the city limits, giving a magnificent view of the Columbia River Valley."[3] It was a replatting of the 1906 North Coast Company Addition and the 1908 Lay's Annex to Vancouver Heights. Hundreds of lots were platted at 50 feet by 100 feet, with a 20-foot alley mid-block; sale prices ranged from $125 to $400. Two years later, two of these lots—lots 1 and 2, of block 23—were requested in Mrs. Jennie Camets's (b. 1883) petition for divorce from her husband Adolf (1877–1944), on the grounds of his abandonment.[4] And although no further evidence of the dissolution of the Camets marriage is available, Jennie is listed, in the 1914 city directory, alone and as a homeowner living at 3110 K Street.[5] The small house that she assumedly constructed there was an affordable and popular building form. Called a workingman's foursquare, the house—or cottage, as these houses are often referred to as—was a simple, square floor plan that had evolved from its folk vernacular counterpart. Typically comprised of four rooms (classified advertisements from the early 1920s specify that this one had five), the house was more than functional, with separate spaces for various activities, a remnant of Victorian traditions that would become increasingly rare in the modern era.

The area, like the house, was at the cusp of modernization: a new street car line ran north on K Street, laid by the Vancouver Traction Company in 1908, connecting Vancouver Heights to the waterfront (Figure 10).[6] The area had previously been agricultural and was developed in the last decade of the nineteenth century as a leisure area, anchored by the city's first—albeit short-lived—racetrack. The platting of residential lots and large investments in Vancouver's transportation infrastructure facilitated a population boom in the areas presently known as Rose Village and its neighbor to the west, Shumway (annexed in 1909). A new school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who moved in and built small, single-family homes in the area. At that point, the neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use.[7] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city designated the neighborhood as Rose Village in 2005.[8]

Jennie Camets's tenure in the house appears to have been relatively short: by 1916, the city directory listed a young couple, George Glenn and Lola Thorp, at the address, and another change in tenancy was listed the following year after Ray and Hazel Lang moved in. In 1920, a new family, Norris Epps (1871–1949) and Stella D.

[3] See, for instance, the June 3, 1911, announcement on page 7 of *The Columbian.*
[4] "Around the City," *The Columbian,* July 30, 1913, 3.
[5] R. L. Polk & Company, *Polk's Vancouver Directory, 1914* (Seattle: R. L. Polk & Company, 1914), 43.
[6] David Freece, "A History of the street railway systems of Vancouver, Washington 1889–1926" (Master's thesis, Portland State University, 1984), 71.
[7] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.
[8] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.

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(1886–1964) Wilson and their son Robert (1918–1995) moved in, recently relocated from Roy, Washington. Norris, who was born in Watertown, New York, and educated at Colorado State Teachers College, married Stella May Dalton of Illinois, in Wenatchee, Washington, in 1914.[9] Before Roy, the couple both worked in the Omak school district, she as a teacher and he as the superintendent of schools.[10]

Their first surviving son, Robert, was born in 1918 and was therefore approximately two years old when Norris and Stella relocated to Vancouver.[11] Available evidence hints at the fact that Robert may have been hearing-impaired, and may have been the reason for their move: Stella became a school teacher at the Washington State School of the Deaf, located on the other side of the United States (US) Military Reservation; Robert, later, was educated there.[12] Norris joined the faculty of Vancouver High School and also became a correspondent for *The Vancouver Evening Columbian*, circulating as a "field agent" attempting to establish a better relationship between the paper and its readers.[13]

The Wilsons' arrival in the city corresponded with the arrival of a large number of other new Vancouverites, many of whom came to the city for work in the lumber mills or because of the military presence at Vancouver Barracks. The area surrounding the Wilsons' small house was slowly built up (Figure 11). For unknown reasons, the couple listed their house for sale in 1925 in the classified section of *The Columbian*: an "Excellent 5-room modern house, with extra lot, full cement basement."[14] For unknown reasons, again, the couple stayed. Norris ran for and was elected the Clark County superintendent of schools, a job that occupied him for the next decade (Figure 12). The family was joined, in 1934, by Stella's mother, Mrs. Lydia Dalton (1857–1940), whose presence may have prompted the small (ca. 1930–1949) addition at the back of the house.[15]

The years leading to the US's participation in WWII brought unprecedented numbers of migrating workers to Vancouver, all but prompting a housing crisis. Many came to work in the Kaiser Shipyards on the Columbia, or at the Alcoa Aluminum plant. Hundreds of houses were constructed by and for these workers, like the one directly north of the Wilsons on K Street, on what was the second lot Jennie Camets had received in her divorce (Figure 13). The Minimal Traditional house, built in 1942, was the newer version of the worker's house—an apt neighbor for the foursquare at 3110—and typical for the rapidly densifying working-class neighborhood. Norris retired from teaching the same year his neighbors moved in, and he continued living in the house until his death in 1949. Stella, too, stayed until her death, in 1964.[16]

[9] Norris was 42 at the time, Stella 27; it was his second marriage and her first. See Chelan Marriage Returns, June 9, 1914, ancestry.com.
[10] This was included in their marriage record, Chelan Marriage Returns, June 9, 1914, as well as in the brief record announcing Norris's run for county superintendent, "Norris Wilson Asks School Job," *The Columbian,* May 28, 1930, 1.
[11] Another son, Richard, lived only three days and was buried in Omak in 1915.
[12] Robert's obituary states that he was educated at the State School for the Deaf and the Rainier state school in Buckley, WA, and that he attended Our Redeemer Lutheran Church of the Deaf in Seattle, "Robert D. Wilson," *The Columbian,* October 27, 1995; Stella Wilson's obituary not only mentions that she taught at the State School for the Deaf, but also that she was involved with an organization supporting children with disabilities, "Stella D. Wilson," *The Columbian,* May 12, 1964, 2.
[13] "Joins Staff of Columbian," *The Columbian,* June 09, 1925, 1.
[14] *The Columbian,* June 8, 1925, 5.
[15] The footprint of the additions is shown on the 1949 Sanborn map, but it is unclear if they were already enclosed at the time. See Sanborn Map Company. *Vancouver* (1949).
[16] The obituary for Norris Epps Wilson also states that he was a veteran of the US Navy; no additional records were found. Based on his obituary, Robert, their son, was living in Buckley, WA, but moved to Seattle after his mother's death. "Norris

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The neighborhood was largely impacted by the construction of the Vancouver Freeway in the early 1950s, which redefined the area's edges and displaced multiple blocks of residents living on "I" and "J" Streets. K Street had once been a vibrant and central street running through the neighborhood, well connected not only on account of the street car and bus route but flanked by east-west thoroughfares like 26th Street and 33rd Street. At the corner of the old US Military Reservation, K Street merged with West Reserve, a quick path toward downtown Vancouver and beyond. Infrastructural improvements, however, precipitated the construction of the Vancouver Freeway, a 2.5-mile, 4-lane highway quickly incorporated into I-5. The freeway divided Shumway from Rose Village; K Street became the neighborhood's new edge.

The highway added a new visual barrier to the presence of the neighborhood as well, and the decades after its construction corresponded with the beginning of the city's Urban Renewal program, which targeted "depressed" areas of the city, including Rose Village. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[17] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[18] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[19]

By the time the house appeared in the classified sections again, in 1970, it was listed as a three-bedroom "older home," selling for $10,000.[20] Between 1960 and 1980, scores of vacant lots were filled with Contemporary style duplexes constructed as investment properties; the residence south of the Jennie Camets House was built during this period. The character of the neighborhood continues to be built block by block, rather than according to a master plan (Figure 14).

Folk Victorian Style (1870–1910), Workingman's Foursquare (1900–1930)

The form and setting of 3110 K Street implied its earliest inhabitants: the small square cottage, built along the electric streetcar line, aptly earned its moniker of the workingman's foursquare. The form, like the more common two-story "American Foursquare," describes the pattern of house-building that, through simple massing and lack of recognizable historical style, became popular choices for new construction in the first few decades of the twentieth century. Both the American Foursquare and its one-story counterpart, often called the "workingman's foursquare," or "worker cottage," were square in plan, divided into four quadrants, and topped by a pyramid-like hip roof, sometimes with centered dormers. The two-story form was volumetrically square as well, with a second floor of equal height and the same divisions above the first. The larger version, on the ground floor, contained a reception hall and staircase, a parlor, a dining room, and a kitchen, and on the second floor, one bedroom in each of the four corners, with a full bathroom opposite the stair landing. The one-story cottage was comprised of a

Wilson Taken By Death," *The Columbian,* October 28, 1949, 1; "Stella D. Wilson," *The Columbian,* May 12, 1964, 2; "Robert D. Wilson," *The Columbian,* October 27, 1995.

[17] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.

[18] Chandler, "Worst Areas," 5.

[19] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.

[20] *The Columbian,* May 26, 1970, 32.

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small parlor, dining room, kitchen, bedroom, and bath. On both, a full or partial front porch, recessed or projecting, was typical.

Foursquares were ordinarily plain but well-built; the honest display of reliable materials was evidence of the builder's belief in the autochthonous movements of the young country, a more-preferred option to the imported styles of Europe, like the Queen Anne style, or academic revival styles.[21] The form lacks a citable, clear origin or author, and was thus often dismissed as a "builder's style" when it began appearing in trade publications at the end of the nineteenth century.[22] It was, in fact, understandably associated with builders and ready-cut companies for its economical efficiencies: corners defined by right angles and walls erected in straight sections. The form was also related to the lot size of streetcar suburbs, which were often platted in dimensions of 50 feet wide by 100 feet deep: too wide for row houses, and yet not quite wide enough to accommodate a wide house form.[23]

The foursquare form proliferated in plan books between the years 1900 and 1930, which corresponded to two significant phenomena: a boom in residential construction (especially streetcar suburbs), and a crisis in American architectural discourse over the question of style. The form, already attractive in its proportions, was also a willing recipient of the application of stylistic details to an otherwise conservative—albeit affordable—palette. The controversy was played out in the form: turrets, Ionic columns, and pedimented porches appeared in neighboring houses with regularity.[24] As an economical building form, the foursquare rarely exemplifies the height of a style; it does, however, acutely depict the use of stylistic details on a standard building form.

The Folk Victorian style combines elements of Victorian styles, especially Queen Anne and Princess Anne, with the formal elements of simple folk house forms.[25] In ornate examples, this is recognizable in spindlework porch detailing, cornice-line brackets, lace-like spandrels, and decorative friezes. Wall surfaces are less varied and less textured than in examples of the "true" style; eaves are equally boxed or open, but if boxed, decorative adornments are usually present.[26] In both the National Folk house (on which the Folk Victorian style is based, in Virginia McAlester's chronology) and the Folk Victorian house, the subset of houses with pyramidal roofs is mostly contained to those that also have a square plan.[27] Though pyramidal roofs require a complex framing process,

[21] For a thorough analysis of the prevalence of the American Foursquare form, see Thomas Walter Hanchett, "The Four Square House in the United States" (Master's thesis, University of Chicago, 1986). The Foursquare type, though largely accepted and in use by scholars and historians, has had many names due to its adaptability and ubiquity. Other names include the Rectilinear Style, the American Basic, Eclectic Cubes, the square house, the Denver Square, the Prairie Bungalow, and a more general category, the "four-square folk plan". See Hanchett, 9–13; Evelyn Montgomery, "Beyond the American Foursquare," *Buildings and Landscapes: Journal of the Vernacular Architecture Forum* 25, no. 2 (Fall 2018): 48; and Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2015). In her article, Montgomery claims that the name "American Foursquare" did not appear until 1982.
[22] Hanchett points to the A.J. Trott house (1895) by Grodavent Brothers, which appeared in *Carpentry and Building* 17, April 1895.
[23] Montgomery, "Beyond the American Foursquare," 49.
[24] Montgomery focuses on the consumer in her study of American foursquares and the form's ability to match various aesthetic needs and requirements.
[25] Virginia McAlester, in *A Field Guide,* often assigns a new "style" to buildings that combine a recognizable form with identifiable stylistic details. Based on her descriptions, this particular house resembles both a pyramidal National folk house (1850–1930, not included in DAHP's database), and a pyramidal Folk Victorian (1870–1910).
[26] McAlester, *A Field Guide*, 398-99.
[27] See McAlester, *A Field Guide*, 134–47 and 396–405.

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they do not require long-spanning rafters like their side-gabled counterparts and are therefore less expensive to construct.[28]

Certain architectural elements at 3110 K Street differentiate it from more simplified examples of the form type. The flare of the pyramidal roof form, the change in texture of the wall cladding, the unusually large entablature with architrave, and the boxed eaves with modillions, while added costs to the construction of the cottage, demonstrate the form's adaptability to aesthetic applications. These elements, though more modest than many used in exemplary Folk Victorian style buildings, were relatively unusual in this form type in the area at this time.

Occupants

Based on newspaper records and the Polk Directory, owners and tenants of 3110 K Street include the following:

1914: Mrs. Jennie Camets (b. 1883, née Nielsen), occupation unknown.[29]

1916: George Glenn Thorp (1887–1956, born in Iowa), truck driver, and his wife Lola A., née Rash (b. 1890–). The Thorps were married in 1911 and divorced in 1931. The 1920 census revealed that by this time, they were living with the Rash family, from Carleton, Oregon, at a house up the block, 3309 J Street. Prior to living on K Street, the Thorps lived in Eugene (1910), and then at 11th and Franklin, in Vancouver (1912–1914).[30]

1918–1920: Ray (alternately Roy, Robert) W. Lang (1885–1976, born in Minnesota), an electrician with Spokane, Portland, and Seattle Railway, and his wife Hazel I. (1889–1989, born in Nebraska), a homemaker, and son Robert Warren Lang (1919–2005). The Langs were married in 1913 and "made their home at the Franklin Court Apartments; by 1916, they were living at "32nd and K Streets." The 1920 census declares their residence at 3110 K Street. In the same year, they were issued a building permit for a new residence at 2400 H Street. He was a member of the Mt. Hood Lodge; she collected "German roller canary birds."[31]

1921–1940: Norris Epps Wilson (1871–1949, born in Watertown, NY), county superintendent of schools, and his wife Stella D., née Dalton (1886–1964), school teacher at the Washington State School of the Deaf, and their son, Robert D. (1918–1995), a store clerk at Goodwill, Publix, and Northwest Center Industries. From 1934–1940, Stella Wilson's mother, Mrs. Lydia Dalton, also lived at the residence.[32]

[28] McAlester, *A Field Guide*, 146.
[29] "Jane Camats," R. L. Polk & Company, *Polk's Vancouver Directory, 1914* (Seattle: R. L. Polk & Company, 1914). Jennie Camets is mentioned in the July 30, 1913 edition of *The Columbian* on account of a divorce petition she filed against Adolph Camets (1871–1944),a liquor dealer, whom she married in January of 1910. "Adolf G. Camets," ancestry.com; "Jennie Nielsen," ancestry.com.
[30] *Polk's Vancouver Directory*, 1914, 1916; "District 003, Vancouver, Clark County, Washington," 1920 United States Federal Census, ancestry.com; "Document 21182" Oregon State Divorces, 1925–1971, ancestry.com; "The City News," *The Columbian,* August 25, 1914, 3.
[31] R. L. Polk & Company, *Polk's Vancouver Directory*, 1918, 1920 (Seattle: R. L. Polk & Company, 1918–1920); "Ray Warren Lang," "Hazel I. Lang," and "Robert Warren Lang," www.findagrave.com/memorial/243846287; "Around the City," *The Columbian,* September 15, 1913, 3; "District 0032, Vancouver, Clark County, Washington," 1920 United States Federal Census, ancestry.com; "Mt. Hood Lodge No. 32 Elects New Officers," *The Columbian,* December 13, 1918, 1; "Canary Birds on Display," *The Columbian,* January 23, 1925, 2.
[32] *Polk's Vancouver Directory*, 1921, 1934–1940. See inline text for more information.

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1941–1946: blank.[33]

1946–1947: Dr. John Alexander Carswell (born ca. 1902), an epidemiologist and chief of tuberculosis service at the Veterans Annex at Barnes General Hospital.[34]

1948–1949: Norris Epps Wilson and his wife Stella D.[35]

1950–1965: Stella D. Wilson.[36]

1966: Dan H. Norcom, occupation unknown.[37]

1967–1969: Lawrence Eugene Cronin (1911–1991), a carpenter. Cronin was married to Gladys (née Wulff, 1917–2002); the couple had three sons, Lawrence, Michael, and Daniel.[38]

1970: Geo. T. Willett, occupation unknown.[39]

1971–1974: Alfred B. Moser (1904–1989), occupation unknown.[40]

1975: vacant.[41]

1976–1977: Tabor Ottis "Pat" Padgett (1917–1976), a member of the Eagles Lodge in Centralia and the Veterans of Foreign Wars, and his wife Mabel Ione (née Haynes, formerly Perkins, 1913–1980), occupations unknown.[42]

1978: Terry A. Sweberg (b. 1954), occupation unknown.[43]

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[33] The entry was left blank (not marked as vacant) in *Polk's Vancouver Directory,* 1941–1946. As far as records reveal, the Wilsons were still living in the city of Vancouver: Norris Wilson was a teacher at Vancouver High School after retiring from County Superintendent of Schools in 1939.
[34] *Polk's Vancouver Directory,* 1946, 1947; "11 Attending T.B. Meeting," *The Columbian,* June 4, 1947, 1. Dr. Carswell's wife was Reta V. née Featherstone (born ca. 1908). They had at least one child, John Keith Carswell (b. 1939).
[35] *Polk's Vancouver Directory*, 1948, 1949. Norris Epps Wilson died in 1949.
[36] *Polk's Vancouver Directory*, 1950–1964. Stella Wilson continued to live at 3110 K Street after her husband's death; she died in 1964. Records reveal that her son Robert moved to Seattle in 1966, see *The Columbian,* October 27, 1995, 4.
[37] This could refer to Dan Haskon Norcom, a handyman who lived in various western states until his death in 2016 in Nevada. See *The Placerville Mountain Democrat,* October 17, 1974, 34; "Three killed in crash south of Tonopah identified," December 29, 2016, kolotv.com.
[38] "Lawrence E. Cronin," *The Columbian,* October 20, 1991, 4; "Gladys Juanita Cronin," Ancestry.com
[39] George T. Willett often wrote letters to the editor of *The Columbian,* but there is no direct evidence to tie the man who later lived Street in Washougal and later, Brush Prairie, to the man of the same name at this address. "Nudes Shocking," *The Columbian,* December 21, 1979; "Why abortion?" *The Columbian,* January 16, 1980; "Jesus Committed Sacrifice," *The Columbian,* September 18, 1999.
[40] "Alfred B. Moser," findagrave.com/memorial/63041184; *The Columbian,* May 29, 1989, 4. Moser was married to Roberta E. Day Moser (1911–1978), a homemaker. The Mosers were residents of Vancouver beginning in 1971; by 1978, they were residing at Brandt Terrace.
[41] "Vacant" was listed in *Polk's Vancouver Directory*, 1975.
[42] "Tabor Padgett," *The Columbian,* February 10, 1976, 2; "Mabel Padgett," ancestry.com
[43] Sweberg reported a burglary from his home at 3110 K Street in August of 1979. Public records state that he was living on NE 95th Street beginning in 1980. "Bonds Taken," *The Columbian,* August 19, 1979, 12.

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1979–1982: Jacob R., occupation unknown.[44]

1999–present: Scott L. Counard, a bus driver for the Vancouver School District.[45]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Camets House is significant under Criterion C with an overall period of significance of 1914. The resource, however, does not possess the requisite integrity to communicate its significance and is therefore not eligible for listing in the National Register of Historic Places.

Based on WillametteCRA's evaluation of the Camets House in 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 resource, despite its affiliation with the long-time Vancouver residents Norris and Stella Wilson, does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

The building is significant under Criterion C, at the local level of significance in the area of architecture. The Camets House is a relatively unusual example of a workingman's foursquare with applied Folk Victorian stylistic elements. The building's added architectural elements, such as the flared pyramidal roof, large entablature, and boxed eaves and modillions, add character-defining features to the more common form of the workingman's cottage. The period of significance under Criterion C is limited to the year of the building's construction, 1914.

Although the Camets House is significant under Criterion C, the rear additions, porch reconfiguration, and change in siding, as well as the change to the neighborhood setting have diminished its ability to convey its significance as a Folk Victorian workingman's foursquare.

The Camets House 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 Camets House does not possess sufficient integrity to communicate its area of significance. WillametteCRA, therefore, recommends the resource not eligible for listing in the NRHP under Criteria A, B, C, or D.

[44] No further information is provided in the Polk Directory.
[45] Since at least 1999, Counard has owned the property; See "Deed of Trust 3129770," dated July 6, 1999, Clark County Official Records; "November 2013 Employee Excellence Awards," Vancouver Public Schools, vansd.org/november-2013-employee-excellence-awards.

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Figure 2. Location map of 3110 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3110 K Street, showing recommended NRHP boundary in white.

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Figure 4. The Jennie Camets House, 3110 K Street, east and north elevations, view facing southwest. Note the addition of the enclosed entry at the northwest corner of the building (WillametteCRA March 8, 2023).

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Figure 5. 3110 K Street, east and south elevations, view facing northwest. Note the addition at the southwest corner of the building and the shed in the southwest corner of the lot (WillametteCRA March 8, 2023).

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Figure 6. 3110 K Street, west elevation, view facing east. Note the rear additions (WillametteCRA May 4, 2023).

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Figure 7. 3110 K Street, west and south elevations, view facing northeast. View of the enclosed room added to southwest corner (WillametteCRA May 4, 2023).

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Figure 6. 3110 K Street, additions made to west elevation, view facing east (WillametteCRA May 4, 2023).

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Figure 9. 3110 K Street, roof forms, view facing southeast (Google Street View, August 2014).

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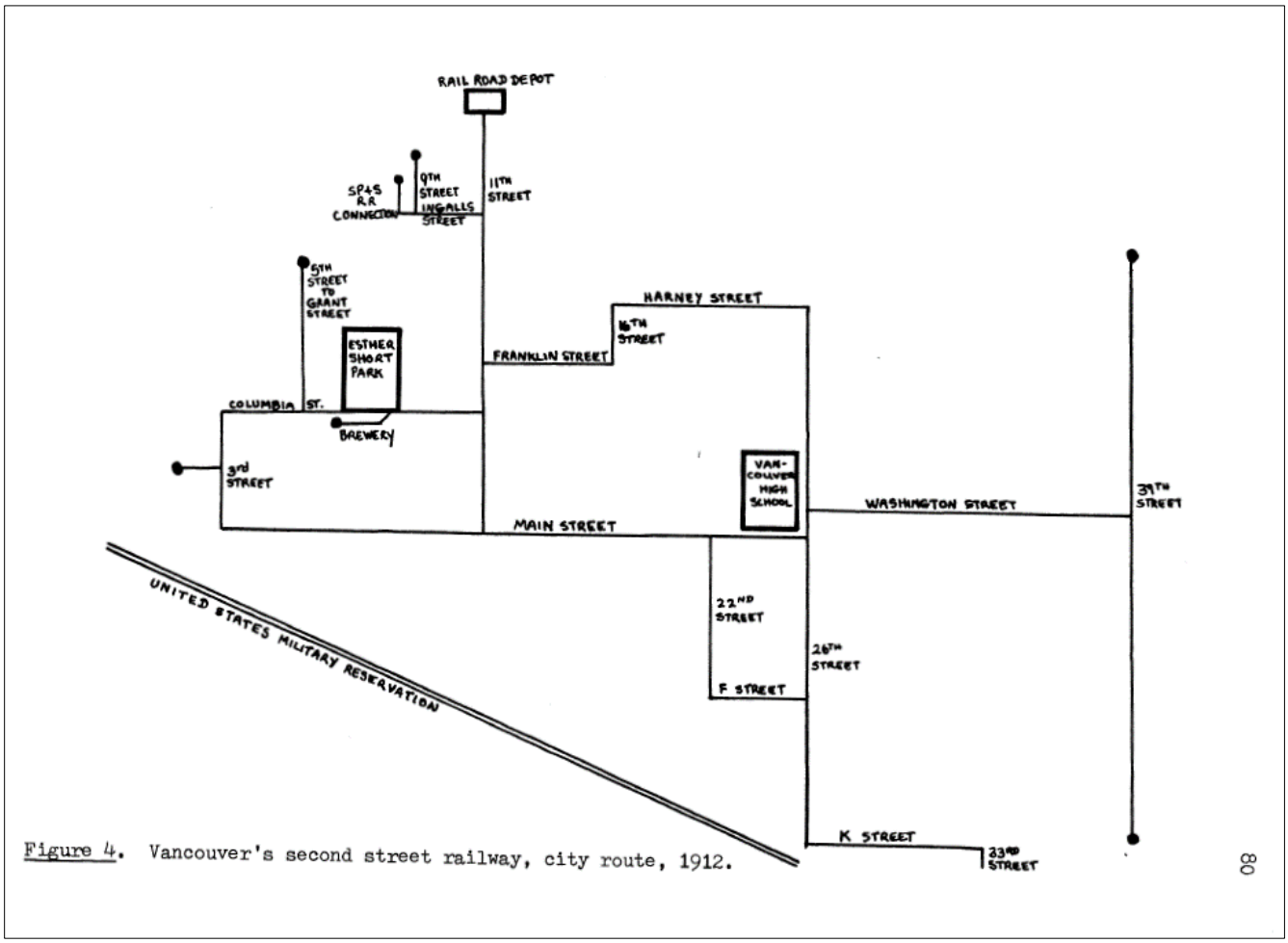


Figure 10. Drawing of Vancouver's streetcar system, circa 1912, north oriented to the right. The line on K Street ran from East 26th Street to East 33rd, seen in the lower right (Freece, *History of the Street Railway Systems,* 80).

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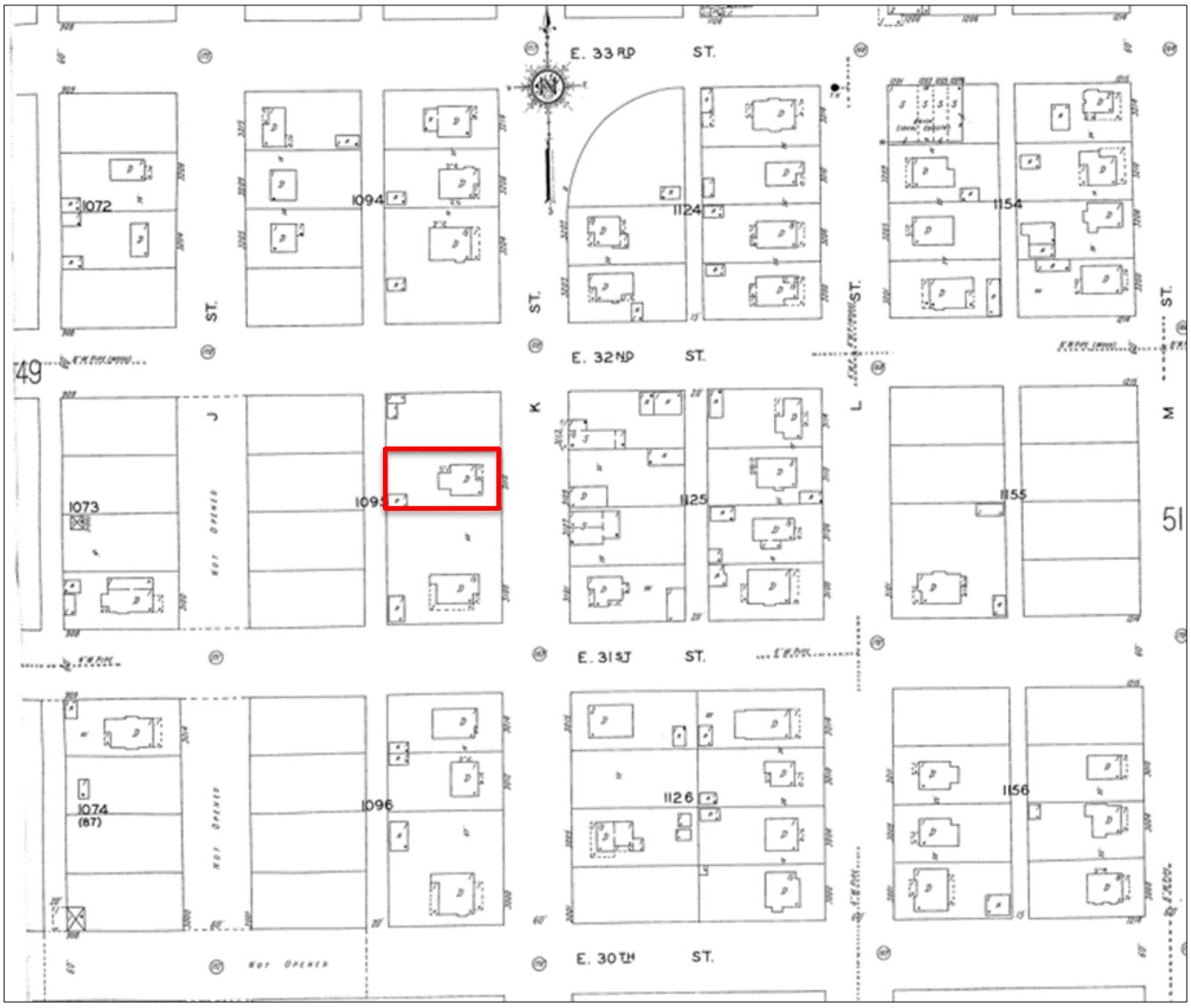
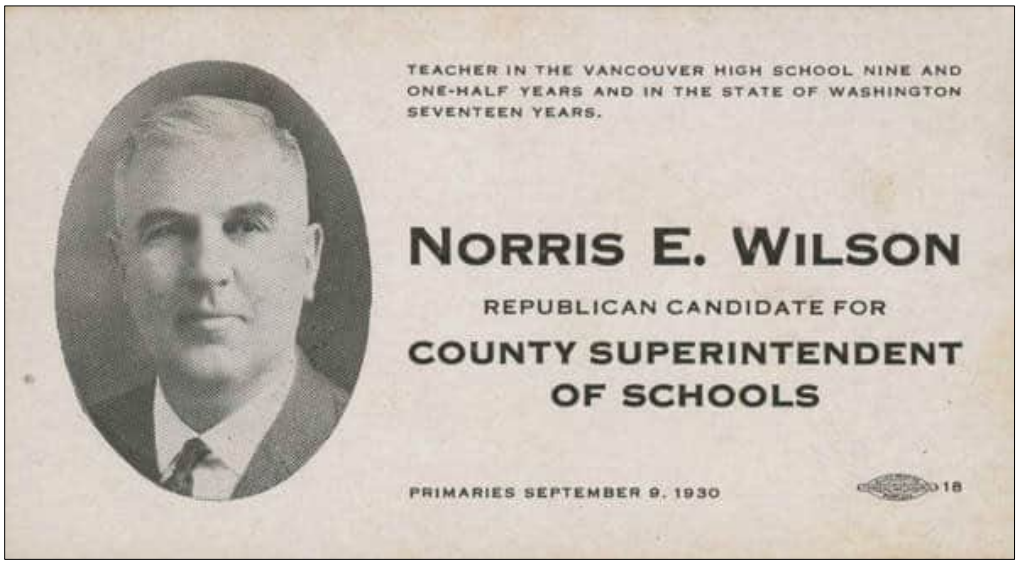


Figure 11. 1928 Sanborn map showing location of 3110 K Street, marked in red (Sanborn Map Company, Vancouver [1928], 50).

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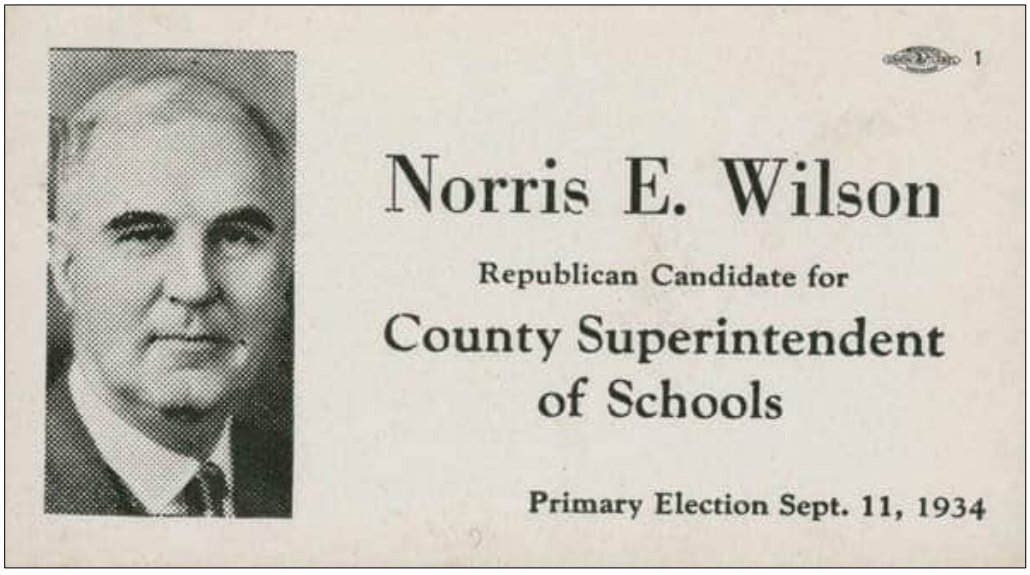


Figure 12. Norris Epps Wilson, County Superintendent of Schools election cards, 1930 and 1934 (Clark County Historical Museum).

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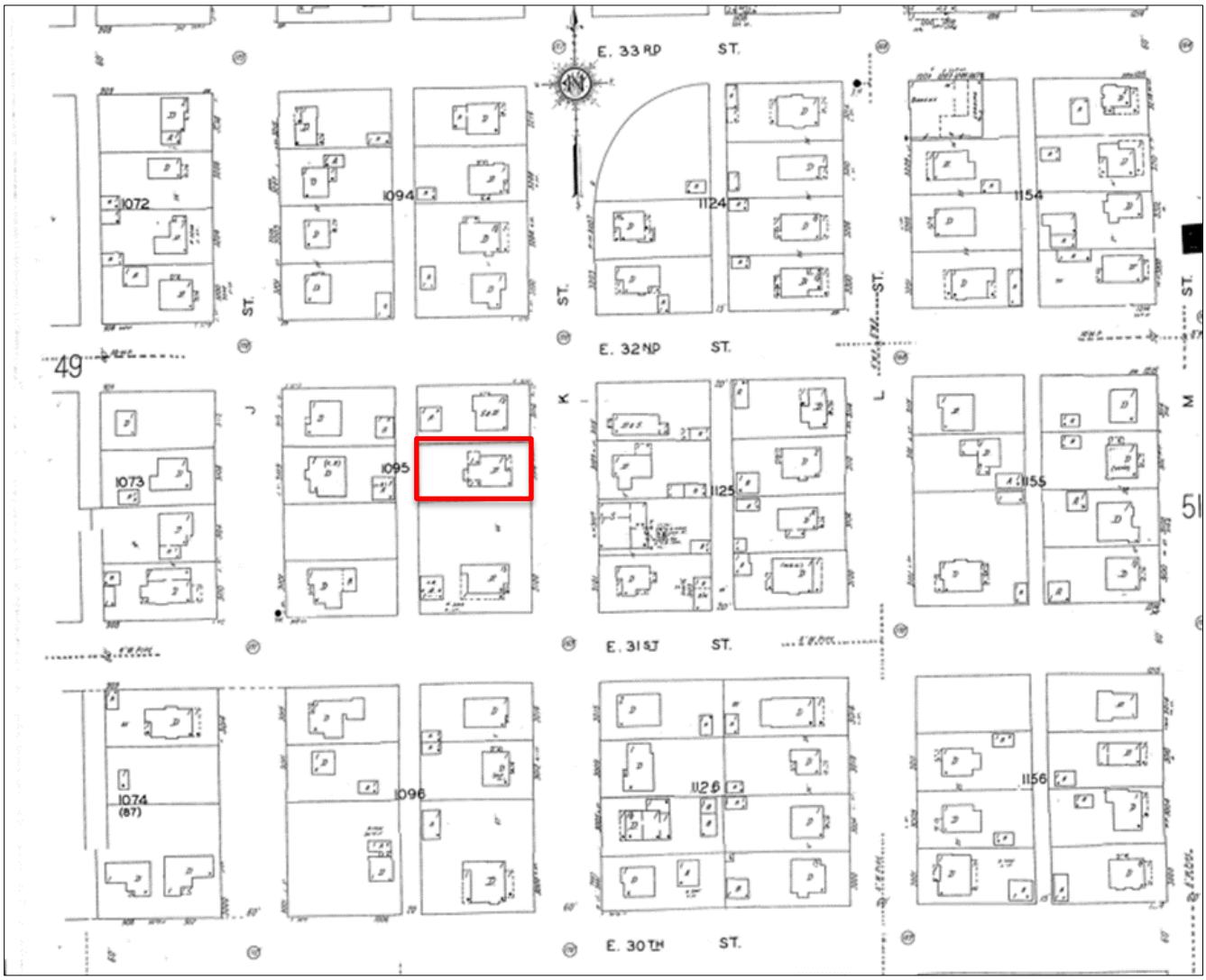


Figure 13. 1928–1949 Sanborn map showing location of 3110 K Street, marked in red. Note the changed footprint of rear porches and the disappearance of the rear garage (Sanborn Map Company, Vancouver [1928–1949], 50).

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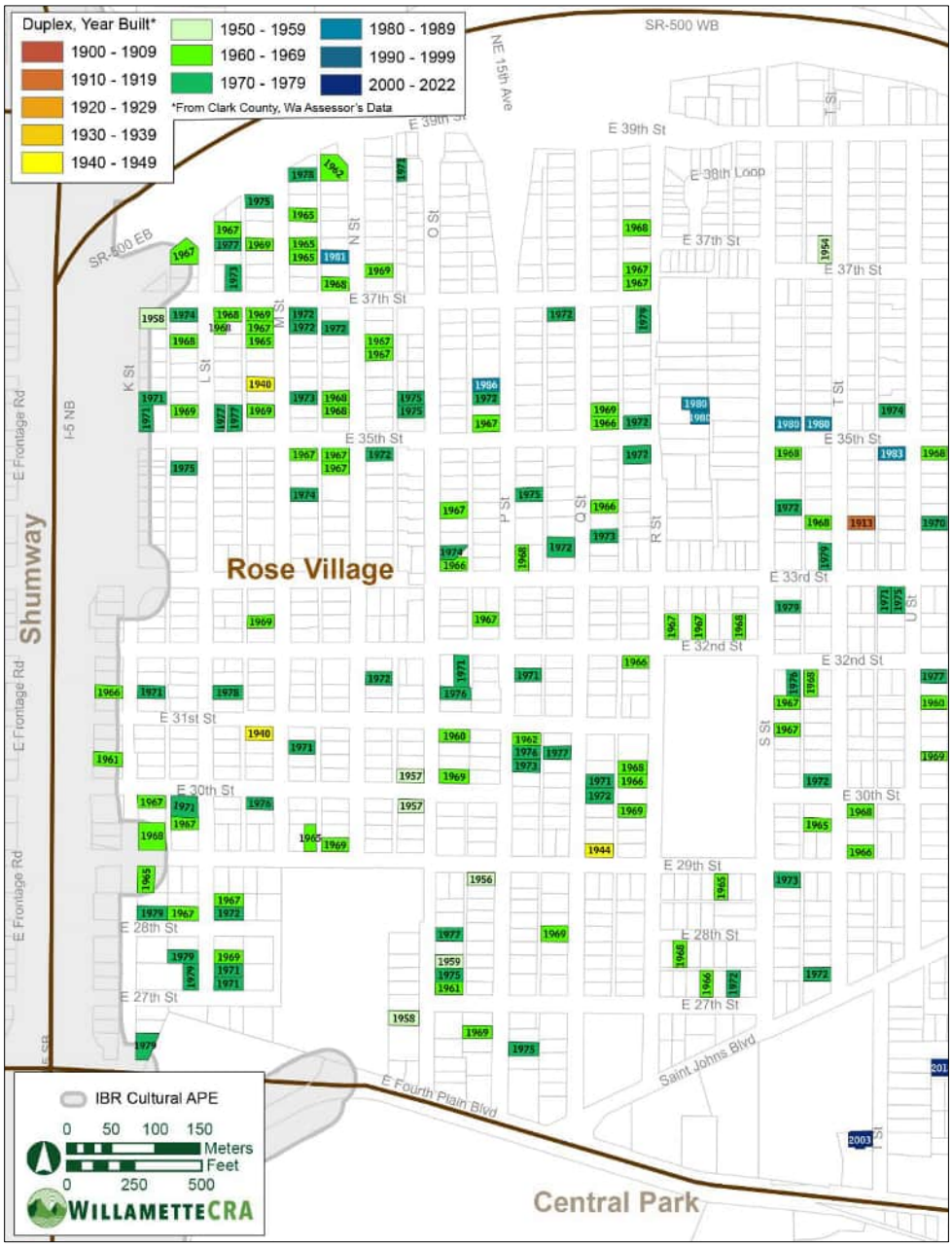


Figure 14. Representational map drawn in 2023 showing duplex construction in western Rose Village between the years 1900–2022 (data compiled from Clark County Assessor's Office).

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: Porter House (WA 61)	WISAARD Property ID: 89120
Street Address: 3000 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 13725000	Plat Block Lot: North Coast Addition, Block 34, Lot 4
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.643095°, -122.661101°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca. 1912
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1950, Rear addition; 1977, Retaining wall added; ca. 1995, Rear garage added; ca. 2014, Rear covered entry added
Architectural Classification / Resource Type: Craftsman / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Double-hung sash & wood	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Decorative:	
Roof Type & Material: Gable & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: T-Shape	
Number of Stories: 1.5	Changes to Structures:	
	Category:	Change Level:
Styles: Craftsman	Plan	Slight
	Windows	Slight
Register Status: Unlisted	Cladding	Intact
	(Other) Setting	Moderate
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. The Porter House, 3000 K Street, east elevation, view from west (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:

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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PHYSICAL DESCRIPTION

The building at 3000 K Street, hereafter referred to by its historic name, the Porter House, is a Craftsman-style bungalow located in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building is located at the western edge of Rose Village, on a corner lot at the intersection of K and East 30th Streets. The primary elevation faces east onto K Street (Figures 1, 2, and 3).

The area around the Porter House is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first and middle decades of the twentieth century. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfares of East 33rd and East 29th Streets run east-west through its center, and St. Johns Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets and the area is shaded by many mature trees.

The resource is located on a rectangular tax lot that has 50 feet of north-south frontage on K Street and 100 feet of east-west frontage on East 30th Street. A single-story duplex neighbors the property to the north, and the building faces single-family houses built on the east side of K Street. Across East 30th Street is a large, single-family 2-story Neoclassical house that was built in 1917. To the west of the building, an unpaved alley runs north-south between the buildings on the west side of K Street and Interstate-5 (I-5), directly west. In addition to the principal building at 3000 K Street, the lot also includes a detached garage, located on the northwest corner of the parcel, and various associated landscaping elements (Figure 3).

The building has a T-shaped footprint that measures approximately 37 feet north to south and 38 feet east to west, enclosing roughly 1,400 square feet of area on the main level. It has a partial basement made of poured concrete; the walls of the building are wood-framed and rise 1.5 stories before terminating at the eave of the side-gabled roof. An enclosed, front-gabled roof over the porch intersects the roof of the main volume just below its ridgeline and is supported by three corner posts ornamentally mortised together (Figures 1, 4, and 5). The roof has large, overhanging eaves adorned with decorative wooden purlins and a wide fascia under the gable; it is covered in asphalt shingles. The exterior walls of the house are clad in wood clapboard siding. A small volume projects from the south elevation, with a high fixed frame window and covered by a separate shed roof (Figure 6). At the rear, the roofline was extended to enclose an addition that spans the width of the house (Figure 7). A small gable roof covering the rear entry abuts the roof of the addition.

The building's fenestration includes double-hung wood windows, an art glass window in the projecting volume on the south elevation, and 12-light fixed wood frame windows in the gable peaks of the north, south, and east elevations. The addition on the west side has horizontal ribbon windows with fixed frames flanked by casements, a pair of fixed frame windows, and double-hung wood sash windows with hinged hopper-style lower sashes. Fixed, vinyl frame windows are visible in the basement level. The primary entrance, a 4-light wood paneled door, is located off-center on the east elevation, accessed from the raised covered porch. A porch wall, approximately 2.5 feet high, surrounds the front porch except for the centered wood stairs connecting, via a concrete walkway, to the steps leading to the city sidewalk on K Street (Figures 1 and 4). A secondary entry, a flush paneled door raised above ground level, is located on the rear west elevation, accessible by a set of wood stairs and covered by an open gable roof (Figure 8). The large, single-story gabled garage occupies the northwest corner of the lot and is accessed via a concrete driveway leading to the sectional stamped-panel metal retracting garage door; a flush pedestrian door is adjacent (Figure 9). The garage is clad in horizontal imitation wood fiber cement siding on the south elevation and wooden T1-11 siding on the north, east, and west elevations (Figure 10).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006	
Property Name: Porter House (WA 61)		WISAARD Property ID: 89120
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On the east side of the tax lot, a large, terraced stone retaining wall, interspersed with vegetation, defines the property's edge and negotiates the change in elevation from street level. Concrete steps lead from the sidewalk to the small front lawn. A partial, black iron fence is anchored at the top of the stone wall. The retaining wall incorporates a circular feature at the southeast corner of the lot, abutting the retaining wall lining the south side of the property, made of concrete jersey barriers (Figure 7). Various landscaping accessories include a small chain-link fence separating the driveway from the back entry at the rear, and a wooden fence that separates the property of 3000 K Street from its neighbor to the north.

The interior of the building was not accessible at the time of survey; however, photographs from a 2021 real estate listing indicate that it has retained several original features, such as built-in wooden cabinets and some of its original hardwood floors. The walls appear to be made of drywall, some with additional wood accent paneling. Many features have been updated including the kitchen and bathroom, however, its principal public-facing spaces retain much of their original character (Figures 11–13).

Alterations

Since its initial construction, the Porter House has been visibly altered with a few changes—most notably, the enclosed sunroom addition (ca.1950), as well as the new windows in the lower basement level (undated). The garage located on the west side of the property was constructed around 1995, and the small gable-roof covering the rear entry added around 2014.[1] The front door is unusual for this type of building, slightly offset from the center relative to the porch and flanking windows; likely this also was an alteration. Changes to the building's interior, as well as the addition of various landscaping elements, like the iron and chain-link fences, were completed more recently. In addition to the changes to the building and the tax lot, the setting has also changed since the construction of this house, which was, at the time, one of the first in the neighborhood. The building was originally constructed on the southern half of a double lot; the northern half of the lot was sold and developed into a duplex in 1961.[2]

Boundary Description

The Porter House is located at 3000 K Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building's parcel (13725000) is bounded by an adjacent parcel to the north, K Street to the east, East 30th Street to the south, and an alley that runs parallel to I-5 to the west. The parcel includes the building, the garage, and associated landscaping and walkways. Of these, only the main residence contributes to the resource's significance; the front retaining wall, detached garage, and associated driveway were constructed after the period of significance (here recommended as 1912) and are non-contributing. Although the tax lot boundaries have changed since initial construction, the building's setback from the street is an important element of its design and location, and therefore the recommended National Register of Historic Places (NRHP) boundary is recommended as the boundary of the resource's current parcel (Figure 3).

INTEGRITY

The Porter House is a representative example of a Craftsman-style bungalow. The period of significance for this significance is limited to the year of its construction, 1912.

[1] These dates are based off Sanborn Fire Insurance maps, aerial imagery, and material analysis. See historicaerials.com, accessed May 2023.
[2] Ross R. Green was granted a building permit in March of 1961, see "Building Permits," *The Columbian,* March 30, 1961, 24.

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The residence has not changed in form, use, or location since 1912, and the building retains its original design features, such as the covered front porch, compact living area, and landscaped property. The addition at the rear of the building, while modifying the exemplary status of the form, was constructed around 1950. The development of the neighborhood has continued throughout much of the twentieth century, largely constrained to similarly-scaled residential houses. In 1951, the setting of Rose Village was significantly altered by the construction of the Vancouver Freeway (present-day I-5), built along the former J Street. The highway introduced a large infrastructural element into the residential fabric, divided the contiguity of Rose Village and Shumway, and transformed K Street into the new edge of the neighborhood. It has integrity of location, workmanship, feeling, and association, modestly diminished integrity in relation to its materials and design, and diminished integrity in relation to its setting.

STATEMENT OF SIGNIFICANCE

The North Coast Heights Addition to Vancouver was announced in *The Columbian* by the company's agent, A. G. Potter, in 1911. “The most beautiful homesites and best investment in Vancouver,” it read, “on the highest ground within the city limits, giving a magnificent view of the Columbia River Valley.”[3] The addition was a replatting of the 1906 North Coast Company Addition and the 1908 Lay’s Annex to Vancouver Heights. Hundreds of lots were platted at 50 feet by 100 feet, with a 20-foot alley mid-block; sale prices ranged from $125 to $400.[4]

The first known residents of the house constructed on Lot 4, Block 34, of that addition were the Porter family, Harry Rex Porter (1877–1972), his wife Hattie (1878–1954), and, in 1912—the first year occupants of the address were listed in the city directory—three of their four daughters, Lucile (1907–2010), Beulah (1909–1990), and Mildred (1910–2012); Margaret (1915–2016), their fourth daughter, was born into the family in three years later. At some point, the family was also joined by a Jersey cow, “giving excellent quality milk,” but it was sold via *The Columbian* classifieds in 1918 due to a lack of time to devote to its care.[5]

The Craftsman Bungalow

Like many other houses just beginning to appear in the neighborhood, the Porter House was built in the current style of the 1910s: a modest but substantial bungalow with Craftsman style attributes. Porter had recently founded the firm Atkinson and Porter, a real estate and insurance firm that was associated with the Vancouver Savings and Loan Association, where he acted as secretary of the Board. As documented in the available historical records, Porter’s personal and professional dealings in the Vancouver real estate business were large and likely intertwined; no records were found describing the property’s sale to the family, nor an architect or building permit listed in the early years of the 1910s for the site at the corner of 30th and K Streets.

The bungalow, as these kinds of houses were called, was a popular building form between the years 1900 and 1930.[6] It was introduced in America by the British, who, during the country’s occupation of India, had adopted the “*bangla*,” low and compact Bengali dwellings accentuated by open verandas, as a new and efficient type of

[3] See, for instance, the June 3, 1911 announcement on page 7 of *The Columbian.*
[4] For a history of development in the area, see Dorothy Carlson, “A Brave Attempt: Vancouver’s First Race Track,” *Clark County History* XV (1974) and David Warren Freece, “A history of the street railway systems of Vancouver, Washington, 1889–1926” (Matster’s thesis, Portland State University, 1984); sale prices were listed in the real estate section of *The Columbian.*
[5] Potential buyers were asked to call at the address “at milking time.” *The Columbian,* April 29, 1918, 2.
[6] Kristine Hunt, “Our Bungalow Dreams,” *Yearbook of the Association of Pacific Coast Geographers* 78 (2016): 52.

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minimal houses for vacationers.[7] The modest houses were recognizable by their low-pitched roofs, projecting eaves, verandas or porches, and plentiful windows; for the British, this signified the escape from the industrializing density of urban life.[8] In America, the bungalow was also primarily intended as an affordable vacation home option; its earliest appearances in the country were in the mountains, seashores, and semi-tropics.[9] It rapidly became integrated into the city and its surrounding landscapes, especially as large swaths of land were platted and transformed into residential streetcar suburbs. This corresponded with new emphases on healthy living—a response to the unsanitary conditions of industrial life taking their toll—achieved with open spaces, a direct relationship to nature, fresh air, and sunlight.[10]

With a climate defined by its sun and healthful attributes and huge migration of settlers in the first decades of the twentieth century, California became the most appropriate of locations for the bungalow to proliferate, and was, coincidentally, also home to a newly emerging style that was easily and artistically applied to the building form.[11] "Craftsman" style art and architecture (ca. 1905–1930) emphasized artisanal craftsmanship and the honest display and use of materials; it rejected the adoption of historical and revivalist styles and the quality of industrially-produced mass-market goods. Gustav Stickley (1858–1942) promoted the ideology in his magazine *The Craftsman;* despite the magazine's location in New York, it often featured the work of California architects Charles Sumner Greene (1868–1957) and his brother, Henry Mather Greene (1870–1954). The Greene brothers designed and built numerous bungalows in Pasadena, California, most notably the Gamble House (1908), an exquisite example of the artistry and workmanship so often found in Craftsman-style homes. In addition to promoting their work, Stickley also promoted the bungalow form, including within his pages plans for its construction and eventually starting a company, the Craftsman Homebuilders' Club (1904), to monetize its sale.[12]

Built in 1912, the Porter House was an *au courant* example of a Craftsman-style bungalow adapted to the Pacific Northwest. Its low-pitch gabled roof with wide unenclosed eave overhangs, intersected by the roof of the partial-width, front-gabled porch, was common in both bungalows and the Craftsman style. The raised porch emphasizes the workmanship of the entire building with the small but telling detail of the group of mortised posts supporting the gable overhead. This is mirrored in the decorative purlins under the gables, finished with the same pyramidal end extending just beyond the edge of the roof (Figure 1). The original fenestration—windows in the gable ends and both pairs and single window assemblies—and clapboard siding were also typical of the style.[13] The

[7] Clay Lancaster, "The American Bungalow," *The Art Bulletin* 40, (1958), 239; Hunt, "Bungalow Dreams," 50. As Hunt notes, the vacationers were those who had time and money to spare; though the building was an affordable option, it was still primarily for the leisure class.
[8] Hunt, "Bungalow Dreams," 50.
[9] Richard Mattson, "The Bungalow Spirit," *Journal of Cultural Geography* 1 (1981).
[10] These concerns pervade many movements and ideologies at the turn of the century; the Progressive movement was perhaps the most vocal of advocates. See Gwendolyn Wright, *Building the Dream: A Social History of Housing in America* (New York: Pantheon), 1981.
[11] Peaks of bungalow development occurred at other times, also, and in other locations, like in Chicago after the first World War. Because the form was easily adapted to the specifics of regional climates and resources, bungalows across the country often look visually different despite roughly contemporaneous construction.
[12] "Announcement of the Homebuilders' Club," *The Craftsman* 5 (1904), 524. For more on Stickley, see Mark Alan Hewitt, "Words, Deeds, and Artifice: Gustav Stickley's Club House at Craftsman Farms," *Winterthur Portfolio* 31 (1996): 23-51.
[13] See also Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2015), 566-578.

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building's remove from the street, surrounded by landscaping, added a sense of ceremony to the front approach while also serving as a connection to nature.[14]

The Evolution of Rose Village

The Porters lived in the house for fifteen years before moving across East 30th Street to the larger American Foursquare house that still stands at 2914 K Street. The house was subsequently occupied by a long list of residents, including the Frank G. Weigel family, who lived there longest, from ca. 1936 to ca. 1959.[15] It was likely during the Weigel tenure that the open porch at the rear of the house was enclosed.[16]

It was also while the Weigels lived at 3000 K Street that the neighborhood was significantly impacted by the construction of the Vancouver Freeway in the early 1950s, which redefined the area's edges and displaced multiple blocks of residents living on "I" and "J" Streets. K Street had once been a vibrant and central street running through the neighborhood, well connected not only on account of the streetcar and bus route but flanked by east-west thoroughfares like 26th Street and 33rd Street (Figures 14, 15). At the corner of the old US Military Reservation, the site of the former Hudson Bay Company and military installations which was oriented to the river—unlike the city plans that developed later, oriented to cardinal north—K Street merged with West Reserve, a quick path toward downtown Vancouver and beyond (Figure 16). Infrastructural improvements, however, precipitated the construction of the Vancouver Freeway, a 2.5-mile, 4-lane highway quickly incorporated into I-5. The freeway divided Shumway from Rose Village and K Street became the neighborhood's new edge.

The highway added a new visual barrier to the presence of the neighborhood as well, and the decades after its construction corresponded with the beginning of the city's Urban Renewal program, which targeted depressed areas of the city, including Rose Village. A 1967 study revealed that the "Washington" neighborhood (as the authors called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[17] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[18] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[19]

By the time the Porter house reappeared in the classifieds—"Rock Solid Older Home with finished basement. Extra large 3 bedrooms, in a nice neighborhood"—in 1973, the scores of vacant lots in the neighborhood had

[14] Based on building department records, the current, stepped stone retaining wall was added in 1977, but replaced a concrete wall that had lined K Street when it was the streetcar route.
[15] Resident data was compiled from the city directory, R. L. Polk & Company. *Polk's Vancouver Directory*. Seattle: R. L. Polk & Company, 1912–1921, as well as from references to the house that appeared in *The Columbian.*
[16] The 1928–1949 Sanborn map implies that the rear of the house was open; see Sanborn Map Company, Vancouver, Clark County, Washington, 1928–1949 (New York: Sanborn Map Company, 1928–1949).
[17] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[18] Chandler, "Worst Areas," 5.
[19] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.

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been filled with investment properties.[20] Contemporary-style duplexes, like the one directly north of 3000 K Street and the one diagonally across the intersection, contributed to the changing character of the area, which continues to be built block by block, rather than according to a master plan (Figure 17).

Occupants

Based on newspaper records and the Polk Directory, owners and tenants of 3000 K Street include the following:

1912–1927: Harry Rex Porter (1877–1972, born Woodbine, Iowa), his wife Harriet "Hattie" H. (née Hasbrough/Hasbrook/Hasbrouck, 1878–1954, born in Iowa), daughters Lucile (1907–2010), Beulah (1909–1990), Mildred (1910–2012), and Margaret Louise (1915–2016); a renter, Howard P. Evans, a farmer, is listed in 1912; Frank J. Porter (father of Harry, of Woodbine, Iowa) is listed in 1921.[21] Harry Porter was a notable insurance and real estate broker, "prominent in business, fraternal, and civic affairs of the city"; he was a founding member of Atkinson and Porter (ca.1910), a real estate and insurance company, also known as the Vancouver Savings and Loan Association.[22] He retired from his interests there in 1923, when he joined the Vancouver school board and purchased an interest in the Clarke County Abstract Company. In 1926, he opened the Surety Finance Company of Vancouver, alongside W. Foster Hidden, and in 1939, he purchased the John H. Elwell Insurance Agency. The Harry R. Porter Agency, as it was called, was responsible for the buying, selling, financing, and insuring of hundreds of Vancouver properties for hundreds of Vancouver residents. Porter sold the company in 1945.[23]

Porter was a member of the Knights of Pythias Lodge, the Orpheus Chorus, and the Prunarians where, on the club's behalf, he served as the secretary of the local City Beautiful movement.[24] He also previously worked as the secretary of Ryan Allen Lumber Company (and was listed as a principal stockholder upon its closing in 1917) and kept a dairy and wheat ranch in Toledo, Washington.[25] His wife Hattie spent time with the Junior Aid Society and the Fireside Club.[26] The couple both graduated from Iowa State College and moved to Vancouver in 1912.[27] By

1927, the family was living at 2914 K Street, the 2.5-story American Foursquare house constructed just across East 30th Street.[28] Lucile Porter, their eldest daughter, married W. D. Ketchum of The Dalles, Oregon, and lived on a 6-acre sheep farm.[29] Their daughter Beulah was a graduate of Oregon State College, and received a master's degree from Iowa State College; she did advanced ceramics work at the University of Southern

[20] *The Columbian,* April 5, 1972, 27.
[21] R. L. Polk & Company. *Polk's Vancouver Directory*, 1912-1921. Seattle: R. L. Polk & Company, 1912–1921; *The Columbian,* January 28, 1916, 3; *The Columbian,* November 20, 1917, 3; *The Columbian,* September 11, 1937, 4; "Home from Crater Lake," *The Columbian,* August 29, 1929, 1; "Harry R. Porter," *The Columbian,* November 24, 1972, 2; "U. S. Presbyterian Church Records, 1907–1970," ancestry.com; "Harriet H. Porter," *The Columbian,* July 22, 1954, 21. See also Kenneth E. Hasbrouck, *The Hasbrouck Family in America, with European background,* New York: Huguenot Historical Society, 1961, www.archive.org
[22] "Porter Buys out Agency," *The Columbian,* February 15, 1939, 2.
[23] Porter advertised in *The Columbian* for the Mortgage Investment Co. and as representative for the insurance agents Gerlinger, Richards, and Co. in April of 1923 (Figure 18); *The Columbian,* June 8, 1923, 2.
[24] "City Beautiful," *The Columbian,* September 30, 1921, 2; "City Beautiful Committee Plans Flower Exchange," *The Columbian,* October 8, 1921, 2.
[25] *Polk's Vancouver Directory*, 1917; *The Columbian,* May 22, 1923, 3; *The Columbian,* December 13, 1937, 4.
[26] "City Briefs," *The Columbian,* January 28, 1924, 2; "Society," *The Columbian,* April 15, 1924, 2.
[27] "Personals," *The Columbian,* June 23, 1923, 8; *The Columbian,* November 1, 1922, 8.
[28] "Society," *The Columbian*, August 27, 1927, 6; *Polk's Vancouver Directory*, 1931.
[29] "Son Born," *The Columbian*, August 29, 1936, 2; "About people you know," *The Columbian*, July 13, 1939, 5.

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California and was a member of the art and home economics faculty at Vancouver High School. She became Mrs. Marvin G. Young in 1945.[30] Mildred married Charles D. Bronson, Jr. in 1932 and lived in Oregon.[31] Red-headed Margaret Louise, the youngest, was "dignified" and "stately," and graduated with a degree in home economics from Oregon State. She became a high school instructor and married Ralph D. Melquist in 1940, moving thereafter to Bellingham.[32]

1927: Bert Thomas, his wife, and newborn son, occupations unknown.[33]

1928: Keith Leigh, a carpenter, and his wife May.[34]

1930–1931: James B. Norwood (1897–1978, born in Washington state), a structural engineer, his wife Mildred L. (née Frick, 1897–1980, born in Michigan), a housewife, and their children Kathleen (1920–), Richard J. (also cited as James R., 1922–2008), and Sharmalee (1928–2005).[35] James Norwood worked at the office of the county engineer and participated in the "sweeping reorganization of the Clark County highway department" in the late 1930s; he resigned at the end of 1940.[36]

1934-1935: Dick Wilber, LeRoy (1886–1974, born in South Dakota), a carpenter, his wife Blanche (née Bean, 1893–1938, born in Minnesota), and their daughter Lois. The couple moved to Vancouver in 1922.[37]

1936–1959: Frank G. Weigel (1893–1959), and his wife Minnie "Ruth" (1893–1958, a lifetime Vancouver resident). The couple had a son, Gene. The Weigels were descended from one of the county's "pioneer families," and two of the family sons, Frank G. and his brother George F., were members of the old Volunteer Fire Department in the 1920s and 1930s before founding a grocery store in the late 1930s, located at 711 Main Street, the Weigel Estate Building.[38]

1960: L. W. Peters, occupation unknown.[39]

[30] "Local Girl Married to Phoenix Man," *The Columbian*, October 29, 1945, 3. Beulah Young settled in Phoenix.
[31] "Mildred Rowena Porter," ancestry.com
[32] In addition to listing her vital statistics, the article also mentioned Margaret Porter's hobbies, most of which were arts and crafts related, see "Kiwanis Backs Miss Porter in Queen Contest," *The Columbian*, May 17, 1934, 1-2; "Melquists Newlywed," *The Bellingham Herald*, August 18, 1940, 6; Washington State Marriage Records, 1940, ancestry.com; "Personal Mention," *The Columbian*, June 2, 1938, 4.
[33] "Personals," *The Columbian*, November 28, 1927, 4. The Polk Directory does not have a listing for 1927.
[34] *Polk's Vancouver Directory*, 1928.
[35] *Polk's Vancouver Directory*, 1930; "District 003, Vancouver, Clark County, Washington," United States Federal Census 1930.
[36] "County Road Districts Cut From 12 to 3," *The Columbian*, April 30, 1937, 1-2; "Morris Gets New Position," *The Columbian*, July 03, 1941, 1; "Mildred Norwood," ancestry.com
[37] *Polk's Vancouver Directory*, 1934; "Mrs. Blanche B. Wilber," *The Columbian*, October 24, 1938, 7; "LeRoy J. Wilber," *The Columbian*, February 28, 1974. The couple also had two sons.
[38] "Weigel," *The Columbian*, July 22, 1958, 13; "State Construction News," *The Columbian*, October 12, 1931, 5; "Mrs. George Weigel Honor Guest at Surprise," *The Columbian*, November 25, 1933, 2; "Frank Weigel, Pioneer Family Son, Succumbs," *The Columbian*, November 20, 1959, 5.
[39] A building department file lists Peters as the owner as early as 1960, with permits listed for roof repair work (1960), a sewer connection (1964), and ; he is mentioned again in the building permit section of *The Columbian* in 1974; he may have owned the property and leased it during this time.

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1962–1965: John C. Hanson, occupation unknown.[40]

1965–1971: Vernon VanCleve Goheen (1935–2002), his wife Beverly (née Brandt), and children.[41] Vernon Goheen was the son of Mr. and Mrs. Clive Goheen and was employed in the aviation industry for most of his career, largely as an owner and operator at Goheen Field, in Battleground, Washington.[42]

1971–1972: Vernon Goheen, Alice H. Hill.[43]

1973: Alice H. Hill, occupation unknown.[44]

1974–1975: Steve McGowen, occupation unknown.[45]

1977–1978: Terry E. Gaul, occupation unknown.[46]

1978: David J. Chiles, occupation unknown.[47]

1980–: James Edward Sharp (ca. 1950–), occupation unknown.[48]

1983–: Geri M. Burson (1959–2015).[49] Geri Burson, née Blakeslee, married Forrest Burson, a foreman for Intercity Metals in Portland, in September 1982; the couple had one son, Colton.[50]

1996–: Jennifer Herbenson (later Huffman) and Cory Wilson, and their son Keenan Wilson, occupations unknown.[51]

[40] *Polk's Vancouver Directory*, 1962–1965. The house was listed for rent in the classifieds section, February 2, 1962, 17: "Two bedroom house. Range. Refrigerator, $75."
[41] *Polk's Vancouver Directory*, 1967, 1968; *The Columbian*, August 23, 1965; *The Columbian*, December 31, 1968, 20; "Vernon V. Goheen," *The Columbian*, November 8, 2002, 20.
[42] *The Columbian*, December 23, 1937, 6; "Vernon V. Goheen," *The Columbian*, November 8, 2002, 20; "Two injured as plane crash-lands and flips," *The Columbian*, December 19, 1976, 4. Goheen also flew aerial photography missions for the Washington Department of Highways; he was once at the center of the investigation of D. B. Cooper when he discovered an abandoned parachute, "Parachute Found; not D. B. Cooper's," *The Columbian*, April 24, 1974, 1.
[43] *Polk's Vancouver Directory*, 1972.
[44] *Polk's Vancouver Directory*, 1973. Perhaps this is Alice H. Hill (1897–1982), a resident of Vancouver since 1918. "Alice Hill," *The Columbian*, December 26, 1982, 12.
[45] *Polk's Vancouver Directory*, 1974, 1975. The address was also listed in the building permit section of the paper, issued to L. W. Peters, for roof work, *The Columbian*, August 1, 1974, 34.
[46] *Polk's Vancouver Directory*, 1976. Terrance Gaul [sic] is also listed on a 1977 building permit application for the removal of a concrete wall and construction of a new rock retaining wall on the property.
[47] Chiles is listed on a building permit application to install a fireplace in the existing chimney, "M1465," October 1978.
[48] *Polk's Vancouver Directory*, 1980; "Arrests," *The Columbian*, January 13, 1980, 50. The address appeared in the building permit section of the paper: Gerald Uhri applied for a permit to work on the fireplace and chimney, *The Columbian*, October 30, 1980.
[49] *Polk's Vancouver Directory*, 1983; "Geri L. Burson," *The Columbian*, February 8, 2015.
[50] "Blakeslee/Burson," *The Columbian*, September 19, 1982, 30.
[51] *The Columbian*, September 22, 1996, 13. "Bennett Huffman Obituary," *The Columbian*, November 7, 2010.

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2022–present: Patrick Adigweme, occupation unknown.[52]

National Register of Historic Places Eligibility

Previous Recommendation

The Washington State Department of Archaeology and Historic Preservation (DAHP) notes that the Porter House was previously determined eligible for listing in the NRHP in 2011 by the Federal Highway Administration (FHWA), based on a 2007 survey of the resource. The determination appears to have been made on account of the building's status as an exemplary Craftsman-style bungalow and its high degree of architectural integrity.[53] Additional information was not included in the database.

Current Recommendation

Willamette Cultural Resources Associate (WillametteCRA) recommends concurrence with the 2011 determination. The Porter House is significant under Criterion C with an overall period of significance of 1912. The resource possesses the requisite integrity to communicate its significance and is therefore recommended eligible for listing in the National Register of Historic Places.

Based on WillametteCRA's evaluation of the Porter House 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 historic origins and subsequent development of the Rose Village neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

Despite the house's long-standing association with businessman Harry Rex Porter, Porter's professional activities are not demonstrably important within the local, State, or national historic context. Porter was a member of an identifiable profession, and notably well-respected in the city, but evidence has not shown that his role was significantly more important than any other member of his professional group. The building is therefore not recommended eligible under Criterion B.

The Porter House is significant under Criterion C, at the local level of significance in the area of architecture. The building is a good example of a Craftsman-style bungalow adapted to the Northwest climate. The building showcases elements typical of the Craftsman style, such as artisanal details, a focus on the honest use of materials, the low-pitched cross-gabled roof, and the raised partial front porch. The period of significance is 1912, the assumed year of the building's construction.

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.

[52] Clark County Assesor's Office, accessed April 2023.
[53] Washington State Department of Archaeology and Historic Preservation, Washington Information System for Architectural and Archaeological Records Data (WISAARD), "Property ID: 89120 3000 K Street, Vancouver, WA," accessed April, 2023; this was confirmed by WillametteCRA's correspondence with DAHP's architectural historians.

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In summary, the Porter House possesses sufficient integrity to communicate its area of significance under Criterion C. WillametteCRA recommends the resource eligible for listing in the NRHP with a period of significance of 1912. It is not recommended eligible under Criteria A, B, or D.

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Yost, L. Morgan. “Greene & Greene of Pasadena.” *Journal of the Society of Architectural Historians* 9, no. 1/2 (1950): 11–19. https://doi.org/10.2307/987512.

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 2. Location map of the Porter House, 3000 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Porter House, 3000 K Street, showing recommended NRHP boundary in white.

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Figure 4. East and north elevations of 3000 K Street, the Porter House, view facing southwest (WillametteCRA March 8, 2023).

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Figure 5. South and east elevations of 3000 K Street, the Porter House, view facing northwest (WillametteCRA March 8, 2023).

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 6. South elevation of 3000 K Street, the Porter House, view facing north. Note addition at rear (WillametteCRA March 8, 2023).

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Figure 7. South elevation of the Porter House, showing enclosed addition at the rear, view facing northeast (WillametteCRA March 8, 2023).

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Figure 8. West and south elevations of 3000 K Street, the Porter House, view facing northeast (WillametteCRA March 8, 2023).

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
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Figure 9. South garage elevation of 3000 K Street, the Porter House, view facing north (WillametteCRA March 8, 2023).

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
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Figure 10. North and west garage elevations of 3000 K Street, the Porter House, view facing southeast (WillametteCRA May 4, 2023).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Porter House (WA 61)	WISAARD Property ID: 89120
Street Address: 3000 K Street	City, County, State: Vancouver, Clark County, Washington

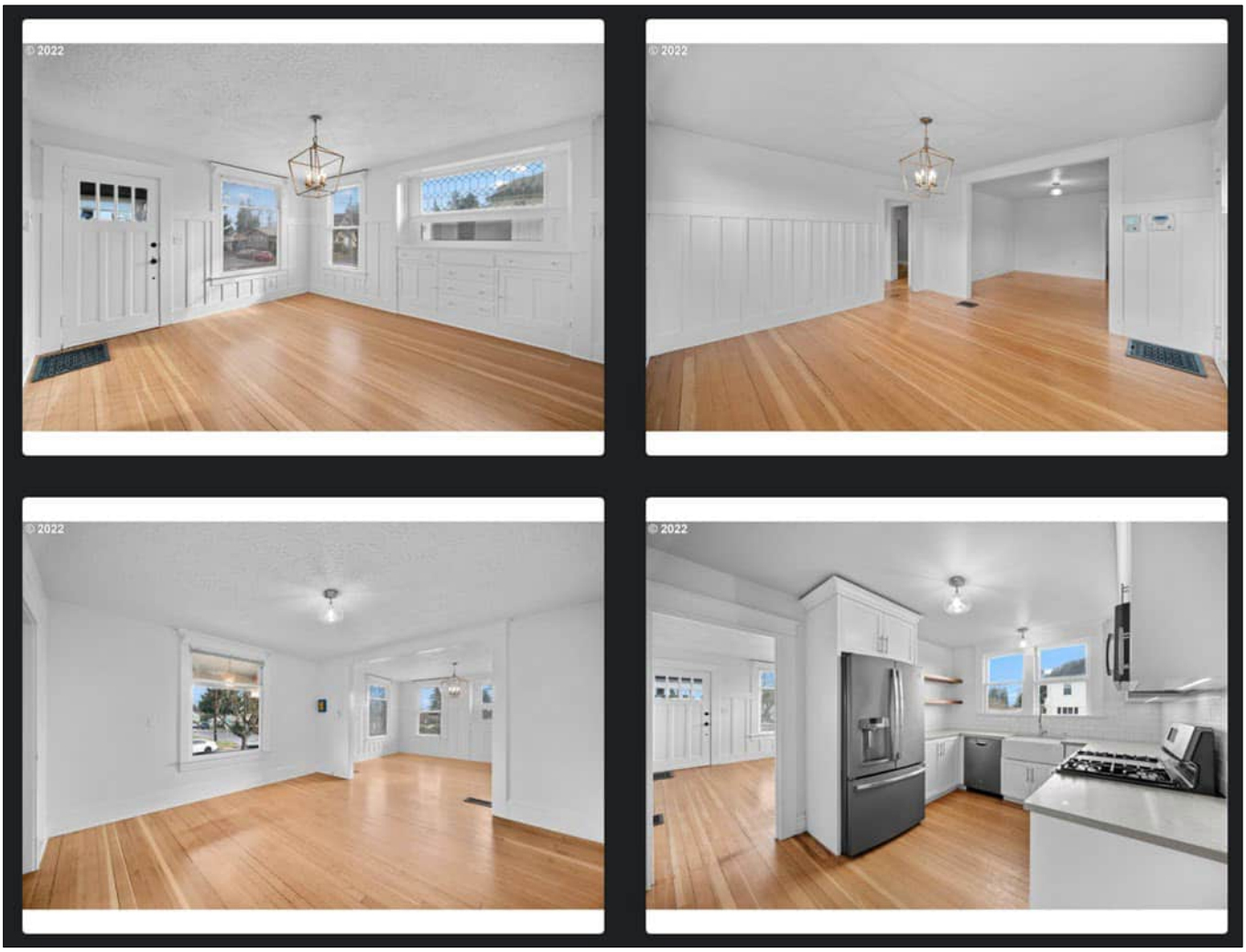


Figure 11. Interior views of the Porter House (Handris Realty Company 2022).

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 12. Interior views of the Porter House (Handris Realty Company 2022).

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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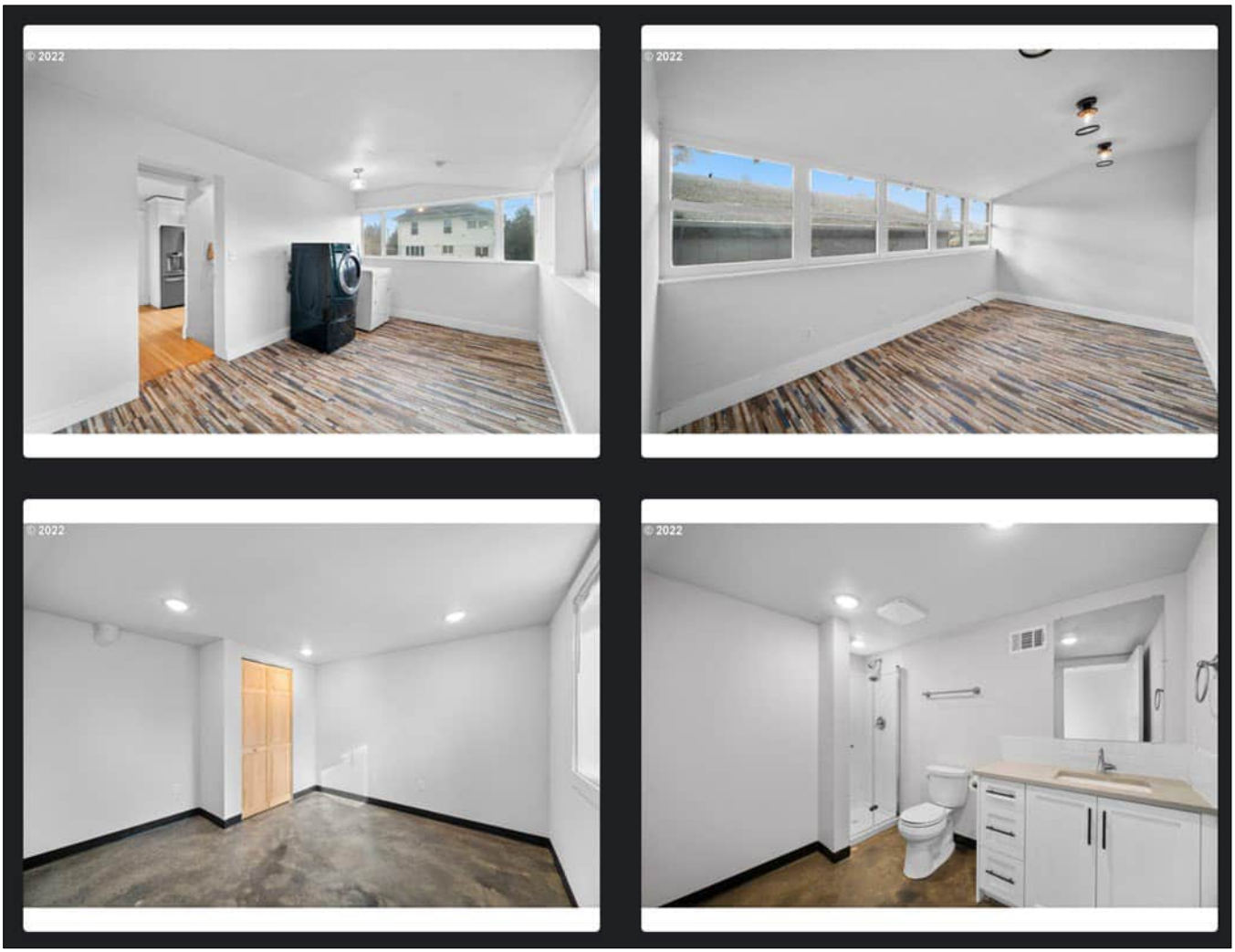


Figure 13. Interior views of the Porter House (Handris Realty Company 2022).

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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Property Name: Porter House (WA 61)	WISAARD Property ID: 89120
Street Address: 3000 K Street	City, County, State: Vancouver, Clark County, Washington

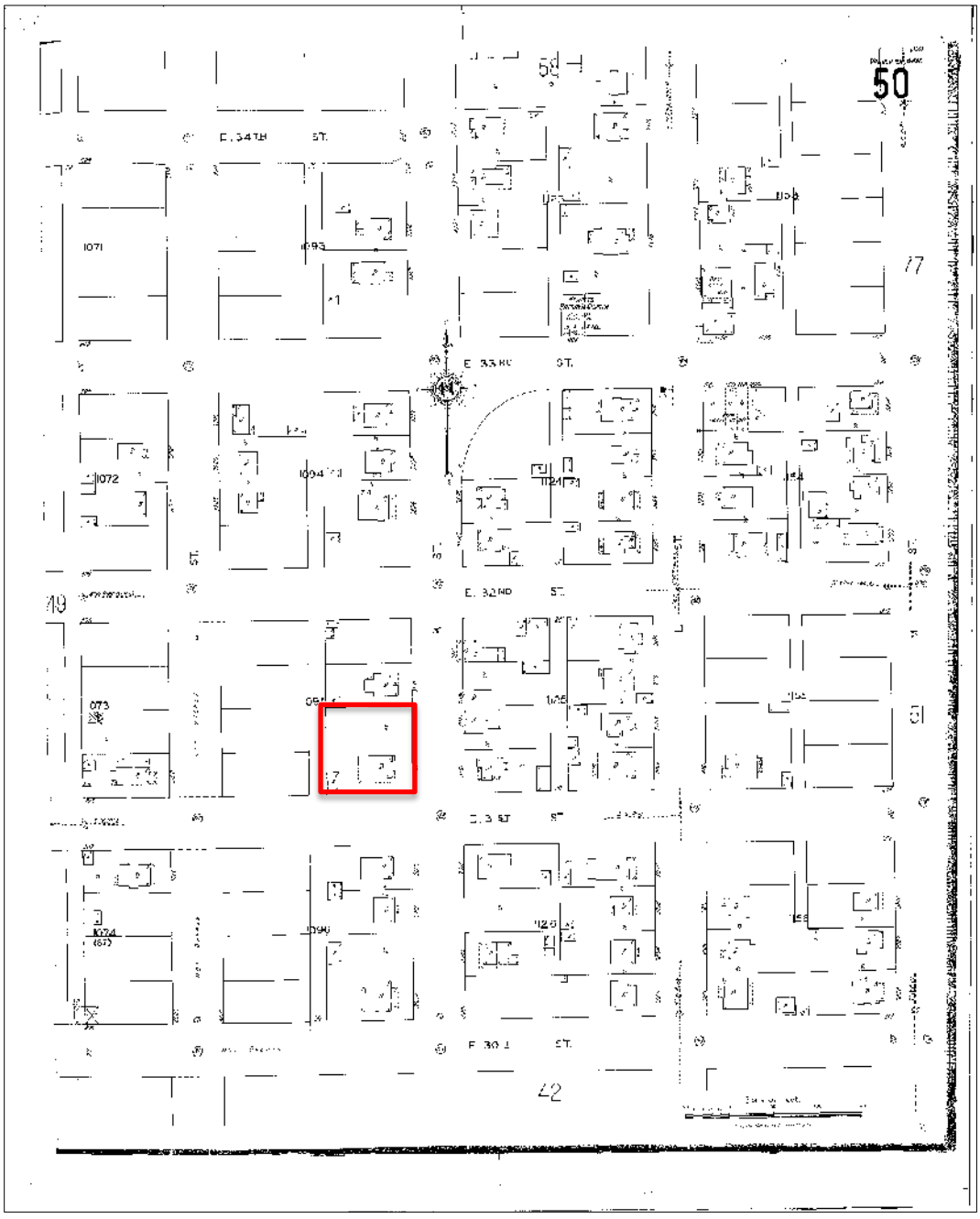


Figure 14. 1928–1949 Sanborn map showing location of 3000 K Street, marked in red. (Sanborn Map Company, Vancouver [1928], 50).

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 15. 1928–1949 Sanborn map showing location of 3000 K Street, marked in red. (Sanborn Map Company, Vancouver [1928–1949], 50).

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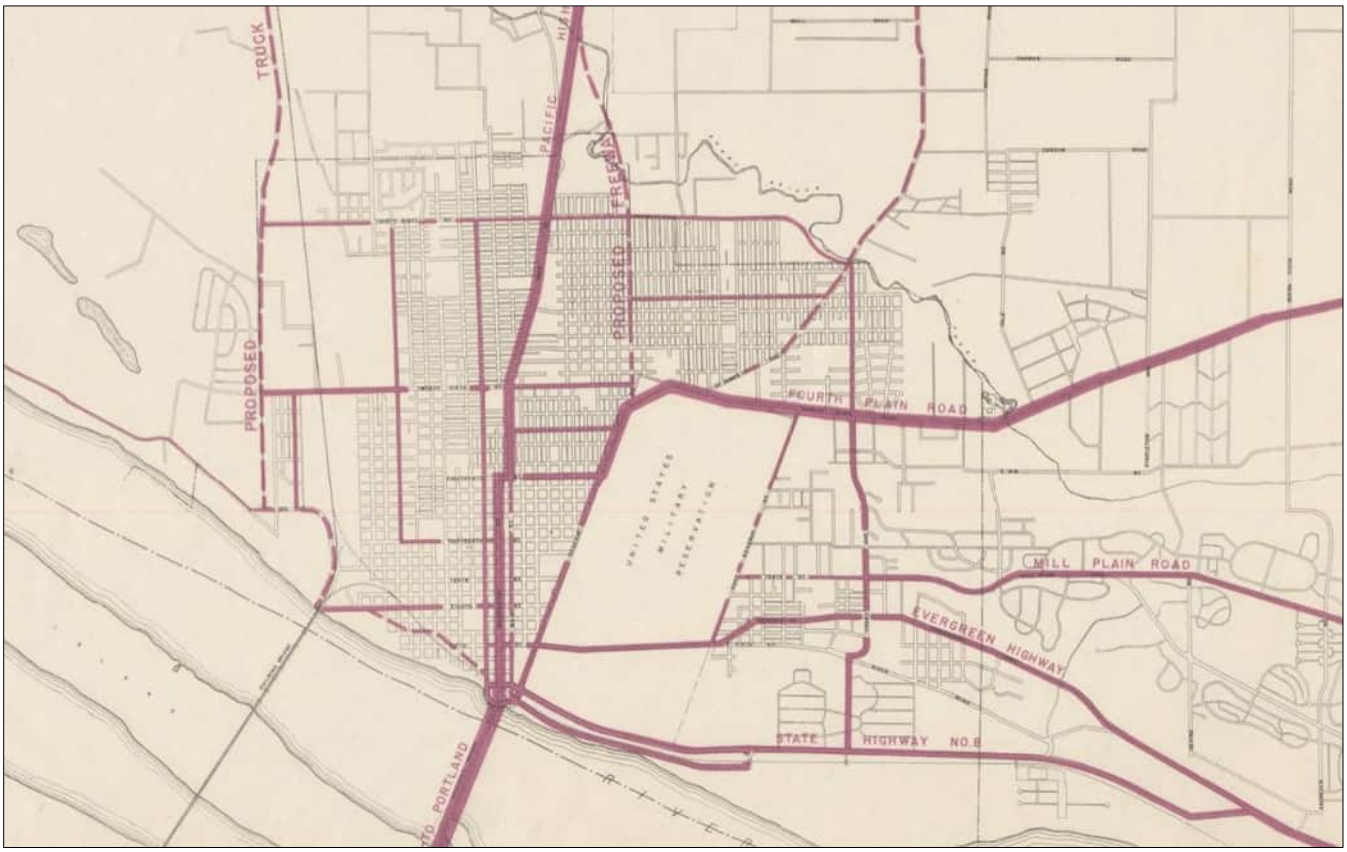


Figure 16. A 1944 map of the city of Vancouver and its vicinity, showing the arterial road system and proposed Vancouver Freeway (dashed line in center). The old United States Military Reservation is located just east of downtown Vancouver; it is perpendicularly oriented to the Columbia River. The city of Vancouver, platted after the Military Reservation, is oriented to cardinal north (Clark County Historical Map Collection).

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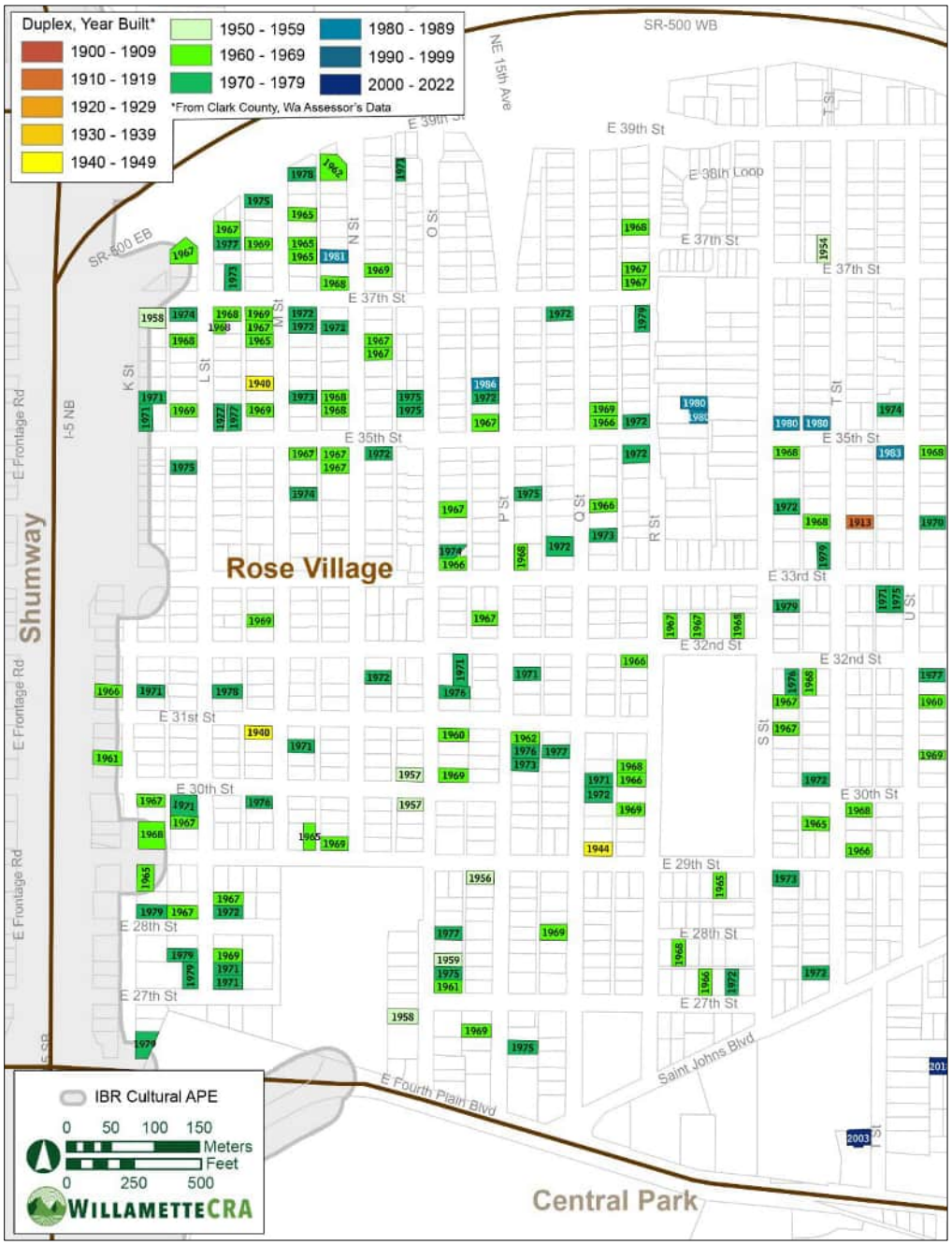


Figure 17. Representational map drawn in 2023 showing duplex construction in western Rose Village between the years 1900–2022 (data compiled from Clark County Assessor's Office).

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Y, APRIL 7, 1923.

EVERY DEAL A SQUARE DEAL

OFFICE HOURS 9:00 to 12:00 A. M. PHONE 355

HARRY R. PORTER
313 U. S. Bank Building

SUMMER HOME TRACTS

On the Beautiful Washougal River
A wonderful place to spend the week-end camping and fishing
LOTS FOR SALE—50-foot frontage $150.00 and up.

HARRY R. PORTER, Manager
Mortgage Investment Co.,
Mortgages For Sale
$2700.00
$1700.00
$1600.00
$1200.00
$ 700.00
$ 600.00

HARRY R. PORTER, Manager
Vancouver Office
Gerlinger, Richards & Co.
INSURANCE AGENTS
We write
FIRE
AUTOMOBILE
LIABILITY
COLLISION
THEFT
PROPERTY DAMAGE
PLATE GLASS
BONDS
HEALTH AND ACCIDENT

Contracts and Mortgages Bought and Sold

A portion of your Insurance Solicited. Phone us your expiration dates and we will look after your business promptly.

Figure 18. Harry Porter's new business advertisement (*The Columbian* [Vancouver, WA] 1923).

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: Hall House (WA 62)	WISAARD Property ID: 25537
Street Address: 903 East 31st Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 13670000	Plat Block Lot: North Coast Company Addition, Block 33, Lots 7, 8, and #1 Lot 6
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.643425°, -122.662663°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1912
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1962, Carport addition to detached garage
Architectural Classification / Resource Type: Building / Craftsman	Historic Context: Architecture, Social History

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Cottage style and wood sash with leaded upper sash; double hung and wood sash; casement and wood sash with leaded glass; prominent bay window with leaded glass	Exterior Surface Materials: Primary: Wood Clapboard Secondary: Stucco Decorative: Brick	
Roof Type & Material: Gable - Side (Main Roof), Gable - Parallel Gables (Dormer at North Elevation)		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangular	
Number of Stories: Two	Changes to Structures:	
	Category:	Change Level:
Styles: Craftsman	Plan	Minimal
	Windows	Intact
Register Status: Not listed	Cladding	Intact
	Interior	Slight
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☒Excellent ☐Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. Hall House, north elevation, view facing southwest (WillametteCRA March 8, 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:

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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PHYSICAL DESCRIPTION

The Charles W. and Margaret B. Hall House, hereafter referred to as the Hall House, is a Craftsman style single-family residential building located at 903 East 31st Street in Vancouver, Clark County, Washington. The building is situated on a rectangular, 0.32-acre tax lot (13670000) (Figures 2 and 3). The tax lot is bounded by East 31st Street to the north, Interstate 5 to the east, an adjacent tax lot to the south, and I Street to the west.

The immediate area to the north, south, and west of the building is predominantly single-family residential in character. The original construction of the Vancouver Freeway (present-day Interstate 5) in the 1950s bisected the neighborhood along the former north-south alignment of J Street. Subsequent enlargements of this highway resulted in the removal of the adjacent single-family residence at 3014 J Street, formerly located immediately to the east of 903 East 31st Street. The single-family residential buildings in the immediate vicinity are generally placed in the center of the lot and are surrounded by grass lawns, trees, and other vegetation typically found in well-established residential neighborhoods of the early twentieth century. The streets in the vicinity are asphalt paved.

The property encompasses two-and-one-half full tax lots, and the footprint of the building is roughly in the center of original Lots 7 and 8 in Block 33 of the North Coast Company Addition subdivision (Figure 3). The building is surrounded by grass lawn on all four sides, and there are trees located along the east, south, and west property lines. The current tax lot includes the principal building as well as an associated detached garage located to the southwest of the principal building.

The main footprint of the building is rectangular and constructed atop a full concrete basement foundation which measures approximately 33 feet from north to south and 35 feet from east to west. The walls of the building are constructed from wood frame and rise two stories in height. All four of the building elevations are clad with painted wood clapboard siding. A porch extends out from the east elevation by approximately 6 feet and is 10 feet wide from north to south. This porch is capped with a gabled roof clad with asphalt composition shingles. A small saddlebag bay extends out from the west elevation by approximately 3 feet and is approximately 8 feet wide from north to south. This saddlebag bay is capped with a shed roof clad with asphalt composition shingles. The main roof is side-gabled and clad with asphalt composition shingles. A prominent double intersecting front gabled dormer is located on the north elevation of the building. The roof rakes feature wide wood bargeboards supported by wood knee braced brackets (Figures 1 and 4–8).

The building's fenestration is highly varied. The main entrance to the building is located on the east elevation and is accessed from a concrete walkway from the East 31st Street side of the property. The north elevation of the building best illustrates the whimsical variety of window types found on the building (Figures 1, 4, and 5). The windows on the first floor of this elevation include painted wood sash casement windows with leaded glass lights, painted wood cottage sash windows with clear glazed lower lights and leaded glass upper lights, and a painted wood bay window with leaded glass fixed glazing. The windows on the second floor of the north elevation include painted wood double-hung sash windows and also a small painted wood sash with a single leaded glass light. The west elevation windows include painted wood sash casement windows at the saddlebag bay and painted wood sash double-hung windows. Another small painted wood sash window is tucked up under the roof rake and slanted parallel to the roof pitch (Figures 6, 7, and 8).

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The interior of the building was not accessible at the time of survey; however, recent real estate photographs indicate that most of the historic features of the interior are still intact despite some modifications made over the past 111 years (Figures 14–18). Since its original construction, the setting of the Hall House appears to have changed somewhat, particularly with the construction of the adjacent highway to the east. However, the building is in its original location and the overall form, fenestration patterns, and materials appear to be intact.

The detached garage at the southwest corner of the tax lot has a rectangular footprint which measures approximately 20 feet from east to west and 12 feet from north to south. This one-story building is wood framed and clad with painted wood clapboard siding. The roof is front-gabled and clad with asphalt composition shingles. The roof rakes feature wide wood bargeboards supported by wood knee brace brackets. The painted wood pull-up garage door does not appear to be original and likely dates from the 1960s or 1970s (Figures 9 and 10).

Boundary Description

The Hall House is located at 903 East 31st Street and is currently a single-family residence. The building is situated on a rectangular shaped, 0.32-acre tax lot (13670000) located in Vancouver, Clark County, Washington (Figures 2 and 3). The tax lot is bounded by East 31st Street to the north, Interstate 5 to the east, an adjacent tax lot to the south, and I Street to the west. The recommended National Register of Historic Places (NRHP) boundary of 903 East 31st Street is defined by the tax lot boundaries, which have been consistent since the original construction of the Hall House in 1912 (Figure 3).

INTEGRITY

The National Park Service requires that historic properties retain sufficient historic integrity from their period of significance (here recommended as 1912, the date of original construction) to convey their significance. Integrity is assessed according to seven aspects, specifically location, design, setting, materials, workmanship, feeling, and association. The Hall House is in its original location at 903 East 31st Street in Vancouver, Clark County, Washington. The building retains all of its character-defining features indicative of its bungalow form and Craftsman style, such as the porch, wood clapboard siding, wood knee-braced brackets, wood casement and double hung windows, and exposed brick masonry chimney. The primary setting of the building consists of East 31st Street to the north, Interstate 5 to the east, an adjacent tax lot to the south, and I Street to the west. With the exception of the construction of Interstate 5 to the east, the setting of the resource has changed little from when the Hall family resided there and is still consistent with the period of significance. The building is still used as a single-family residence. In summary, the building retains its integrity of location, setting, design, materials, workmanship, feeling, and association.

STATEMENT OF SIGNIFICANCE

The Hall House was built in 1912 at 901 East 31st Street in Vancouver, Clark County, Washington. This property is significant due to its association with residential development in Vancouver's Shumway neighborhood during the early twentieth century. It is also significant for its associations with prominent Vancouver residents Charles W. and Margaret B. Hall. The property is also significant as a notable example of a large single-family bungalow rendered in the Craftsman style.

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The Hall Family

Charles Wilber Hall was born in Iowa on December 17, 1878, to parents Wilbur Arkalis Hall (1856–1937) and Mary Morris Hall (c. 1854–unknown).[1] In 1894, Charles moved west with his father and two brothers, Joseph Edwin Hall (1883–1974) and Harold Morris Hall (1882–1966). The Halls initially moved to Pullman, Washington, but ultimately settled on a farmstead northeast of Yacolt, Washington, in 1894.[2] Wilbur Hall worked as a candy maker in Vancouver during the winter months to supplement his family's farm income.[3] In 1907, Wilbur Hall opened a general store at Brush Prairie in central Clark County, Washington, and later became postmaster in that community.[4]

Charles W. Hall attended public school in Vancouver, Washington, and when the Spanish American War began in 1899, he enlisted in the United States Army and served as a Corporal in Company G, 1st Washington Infantry (Volunteers). Following his military service, Charles returned to Vancouver and earned his high school diploma. After graduation, he taught mathematics and Latin at Vancouver High School to save money for college. Charles studied law at the University of Washington.[5] While he was at the University of Washington, he was on an intercollegiate debate team with Margaret Bethel Heyes (1883–1975), whom he would later marry (Figure 19).[6] Charles received his degree in 1907 and graduated Phi Beta Kappa. After graduation, he returned to Vancouver and practiced law in the office of Abraham L. Miller.[7]

Charles married Margaret Bethel Heyes on October 1, 1908, in Seattle, Washington.[8] Margaret Bethel Heyes (also known as Margaret Louise Heyes) was born on January 20, 1883, in Wilmington, Delaware, to parents George Heyes (also known as George Bethel) (1860–1928) and Emily Jackson Heyes (1861–1958).[9] Margaret studied political economics at the University of Washington and participated in both debate club and intercollegiate debates. She was vice president of the junior class and on the *Tyee* yearbook editorial staff.[10] Margaret earned a master's degree in political science and graduated Phi Beta Kappa.[11]

[1] Note that the inconsistent spellings of "Wilber" and "Wilbur" are, indeed, correct.
[2] "Local Items," *Columbian* (Vancouver, WA), May 2, 1901, 3; "Death Ends Career Of Judge Hall," *Columbian* (Vancouver, WA), March 7, 1955, 1; FamilySearch, "Washington State Department of Health, Public Health Statistics Section, Certificate of Death for Charles Wilber Hall, State File No. 3935," dated March 7, 1955, accessed April 22, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HT-67MS-DKZ?i=993.
[3] "Change in Confectionery Business," *Columbian* (Vancouver, WA), February 13, 1902, 2; "The Hall Family," Clark History, accessed April 20, 2023, https://history.columbian.com/hall/.
[4] "Local Items," *Columbian* (Vancouver, WA), February 7, 1907, 5; "Local Items," *Columbian* (Vancouver, WA), August 8, 1907, 5; "Brush Prairie," *Columbian* (Vancouver, WA), February 13, 1909, 2; "The Hall Family," Clark History, accessed April 20, 2023, https://history.columbian.com/hall/.
[5] "Death Ends Career Of Judge Hall," *Columbian* (Vancouver, WA), March 7, 1955, 1.
[6] "Debate and Oratory," *Tyee* (Seattle, WA: University of Washington, 1907), 132–135.
[7] "Hartley Will Name Hoover Highway Head," *Columbian* (Vancouver, WA), March 17, 1925, 1; "Death Ends Career Of Judge Hall," *Columbian* (Vancouver, WA), March 7, 1955, 1; R.L. Polk and Company, Inc., *Polk's Vancouver Directory*, (Seattle, WA: R.L. Polk and Company, Inc., 1907), 56, 82.
[8] "Society: Heyes-Hall," *Seattle Post-Intelligencer* (Seattle, WA), October 3, 1908, 7.
[9] "Funeral Rites Today For George Heyes," *Seattle Daily Times* (Seattle, WA), November 28, 3; "Mrs. George Heyes' Rites Scheduled," *Seattle Daily Times* (Seattle, WA), April 11, 1958, 44; "Obituaries: Margaret Hall," *Columbian* (Vancouver, WA), January 8, 1975, 2; "Legal Notices: Notice to Creditors," *Columbian* (Vancouver, WA), January 28, 1975, 23.
[10] "Juniors," *Tyee* (Seattle, WA: University of Washington, 1907), 51.
[11] "Obituaries: Margaret Hall," *Columbian* (Vancouver, WA), January 8, 1975, 2.

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By 1909, Charles was in private law practice, and he and Margaret were living at 710 West 23rd Street in Vancouver.[12] Charles soon became one of the leading attorneys in Vancouver. In June 1909, the City of Vancouver hired Charles to codify the city's municipal ordinances. This massive task included passing new ordinances, repealing obsolete ones, and formally establishing a city and county taxation authority.[13] In July 1909, Charles became secretary of the Clark County Development Company, a real estate development company that was also a holding company for local streetcar and interurban railway companies.[14] In 1910, Charles was appointed to the City of Vancouver's eminent domain commission.[15]

While her husband's legal career took off, Margaret Hall was a suffragette and campaigned for women's voting rights.[16] In 1908, while she was still in college, Margaret joined the Equal Suffrage League of Collegiate and Professional Women, an organization dedicated to the restoration of women's political and voting rights. While a member of this organization, she was among a group of women who attempted to vote at local clerk's offices and filed suits against clerks who refused to allow them to vote. Margaret traveled all across Washington State campaigning for the right of women to vote. Even after Washington State granted women the franchise in 1910, she continued to advocate for women's voting rights.[17]

In July 1909, Charles purchased Lot 7 in Block 33 of the North Coast Company's Addition subdivision, and in July 1910, he purchased adjacent Lot 8.[18] These two lots were located at the southeast corner of Jackson Street (present-day East 31st Street) and Massachusetts Avenue (present-day I Street). In 1911, Charles and Margaret still resided at 710 West 23rd Street.[19] The following year, they built the existing two-story residence at 903 East 31st Street for $3,500.[20] Charles and Margaret Hall moved into their new house by September 1912.[21] Despite extensive research, no additional details of the original construction of the Hall residence, such as the names of the architect, designer, or builder, have been located at the time of this writing.

In 1916, Charles was elected to the Vancouver school board. He served as president of the school board from 1918 until 1926. Charles was elected to the Washington State Legislature in 1924 and served two terms as a representative and two terms as a senator. In 1937, Charles was appointed as Clark County's eighth Superior Court judge and sworn in on September 23, 1937. He was Clark County's sole superior court judge until a second judgeship was added in 1946. Charles and Margaret Hall moved out of the house at 903 East 31st Street by

[12] R.L. Polk and Company, Inc., *Polk's Vancouver City Directory*, (Seattle, WA: R.L. Polk and Company, Inc., 1909), 72.
[13] "City Ordinances Being Codified," *Columbian* (Vancouver, WA), June 25, 1909, 1; "Interesting Session City Council Tonight," *Columbian* (Vancouver, WA), August 2, 1909, 1.
[14] "Newly Elected Officers," *Columbian* (Vancouver, WA), July 1, 1909, "Have 4,000 Acres Here," *Columbian* (Vancouver, WA), August 24, 1909, 2.
[15] "Council Favors Building Permits," *Columbian* (Vancouver, WA), December 20, 1910, 1; "Council Favors Permits, *Columbian* (Vancouver, WA), December 20, 1910, 5.
[16] "Suffrage Workers To Cover County," *Columbian* (Vancouver, WA), July 19, 1910, 1.
[17] Bethany Montgomery, "Biographical Sketch of Margaret Louise Heyes Hall," accessed April 21, 2023, https://documents.alexanderstreet.com/d/1009932348.
[18] "Transfers of Real Estate," *Columbian* (Vancouver, WA), July 8, 1909, 3; "Transfers of Real Estate," *Columbian* (Vancouver, WA), July 11, 1910, 3.
[19] R.L. Polk and Company, Inc., *Vancouver and Clarke* [sic] *County Directory*, (Seattle, WA: R.L. Polk and Company, Inc., 1911), 82.
[20] "Great Progress," *Columbian* (Vancouver, WA), December 17, 1912, 2.
[21] R.L. Polk and Company, Inc., *Vancouver and Clarke* [sic], *Cowlitz, Skamania and Wahkiakum Counties Directory*, (Seattle, WA: R.L. Polk and Company, Inc., 1912–13), 72.

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1952.[22] It appears that Charles and Margaret Hall moved in with their son Charles Edwin "Ned" Hall (1915–2005) and his wife at 121 West 36th Street in 1951.[23] In mid-February 1955, Charles W. Hall resigned from the bench and died two weeks later on March 6, 1955, at 121 West 36th Street.[24] Margaret lived at 121 West 36th Street until her death in January 1975 at the age of 91.[25]

Charles and Margaret Hall had two children: Emily Hall (1912–1991) and the aforementioned Charles Edwin "Ned" Hall. Emily Hall was born on February 24, 1912.[26] She attended Vancouver public schools and graduated from the University of Washington in 1933.[27] In 1935, she married Robert Benton Sperlin (1909–1984).[28] Emily was active with the League of Women Voters and the American Association of University Women. Emily Hall Sperlin died on October 27, 1991.[29] Ned Hall was born in 1915 and attended Vancouver public schools. Like his sister, Ned attended the University of Washington and studied law like his father before him. Ned served in the United States Navy during World War II. After the war, he returned to Vancouver and practiced law with his father. Ned Hall later practiced law at the firm of Hall and Holland and died in Vancouver on December 12, 2005.[30]

Charles W. Hall and his wife Margaret B. Hall were the first residents of 903 East 31st Street and they lived there together for about 39 years. Walter Ballantine (1917–1967) moved into the property at 903 East 31st Street by 1952.[31] Walter Ballentine owned the Ballantine Paint Company in Vancouver.[32] Walter, his wife, Louise, and their two children lived at 903 East 31st Street until 1965 when they moved to a new house located at 5003 Northeast 68th Street in Vancouver.[33]

The Hibbard family resided at 903 East 31st Street from 1966 until 2011.[34] Robert V. Hibbard taught social studies at Fort Vancouver High School and was head of the Fort Vancouver High School Social Studies

[22] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1952).
[23] "Hello, World…," *Columbian* (Vancouver, WA), March 10, 1948, 3; "Death Ends Career Of Judge Hall," *Columbian* (Vancouver, WA), March 7, 1955, 1.
[24] "Death Ends Career Of Judge Hall," *Columbian* (Vancouver, WA), March 7, 1955, 1; "The Hall Family," Clark History, accessed April 20, 2023, https://history.columbian.com/hall/; "Hello, World…," *Columbian* (Vancouver, WA), March 10, 1948, 3; "Death Ends Career Of Judge Hall," *Columbian* (Vancouver, WA), March 7, 1955, 1.
[25] "Obituaries: Margaret Hall," *Columbian* (Vancouver, WA), January 8, 1975, 2.
[26] "Why He Was Late," *Columbian* (Vancouver, WA), February 24, 1912, 1.
[27] "The Senior Year," *Tyee* (Seattle, WA: University of Washington, 1933), 61.
[28] "Funerals: Robert Benton SPERLIN," *Seattle Post-Intelligencer* (Seattle, WA), November 14, 1984, 48; "Funerals and Deaths: Emily Hall SPERLIN," *Seattle Post-Intelligencer* (Seattle, WA), October 31, 1991, 20.
[29] "Funerals and Deaths: Emily Hall SPERLIN," *Seattle Post-Intelligencer* (Seattle, WA), October 31, 1991, 20.
[30] "Death Notices: Charles E. "Ned" Hall," *Columbian* (Vancouver, WA), December 15, 2005, 22.
[31] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1952).
[32] "Ballantine Paint Owner Is Striken," *Columbian* (Vancouver, WA), July 27, 1967, 9.
[33] "Building Permits," *Columbian* (Vancouver, WA), May 28, 1965, 20; "Ballantine Paint Owner Is Striken," *Columbian* (Vancouver, WA), July 27, 1967, 9.
[34] "Cars remain target in weekend thefts," *Columbian* (Vancouver, WA), October 26, 1970, 2; "Gasoline, though expensive, still a bargain," *Columbian* (Vancouver, WA), July 12, 1979, 10.

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Department.[35] Hibbard and his wife, Teresa, had five children. Robert and Teresa sold the property at 901 East 31st Street in 2011. Robert V. Hibbard died on March 15, 2013.[36]

Development of the Shumway Neighborhood

The area now known as the Shumway neighborhood, is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[37] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[38] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[39]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[40]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[41] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906,

[35] "Robert Hibbard selected to go to Yugoslavia," *Columbian* (Vancouver, WA), March 16, 1972, 22; "Required class lauded, criticized," *Columbian* (Vancouver, WA), February 25, 1980, 10.
[36] "Robert Hibbard Obituary," *Columbian* (Vancouver, WA), accessed April 20, 2023, https://obits.columbian.com/us/obituaries/columbian/name/robert-hibbard-obituary?id=24504821.
[37] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[38] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[39] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5, 13–18.
[40] Freece, "A History of the street railway systems of Vancouver," 13–46.
[41] "Gone Out of Business," *Columbian* (Vancouver, WA), January 2, 1902, 5.

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Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[42] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[43] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[44] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park School (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[45] With annexation, city services were provided to both the emerging Shumway residential district and the more established Arnada Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 13 and 14). Into this nascent scene came Charles W. and Margaret B. Hall who constructed their own house in the neighborhood only a year thereafter.

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[46] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[47] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[48] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased going into the 1930s with the onset of the Great Depression. Construction activity did not resume until the 1940s starting with Vancouver's second fire station at East 37th and Main Streets in 1940 followed by a pair of duplexes on East 27th Street in 1941.[49]

[42] "Around the City," *Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[43] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009, accessed April 12, 2023, https://historylink.org/File/9101.
[44] Untitled, *Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[45] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998, accessed April 12, 2023, http://www.neighborhoodlink.com/Arnada/pages/152348.
[46] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179–180, 224–229.
[47] "1929," Vancouver Public Schools, published June 19, 2018, https://vansd.org/timeline/1929/.
[48] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *Columbian* (Vancouver, WA), July 22, 1985, A5.
[49] "Fire Station Dedication Planned," *Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *Columbian* (Vancouver, WA), June 13, 1941, 9.

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Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[50] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[51] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[52] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[53]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[54] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 15 and 16).[55]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 17, 18, and 19). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[56] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[57] In response to these changes, area residents officially adopted the name "Shumway" for their neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial

[50] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*, 169, 182–183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[51] "Apartment of 36-Unit Capacity Due," *Columbian* (Vancouver, WA), July 20, 1944, 1.
[52] John Caldbick, "1930 Census," *Historylink*, June 14, 2010, accessed April 12, 2023, https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* undated, accessed April 12, 2023, https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[53]; "Construction of Church Is To Begin," *Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *Columbian* (Vancouver, WA), August 21, 1950, 1.
[54] Alsobrook, et. al, 230–231.
[55] Alsobrook, et. al, 232–233; "Freeway Job has Go-Ahead," *Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *Columbian* (Vancouver, WA), October 25, 1982, 1.
[56] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *Columbian* (Vancouver, WA), July 29, 1985, A5.
[57] Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.

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development along Main Street.[58] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[59]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[60] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock, including the creation of a residential committee to review construction proposals.[61]

Craftsman Style (ca. 1905–1930)

The Craftsman style employed by the Halls for their new residence has its roots in the British Arts and Crafts movement started in the 1850s and which emerged largely as the result of the works of writer John Ruskin (1819–1900) and textile artist William Morris (1834–1896). Originally a reaction to mass-produced goods, the movement grew to a broader critique of social and economic conditions brought on by the Industrial Revolution. It called for a return to more traditional craftsmanship in which individual craftspeople created objects of beauty and utility.[62] Although the movement never fully achieved its ideals and would come to depend on mechanization it initially rejected, it had enormous influence on art, furniture, and architecture in Europe and North America going into the early twentieth century.[63]

The Arts and Crafts movement found its expression in architecture largely through the type of housing known as the bungalow. The word "bungalow" was a British adaptation derived from the Hindustani word *bangla* meaning "belonging to Bengal," implying the "pre-modern rural housing in Bengal, India." This type of housing, often described as "low and rambling," had a "pavilion shape with overhanging eaves and open verandahs [which] provided the necessary protection from the elements, shedding… rains and shading the doorway." The British brought the type back to Britain in the mid-nineteenth century and adapted it for use in vacation homes for the middle and upper-middle class.[64] The bungalow's bucolic roots as well as its simple and practical form complimented the romantic pre-industrial ideals of the Arts and Crafts movement, which in turn influenced it with "its emphasis on local, natural materials, and craftsmanship." However, in Britain, the movement was largely

[58] Bob Zeimer, "Market Zone Change Rejected," *Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *Columbian* (Vancouver, WA), May 29, 1979, 11.
[59] Lee Rozen, "Shumway Area Organizes," *Columbian* (Vancouver, WA), February 1, 1977, 2.
[60] Wendy Reif, "Neighborhood Groups Key On Liveability," *Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[61] "Comprehensive Plan To Get Public Airing," *Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *Columbian* (Vancouver, WA), January 20, 1981, 15.
[62] Lawrence Kreisman and Glenn Mason, *The Arts and Crafts Movement in the Pacific Northwest*, (Portland: Timber Press, 2007), 17.
[63] Kreisman and Mason, *The Arts and Crafts Movement*, 18.
[64] Kristine Hunt, "Our Bungalow Dreams: Housing and Occupation in the United States West, 1920," *Yearbook of the Association of Pacific Coast Geographers*, Vol 78, (2016): 48–50.

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unsuccessful in providing "beautiful and functional housing" for the country's working class as it had intended and, almost ironically, would find greater success in this aim in the United States.[65]

In the United States, Craftsman architecture emerged among a cluster of well-to-do artists and craftsmen in Pasadena, California known as the "Arroyo Set."[66] Among this group were brothers and architects Charles Sumner Greene (1868–1957) and Henry Mather Greene (1870–1954) whose partnership operated from 1893 to 1923.[67] Trained in the manual arts, the Greene brothers were inspired by traditional Japanese architecture and heavily emphasized workmanship in their own work over contemporary revivalist modes. They designed and built numerous Craftsman bungalows throughout Pasadena, most notably their "ultimate bungalows" including the Blacker House (1907) and Gamble House (1908). These early Craftsman bungalows often contained "a spacious porch spread across the entire width of the facade… A slightly raised foundation [or podium which] allowed for the maximum circulation of air under and through the structure… A wide, low-pitched roof with substantial overhangs at the eaves [which] shaded windows from the sun."[68] While much less ornate than the "excesses of American urbanism" captured in high-style homes of the late nineteenth century, Greene and Greene maintained the grand scale and corresponding expense.[69]

While the Greenes' designs were out of reach for the average American, their style helped to inspire the smaller-scale and more modest Craftsman bungalow which would spread across the nation. The form was distilled and popularized through a multitude of architecture publications and pattern books including Gustav Stickley's (1858–1942) *The Craftsman* (1901–1917) as well as Henry L. Wilson's *The Bungalow Book* (1907–1909) and *Bungalow Magazine* (1911–1918).[70] These publications and the architects behind them gave the style a broader appeal to America's growing working and middle classes. According to architectural historian Robert M. Craig, these Craftsman bungalows were usually one or one and a half stories with either a gabled front including a prominent porch or side gables with prominent roof surfaces spanning the house. Additionally, "masonry piers serving as plinths are topped with tapered wood piers or columns to support the broad entablature of a frontal gable over a wide porch," although even simpler examples may only have wood piers. Lastly, the eaves of the roof typically feature exposed rafter ends which along with "other evidence of wood framing and masonry directly express the fabrication of the building, the art of the joinery and the labor of the… builder. The bungalow, as a sociological expression, is honest, democratic, middle class, and simple, in all, appropriate for an American clientele."[71]

The Craftsman-style bungalow of California quickly found its way to the Pacific Northwest where it was found to be highly adaptable. Its sloped roofs, overhanging eaves, and covered porches provided ample protection from the region's notorious climate while utilizing its abundant resources such as Douglas fir and basalt stone which suited its prominent use of locally sourced, natural materials. Architects in Portland, Oregon, such as Emil Schacht (1854–1926) incorporated the style into their architectural practices as is apparent in works such as the

[65] Hunt, "Our Bungalow Dreams," 50.
[66] John Mack Faragher, "Bungalow and Ranch House: The Architectural Backwash of California," *Western Historical Quarterly*, Vol. 32, No. 2, (2001): 151.
[67] Alan Michelson "Greene and Greene, Architects (Partnership)," Pacific Coast Architecture Database. Accessed March 23, 2023. https://pcad.lib.washington.edu/firm/18/
[68] Hunt, "Our Bungalow Dreams," 150.
[69] Hunt, "Our Bungalow Dreams," 53.
[70] Faragher, "Bungalow and Ranch Houses," 155–158.
[71] Robert M. Craig, "Bungalows in the United States," *Grove Art Online*, January 20, 2015. https://doi.org/10.1093/gao/9781884446054.article.T2289898

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Roy Hadley House on Mount Adams Drive or the Henry Hahn House (1906) in the West Hills.[72] Architect Albert E. ("A.E.") Doyle (1877–1928) also expressed the style in the cottages he built for Mary Frances Isom (1912), head librarian of what would become the Multnomah County Library system, and Harry Wentz (1916), Portland artist and art teacher.[73] Across the Columbia River in Vancouver, Washington, architect Dennis W. Nichols (1868–1922) also incorporated the style in his design of the landmark Langsdorff House at 1010 Esther Street, which *The Columbian* newspaper reported as Vancouver's first "pressed brick bungalow."[74] Craftsman-style architecture found expression in new American homes up through about 1930 although it became increasingly outmoded. By the 1920s, the style was lingering mostly in the Pacific Northwest where it remained popular longer because of the abundance of local timber, brick, and stone.[75]

The Hall House rises two stories high and has a commanding presence on its double lot. The deep overhanging eaves and rakes of the distinctive side gabled roof and prominent double intersecting front gabled dormer provide protection from the elements. The Hall House also possesses many of the classic character-defining features associated with the Craftsman style, such as the main entry protected by a porch, wood clapboard siding, wood knee-braced brackets, wood casement and double hung windows, and exposed brick masonry chimney.

Unfortunately, despite extensive research, the design of the Hall House cannot be attributed to a particular architect or builder. The overall composition and execution of the building strongly suggest that an architect designed the Hall House. However, it is also possible that Charles and Margaret Hall selected the design out of an architectural plan book. Regardless of whether an architect designed the Hall House or it was built from a stock plan, it is a representative example of a monumental bungalow rendered in the Craftsman style.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Hall House is significant under Criterion C. As the resource possesses the requisite integrity to communicate its significance under these criteria, it is recommended eligible for listing in the NRHP with an overall period of significance of 1912.

Based upon an evaluation of the Hall House 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.

The Hall House is associated with the prominent Vancouver attorney, judge, and politician Charles W. Hall and his wife, noted suffragist and socialist Margaret B. The Hall House, where they lived from 1912–1951, is associated with their productive lives and can communicate their historic contributions; however, the couple does not meet the current threshold for NRHP significance at the local level in the area of social history. Therefore, the house is not recommended eligible under Criterion B.

[72] Kreisman and Mason, *The Arts and Crafts Movement*, 149.
[73] Kreisman and Mason, *The Arts and Crafts Movement*, 151. These homes are cited by many as forerunners to the development of the Northwest Regional style.
[74] "Brick Bungalow To Be Erected," *Columbian* (Vancouver, WA), March 29, 1910, 1; Michael Houser, "Dennis W. Nichols," DAHP, October 2021. Accessed March 27, 2023. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-dennis-w-nichols.
[75] Kreisman and Mason, *The Arts and Crafts Movement in the Pacific Northwest*, 153.

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	
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The Hall House is significant under Criterion C, at the local level in the area of architecture. The Hall House is a particularly noteworthy example of a large bungalow rendered in the Craftsman style and is a highly visible and distinctive landmark in the Shumway neighborhood. The building embodies the distinctive characteristics of its style and possesses high artistic values. The period of significance for this Criterion is 1912, the year of the building's construction.

The Hall House 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 Hall 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 B and C with an overall period of significance from 1912 through 1951. It is not recommended eligible under Criteria A, B, or D.

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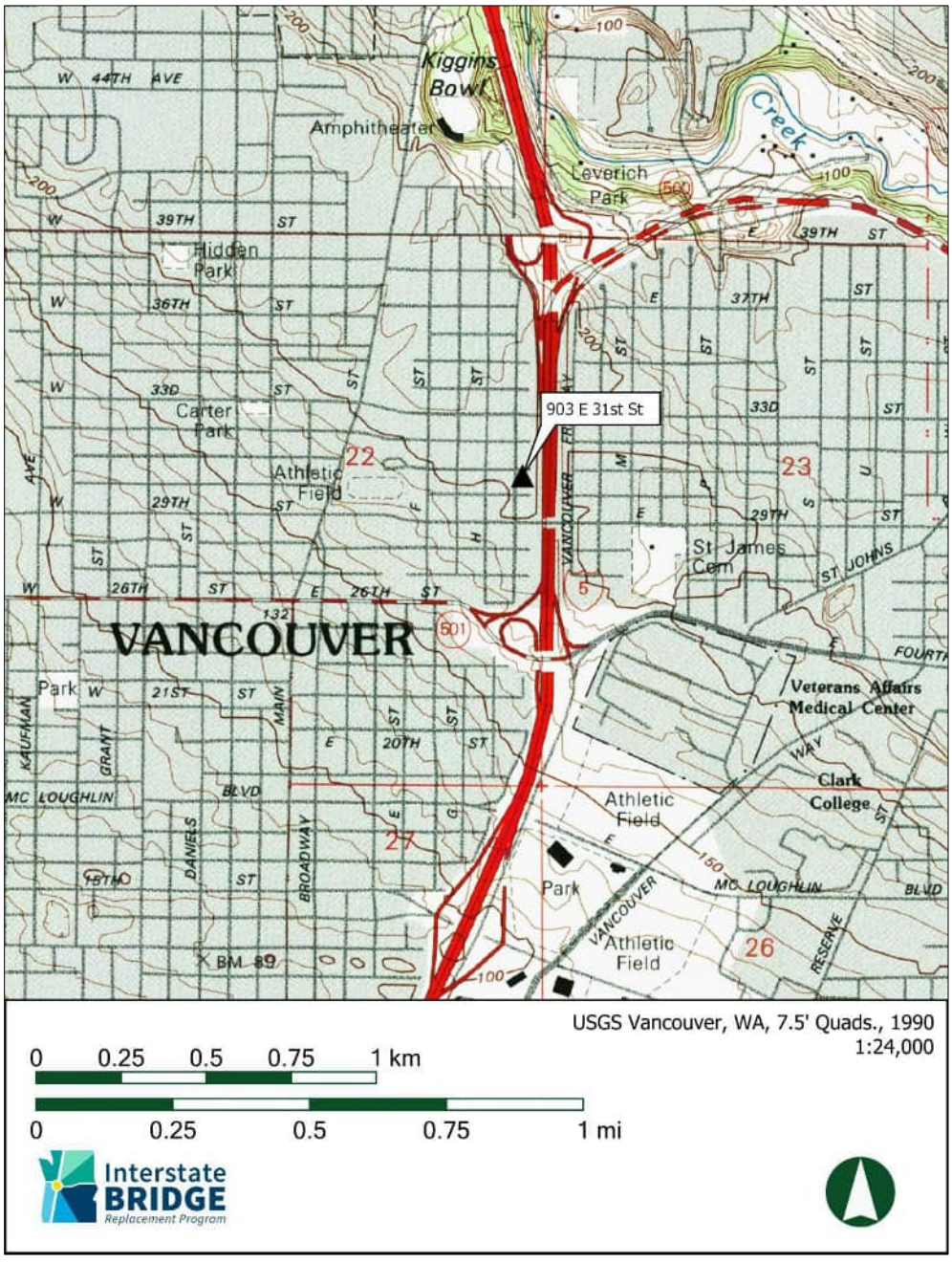


Figure 2. Location map of 903 East 31st Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 903 East 31st Street, showing recommended NRHP boundary in white.

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Figure 4. Hall House, east and north elevations, view facing southwest (WillametteCRA June 8, 2022).

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Figure 5. Hall House, north elevation, view facing south (WillametteCRA June 8, 2022).

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Figure 6. Hall House, north and west elevations, view facing southeast (WillametteCRA June 8, 2022).

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Figure 7. Hall House, north and west elevations, view facing southeast (WillametteCRA March 8, 2022).

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Figure 8. Hall House, west elevation, view facing east (WillametteCRA March 8, 2022).

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Figure 9. Hall House, detached garage, north and west elevations, view facing southeast (WillametteCRA March 8, 2022).

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Figure 10. Hall House, detached garage, west elevation, view facing east (WillametteCRA March 8, 2022).

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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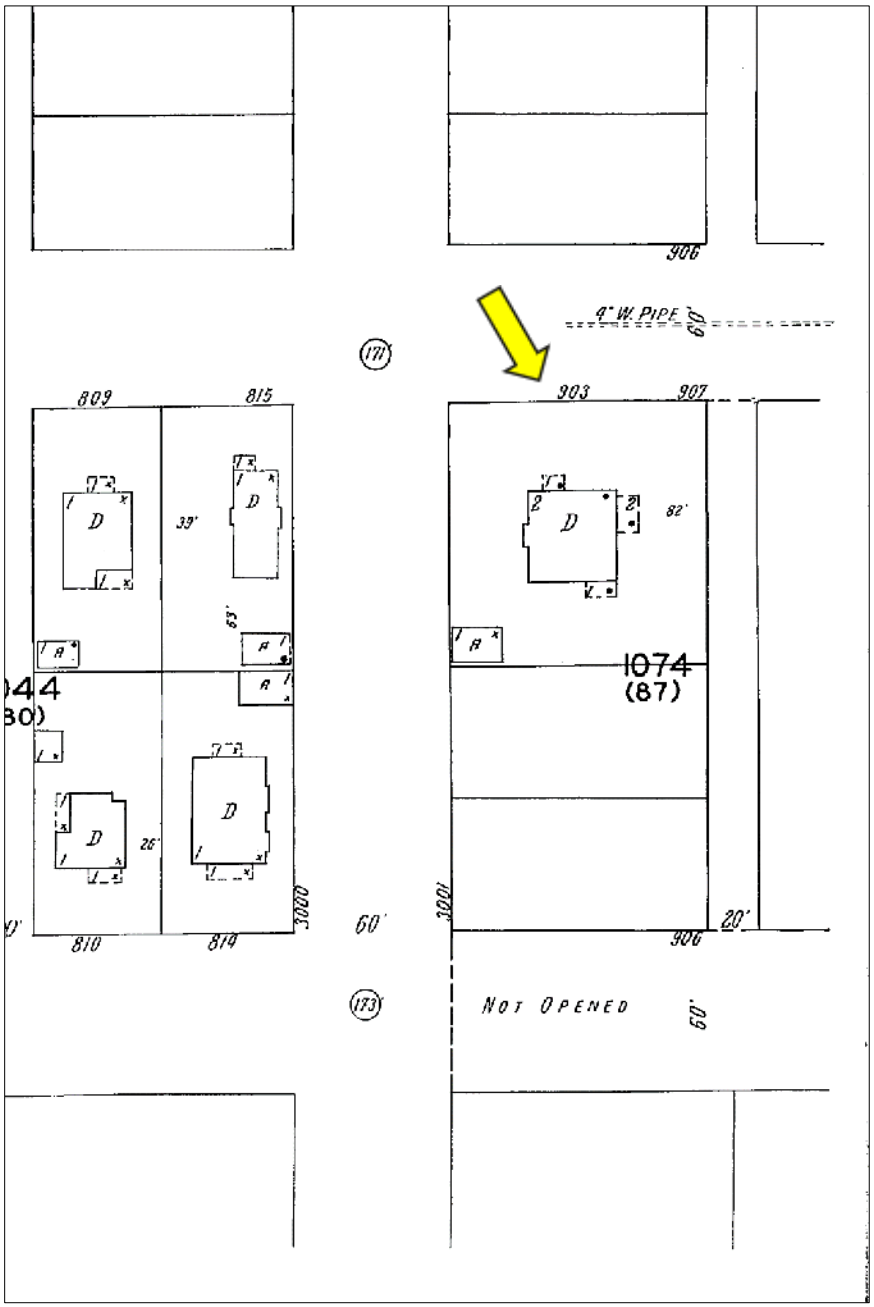


Figure 11. Hall House, 903 East 31st Street, 1928 (Sanborn Map Company, Vancouver [1928]).

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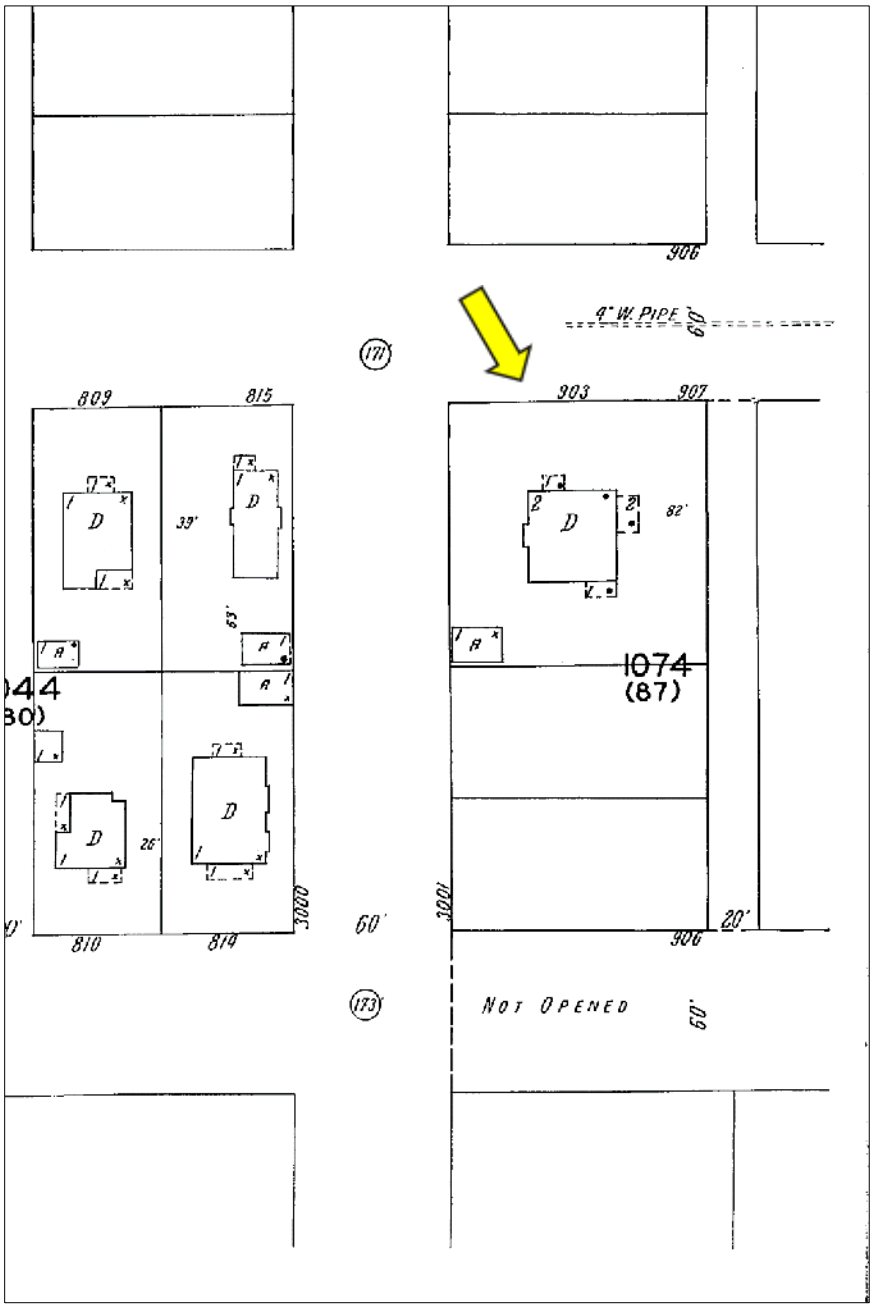


Figure 12. Hall House, 903 East 31st Street, 1928 and updated in 1949 (Sanborn Map Company, Vancouver [1928–1949]).

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 13. Hall House, 903 East 31st Street, 1980 (Washington Department of Archaeology and Historic Preservation via WISAARD).

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 14. Hall House, 903 East 31st Street, 2015 (Redfin, accessed April 20, 2022).

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 15. Hall House, 903 East 31st Street, 2015 (Redfin, accessed April 20, 2022).

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Figure 16. Hall House, 903 East 31st Street, 2015 (Redfin, accessed April 20, 2022).

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Figure 17. Hall House, 903 East 31st Street, 2015 (Redfin, accessed April 20, 2022).

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Figure 18. Hall House, 903 East 31st Street, 2015 (Redfin, accessed April 20, 2022).

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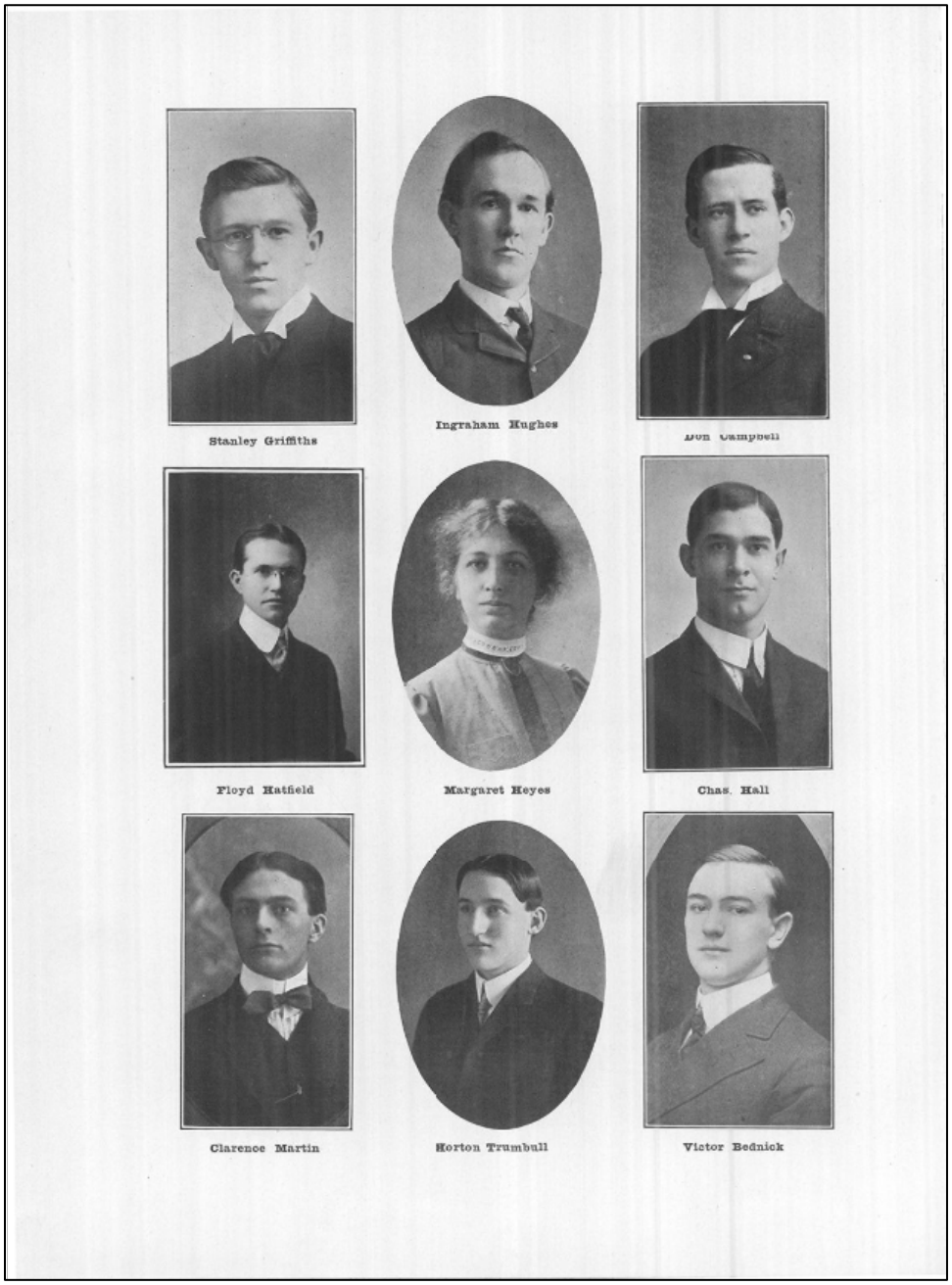


Figure 19. Margaret Louise Heyes (center row, middle image) and Charles Wilber Hall (center row, right image), 1907 (*Tyee* Yearbook, University of Washington, 1907).

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: Normandy Apartments (WA 149)	WISAARD Property ID: 33616, 89160
Street Address: 318 East 7th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 38820000	Plat Block Lot: City of Vancouver, Block 31, Lots 5, 6, 7, 8
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.626652°, -122.668891°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwellings	Construction Date: 1928
Historic Use: DOMESTIC / multiple dwellings	Alterations & Dates: Pre-1955, brick elevation stuccoed; 1960, Garages on east side turned into apartments; Unknown, Replacement of door and window
Architectural Classification / Resource Type: Tudor Revival / Building	Historic Context: Architecture, Community Planning and Development

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - U Court	
Window Type & Material: Wood double-hung sash	Exterior Surface Materials: Primary: Stucco Secondary: Brick [skintled] Decorative: Wood half-timbering	
Roof Type & Material: Flat with Parapet & Asphalt/Composition		
Structural System Type: Masonry - Brick	Plan Type: U-Shape	
Number of Stories: 3	Changes to Structures:	
	Category:	Change Level:
Styles: Tudor - Composite	Plan	Slight
	Windows	Intact
Register Status: Unlisted	Cladding	Moderate
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor	

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: Normandy Apartments (WA 149)	WISAARD Property ID: 33616, 89160
Street Address: 318 East 7th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. The Normandy Apartments. 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:

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: Normandy Apartments (WA 149)		WISAARD Property ID: 33616, 89160
Street Address: 318 East 7th Street	City, County, State: Vancouver, Clark County, Washington	

PHYSICAL DESCRIPTION

The Normandy Apartments, located at 318 East 7th Street, Vancouver, Clark County, Washington, is a three-story, multi-family housing complex designed in the Tudor Revival style. The footprint of the building is U-shaped and, at its maximum, measures approximately 110 feet long by 84 feet deep (Figures 1, 2, and 3). The building is constructed atop a full, reinforced concrete basement. Its primary elevation faces south onto East 7th Street: the main entrance, marked by a projecting gable and decorative bargeboard, is set back in a central courtyard and flanked by two residential wings. The elevation's façade is stuccoed and decorated with Tudor Revival elements: each wing is accentuated by projecting bay windows on the upper two floors (pairs of 6/1 wood double-hung sash windows), topped by scalloped bargeboards and an M-shaped front-facing gable roof, and supported below by decorative knee-brackets. The projecting bays of each wing and the central gable are stuccoed and decorated with half-timbering. On either side of the projecting bays are modified Chicago windows: a central picture window with an 8-light transom flanked by 6/1 windows. All windows appear to be original wood sash cottage windows.

In between the two wings of the U-shaped footprint is a recessed courtyard and terraced concrete path that leads to the building's primary entry enclosed within a three-sided porch. The walkway is surrounded by mature, ornamental vegetation (Figure 4). The main entrance is a full-glass wood door flanked by 8-light sidelights topped by transoms.

Above the ground floor, the east, west, north, and inner courtyard elevations are all "skintled" brick—irregular brick arrangements paired with weeping mortar joints, resulting in a decorative and textured wall effect (Figure 5).[1] The west elevation is defined by three ground-floor entries—each a 15-light wooden door—into individual apartments (Figure 6). Fenestration on this elevation, as well as the rear north elevation, includes paired 6-over-1 wood double-hung sash windows, as well as single 6-over-1 and 4-over-1 wood double-hung sash windows. The building has a flat roof with a low parapet, and there is direct access to the above-ground basement on the west, east, and south sides.

The interior of the building, based on photos included in a 2015 Clark County Historic Preservation Commission Report, seems to have retained many of the original features (Appendix 1). A straight-flight stair, accentuated by wood molding and balustrade, connects the three different levels. Public areas are lit by overhead ceiling lights and a skylight on the third story. A set of tenant mailboxes is built into the wall, as are the intercom and garbage incinerator systems. Individual units were designed with multiple built-ins, including closets and kitchen cabinets, tiled baths, hardwood floors, and fir trim molding.

Alterations

Since its original construction, the Normandy Apartments building has been slightly modified. In 1960, after infrastructural changes to the city streets impacted the circulation around the building, the basement garages were removed from the eastern wing of the building (Figure 7). They were replaced by four additional apartments. The south-facing elevation—also likely early in the building's history, ca. 1955—was changed when the brick surfaces surrounding the projecting bays were stuccoed to match. A few smaller changes, such as the replacement of a window and door can be noted from visual observation (Figure 8).

[1] See William Carver, ed. *Brickwork Working Details: Skintled Brick-work*. Vol. 1, No. 1 (Cleveland: The Common Brick Manufacturers' Association of America, 1925).

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Boundary Description

The resource is located on tax lot 38820000, which includes the surface parking lot to the west and, unusually, the seemingly public street (East 7th Street) immediately south of the apartment building. During the period of significance (1928), the building's tax lot included neither of these features and was limited to the three easternmost lots of Block 31 of the City of Vancouver townsite (Figure 3). The recommended National Register of Historic Places (NRHP) boundary of the property mirrors what remains of this historic tax lot boundary. Currently, this is bounded by the right of way of Interstate 5 to the east, the sidewalk paving of East 7th Street to the south, and an adjacent parcel to the north. The western portion of the original tax lot has been re-paved as part of the surface parking lot; no walkways or other historic features are intact. Because of this, the western boundary of the property is aligned with the western edge of the building footprint.

INTEGRITY

Nearly one hundred years old, the Normandy Apartments building shows few exterior character-changing alterations. On the southern elevation, the surfaces surrounding the projecting bays were originally skintled brick; at some point—seemingly within the first two decades of the building's opening—they were stuccoed and painted, a change still compatible with the Tudor Revival style. The original basement garages in the eastern wing were removed and replaced with four additional apartments.[2] Additional changes include the replacement of at least one set of original windows on the ground floor of the primary south elevation, as well as the replacement of a secondary entry door, also on the ground floor of the south elevation.

Other changes since the building's construction include the alteration of the building's surroundings. Once bordered by East 7th Street, West Reserve Street, a house on the west side of the lot, and a few houses to the north, the Normandy Apartments was part of the semi-residential belt surrounding Vancouver's downtown core. This area has since become more commercial and West Reserve Street has been replaced by Interstate 5.

Many original features of the interior, based on photos from the 2015 Clark County Historic Preservation Report, are intact. The wood molding, trim, and detailing appear to be in good condition. Some original fixtures, such as the intercom system and garbage incinerator, are no longer in use, but traces of their original function remain (Appendix 1).

Overall, the Normandy Apartments retains its integrity of location, materials, workmanship, feeling, and association to a high degree. Its integrity of setting has been diminished by changes in its surroundings; however, the encroachment of Vancouver's commercial core remains a compatible land use with the building's original setting. The loss of the original garages and the addition of stucco to the skintled brick on the south façade has also diminished the Normandy Apartments' integrity of design, but all other character-defining elements from the historic period remain intact and the resource continues to readily convey its original multi-family composition, as well as its Tudor Revival style.

[2] Clark County Historic Preservation Commission Staff Report. PRJ-150062/LUP-48359. December 2015. See also Permit 6484, Department of Building, Vancouver, Washington, July 1960.

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STATEMENT OF SIGNIFICANCE

Multi-family dwelling in Vancouver

The opening of the Normandy Apartments in October 1928 was announced with great excitement in *The Columbian*. "Substantially increasing" the city's housing and "adding another important building to the downtown group," the paper predicted that the building would "completely alter the building skyline in [the] old section of the city."[3] Designed by Blaine Ackley (1891–1932), the building was constructed on the site of John McMullen's 1868 landmark single-family home in anticipation of the many new families arriving in Vancouver during the period of the city's rapid expansion (Figure 9). Comprised of 20 two-room apartments (kitchen and living room) and 9 three-room apartments (kitchen, living room, and bedroom), the Normandy Apartments were the height of modern living: each apartment was outfitted with an electric range, Frigidaire refrigeration, light fixtures consistent with the general décor of the apartment, and an oil furnace producing steam heat. There were laundry and steam-heated drying rooms in the basement, as well as individual storage lockers for tenants. Electricity was routed underground, and each unit had a separate meter and fuse box, as well as a telephone "intercommunicating" system connected to the exterior door.[4]

The Normandy Apartments building filled a gap in Vancouver: it was both modern and moderately priced, convenient to and readily accessible from downtown Vancouver—then two blocks away—but also removed from the city commotion (Figures 10 and 11). At the time it was constructed, East 7th Street intersected with West Reserve, the west border of the Vancouver barracks, and was a significant street connecting the businesses of downtown Vancouver with its other main industry, the military. Vancouver continued to grow, even after the bustling war years, and new workers continuously migrated to the city for jobs in the shipping, lumber, dairy, and fruit industries. New attention was paid to improving the communal life of the city: the Kiwanis Club was inaugurated in 1922, and the Chamber of Commerce "reborn" the following year.[5] Businessmen stressed the need to build up downtown Vancouver as a destination, particularly the area around 5th and Main, uniting under the proclamation "What Vancouver Builds Builds Vancouver."[6] This intersection became the site of the flagship Evergreen Hotel, also designed by Ackley with Tourtellotte and Hummel, which opened mere months before the Normandy Apartments, in 1928.[7]

Apartment complexes accounted for much of Vancouver's population growth in the 1920s. In 1928 alone, six apartment complexes and 105 individual units were built; of these, the Normandy Apartments building is the best extant example of a high-density building designed in a contemporary style.[8] Developments in apartment design—the attempt "to attain in apartment life something of the integral, personal nature of home in its true conception of a place tenanted by an owner," as *The Columbian* assessed—redefined the multi-family dwelling.[9]

[3] "New Apartments to be Erected at $85,000 Cost." *The Columbian,* May 03, 1928, 1.
[4] "Public Inspects latest addition to City Growth." *The Columbian,* October 15, 1928, 5.
[5] Carl Landerholm. *Vancouver Area Chronology 1784-1958* (Vancouver: Clark County Historical Society, 2002), 240.
[6] See advertisements for subscriptions to the Community (Evergreen) Hotel, e.g. *The Columbian,* May 09, 1927, 2.
[7] "Build Vancouver Solid as She Goes." *The Columbian,* March 29, 1927, 4.
[8] These include the Beverly Court apartments (511 West 10th Street; now Beverly Court Studio Apartments, 511 West Evergreen Blvd., 2 story brick building), the Colonial Court apartments (29th and Main, no longer extant), the Columbian Apartments (22nd and Kauffman, now Columbia Court Apartments, 904 West 21st Street, bungalows), and Bungalow Court (13th and Jefferson, now 1001 West 13th Street, bungalows).
[9] "Building Permit Total Boosted by Apartments." *The Columbian,* February 18, 1929, 10.

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Ackley, who, in partnership with the general contractors of the building, Barney and Hinchman, was also an owner, designed the apartment complex in a contemporary style that announced privacy, modernity, and quiet middle-class life. In addition to the modern appliances, the finishes of each unit were similar to those in single-family homes nearby: lightly stained woodwork in private areas, mahogany in the front entrance, and fir for doors, baseboards, and railings.

Ackley sold the building to Dr. Charles Zener (1872–1948), a doctor of general medicine who also invested in real estate, shortly after it opened.[10]

Period Revival

Tudor Revival was a popular style in the United States (US) during the country's periods of growth and suburbanization, ca. 1890–1930. Equally inspired by the stately manors and humble cottages constructed during the Tudor monarchy, buildings designed in the "revival" style incorporated free elements from a variety of historic periods, including, most recognizably, the visible half-timbering that approximated a wood-framed structure inset with wattle and daub. The style's revival in England has been attributed to the romantic allure of the norms of pre-industrial society as well as the suitability of the style to the picturesque English landscape. In the US, Tudor Revival was considered an appropriate "domestic character," especially for those large houses in the country constructed for the nouveau-riche (hence the nickname "Stockbroker's Tudor").[11] The style was equally adopted by the middle class; in the latter half of the nineteenth century, Tudor plans appeared with increasing frequency in pattern books, and by the early decades of the twentieth century, mail-order companies offered multiple variations of the Tudor-style cottage. The Tudor-style apartment block was more popular in Europe than it was in the US, but it was well-suited to the urban block: gables and half-timbering lent not only an aesthetic decoration to the building but also an ethic of community.

Period revival styles in architecture became more popular after World War I. Americans who served in the war were introduced to European landscapes that had been previously accessible only to wealthy tourists. Many styles were used to corroborate American myths, its colonial past, and the triumph of English-speaking nations in the war.[12] The Tudor-revival style offered modern comfort alongside pre-modern, pre-industrial democratic society. Ackley's design, with Tourtellotte and Hummel, was coincident with many other Tudor-inspired projects during the 1920s, including the Clark County Country Club, designed by another Vancouver architect, A. E. Davis, erected the same year as the Normandy Apartments, as well as many homes in the Vancouver and Portland areas. Like these projects, the Normandy Apartments intimated the comfort of suburban living adjacent to but separate from the vibrancy and commercialism of downtown Vancouver.

[10] "Dr. C. R. Zener Buys Property." *The Columbian,* February 18, 1929: 10; The Zeners moved to Seattle to pursue a career in real estate. See "Mrs. C. R. Zener Given Farewell Party." *The Columbian,* February 3, 1931, 3. Zener's family home in La Center, Washington, was listed in the Clark County Heritage Register in 2017.
[11] On the discipline's prejudice against Tudor-revival, see Gavin Stamp, "Neo-Tudor and its Enemies." *Architectural History* 49, (2006), 1–33.
[12] For a thorough description of the Tudor Revival Style, its precedents and dispersion, see Gavin Townsend, "The Tudor House in America: 1890 – 1930," PhD diss., (University of California Santa Barbara, 1986); Bruce Lynch, "The Popular English Revival Style," in *The Old-House Journal*, July 1983.

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Tudor Revival shares many characteristics with the French Norman style, ostensibly the rationale behind the name "The Normandy Apartments." Though both derive from medieval European architecture, the French Norman style borrows its features from the rural vernacular of the French countryside. Usually, the main characteristic of the French Norman style is a round or octagonal central tower that, in its original function, served as a container of grains or silage. In the revival style, the central tower was often the enclosure for a stair or entry.

Blaine Ackley (1891–1932)

Blaine Ackley's first career was as a teacher and Principal at Union High School in Vancouver. During the war, he was sent to the School of Military Aeronautics in Berkeley, California, and trained at Camp Dick, Texas, before returning to Ridgefield, Washington, in 1918. He married Myrtle Phelps, of Vancouver, and began studying architecture, offering his services as a builder willing to "build to suit" or construct from his set of blueprints of "50 attractive homes" in the Vancouver papers.[13] He and his wife moved to Vancouver proper in 1925 and shortly thereafter, he began working in the local office of Portland architectural firm DeYoung and Roald.[14] With DeYoung and Roald, as well as with the Portland (and Boise, Idaho) firm of Tourtellotte and Hummel, Ackley worked as the local representative on a number of projects, including the Clark County Poor Farm Administration Building, a bakery, a drug store in Ridgefield, the Lambert and Orchards School (the latter he constructed with Barney and Hinchman), a remodel of the American Security Bank, where Ackley kept his office, and the Evergreen Hotel. In 1927, he partnered with Cliff C. Simmonton, who was "without peer as a draftsman."[15]

Ackley was active in Vancouver public life; a leader of the Boy Scouts, a member of the Kiwanis Club and Chamber of Commerce, the Red Cross, and the Clark County Country Club.[16] He was often called upon to judge the city's "beautification" campaigns, awarding prizes to the most handsome houses. In the early years of the Great Depression, he took a civil service position as the inspector of the construction of forty residences in Dupont, Washington.[17] He died in 1932, at the age of 41, at Fort Lewis, Tacoma.[18]

Tourtellotte and Hummel

Though Ackley was described as the designer of the Normandy Apartments, the architect of record was Tourtellotte and Hummel, an architectural firm that had offices in Portland and Boise, and has been described as "the single most important [firm] in Idaho architecture."[19] In 1972, 139 resources not already listed individually but eligible for the NRHP were submitted as a Thematic Resource.[20] The firm designed many of the state's institutional and architectural monuments, in multiple counties across Idaho, in a variety of styles that corresponded to general trends in the architectural discipline.

John Tourtellotte (1869–1939) originally hailed from Thompson, Connecticut, but moved increasingly farther west: he stopped in Worcester, Massachusetts, where he studied drawing; Pueblo, Colorado; and finally, Boise, Idaho,

[13] Advertisement. *The Columbian,* September 28, 1923, 7.
[14] "Blaine Ackley Drawing Plans." *The Columbian,* January 13, 1926, 6.
[15] "Cliff Simmonton Joins Blaine Ackley." *The Columbian,* May 09, 1927, 2. In several other instances, spelled Simonton.
[16] "Birthday Greetings to Blaine Ackley." *The Columbian,* January 15, 1929, 4.
[17] Notes. *The Architect and Engineer,* Vol. CIII, No. 2, November, 1920, 110.
[18] "B. Ackley Dead at Fort Lewis." *The Columbian,* January 14, 1932, 1, 8.
[19] "Tourtellotte and Hummel Thematic Resource Nomination Form." National Register of Historic Places. Idaho, 1972. NHRP# 64000170.
[20] National Register of Historic Places, Tourtellotte and Hummel, Thematic Resource, Idaho. National Register #64000170.

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where he was joined by C. F. Hummel (1857–1939) in 1896 and the firm became recognized for its competent design work. C. F. Hummel immigrated to the US from Germany at age 28 and arrived in Boise ten years later.

Together, Tourtellotte and Hummel designed the neo-Classical state capitol building in Boise in 1905, quickly followed by several churches, schools, homes, and hotels. In 1913, Tourtellotte moved to Portland and opened a branch office there, where he was later joined by C. F. Hummel's son, Frank Hummel (1892–1961); Hummel ran the Boise office with his other son, Frederick Hummel (1884–1978).

The work of the firm demonstrates the stylistic patterns of the late nineteenth and early twentieth centuries: from a general eclecticism in the late 1890s to a more austere approach at the Idaho State Capitol in 1905. The designs of the 1920s and 1930s were decidedly picturesque: the Egyptian Theater (1927, Boise, Idaho) was Egyptian Revival; Alexanders Building (1924, Boise, Idaho) Renaissance Revival; Hotel Astoria (1922, Astoria, Oregon) Neo-Gothic; and the Evergreen Hotel (1928, Vancouver, Washington) was designed in the Italian Renaissance style. The firm was less formal in its approach to residential design, specializing in small, wood-framed Queen Anne cottages, shingled colonial, and bungaloid styles of 1900–1920. Half-timbering appeared in many projects between the years 1900 and 1930, particularly in single-family and multi-family dwellings. The partners of the firm were revealed in their designs: Tourtellotte was eclectic, C. F. Hummel was Classical, Frederick Hummel pursued the picturesque while his brother Frank was more modernistic.[21]

Tourtellotte and Hummel practiced separately under the same name until they officially restructured in the mid-1930s when Tourtellotte was joined by Truman E. Phillips (1902–1989) and practiced as Tourtellotte and Phillips. Both Tourtellotte and C. F. Hummel died in 1939. As of 2023, the Boise branch of the firm still exists, licensed since 1996 as Hummel Architects, PLLC.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Normandy Apartments building is significant under Criteria A and C with an overall period of significance of 1928. The resource possesses the requisite integrity to communicate its significance and is therefore recommended eligible for listing in the NRHP.

Based on WillametteCRA's evaluation of the Normandy Apartments 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 building demonstrates the interwar growth of the city of Vancouver and the development of its urban core. The period of significance for this criterion is 1928, the year of the building's construction.

The Normandy Apartments building does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Despite the building's association with Blaine Ackley and the firm of Tourtellotte and Hummel, it does not qualify as significant within their overall oeuvre.

The building is also significant under Criterion C, at the local level in the area of architecture. The Normandy Apartments is an excellent example of an interwar multi-family apartment complex as well as the application of the Tudor Revival style to a building other than a single-family dwelling. The building is the best example of its type within the geographic context of downtown Vancouver. A preliminary analysis indicates that only four other

[21] National Register of Historic Places, Tourtellotte and Hummel, Thematic Resource, Idaho. National Register #64000170.

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comparable purpose-built multi-family apartment complexes remain from before World War II. These include the Fontana Court Apartments (215 East 12th Street), Academy Square (204 East 12th Street), Beverly Court Studio Apartments (511 West Evergreen Boulevard), and Franklin Center (1013 Franklin Street). Of these, the Normandy Apartments retains more historic integrity, despite its changes in setting and material, and the loss of its original garages. The period of significance under Criterion C is 1928, the year of the building's construction.

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

In summary, the Normandy Apartments possesses sufficient integrity to communicate its multiple areas of significance and WillametteCRA therefore recommends it as eligible for listing in the NRHP under Criteria A and C, with an overall period of significance of 1928. It is not recommended eligible under Criteria B and D.

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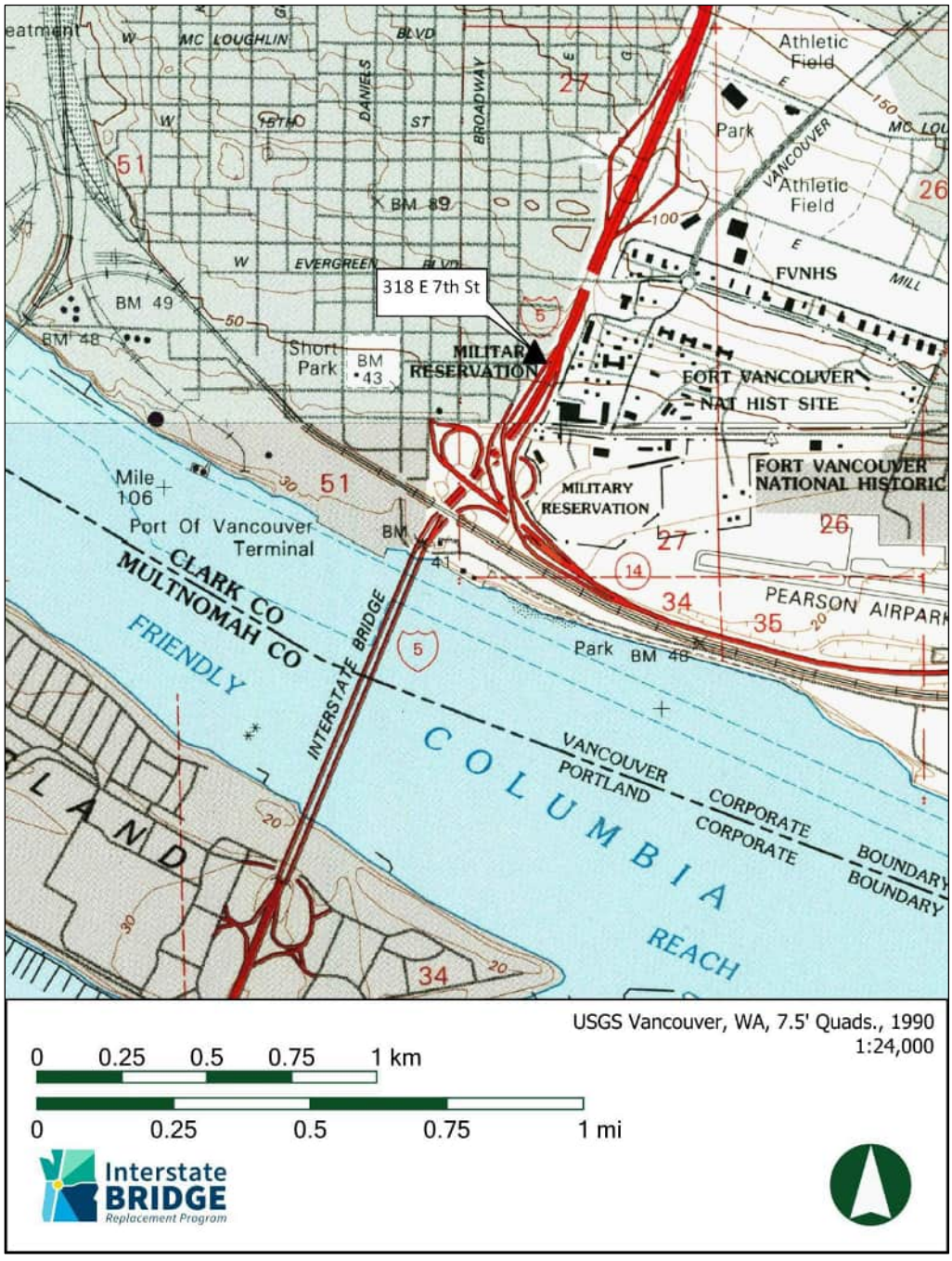


Figure 2. Location map of the Normandy Apartments, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of Normandy Apartments with recommended NRHP boundary in white.

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Figure 4. The recessed courtyard at the Normandy Apartments. View facing north (WillametteCRA January 16, 2023).

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Figure 5. Detail of the west elevation of the Normandy Apartments showing the texture of skintled brick. View facing northeast (WillametteCRA January 16, 2023).

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Figure 6. The west elevation of the Normandy Apartments showing the three ground-level entrances to private apartments. View facing northeast (WillametteCRA January 16, 2023).

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Figure 7. Aerial view from December 1954 showing the garages on the east elevation of Normandy Apartments (*The Columbian* [Vancouver, WA] archives).

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Figure 8. Detail of the south elevation of the Normandy Apartments showing a replaced window, view facing north (WillametteCRA January 16, 2023).

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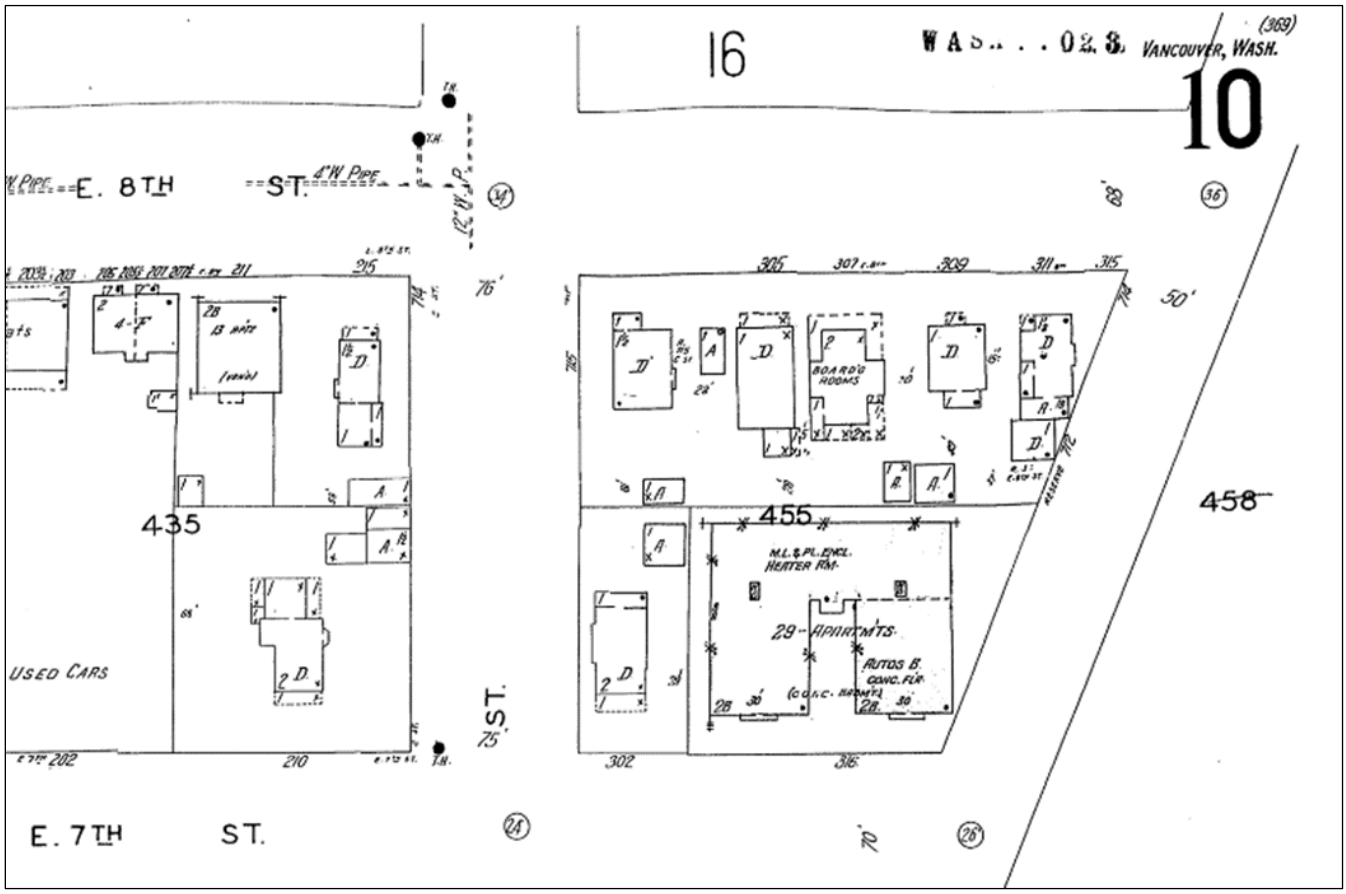


Figure 9. Detail of the 1928–1949 *Sanborn Fire Insurance* Map showing the original tax lot of the Normandy Apartment (Sanborn Map Company, *Vancouver* [1928–1949], 10).

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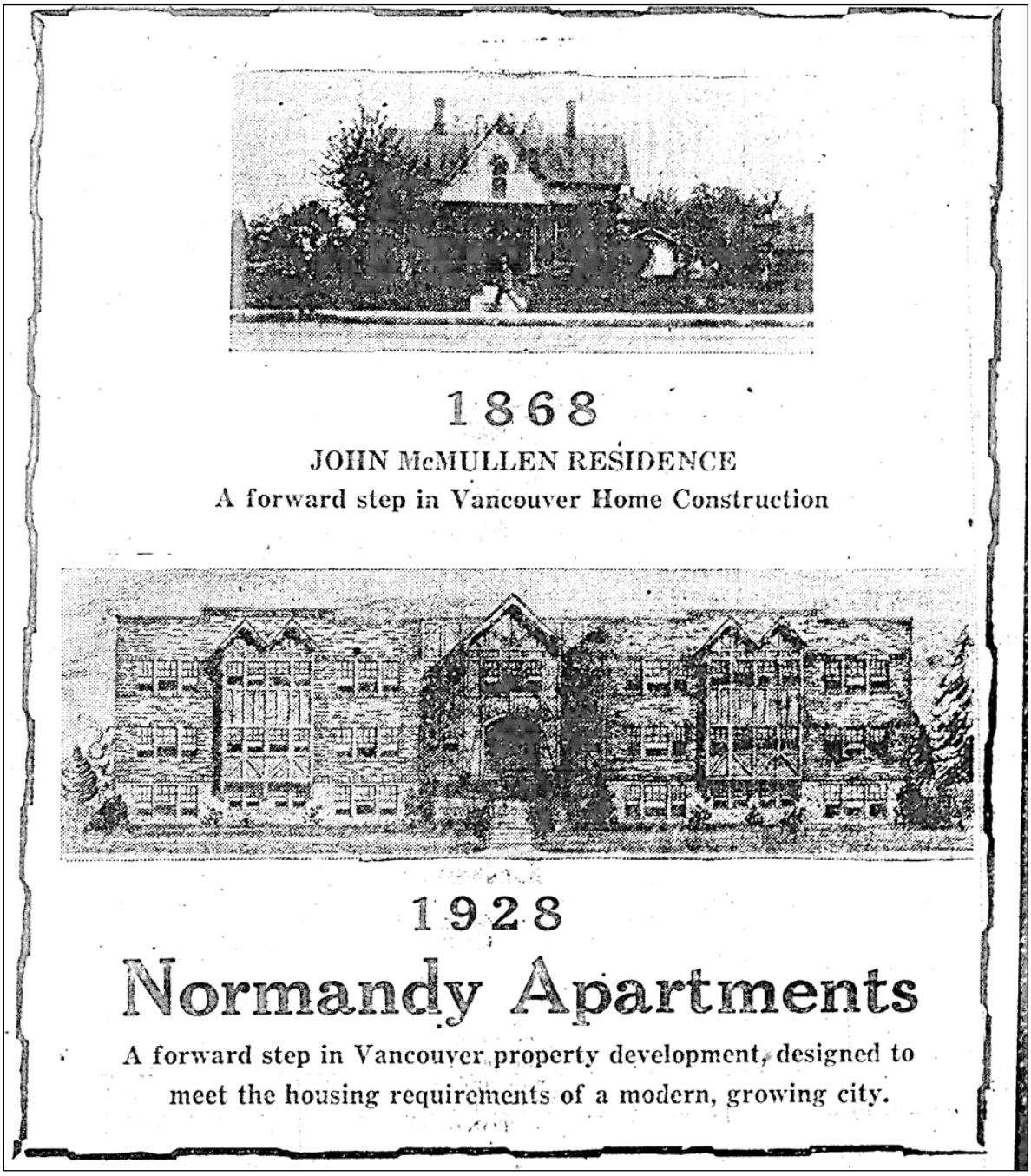


Figure 10. Advertisement in *The Columbian* announcing the transformation of Vancouver's housing stock (*The Columbian* [Vancouver, WA], October 11, 1928, 2).

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Announcing the Opening of
NORMANDY APARTMENTS

Seventh and Reserve

Saturday, October 13th from Noon until Ten o'clock in the evening, and Sunday, October 14th from Noon until Six o'clock in the evening the new Normandy Apartments will be open for Public Inspection.

You are cordially invited to be our guest on this occasion of the opening of Vancouver's newest, most modern first-class Apartment Building.

We wish to express our appreciation to the following building material dealers and sub-contractors for their confidence and co-operation in carrying this project to successful completion.

BURGY ELECTRIC WORKS — Electric Wiring and Fixtures
CENTRAL PLANING MILL — Mill Work and Cabinets
COLUMBIA FEED & FUEL CO. — Cement and Incinerator
WM. C. CROCKER — Plaster and Stucco Work
DORMAN KAMPE CO. — Sand and Gravel
DUBOIS MILL CO. — Lumber
FLYNN FURNITURE CO. — Monarch Ranges
HAMPTON & WESTERING — Frigidaire
HIDDEN BROS. — Brick
INDUSTRIAL EQUIPMENT Service — Oil Burner
MARSHALL-McCALL CO. — Corbin Hardware
V. W. McCORMACK — Concrete Work
MINSINGER BROS. — Sand and Gravel
NORTHWEST TILE CO. — Tile Work
PORTLAND ELECTRIC POWER CO. — Electric Service
W. W. RICHARDSON — Structural Steel
SCHULTZ & HALL — Plaster and Lath
STOREY & SON — Brick Work
H. H. THOMAS — Painting and Decoration
VANCOUVER BUILDERS SUP. CO. — Cement and Lime
VANCOUVER SHEET METAL WKS. — Roofing and Sheet Metal
WARL PLUMBING CO. — Plumbing and Heating
W. S. WOOD — Window Shades

Barney & Hinchman — Builders

Blaine Ackley
Tourtellotte & Hummel
Architects

1868
JOHN McMULLEN RESIDENCE
A forward step in Vancouver House Construction

1928
Normandy Apartments
A forward step in Vancouver property developments designed to meet the housing requirements of a modern, growing city.

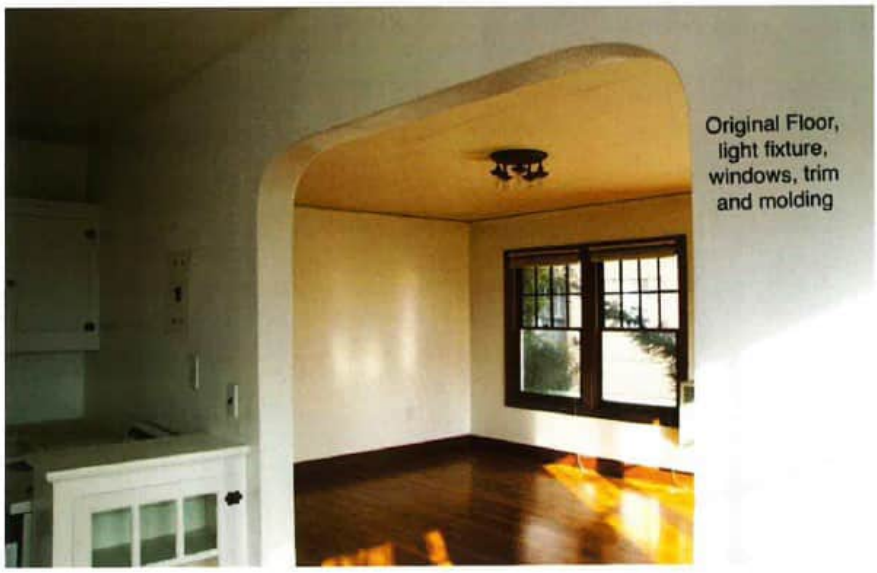
Figure 11. Announcement of the opening of the Normandy Apartments in *The Columbian*, including a list of all vendors and subcontractors (The Columbian [Vancouver, WA], October 11, 1928, 2).

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Appendix I:

Selection of interior images from 2015 Clark County Historical Commission Report, PRJ-150062/LUP-48359, December 2015.





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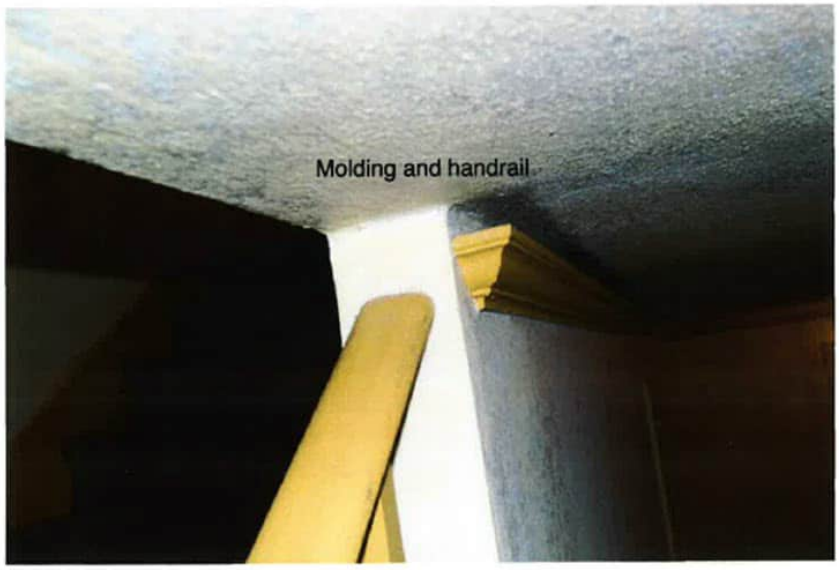
Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A	
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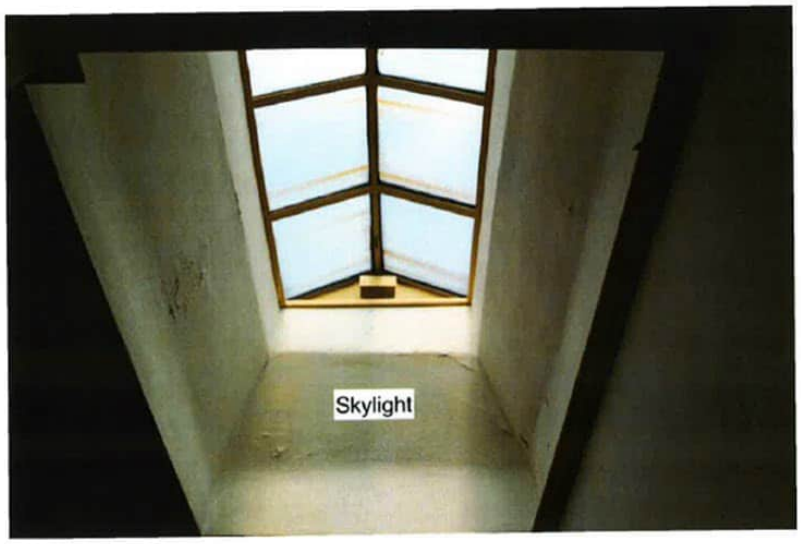
Agency/Project: Federal Highway Administration, Federal Transit Administration, Oregon Department of Transportation, Washington State Department of Transportation Interstate Bridge Replacement Program FHWA Federal-Aid No. S001(553), FTA No. XXXX(XXX), ODOT Key No. 21570, WSDOT Work Order No. 400519A	
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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: House of Providence/Providence Academy (WA 150)	WISAARD Property ID: 18827
Street Address: 400 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, WA
Tax Parcel Number: 39220000	Plat Block Lot: East Vancouver Blks 40, 41, #1 Blk 42, 48 & 49
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 15
Coordinates: 45.62935, -122.66821	
This property is part of a ☐ District	

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

Current Use: Commerce/Trade – Professional	Construction Date: 1873
Historic Use: Education – School; Domestic – Institutional Housing; Religion – Church School	Alterations & Dates: ca.1875–1876, Development of Sacred Heart Garden 1891, Addition of west auditorium wing; 1943–1944, Addition of Kindergarten Building (Gymnasium); Exterior galleries removed; ca. 1970, SW, NE, and NW parking lots; 2006–2009, Several outbuildings removed; ca. 2015, Roof cladding changed, Rehabilitation of chapel and ballroom; 2022, Demolition of Laundry Building and Boiler Building/Smokestack; 2023, Removal of eastern portions of East Evergreen Boulevard property boundary hedge and curb.
Architectural Classification / Resource Type: Georgian, French Colonial / Building	Historic Context: Education; Architecture; Religion

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

Foundation Type: Stone (Cut Basalt)	Form Type: N/A	
Window Type & Material: Four-over-four, segmental arched, wood	Exterior Surface Materials: Primary: Brick Secondary: Stone Decorative: Stone	
Roof Type & Material: Front and side gable, Metal - Standing Seam		
Structural System Type: Masonry - Brick	Plan Type: Irregular T-Shaped	
Number of Stories: Three	Changes to Structures:	
	Category:	Change Level:
Styles: Georgian/Federal, French Colonial	Plan	Moderate
	Windows	Slight
Register Status: NRHP Listed	Cladding	Intact
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

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	
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Figure 1. House of Providence, view from south (WillametteCRA 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:

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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PHYSICAL DESCRIPTION

The House of Providence (Providence Academy) is an institutional property located at 400 East Evergreen Boulevard in the Esther Short neighborhood in Vancouver, Clark County, Washington. The property is bounded to the north by East 12th Street and a commercial property, to the east by Interstate 5 (I-5), to the south by East Evergreen Boulevard, and to the west by a mixed commercial/residential property. The property consists of a large primary building built in 1873–1874, a secondary building (referred to as the Kindergarten Building or gymnasium) built in 1943–1944, and the surrounding grounds that contains the 1875 Sacred Heart Garden, composed today of a heart-shaped asphalt perimeter and north-south concrete walkway with a central circular concrete garden, and lawn,. A short hedge, concrete curb, and mortared stone gate posts along East Evergreen Boulevard date to ca. 1920s, and associated parking areas to the southwest, northeast, and northwest of the primary building were constructed in the 1970s, 1990s, and 2020s. Properties in the immediate vicinity of the House of Providence are primarily commercial, with several multi-family residential properties to the west and north and the Vancouver Community Library adjacent south.

The primary building of the House of Providence property is three stories with a full basement and has an irregular T-shaped plan. Showing the influence of the Georgian Revivaland French Colonial architectural styles, the building has a low-pitched intersecting gable roof clad in standing seam metal, multiple regularly spaced gable dormers, and a domed bell tower surmounted by a lantern. Constructed in 1873–1874, the original building consisted of an east-west primary volume with a central wing extending north from the rear of primary volume. The western end of the primary volume was extended with an addition in 1891.[1] Prior to 1956, three-story projections were constructed on both the north side of the primary volume.[2] The south (primary) and north elevations of the building's primary volume are divided by front-gabled pavilions that alternate with recessed spaces. Open balustraded wooden galleries fill the recessed spaces between pavilions on each story. On the first story, the gallery is supported by brick piers, while the upper-story galleries are each supported by the regularly spaced series of lightly stylized wood columns that line the gallery below. The building's 1891 west addition does not fully replicate this design pattern on the south elevation; instead, the central bay is only slightly recessed and lacks an exterior gallery. However, the west addition's north elevation features a recessed gallery matching that of the original building's south and north elevations. Similar galleries were originally constructed along the north wing's east, north, and west elevations but were removed between the 1930s and 1970s due to the prohibitive cost of maintenance.[3] Portions of the galleries on the south elevation were rehabilitated and the original roof cladding was replaced with the current standing seam metal roof in 2017–18.[4] The northwest and northeast

[1] Florence, Lentz, "House of Providence, Vancouver, Washington," National Register of Historic Places Nomination Form, NRHP Reference No. 78002738 (Olympia, WA: Office of Archaeology and Historic Preservation), Section 7.
[2] "Aerial view of Vancouver, Washington, showing Providence Academy and St. Joseph Hospital, 1956." Providence Archives, Seattle, Digital Collections. Item No. 22.E5.009. Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/1365/rec/689; "Damage resulting from the Columbus Day Storm of 1962, Providence Academy, Vancouver, Washington." Providence Archives, Seattle, Digital Collections. Item No. 22.E10.9. Accessed June 26, 2023 https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/829/rec/313.
[3] Lentz, "House of Providence, Vancouver, Washington," Section 7; "View overlooking Providence Academy from the roof of St. Joseph Hospital, Vancouver, Washington, 1966," Item No. 22.A2.43. Accessed January 20, 2025.
[4] "Preservation & Renovation," Historic Trust, Accessed June 26, 2023, https://www.thehistorictrust.org/providence-academy/renovations/.

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sections of the north galleries were rehabilitated and replaed between 2020 and 2022 and an ADA ramp was installed inside the northwest corner of the building as part of the same project.[5]

The primary building is clad entirely in running bonded red brick. The pavilions of the south elevation are further articulated vertically and horizontally with brick pilasters and corbelled belt courses that frame each window within these massings. Each pilaster is capped with a wood capital where it meets the molded cornice running the length of the south elevation. The central pavilion is particularly ornate, employing corbelled brick window hoods with stone keystones and acanthus scrolls. A molded stone trefoil arched niche is located prominently in the center of the pavilion's pediment. Historic photos show that this niche once held a statue, but it was removed in the late 1960s.[6] The primary entrance is located in this original central pavilion. The entrance itself consists of a double-leafed wood frame door with large single glass panes, topped by a four-light segmental arched transom window. The entrance is covered by a flat-roofed brick and stone portico. The portico roof is supported by four thick brick columns, with segmental arched openings on either side that are transected by a stone bar to form a transom space. The front of the portico is adorned with a molded stone segmental arch with stylized columns and brackets. The portico is accessed by a poured concrete staircase that curves inward as it ascends. Rounded stone plinths flank the bottom of the staircase, and it is lined and divided by wrought iron railings. Matching railings enclose the side openings of the portico and line its flat roof.

The building's fenestration consists primarily of regularly spaced rows of tall wood four-over-four segmental arched windows, with shorter rectangular wood one-over-one sash windows repeated regularly on the rear (north) wing. Wider segmental arched windows consisting of a central four-over-four window flanked by slim two-over-two windows are located above the building's primary and secondary entrances.

Documentation of the original interior layout of the House of Providence's primary building was not available. However, floor plans of the building's interior spaces were produced in 1968 and included in the property's 1978 NRHP documentation. At that time, the first floor consisted of long central hallways down each wing that provided access to spaces that were originally a parlor, classrooms, and school offices.[7] The 1978 NRHP documentation of the property indicated that these first-floor spaces had been converted to commercial office uses and a small restaurant, with minimal alterations to the interior partitions.[8] The auditorium that occupied the entirety of the 1891 addition's first floor consisted of five sets of paired columns supporting the ceiling down the middle of the room and the stage at its western end, consistent with ca. 1889 plans for the west addition.[9] An unsupported circular wood staircase was located at the intersection of the primary volume and north wing. It provided access to the upper floors.[10] The second floor contained unconverted classrooms and converted office space, as well as the intact original two-story chapel, located in the center of the north wing, just off the second-floor landing.[11] The

[5] The Historic Trust, email letter submitted to the Interstate Bridge Replacement Program, November 18, 2024.
[6] Providence Archives, Seattle, Digital Collections. "Providence Academy in Vancouver, 1960s." Item No. 22.A2.28. Available: https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/421/rec/277. Accessed June 26, 2023.
[7] Lentz, "House of Providence, Vancouver, Washington," Supplemental materials.
[8] Lentz, "House of Providence, Vancouver, Washington," Section 7.
[9] Lentz, "House of Providence, Vancouver, Washington," Supplemental materials; Providence Archives, Seattle, Digital Collections. No Date. "Plan, east end of first floor, Providence Academy, Vancouver, Washington, n.d." Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/1418/rec/825.
[10] Lentz, "House of Providence, Vancouver, Washington," Section 7.
[11] Lentz, "House of Providence, Vancouver, Washington," Supplemental materials.

third floor contained unconverted dormitories that once housed the orphans of the House of Providence—the boy's

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quarters at the end of the north wing and the girls at the west end of the primary volume, as well a ballroom and the balcony around the open upper level of the chapel.[12] An attic space above the third floor once housed the living quarters of the sisters that ran House of Providence, and the basement contained spaces that were formerly workshops and fuel storage rooms. Original interior features and materials such as paneled wooden doors, hardwood floors, wainscotting, enframements, and woodwork remained largely intact at that time, though painted over. However, the chapel's Gothic adornments remained fully intact, including the wooden altarpieces and statues in the chapel's apse and niches.[13] As the current recordation was limited to reconnaissance survey from the public right-of-way, all alterations to the interior after 1978 could not documented. However, significant interior spaces such as the chapel and the ballroom were rehabilitated around 2016 for use as event spaces, with repairs and material replacements undertaken with in-kind materials.[14]

Original outbuildings on the House of Providence property (including a barn, stone root cellar, the original convent, and schoolhouse) were removed over time. Several of the early outbuildings located to the northeast of the House of Providence building have been recently demolished. The ca. 1945 wellhouse (rebuilt on the original site of the ca. 1873 water tower) was demolished between 2006 and 2009, and the ca. 1873–1888 laundry (IBR Map ID WA150b) and ca. 1910 boiler house and smokestack (IBR Map ID WA150c) were demolished in 2023 (Figure 19).[15]

The Kindergarten Building (IBR Map ID WA150d) to the east of the primary building is the only extant outbuilding associated with the House of Providence (Figure 19). It is a one-story, rectangular-plan building with a side-gable roof. It has a hollow clay tile exterior, roof covered in red shingles, and central entrances on both its south and north elevations, each consisting of a double-leafed door beneath a cantilevered front-gabled hood that is accessed by a wood stair. The building's fenestration is varied, with examples of six-over-six and four-over-four single-hung windows, as well as a double casement window with a slim transom. The Kindergarten Building was designed by Sister Ignatia Marie (Laura Kathryn) Lindenkugel and constructed by general contractor Floyd R. Holcomb. As originally constructed, the building was vertically divided between the main floor classroom and the basement used as a workroom for male students. The building was converted into a gymnasium in 1963 through the removal of the division between the main floor and basement. This division was reinstalled between 1966 and 1974.[16]

[12] Lentz, "House of Providence, Vancouver, Washington," Section 7, Supplemental materials.
[13] Lentz, "House of Providence, Vancouver, Washington," Section 7.
[14] "Preservation & Renovation," The Historic Trust, Accessed June 26, 2023, https://www.thehistorictrust.org/providence-academy/renovations/.
[15] "Historic Aerial View of Vancouver, Washington 98660 in 2006," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer; "Historic Aerial View of Vancouver, Washington 98660 in 2009," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer; Adam Alsobrook, et al., Interstate Bridge Replacement Program Historic Resources Baseline Survey Report (Portland, OR: WillametteCRA, 2023), 33.
[16] "Providence Academy Kindergarten Building (Gymnasium, Kennedy Hall, Building 404)," The Historic Trust, November 15, 2022.

The grounds of the House of Providence have changed considerably over time and have variously includedgrassy lawns, garden plots, walks, and a central parterre among the outbuildings.[17] The Sacred Heart Garden, consisting of concentric curvilinear entrance walks and a central garden element, was an early feature of the House of

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Providence grounds designed by Mother Joseph and completed ca. 1875.[18] Plants were donated , and labor provided by soldiers from the adjacent Vancouver Barracks.[19] In the earliest available photograph of the grounds, dating to the 1890s, the Sacred Heart Garden was obscured by a wooden fencesaround the House of Providence's property.[20] The original design of the Sacred Heart Garden was first photographed in the early twentieth century. At that time, the inner fence had been removed and the outer fence was replaced with a fence along the property line, which opened to the entrance walkway with a central gate flanked by sets of short columns.[21] The garden consisted of three concentric heart-shaped walkways around a central garden area with trees and shrubs. The street entrance had again been altered by 1910, with the outer fencing replaced with short hedges bounded by poured concrete curbs that ran along the East Evergreen Boulevard public right-of-way.[22] The opening to the entrance walkway was then framed by four mortared stone gate posts capped with square concrete forms. The inner concentric curvilinear walkways had been removed and a transecting central walkway with a circular flower bed in its center had been added from the street entrance to the building entrance.[23] The inner pair of mortared stone posts were removed in the 1920s.[24]

The earliest available historic aerial from 1951 shows that garden plots and parterres north of the primary building had been removed by that time, with spaces between outbuildings filled with lawns and groupings of trees transected by several walkways.[25] Two structures were located along the northern property boundary, a three-story classroom building and one-story play shed, and the entrance walkway appeared consistent with its ca. 1920s and current designs.[26] The open lawns of the grounds were replaced with expansive parking lots in the

[17] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[18] "Providence Academy Tour", The Historic Trust. Accessed October 24, 2023, https://www.thehistorictrust.org/providence-academy-2/.
[19] "Section 106 Consultation Letter From Historic Trust to Federal Transit Administration and Federal Highway Administration for Interstate Bridge Replacement Program" Historic Trust, October 16, 2023.
[20] "Providence Academy, Vancouver, Washington, ca. 1890s," Providence Archives, Seattle, Digital Collections, Item No. 22.A2.091, Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/1152/rec/190.
[21] "Providence Academy, Vancouver, Washington, 1901," Providence Archives, Seattle, Digital Collections, Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/1063/rec/872.
[22] "Looking north at the main entrance of Providence Academy from Evergreen Boulevard, Vancouver, 1920s," Providence Archives, Seattle, Digital Collections, Item 22.A2.2, Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/420/rec/276.
[23] "Photo postcard of Providence Academy in 1910." Available: http://brickmojo.net/hiddenbricks/providencetour/. Accessed October 31, 2023.
[24] "Looking north at the main entrance of Providence Academy from Evergreen Boulevard, Vancouver, 1920s," Item 22.A2.2, Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/420/rec/276.
[25] "Historic Aerial View of Vancouver, Washington 98660 in 1951," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer.
[26] Sanborn Fire Insurance Map from Vancouver, Clark County, Washington. Sanborn Map Company, 1928, revised 1949. Map.

1970s, with lawns remaining only in the property's northeast corner until they too were replaced between 1990 and 1994.[27] The Century House Restaurant was constructed on the House of Providence grounds in 1976,

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located on East Evergreen Boulevard just to the south of the primary building.[28] The restaurant building was demolished in 2018–2019 in order to accommodate planned landscape renovations occurring in 2025.[29] Between 2018 and 2020, land along the western boundary lining C Street was partitioned from the property and redeveloped as two mixed-used retail and apartment buildings by Marathon Acquisition and Development, Inc. as part of the company's Aeon (formerly Aegis) development. Furthermore, the parking lot in the parcel's southeastern corner was expanded ca. 2023.[30] Historic grounds features that remain include the perimeter of the early Sacred Heat Garden, now covered in asphalt, north-south walkway, circular flower bed, grass lawn, the mortared stone gate posts (though the concrete pylons and lighting fixtures surmounting the stone gate posts were added after 1939), and the short hedge and concrete curb in the center of the historic grounds' southern boundary at East Evergreen Boulevard.[31] The intact portions of the hedge and curb span a distance of approximately 265 feet (generally aligning with the primary House of Providence building), whereas they historically were present at East Evergreen Boulevard over a distance of approximately 520 feet between C Street and the I-5 right-of-way. The western portions of the hedge and curb were removed to accommodate pavement improvements associated with the construction of the mixed-use buildings along C Street, and the eastern portions of these features were altered and ultimately removed to accommodate an expanded parking lot in the parcel's southeastern corner.

Boundary Description

The recommended National Register of Historic Places (NRHP) boundary of the House of Providence is defined as the boundaries of its current tax lot: Clark County Parcel No. 39220000.

INTEGRITY

The House of Providence retains integrity of location, as it remains in its original location. The property's integrity of setting has been diminished by substantial changes to its immediate vicinity, including the adjacent construction of I-5 and the development of modern commercial and residential properties. The property's integrity of design has been diminished somewhat by alterations to the primary building and substantial changes to its grounds. Alterations to the primary building include the removal of exterior galleries and several instances of window replacements on its north wing, the replacement of its original zinc roof with red standing seam metal, and changes to secondary interior spaces resulting from the building's conversion to commercial uses. However, the building's overall form, exterior cladding, the majority of its original fenestration, Georgian and French Colonial

[27] "Historic Aerial View of Vancouver, Washington 98660 in 1970," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer; "Historic Aerial View of Vancouver, Washington 98660 in 1981," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer; "Historic Aerial View of Vancouver, Washington 98660 in 1990," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer; "Historic Aerial View of Vancouver, Washington 98660 in 1994," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer.
[28] Lentz, "House of Providence, Vancouver, Washington," Section 7.
[29] Historic Aerial View of Vancouver, Washington 98660 2018-2019," Nationwide Environmental Title Research, Accessed June 26, 2023, https://www.historicaerials.com/viewer.
[30] "Our Work: Aegis." Marathon Acquisition and Development, Inc., Accessed June 26, 2023, https://marathonpad.com/work/aegis/.
[31] "Providence Academy, Vancouver, Washington, ca. 1939," Providence Archives, Seattle, Digital Collections, Item No. 22.J2.1, Accessed June 26, 2023, https://providencearchives.contentdm.oclc.org/digital/collection/p15352coll3/id/871/rec/425.

style elements and decorative features, and its most significant interior spaces (the chapel, ballroom, auditorium, entrance foyer, and hallways) remain intact. Furthermore, minor additions to the building are either located on secondary elevations and subordinate to the original structure in scale, or in the case of the 1891 west wing addition, compatible in scale and design with the original construction but differentiated by its lack of a multi-story gallery on the south elevation. While the material of its roof cladding has been changed, it is similar in character to the historic cladding materials and does not overly detract from the building's appearance. Likewise, more substantial alterations such as the removal of the north wing galleries and window replacements have been

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limited to secondary elevations and are screened by vegetation, reducing the visibility of these changes. The House of Providence's grounds have been substantially altered, including the removal of all but one of its outbuildings and the removal and replacement of much of its lawns, gardens, and circulation pathways with parking areas. The property does retain reduced portions of its historic landscape features along its primary boundary of East Evergreen Boulevard, including the outline and north-south walkway of the Sacred Heart Garden in front of the primary building, the central portion of the short hedge and concrete curb along East Evergreen Boulevard, and the mortared stone gate posts. (The latter have been slightly altered through the addition of surmounting concrete pylons and lighting fixtures). These alterations have had a more limited impact on the property's integrity of materials. The primary building retains the majority of its historic materials, and replacements on the exterior and interior have been completed in-kind. Furthermore, the materials of historic landscape features such as the Sacred Heart Garden, oval drives, and mortared stone gate posts remain largely intact, though formerly open lawns and other landscaped areas have been replaced with hardscaped parking lots. The property largely retains integrity of workmanship, as the elements of the property that express craftsmanship remain intact. These elements include the primary building's elaborate exterior elements—its balustraded galleries, corbelled brick pilasters, bands, and window hoods and the stonework of the primary entrance pavilion and portico—and the decorative elements of its key interior spaces. Additionally, the property's remaining landscape features bolster the property's integrity of workmanship, such as the mortared stone gate posts. The property's integrity of feeling has been correspondingly diminished by changes to its setting and alteration of its grounds. The loss of all but one associated outbuilding and the alteration of its landscaping since the 1970s have left the primary building and Kindergarten Building standing among adjacent modern structures and parking lots. However, the property remains recognizable as a late 19th-century institutional property, emphasized by the sheer scale of its primary building with its Georgian and French Colonial design elements and brick and stone exterior materials, and important landscape elements along East Evergreen Boulevard that convey the sense of the institutional property's historic grounds. The property's integrity of association has been diminished by changes in ownership, the conversion of some of the primary building's interior spaces to commercial uses, and the removal of historic outbuildings and features on the House of Providence grounds. The property has not been owned and operated by the Sisters of Providence since 1969, after which the primary building's interior was partially converted to new commercial uses. Associated outbuildings, features, and open spaces of the grounds were gradually removed or replaced under subsequent owners. However, the primary building and the southwestern portion of the grounds largely retain their association with the property's historic design and use as an institutional building and campus. Importantly, the primary building retains key interior spaces associated with the Sisters of Providence's religious and educational activities, such as the chapel, which continue to convey the property's association. Furthermore, the current owner of the primary building has undertaken preservation and interpretation activities that enhance the property's historic associations with the Sisters of Providence.

Overall, the House of Providence retains integrity in a majority of aspects. It retains integrity of location and workmanship. While the property's integrity of design and materials has been diminished, many alterations to the primary building occurred during its period of significance, have been limited to secondary elevations, and have not substantially changed its overall form, design elements, materials, or appearance. Furthermore, features of its

grounds along the primary property boundary of East Evergreen Boulevard remain intact to the extent that the historic landscape character of the property remains discernible. The property's integrity of setting, feeling, and association have been diminished through the alteration of the House of Providence site and changes in the use of the primary building, as well as the modernization of its immediate vicinity. However, the House of Providence retains a sufficient degree of overall integrity to convey its historical and architectural significance.

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STATEMENT OF SIGNIFICANCE

The House of Providence, located at the outer edge of the Esther Short neighborhood of Vancouver, Washington, was constructed in 1873–1874 by the Sisters of Providence (SOP). Led by Mother Joseph of the Sacred Heart, the Sisters operated the House of Providence as a boarding school, day school, orphanage, and headquarters of the SOP.

The property is one of the earliest remaining examples of a religious social institution built in the Pacific Northwest by the SOP, one of the earliest of such organizations in the Washington Territory. Additionally, at the time of the building's construction, its scale and architectural design made it an exceptional and substantial undertaking in the small settlement of Vancouver, Washington.

Vancouver, Washington in the Nineteenth Century

The first permanent European American settlement of present-day Vancouver, Washington was the Hudson Bay Company's (HBC) Fort Vancouver. Established in 1825, the outpost was a central hub of all HBC operations on North America's west coast, serving diverse groups of people including Native American and European American traders, immigrants, trappers, and missionaries in the 1820s and 1830s. Though initially established on a bluff northeast of Fort Vancouver National Historic Site (NHRP No. 66000370), HBC relocated the fort facilities to the open lower plain along the Columbia River's north bank in 1829. Through the Oregon Treaty of 1846, the British ceded all claims on lands south of the 49th parallel to the United States, including all lands now encompassed by Washington State.[32]

Amos and Esther Short arrived in the vicinity of Fort Vancouver in 1845, purchasing the property of Henry Williamson that the HBC had used and maintained up to that time. Though the Shorts resided on the north shore of the Columbia River since 1845, their claim was not officially granted until 1853, encompassing lands between present-day West Fourth Plain Boulevard and the Columbia River. By 1860, the southern portion of the Short claim had been partitioned off as part of the Vancouver townsite. In the latter decades of the 19th century, Vancouver became the primary shipping point for agricultural goods and timber in Clark County, connected to outer-lying segments by rudimentary trails and roads and several rail lines including the Vancouver, Klickitat & Yakima Railroad and Northern Pacific Railroad.[33]

Sisters of Providence

The SOP is a Catholic-affiliated religious organization founded in 1843 by Emilie Gamelin (née Tavernier) and Bishop Ignace Bourget of Montreal, Quebec, Canada. Though originally named the Daughters of Charity, Servants of the Poor, Gamelin's congregation became known as the Sisters of Providence shortly thereafter.[34] In 1856, Bishop A.M.A. Blanchet of the Diocese of Nesqually [*sic*] invited the SOP to establish a convent and school

[32] Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 145–146, 160–161.
[33] Alsobrook, et al. *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report*; 158, 161–166.
[34] "History." Sisters of Providence, Mother Joseph Province, Accessed June 26, 2023, https://sistersofprovidence.net/history/.

at Fort Vancouver, resulting in a group of five sisters, led by Mother Joseph of the Sacred Heart, to travel from Montreal to Fort Vancouver.[35] The earliest SOP property in Vancouver was constructed in 1857, consisting of a

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small frame house that served as a convent and a temporary chapel.[36] The SOP was incorporated in Washington in 1859 as a religious charitable non-profit organization.[37] The SOP property in Vancouver expanded quickly, with the first building converted to a school and several small cabins constructed to house boarding students, orphans, and the elderly. Vancouver's first hospital, St. Joseph's Hospital, was opened by the sisters in 1858, and housed in one of the early frame buildings. By 1863, the SOP property included seven wood-frame buildings, several of which were built with materials salvaged from Fort Vancouver after the fort was abandoned in 1860.[38]

Mother Joseph of the Sacred Heart

Mother Joseph of the Sacred Heart was born Esther Pariseau in Quebec, Canada in 1823. Mother Joseph was the daughter of carriage-maker and from him, learned skills in construction, carpentry, and woodworking evident in the House of Province's construction.[39] She joined SOP in 1843.[40] Mother Joseph is credited with being the first person in the Pacific Northwest to organize institutional care for orphans, the elderly, and the mentally ill and the first to establish a permanent Catholic school and hospital.[41] During her forty-six years in Washington, Mother Joseph established thirty-three ministries. In addition to planning the design and construction of the House of Providence, Mother Joseph was involved in the financing and construction of Providence Hospital in Seattle, Washington, St. Vincent's Hospital in Portland, Oregon, and SOP buildings in Spokane and Walla Walla, Washington, and more.[42] Mother Joseph was selected to become Washington State's second representative in the National Statuary Hall in Washington, D.C. in 1980, and a statue of Mother Joseph was also dedicated in the Washington State Capitol in Olympia.[43]

The House of Providence Construction and Operation (1873–1966)

By the mid-1860s SOP's original property in Vancouver had become inadequate for the growing scope of the organization's operations. Mother Joseph began planning for the construction of a large building to house a convent, orphanage, and school, acquiring a separate property in Vancouver for the site. Funds for the building project were solicited from Vancouver residents and from mining and lumbering operations in the vicinity. Though an architect referred to as McKay is credited for the design of the chapel, Mother Joseph was credited with carving the five altars, some of the statues and pews, and much of the Gothic ornament. Brick for the construction of the House of Providence and its outbuildings was provided by Hidden Brick Company of Vancouver, operated by Lowell M. Hidden. In addition to the massive primary building, the House of Providence boasted bath and laundry facilities and the most advanced heating and ventilation systems available at the time. At the time of its

[35] The Diocese of Nesqually [*sic*] operated under this spelling until the diocese's name was changed to Diocese of Seattle in 1907. This spelling is in contrast to the accepted contemporary spelling of Nisqually.
[36] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[37] "History." Sisters of Providence, Mother Joseph Province, Accessed June 26, 2023, https://sistersofprovidence.net/history/.
[38] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[39] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[40] No Title [Obituary for Mother Joseph of the Order of the Sisters of Charity of the House of Providence], *Seattle Daily Times*, January 20, 1902.
[41] "Mother Joseph for state's second D.C. statue?" *Seattle Daily Times* (Seattle, WA), January 4, 1976.
[42] No Title. [National Statuary Hall Unveiling for Mother Joseph], *Seattle Daily Times* (Seattle, WA), April 27, 1980.
[43] No Title. [National Statuary Hall Unveiling for Mother Joseph], *Seattle Daily Times* (Seattle, WA), April 27, 1980; Sisters of Providence, Mother Joseph Province 2023.

completion, the building was hailed as the largest brick building in Washington Territory, and likely on the northern Pacific Coast.[44]

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When it opened in 1874, the House of Providence housed both male and female orphans, as well as female day and boarding students. The House of Providence service population continued to expand, requiring the construction of a large addition to the west end of the original building's primary volume in 1891. In the early twentieth century, ancillary services were phased out or moved to other locations due to changes in local and state services allowing the SOP to focus the House of Providence's operation on education. The orphanage was phased out in 1916–1917, and the novitiate and SOP administrative operations were relocated to Seattle in 1924. While the school's attendance increased to some 900–1000 students during World War II with an influx of shipyard and factory workers, the House of Providence's grade school and boarding school programs were gradually discontinued in the 1950s as additional parochial schools and local public schools were constructed in Vancouver. The SOP school at House of Providence continued to operate a single-gender high school for girls until 1966.[45]

The Kindergarten Building, built 1943–1944, housed a kindergarten classroom from 1944–1948, supporting the activities of the SOP Kindergarten Department. The building was constructed to help provide education for the children of newly arrived defense workers who were flocking to the Vancouver area for wartime employment. Prior to the building's construction, the Kindergarten Department, established 1940, had utilized a second floor space in the primary building for instruction purposes. Growing enrollment in the late 1940s resulted in the building's use for elementary students after 1948. It also served as a meeting place for the Academy's student union between 1948 and 1963, when it was converted to a gymnasium.

The House of Providence 1967–Present

The House of Providence was vacant until 1969, when it was purchased by Robert Hidden, a descendant of the brickmaker Lowell Hidden, with the intent to preserve and rehabilitate the property for modern uses. After an attempt to redevelop the entire site with a variety of civic uses, Hidden rehabilitated the property for small retail and office uses beginning in 1974 .[46] The Hidden family continued to preserve and rehabilitate the building from the 1970s to the 2000s, adding the event spaces for rental in 1977. Hidden's rehabilitation of the House of Providence was recognized at the time by the Washington Trust for Historic Preservation for his individual outstanding contribution to historic preservation.[47]

While information on the use of the House of Providence between 1978 and 2015 is limited, it is likely that Hidden continued to lease space in the building for commercial uses. Ancillary buildings such as the Kindergarten Building were also leased to tenants, including a Montessori school, a special education school, and an arts-orientated school from 1978 to 2024. The Kindergarten Building is now leased to Downstage Center Productions,

[44] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[45] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[46] Lentz, "House of Providence, Vancouver, Washington," Section 7; Ted Van Arsdol, "Providence: A silent centennial,"*The Columbian* (Vancouver, WA), September 3, 1974, 2.
[47] "Preservation group to present 3 honors," *Seattle Daily Times* (Seattle, WA), October 13, 1979; Bob Burnett, "The Academy," *The Columbian* (Vancouver, WA), January 28, 1977, 56.

an arts education organization.[48] The House of Providence property was acquired by The Historic Trust in 2015 with the intent to continue preserving and rehabilitating the property as an event space and interpretive site.[49]

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Architectural Style Influences

The House of Providence exhibits influences of the Georgian/Federal and French Colonial architectural styles. The Georgian style was popular in eastern North America in the eighteenth and nineteenth centuries. The style is characterized by its large boxed form, occasionally with wings, a horizontal and vertical symmetry typified by primary elevations with a central entrance and flanking series of windows, embellished primary entrance surrounds and transoms, and decorative moldings, usually along the cornice.[50] The Federal style succeeded the Georgian style in the late eighteenth and nineteenth centuries, incorporating its basic box form and strict symmetry, but more frequently supplementing the basic form with wings, refining elements such as windows by reducing the number of lights and applying decorative surrounds, and embellishing decorative detailing through the application of stone decorative elements to the elevation between window rows.[51] The House of Providence exhibits these elements through its pavilions-and-wings form, overall symmetry, four-over-four segmental-arched windows, and molded cornice, though it lacks other decorative details such as a dentil band or applied decorative elements. The French Colonial style was common in eastern North America in the eighteenth century, particularly in areas colonized by the French such as Canada and Louisiana. The style was characterized by small symmetrical forms, typically with side-gabled or hipped roofs, tall and narrow window pairs, and full-width incorporated porches.[52] The House of Providence's long-incorporated exterior galleries and tall and narrow windows and doors, with tripartite examples over the entrances, are examples of French Colonial style influence.

National Register of Historic Places Eligibility

Previous Recommendation

The House of Providence was listed in the NRHP in 1978 (NRHP Reference No. 78002738).[53] The nomination form addressed the entire seven-acre site of the House of Providence, including the primary building and five outbuildings that remained at the time of listing: the boiler house, laundry, wellhouse, Kindergarten Building/gymnasium (at that time used as a school), and restaurant. The nomination form also briefly described extant landscape elements, specifically the vegetation and the oval-shaped drive that approaches the primary entrance. While the 1978 NRHP nomination did not specify the significance criteria under which the property was listed, the nomination form identified several areas of significance, including Architecture, Education, Exploration/Settlement, Religion, and Social/Humanitarian. These areas of significance generally correspond to Criteria A and C. At the time of its NRHP listing, the boundary of the property was defined as the historic extent of the grounds, corresponding to the city block bounded by 12th Street to the north, C Street to the west, East Evergreen Boulevard to the south, and Reserve Street and the I-5 right of way to the east. This boundary includes the current legal boundaries of Clark County Parcel No. 39220000 as well as the two parcels to its north (Clark County Parcel Nos. 39220001 and 986035621) and two parcels to its west (Clark County Parcel Nos. 986035622 and 39224000). Furthermore, the 1978 nomination did not provide a comprehensive inventory of features on the

[48] The Historic Trust, "Providence Academy Kindergarten Building (Gymnasium, Kennedy Hall, Building 404)," November 15, 2022.
[49] "Preservation & Renovation," The Historic Trust, Accessed June 26, 2023, https://www.thehistorictrust.org/providence-academy/renovations/.
[50] Virginia Savage McAlester, *A Field Guide to American Houses* (New York, New York: Alfred A. Knopf, 2017), 200–205.
[51] McAlester, *A Field Guide to American Houses*, 216–222.
[52] McAlester, *A Field Guide to American Houses*, 179–186.
[53] Lentz, "House of Providence, Vancouver, Washington."

property nor did it clearly identify all contributing elements. However, a site map included in the nomination form noted that the property's historic components were the primary building, boiler house, laundry, wellhouse, and the landscaping in front of the primary building's entrance. "Intrusions" were noted as the restaurant building and 1940s-era Kindergarten Building (then occupied by a Montessori school). The nomination form did not specify a

period of significance, although the identification of the Kindergarten Building as an intrusion suggests that the evaluator considered the property's significant period to have ended before the 1940s.

Current Recommendation

This evaluation supports the previous listing and supplements it to recommend the House of Providence as eligible for listing in the NRHP under Criteria A, B, and C, with a period of significance of 1873–1924. This evaluation also clarifies the property's current boundary, as the legal boundary of the property has been reduced since 1978 and associated outbuildings and features of its grounds have been removed or replaced. Additionally, the current evaluation identifies the specific character-defining features that remain on the property.

Based upon an evaluation of the House of Providence within its historic context, the resource is significant under Criterion A, at the state levels in the areas of education, religion, and social history. The House of Providence is strongly associated with the SOP's early activities and organizational growth in Washington State. The period of significance for this criterion is 1873 to 1924, which demarcates the year the Sisters of Providence constructed the House of Providence in Vancouver through the year the order relocated its headquarters to Seattle, after which the SOP's activities at the House of Providence were limited only to the operation of the SOP school. The resource was the first major construction project undertaken by the organization in Washington and operated for 93 years as an SOP institutional campus, serving as a school, orphanage, and headquarters of the organization. The House of Providence was constructed in 1873–1874 as a consolidated site for the religious, social, educational, and administrative work of the SOP in Vancouver, Washington during that period, replacing an ad hoc complex developed by the organization over the previous sixteen years. The primary building housed an orphanage for over thirty years, was the organization's headquarters for forty years, and was an educational institution in Vancouver for 93 years. The property's construction allowed for the expansion of SOP activities in Vancouver and later in Washington and Oregon. The primary building most directly demonstrates the property's association with the SOP, while extant historic features of the grounds demonstrate how the property evolved within the period of significance in concert with the expansion and evolution of SOP activities at the site.

The SOP's expansion into the Pacific Northwest was led by Mother Joseph, and over her forty-six years in Washington she greatly expanded the organization's presence and programming throughout the state. Under Mother Joseph, the SOP served as a model for the institutional care of vulnerable populations, particularly children. Furthermore, she directly led the development of the House of Providence, oversaw its programming during the early decades of its operations, and conducted the broader work of the SOP in Washington from the property.

The House of Providence is also significant under Criterion C, at the state level in the area of architecture and landscape architecture. The House of Providence is an example of an early institutional campus with significant qualities of construction, design, and landscaping. Designed by Mother Joseph, the primary building exhibits influences of the Georgian/Federal and French Colonial styles and the grounds were integral to the design of the campus and represent a cohesive design vision for the property with function and aesthetic elements. The period of significance for this criterion is 1873 through 1924, encompassing the dates of construction for the House of

Providence's primary building (1873–1874) and its addition (1891), as well as the estimated construction dates of the significant historic features of the property's grounds (ca. 1920s). The primary building was the earliest building of its scale in Washington State and includes Georgian/Federal- and French Colonial-style elements such as its pavilions-and-wings form, strict vertical and horizontal symmetry, tall segmental-arched windows and doors, and incorporated exterior galleries. While alterations have impacted its integrity of design, the building retains its

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overall form, design elements, materials, and appearance to retain sufficient integrity to convey its architectural significance. Though many of the functional elements of the grounds have been removed, such as outbuildings and gardens, some formal landscape elements remain in front of the primary building and along East Evergreen Boulevard and retain sufficient integrity to convey their significance in landscape architecture.

In summary, the House of Providence possesses sufficient integrity to communicate its multiple areas of significance. As such, Parametrix recommends the resource as eligible for listing in the NRHP under Criteria A, B, and C, with an overall period of significance of 1873 through 1924. As this document is in reference to the built environment components of the property, the resource is recommended not eligible under Criterion D.

This period of significance spans the fifty-one years between the construction of the House of Providence campus and the relocation of the SOP headquarters from the property to Seattle. The span encompasses the nearly thirty years Mother Joseph led the organization's operations during this period, later significant alterations to the campus, including the addition to its primary building, as well as the estimated construction dates of the significant historic features of the property's grounds. This evaluation proposes an updated NRHP historic property boundary for the House of Providence that is the legal boundary of Clark County Parcel No. 39220000. This boundary is smaller than the historic property boundary originally identified in the 1978 NRHP nomination but encompasses all extant historic features that convey the institution's original campus-like qualities. The western and northern portions of the 1978 NRHP property boundary have been partitioned off as four individual parcels, and no longer contain any of the contributing elements included in the 1978 NRHP listing. Formerly contributing elements to the historic property have been demolished in the northern pair of parcels (Clark County Parcel Nos. 39220001 and 986035621) and the western parcels (Clark County Parcel Nos. 986035622 and 39224000) have been redeveloped as a pair of mixed-use retail/residential high-rises. The property's contributing elements and character-defining features within the recommended reduced property boundary are the original T-shaped House of Providence primary building and its west addition, including its brick cladding, intersecting gabled roof forms and dormers, alternating pavilions and wood galleries, pilasters, belt courses, fenestration pattern, wood windows and doors, projecting entrance, sculpture niche, and domed cupola. Character-defining landscape elements include the grass lawn that remains in front of the primary entrance, central walkway with circular flower bed, oval-shaped approach drives, the stone gateposts (concrete pylons and lighting fixtures not contributing), and extant sections of the concrete curb and low hedge that define the center of the southern parcel boundary along East Evergreen Boulevard. Features within the historic property boundary that do not contribute to its significance include the Kindergarten Building and southwestern and southeastern surface parking lots, as these features were constructed outside of the period of significance.

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: House of Providence/Providence Academy (WA 150)	WISAARD Property ID: 18827
Street Address: 400 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, WA

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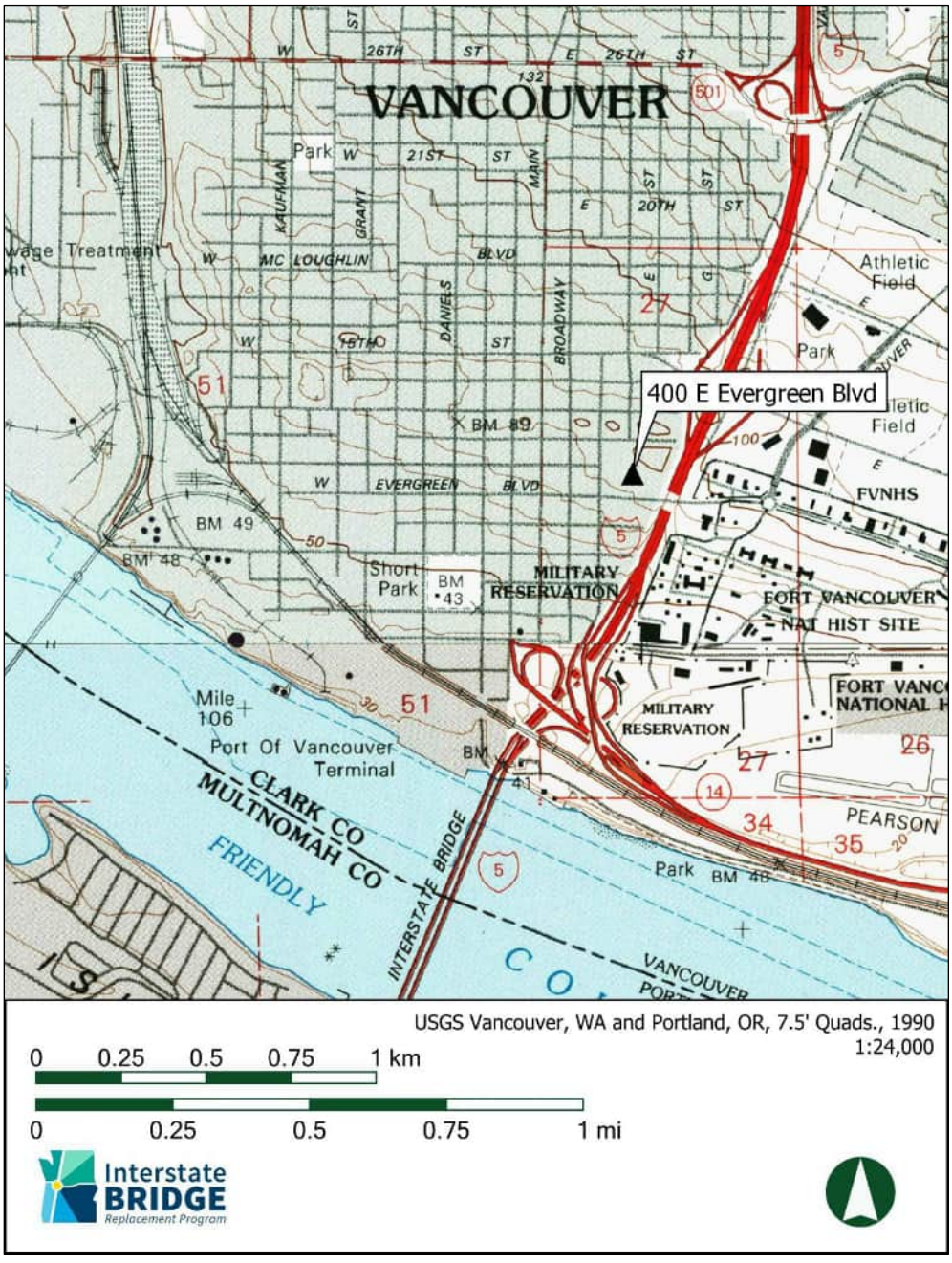


Figure 2. Location map of 400 East Evergreen Boulevard, Vancouver, Clark County, WA.

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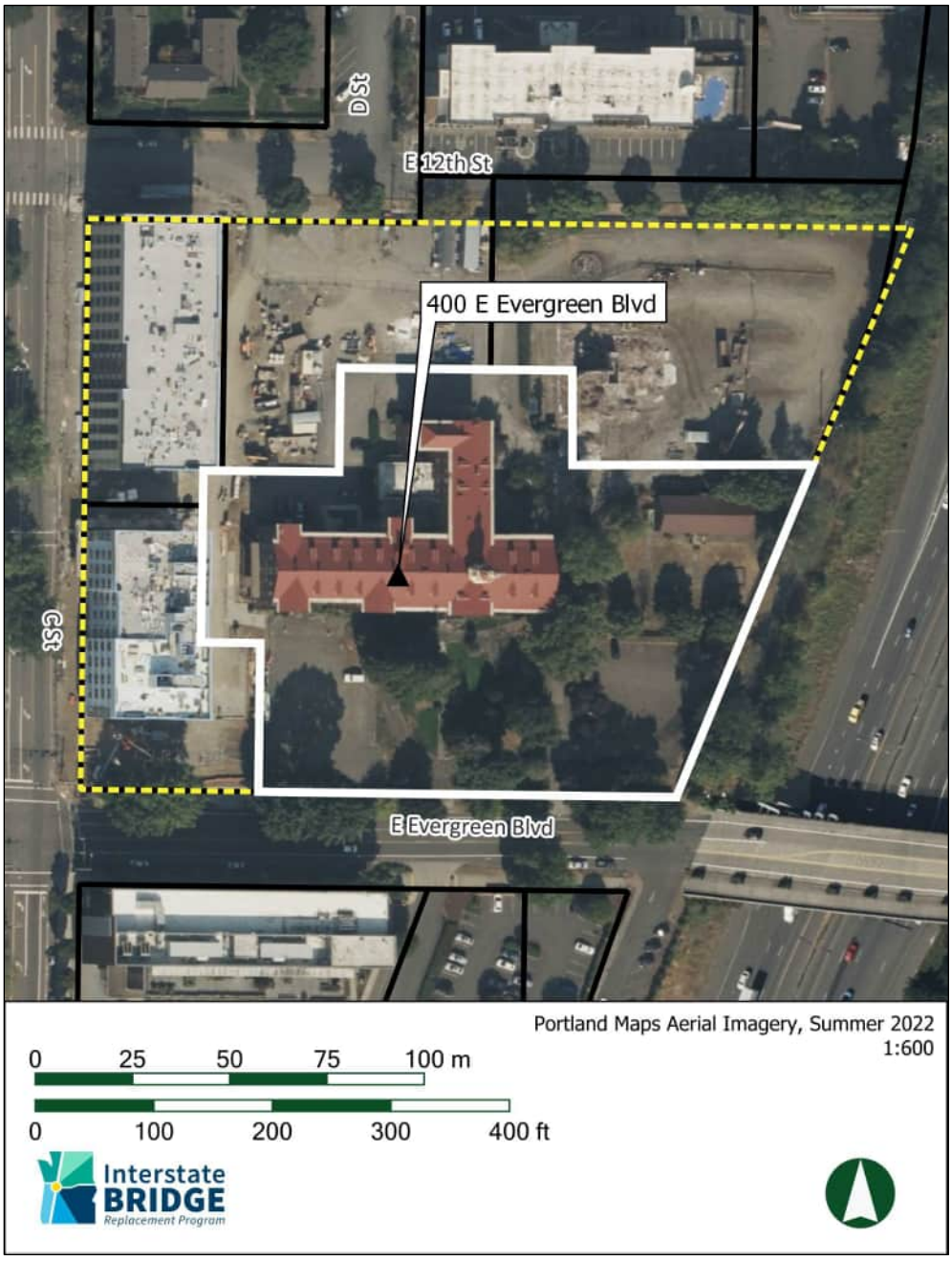


Figure 3. Aerial map of 400 East Evergreen Boulevard, Vancouver, Clark County, WA, showing 1978 House of Providence NRHP boundary in yellow, the recommended (revised) NRHP boundary in white, and adjacent tax lot boundaries in black.

5

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. View of House of Providence 1891 addition from southwest (WillametteCRA 2023).

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 5. View of House of Providence, north and west wings, from north (WillametteCRA 2023).

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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Property Name: House of Providence/Providence Academy (WA 150)	WISAARD Property ID: 18827
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Figure 6. View of House of Providence, north and east wings, from north (WillametteCRA 2023).

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 7. View of House of Providence mortared stone gate posts and East Evergreen Boulevard curbing and hedges from east (ARG 2023).

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Figure 8. View of House of Providence Sacred Heart Garden entrance drives and landscaping from south (ARG 2023).

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Figure 9. View of House of Providence southeast boundary along East Evergreen Boundary from south, showing curbing and hedges no longer present (ARG 2023).

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 10. View of House of Providence ca. post-1891 from southeast. Taken from a location inside the federal property of Vancouver Barracks. (Providence Archives, Seattle, Digital Collections).

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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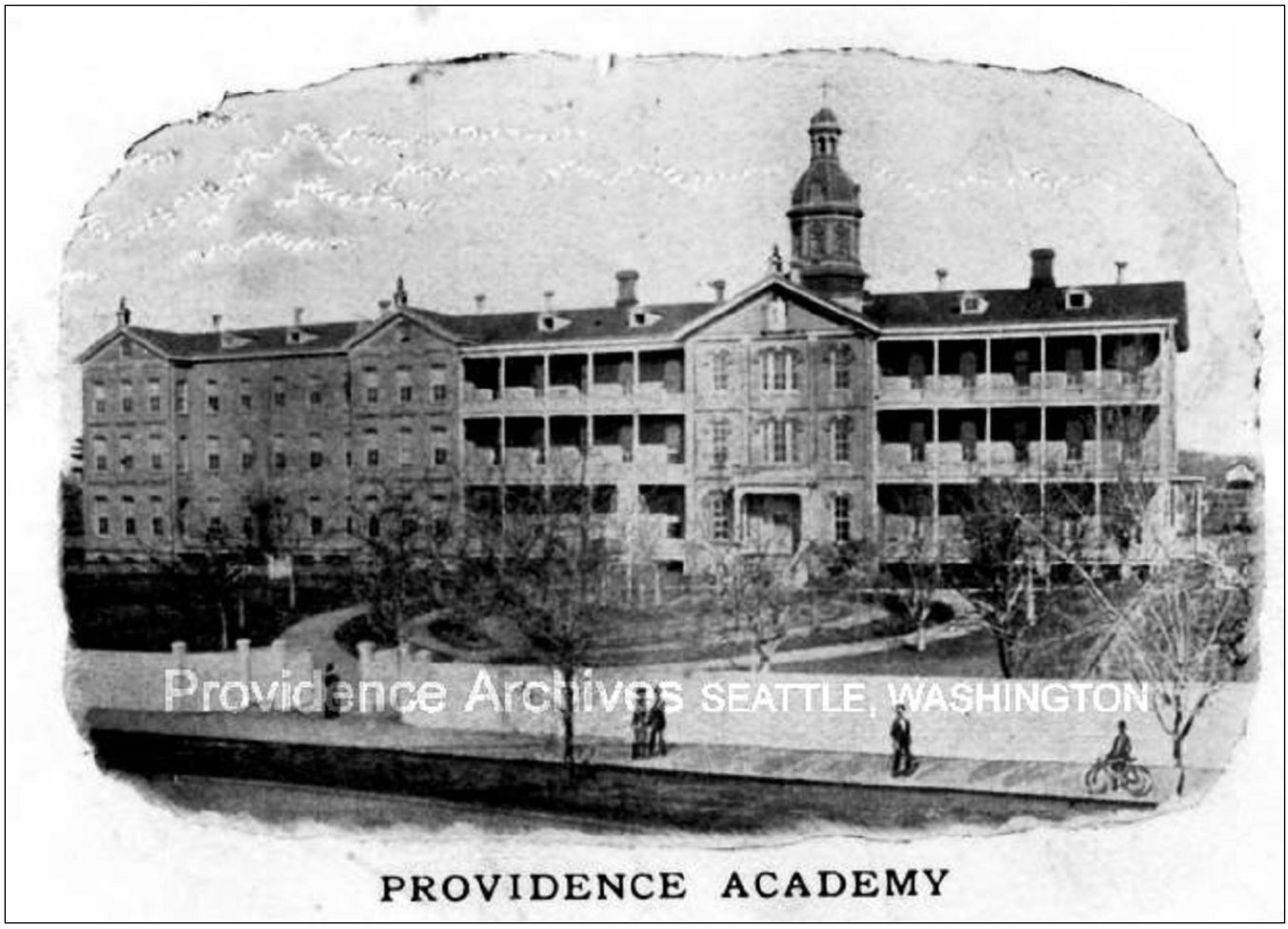


Figure 11. View of House of Providence in 1901 from south (Providence Archives, Seattle, Digital Collections).

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 12. View of House of Providence in 1910 from south (BrickMojo.net).

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 13. View of House of Providence ca. 1920s from south (Providence Archives, Seattle, Digital Collections).

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 14. Aerial view of House of Providence in 1956 from southwest (Providence Archives, Seattle, Digital Collections).

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 15. View of House of Providence in 1966 from north (Providence Archives, Seattle, Digital Collections).

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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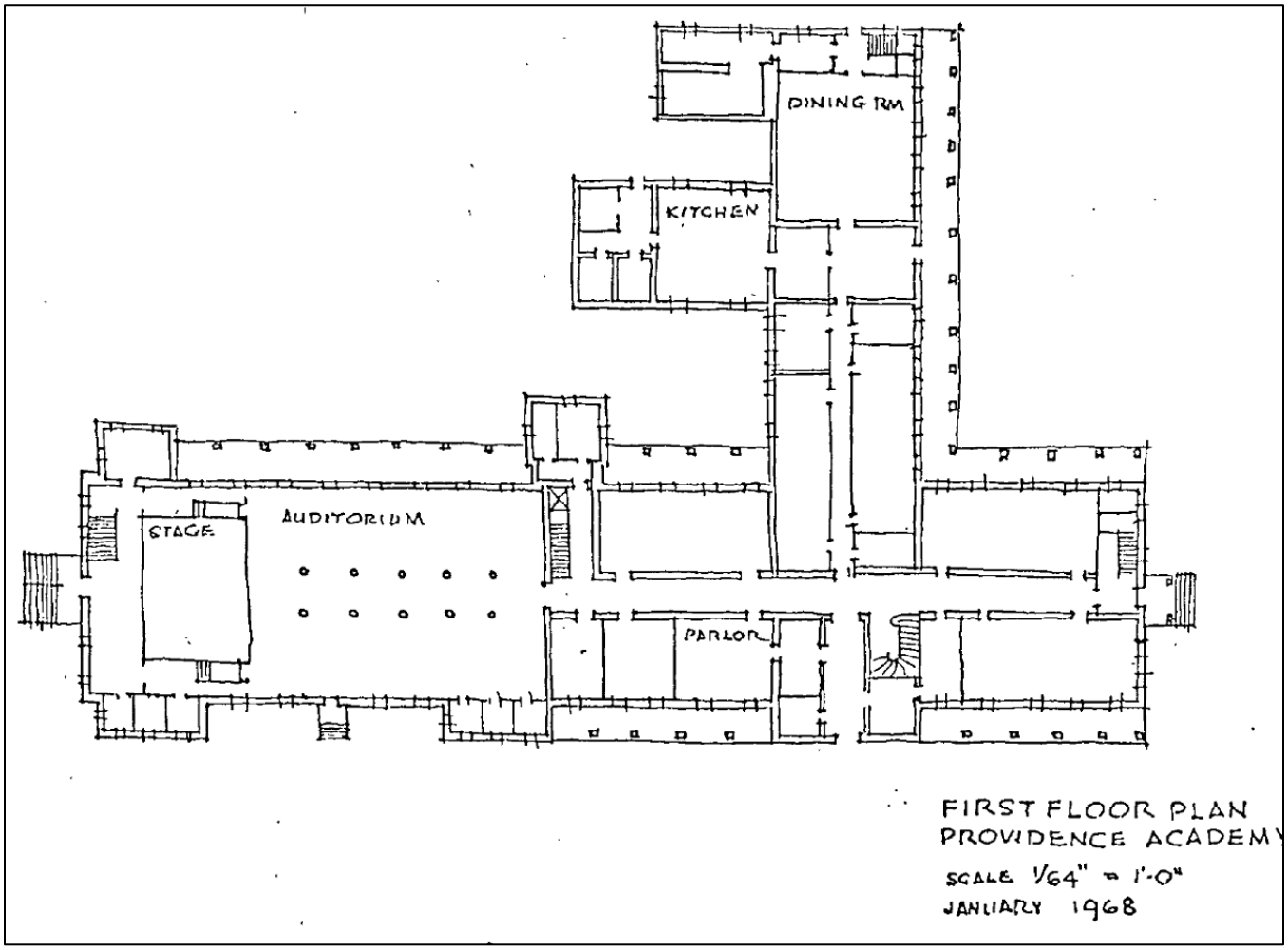


Figure 16. House of Providence first floor plan in 1968 (Lentz, "House of Providence, Vancouver, Washington," Supplemental materials).

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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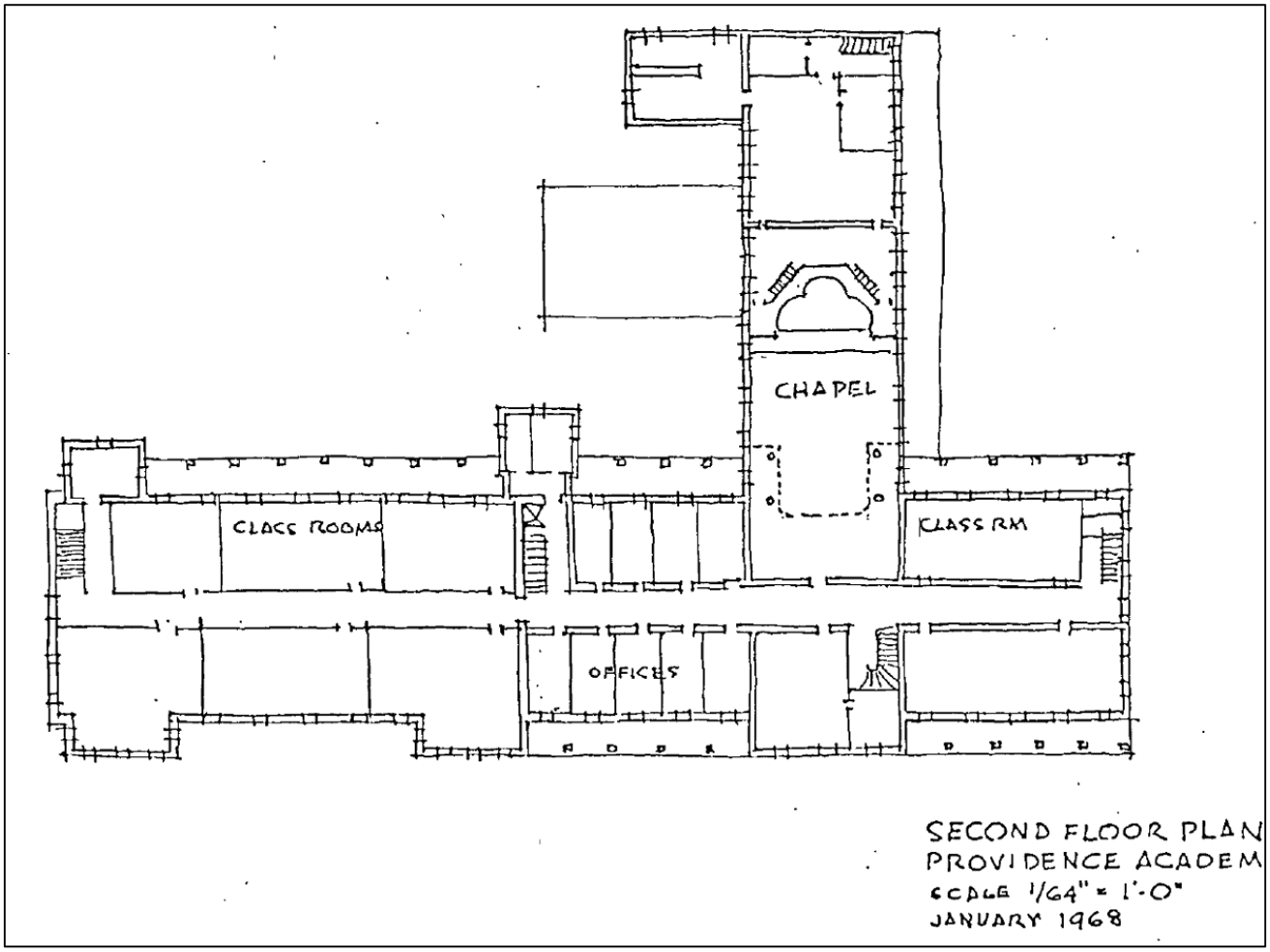


Figure 17. House of Providence second floor plan in 1968 (Lentz, "House of Providence, Vancouver, Washington," Supplemental materials).

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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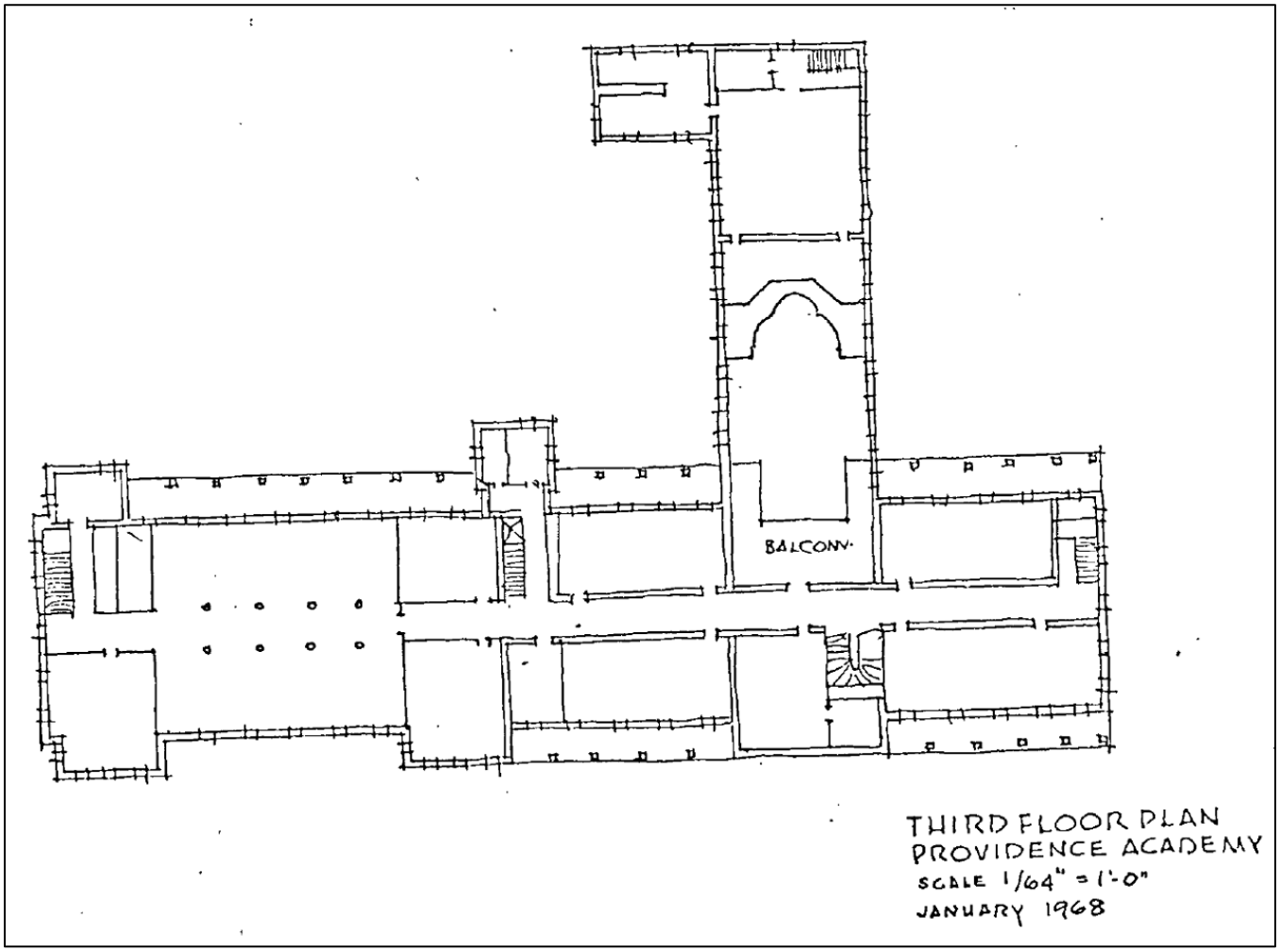


Figure 18. House of Providence third floor plan in 1968 (Lentz, "House of Providence, Vancouver, Washington," Supplemental materials).

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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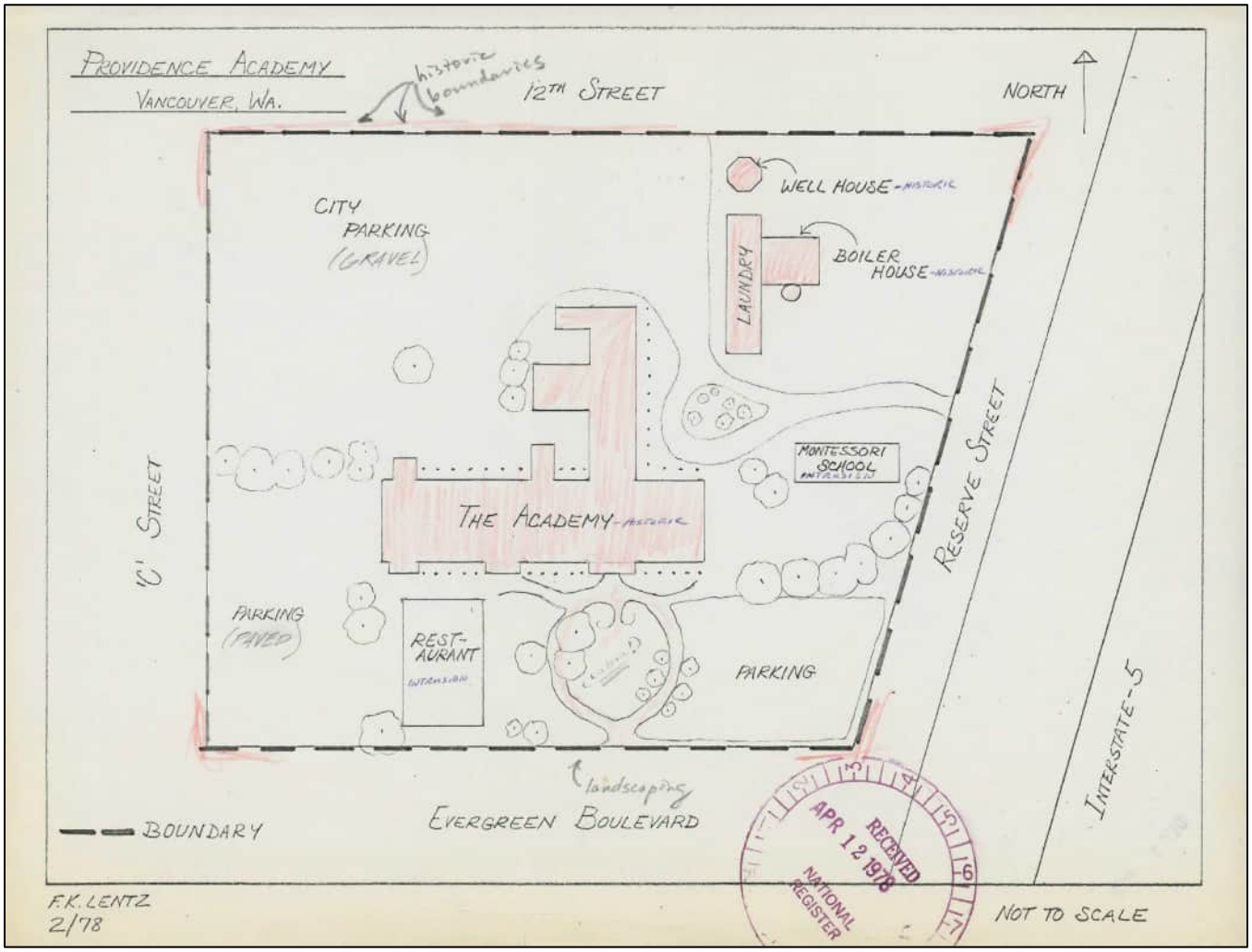


Figure 19. House of Providence site plan included in the National Register nomination form prepared in 1978; note that both the restaurant building (no longer extant) and Montessori school/Kindergarten Building are marked as "intrusions" (Lentz, "House of Providence, Vancouver, Washington," Supplemental materials).

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: House of Providence Kindergarten (Kennedy Hall)	WISAARD Property ID: 732294
Street Address: 404 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, WA
Tax Parcel Number: 39220000	Plat Block Lot: East Vancouver Blks 40, 41, #1 Blk 42, 48 & 49
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 15
Coordinates: 45.62948°, -122.66725°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / Business	Construction Date: 1943–1944
Historic Use: EDUCATION / School	Alterations & Dates: 1963, Interior floor removed; ca. 1974, Interior floor reinstalled; post-1999: Window replaced, basement windows infilled.
Architectural Classification / Resource Type: No particular style / Building	Historic Context: Architecture, Community Planning and Development, Education, Social History

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

Foundation Type: Poured Concrete	Form Type: School	
Window Type & Material: Wooden four-over-four single-hung, vinyl sliding with transom.	Exterior Surface Materials: Primary: Structural Clay Tile Secondary: N/A Decorative: N/A	
Roof Type & Material: Side-Gable – Asphalt Shingle		
Structural System Type: Masonry	Plan Type: Rectangular	
Number of Stories: One	Changes to Structures:	
	Category:	Change Level:
Styles: N/A	Plan	Intact
	Windows	Moderate
Register Status: Intrusion to NRHP listed House of Providence (1978); determined a non-contributing resource within the NRHP boundary of revised House of Providence (2023–24).	Cladding	Intact
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
Individual Properties

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: House of Providence Kindergarten (Kennedy Hall)	WISAARD Property ID: 732294
Street Address: 404 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, WA



Figure 1. The House of Providence Kindergarten, south elevation, view facing north (WillametteCRA September 30, 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:

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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Street Address: 404 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, WA

PHYSICAL DESCRIPTION

The House of Providence Kindergarten at 404 East Evergreen Boulevard, hereafter referred to as the Kindergarten, is a school building located in the Esther Short neighborhood in Vancouver, Clark County, Washington. Within the neighborhood, the resource is located immediately west of Interstate 5 (I-5) within a large tax lot shared with the House of Providence (also known as Providence Academy). The tax lot is bounded to the north by East 12th Street, to the east by I-5, to the south by East Evergreen Boulevard, and to the west by mixed commercial/residential development. Providence Academy occupies the western two-thirds of the lot while the Kindergarten is positioned in the middle of the eastern third.[1] (Figures 2 and 3)

The area around the Kindergarten and the House of Providence is part of a mixed-use district defined by a gridiron network of local streets bordered by parking strips and sidewalks. Development is characterized by a combination of low- and high-rise buildings of varying scale. While the tax lot includes landscaped gardens in front of the House of Providence's primary building, the immediate surroundings of the Kindergarten include a paved parking lot to the south and unpaved gravel parking lot to the north.

The Kindergarten building itself possesses a rectangular footprint constructed atop a full concrete basement foundation, which measures approximately 30 feet from north to south and 80 feet from east to west. The walls of the building are constructed from structural clay tile masonry and rise a single story in height to a side-gabled roof covered in asphalt shingles with minimal eaves. The masonry consists of oversized raked tiles laid in a running bond above the concrete foundation with five bays on the north and south elevations separated by raised lesenes.

The building's fenestration includes original six-over-six and four-over-four double-hung wood sash windows covered by contemporary aluminum storms, as well as a replacement vinyl sliding window with a slim transom in the south elevation. The principal entry is located on the south elevation and is composed of half-glass double doors beneath a gabled canopy with triangular knee braces. The entry lies at the top of a set of concrete steps. (Figure 1) A similar entry is located on the north elevation. (Figure 4) A set of descending stairs along the west elevation leads below grade to a basement pedestrian entry.

The interior of the building was not accessible at the time of survey; however, recent tenants including a theatre production company indicate an open floorplan for use as a black box theatre.

Alterations

Since its initial construction, the building's interior has been altered from its original design including "plaster and drywall walls" and "multiple schoolhouse-style fixtures."[2] Alterations are known to have occurred in 1963 when the floor between the building's basement and first story was removed to turn the basement into a double-height indoor gymnasium. Additional alterations occurred between 1966 and 1974 when the floor division was

[1] Note that the purpose of this DOE is to document and individually evaluate the House of Providence Kindergarten. The eligibility of the entire House of Providence property has been evaluated separately (Corey Lentz, "House of Providence/Providence Academy (WA 150)," Section 106 Documentation Form, Interstate Bridge Replacement Program, Vancouver, WA, June 26, 2023.)
[2] "Providence Academy Kindergarten Building (Gymnasium, Kennedy Hall, Building 404)," The Historic Trust, November 15, 2022.

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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Street Address: 404 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, WA

reconstructed. [3] (Figure 5) Additional alterations include the removal and/or covering of multi-light basement windows prior to 1974, as well as the replacement of a double-hung window in the building's south elevation at an unknown point (Figure 6).

Boundary Description

The resource is located at 404 East Evergreen Boulevard, in the Esther Short neighborhood of Vancouver, Clark County, Washington. The building historically was associated with other House of Providence facilities located on its same tax lot but is here evaluated for its individual eligibility for listing in the National Register of Historic Places (NRHP). Because of changes to the Kindergarten building's surroundings including the addition of parking lots and removal of historic laundry facilities, the recommended NRHP boundary is limited to the footprint of the resource (Figure 3).

INTEGRITY

The building remains in its original location and continues to retain the feeling of a historic institutional facility; however, its setting has been altered by the removal of the neighboring historic laundry facilities, the construction of I-5 to the east, and the construction of modern parking facilities to the north and south in place of the original landscaped grounds and gardens. Its use has also been changed from an educational facility to a commercial facility currently occupied by a black box theatre. Changes to the building's historic fabric include the loss and replacement of some exterior materials, including an original window in the south elevation, and changes to the fabric of the interior owing to the removal and replacement of the original first floor. Overall, the resource retains its integrity of location, design, workmanship, materials, and feeling; however, its integrity of setting and association have been diminished.

STATEMENT OF SIGNIFICANCE

The House of Providence Kindergarten Building, later called Kennedy Hall, was built between 1943 and 1944 within the grounds of the House of Providence, a private day and boarding school operated by the Sisters of Providence (SOP), which had been in operation since 1874.

Sisters of Providence and the House of Providence

The SOP is a Catholic-affiliated religious organization founded in 1843 by Emilie Gamelin (née Tavernier) and Bishop Ignace Bourget of Montreal, Quebec, Canada. Though originally named the Daughters of Charity, Servants of the Poor, Gamelin's congregation became known as the Sisters of Providence shortly thereafter.[4] In 1856, Bishop A.M.A. Blanchet of the Diocese of Nesqually invited the SOP to establish a convent and school at Fort Vancouver, resulting in a group of five sisters, led by Mother Joseph of the Sacred Heart (1823–1902), to travel from Montreal to Fort Vancouver.[5] The earliest SOP property in Vancouver was constructed in 1857,

[3] The Historic Trust, *Providence Academy Kindergarten Building (Gymnasium, Kennedy Hall, Building 404)*, (Vancouver, WA: Memorandum. The Historic Trust, November 15, 2022).
[4] "History." Sisters of Providence, Mother Joseph Province, Accessed June 26, 2023, https://sistersofprovidence.net/history/.
[5] The Diocese of Nesqually operated under this spelling until the diocese's name was changed to Diocese of Seattle in 1907. This spelling is in contrast to the accepted contemporary spelling of Nisqually.

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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consisting of a small frame house that served as a convent and a temporary chapel.[6] The SOP was incorporated in Washington in 1859 as a religious charitable non-profit organization.[7] The SOP property in Vancouver expanded quickly, with the first building converted to a school and several small cabins constructed to house boarding students, orphans, and the elderly. Vancouver's first hospital, St. Joseph's Hospital, was opened by the sisters in 1858, and housed in one of the early frame buildings. By 1863, the SOP property included seven wood-frame buildings, several of which were built with materials salvaged from Fort Vancouver after the fort was abandoned in 1860.[8]

By the mid-1860s, the original SOP property in Vancouver had become inadequate for the growing scope of the organization's operations. Mother Joseph began planning for the construction of a large building to house a convent, orphanage, and school, acquiring a separate property in Vancouver for the site. The SOP solicited funds for the building project from Vancouver residents and from mining and lumbering operations in the vicinity. Though an architect referred to as McKay (dates unknown) is credited for the design of the chapel, Mother Joseph was credited with carving the five altars, some of the statues and pews, and much of the Gothic ornamentation. Brick for the construction of the House of Providence and its outbuildings was provided by Hidden Brick Company of Vancouver, operated by Lowell M. Hidden (1839–1923). In addition to the massive primary building, the House of Providence boasted bath and laundry facilities and the most advanced heating and ventilation systems available at the time. At the time of its completion, the building was hailed as the largest brick building in Washington Territory, and likely on the northern Pacific Coast.[9]

When it opened in 1874, the House of Providence housed both male and female orphans, as well as female day and boarding students. The House of Providence's service population continued to expand, requiring the construction of a large addition to the west end of the original building's primary volume in 1891. In the early twentieth century, ancillary services were phased out or moved to other locations to focus the House of Providence's operation on education. The orphanage was phased out in 1916–1917, and the novitiate and SOP administrative operations were relocated to Seattle in 1924. While the school's attendance increased during World War II with an influx of shipyard and factory workers, the House of Providence's grade school and boarding school programs were discontinued in the 1950s as local public schools were constructed in Vancouver. The SOP school at House of Providence remained in operation until 1966.[10]

House of Providence Kindergarten Building

World War II saw an unprecedented influx of defense workers to Vancouver, as workers from across the country arrived to work at the Kaiser Shipyards. The city's population rose from about 19,000 in 1940 to 95,000 in 1944.[11]

[6] Florence, Lentz, "House of Providence, Vancouver, Washington," National Register of Historic Places Nomination Form, NRHP Reference No. 78002738 (Olympia, WA: Office of Archaeology and Historic Preservation), Section 8.
[7] "History." Sisters of Providence, Mother Joseph Province, Accessed June 26, 2023, https://sistersofprovidence.net/history/.
[8] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[9] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[10] Lentz, "House of Providence, Vancouver, Washington," Section 8.
[11] Fort Vancouver National Historic Site, "Vancouver During World War II," last updated December 22, 2017, https://www.nps.gov/articles/vancouverbarrackswwii.htm#:~:text=In%201940%2C%20Vancouver's%20population%20was,eventually%20accommodating%20over%2057%2C000%20people.

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Many newly arrived defense workers brought their families, causing a surge in school enrollment. A 1942 article in *The Columbian* noted that Clark County's schools were "bulging with the increased enrollment of defense workers' children."[12] Prior to the onset of the War, enrollment at Vancouver's public schools was 3,796, and by January, 1945, that number had risen to over 13,000.[13] Over the course of the war, the city established seven new public schools; Ogden Meadows High School, Mcloughlin Junior High School, and MacArthur, Marshall, Lieser, Fruit Valley, and John Rogers Elementary Schools.[14]

Similarly, at the private House of Providence, enrollment increased by approximately 200 students over just a few years in the early 1940s and by 1943, total enrollment was 535.[15] In the same period, the institution had begun offering classes for pre-school aged children aged 4 to 5 beginning with 13 students located within a repurposed recreation hall on the main building's second floor. As enrollment continued to grow—doubling from 1942 to 1943—school officials identified the need for a new facility to serve as a permanent kindergarten. In October 1943, work began on a new building, constructed just east of the Academy's main building. The new schoolhouse was designed "all or in part" by Sister Ignatia Marie (Laura Kathryn) Lindekugel (1917–2002) and was built at a cost of $8,000 by builder F.R. Holcomb.[16] The design included space for the kindergarten on the main floor with a workroom for boys in the basement. Its design was unusual compared to contemporary public schools in its small scale and deferential architectural styling linking it to the main House of Providence Building. Likely according to need, construction was planned to be rapid and was intended for completion within only 60 days.[17]

The building's designer—Sister Ignatia Marie—was born in 1917 in Port Orchard, Washington. In 1936 she entered the novitiate of the Sisters of Providence in Seattle and in 1940 she took her vows. She spent three years teaching at the Holy Family School in Seattle, before she moved to Vancouver and served as the Academy's kindergarten and first-grade teacher, during which time she oversaw the construction of the new kindergarten building. Sister Ignatia Marie then received a Master of Arts in Education from the University of Great Falls (Montana) in 1947. Thereafter she taught at schools in Seattle and established the Immaculate Conception Grade School in Fairbanks, Alaska, before becoming the Postulant Director within the Sisters of Providence.[18] No additional evidence was found to suggest that Sister Ignatia Marie was so involved in the design of any other building projects over the course of her career.

The building operated as a kindergarten until 1948, when rising school attendance necessitated that it be repurposed. It was briefly used as a student union before it was converted for use as a gymnasium in 1963.[19] (Figure 5) Following a school-wide naming contest, the building was renamed "Kennedy Hall," in honor of the recently assassinated US president, John F. Kennedy.[20]

[12] "Serious Crowding in County Schools Seen," *The Columbian* (Vancouver, W), February 23, 1942, 1.
[13] Zeno Katterle, "The School Plan," in *Vancouver's Plan For the Utilization of War Housing Projects Located at Vancouver, Wash.*, (Vancouver, WA: Vancouver Housing Authority, 1945.)
[14] Vancouver, Public Schools, "Our Story," accessed September 17, 2024, https://vansd.org/mission/.
[15] "Kindergarten Project Begun," *The Columbian* (Vancouver, WA), October 13, 1943, 1.
[16] The Historic Trust, "Providence Academy Kindergarten Building," The Historic Trust: Vancouver, WA, 2022.
[17] "Kindergarten Project Begun."
[18] "In Memoriam" Sister Ignatia Marie Lindekugel, SP," *The Columbian* (Vancouver, WA), March 22, 2002, 20.
[19] "Providence Creates New Gym Facilities," *The Columbian* (Vancouver, WA), October 22, 1963, 7.
[20] Trust

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When the Providence Academy closed in 1966, all of its facilities lay vacant until 1969, when the property was purchased by Robert A. Hidden (1910–1992), a descendant of the brickmaker Lowell M. Hidden, with the intent to preserve and rehabilitate it for modern uses. The property was rehabilitated over the course of the 1970s, and Hidden's work was recognized at the time by the Washington Trust for Historic Preservation for his individual outstanding contribution to historic preservation.[21]

By 1974, Skinner Montessori moved into the Kindergarten Building.[22] (Figure 6) At that point, the building's dividing floor had been rebuilt. In 2001, Skinner Montessori relocated within Vancouver to 501 NE 65th Avenue.[23] Later educational occupants of the building included the Robertson School, the Hand in Hand Child Development Center, the Mini Mozart Preschool, and Downstage Center Productions; a community theatre organization for young adults founded in 2020. As of 2024, the building has been recently vacated and is awaiting new occupants.

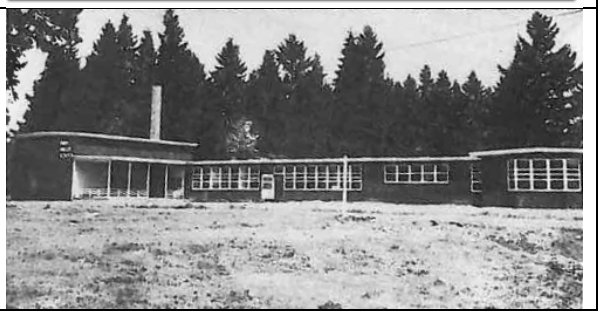
Comparative Analysis: World War II-Era Schools in Vancouver

As shown by the following table, the House of Providence Kindergarten was one of multiple schools that were opened within the City of Vancouver in response to rising enrollment rates during World War II. Seven of these schools were publicly constructed and operated by the local school district.[24] The Kindergarten is the only known purpose-built parochial school that opened during this same period. Of these eight school buildings, the House of Providence Kindergarten is the only one that remains extant.

Year Constructed	School	Category	Status	Photograph
1943–1944	Ogden Meadows High School	Public	Burned 1948	
1943	McLoughlin Junior High School	Public	Demolished 1957	

[21] "Preservation group to present 3 honors," *Seattle Daily Times* (Seattle, WA), October 13, 1979.
[22] "Open House," *Columbian* (Vancouver, WA), May 20, 1974, 26.
[23] Tom Vogt, "Private Schools Find Their Own Space," *The Columbian* (Vancouver, WA), November 26, 2001, C1.
[24] Vancouver, Public Schools, "1943," accessed September 17, 2024, https://vansd.org/timeline/1943.

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Year Constructed	School	Category	Status	Photograph
1943	MacArthur Elementary School	Public	Demolished ca.1958	
1943	Marshall Elementary School	Public	Demolished ca.1961	No image found
1944	Lieser Elementary School	Public	Demolished 2022–2023	
1944	Fruit Valley Elementary School	Public	Demolished 2002	

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Year Constructed	School	Category	Status	Photograph
1944	House of Providence Kindergarten	Parochial	Extant	
1945	John Rogers Elementary School	Public	Demolished ca. 2001	

Architectural Influences

The House of Providence Kindergarten building does not adhere to a particular style but is an example of vernacular World War II-era construction influenced by the characteristics of the Minimal Traditional style. [25] Its orderly clay tile construction, multi-light windows, and lesenes generally reference the materials and institutional feel of the Academy's main building without any of its complex form or applied ornamentation. Instead, the Kindergarten building reflects the speed, efficiency, and economy of technique required by the needs of its program and period.

[25] Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2017), 587.

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National Register of Historic Places Eligibility

Previous Recommendation

No previous individual determination has been made for the House of Providence Kindergarten, but the building was referenced in the 1978 NRHP nomination for the House of Providence (NRHP Reference No. 78002738). The nomination addresses the entire seven-acre historic grounds of the House of Providence; in addition to the primary building, the boiler house, laundry, wellhouse, and the landscaping in front of the primary building's entrance were listed as historical components. A restaurant on the site (built in 1976, no longer extant) and the Kindergarten Building are listed as "Intrusions (Figure 7)."[26]

The 2024 determination of eligibility for the larger House of Providence property affirms the previous NRHP listing and clarifies the House of Providence is eligible for listing in the NRHP under Criterion A for its association with the Sisters of Providence and organizational growth in Washington State; Criterion B for its association with Mother Joseph of the Sacred Heart; and Criterion C for its significant qualities of construction, design, and landscaping. The period of significance is defined as 1873 through 1924 encompassing the years the building served as the headquarters of the Sisters of Providence order.

Current Recommendation

Willamette Cultural Resources Associates (WillametteCRA) recommends that the House of Providence Kindergarten is significant under Criterion A with an overall period of significance of 1944 through 1945, encompassing the year of the building's completion through the end of World War II. As the resource possesses the requisite integrity to communicate its significance under Criterion A, it is recommended eligible for listing in the National Register of Historic Places

Based upon an evaluation of the House of Providence Kindergarten building within its historic context, the resource is significant under Criterion A, at the local level in the areas of community planning and development, education, and social history. The building is associated with the growth of Vancouver's community and educational system during the World War II period and is the only known remaining resource that speaks directly to this history. The period of significance for this Criterion is 1944 through 1945 which demarcates the year of its completion through the end of World War II.

The House of Providence Kindergarten does not possess a sufficiently strong association with persons significant in our past to qualify as significant under Criterion B. Although the building is associated with Sister Ignatia Marie, Sister Ignatia was one of many members associated with the Sisters of Providence order and is not considered to possess sufficient comparative significance to meet the threshold for NRHP significance. Additionally, while the building is located within the larger House of Providence property which is significant under Criterion B for its association with Mother Joseph, the period of significance under this criterion ends in 1902, the year of Mother Joseph's death.

[26] Lentz, "House of Providence, Vancouver, Washington."

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The House of Providence Kindergarten shares qualities associated with other World War II-era architecture including its rapid construction and economical design indicative of wartime needs and restrictions. These qualities were prioritized in the design over high architectural style or construction value leaving the building without a distinctive type, period, or method of construction. The building does also not represent the work of a master; or possess high artistic values to qualify as significant under Criterion C.

The House of Providence Kindergarten 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 House of Providence Kindergarten possesses sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion A with an overall period of significance of 1944 through 1945. It is recommended not eligible under Criteria B, C, or D.

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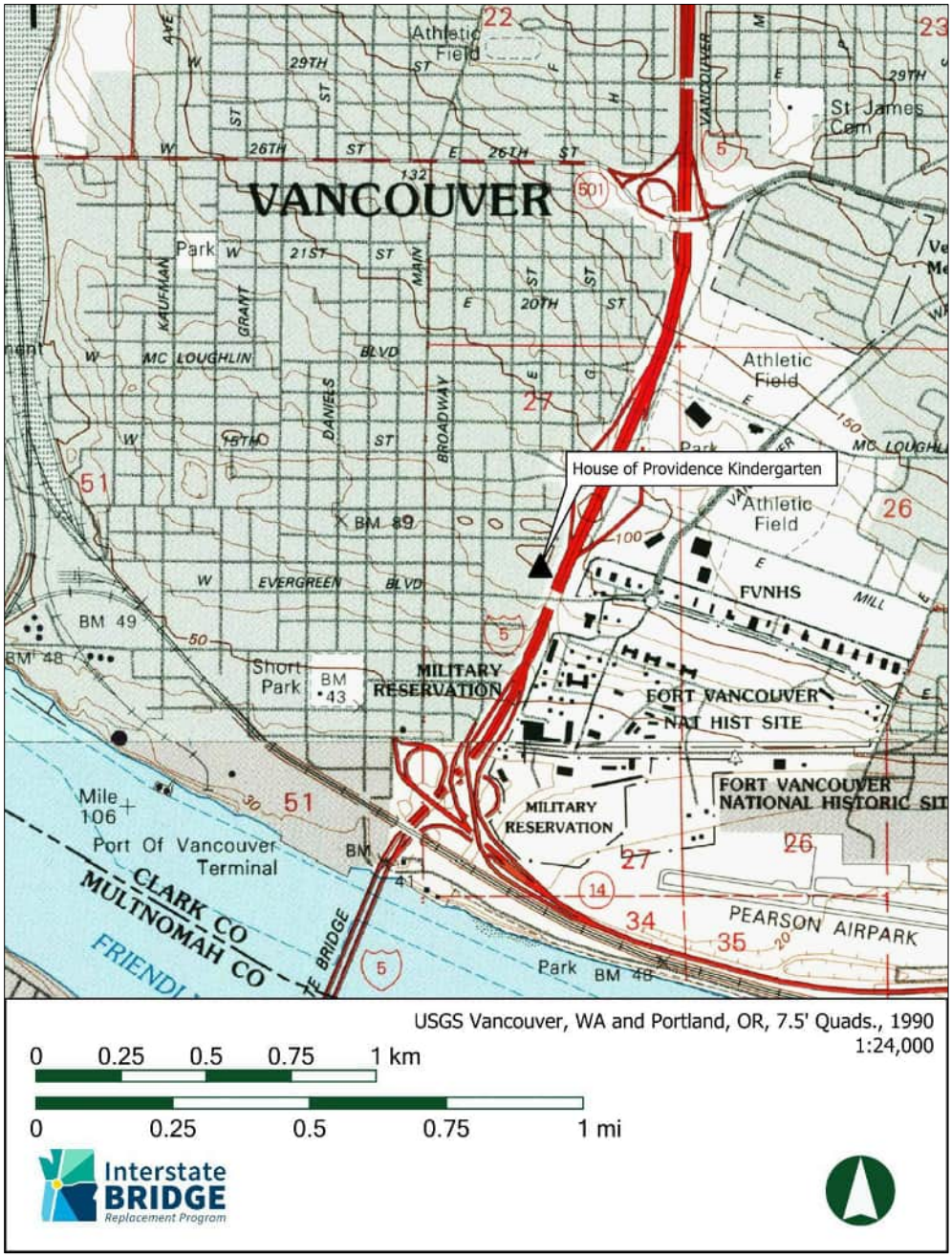


Figure 2. Location map of the House of Providence Kindergarten, Vancouver, Washington.

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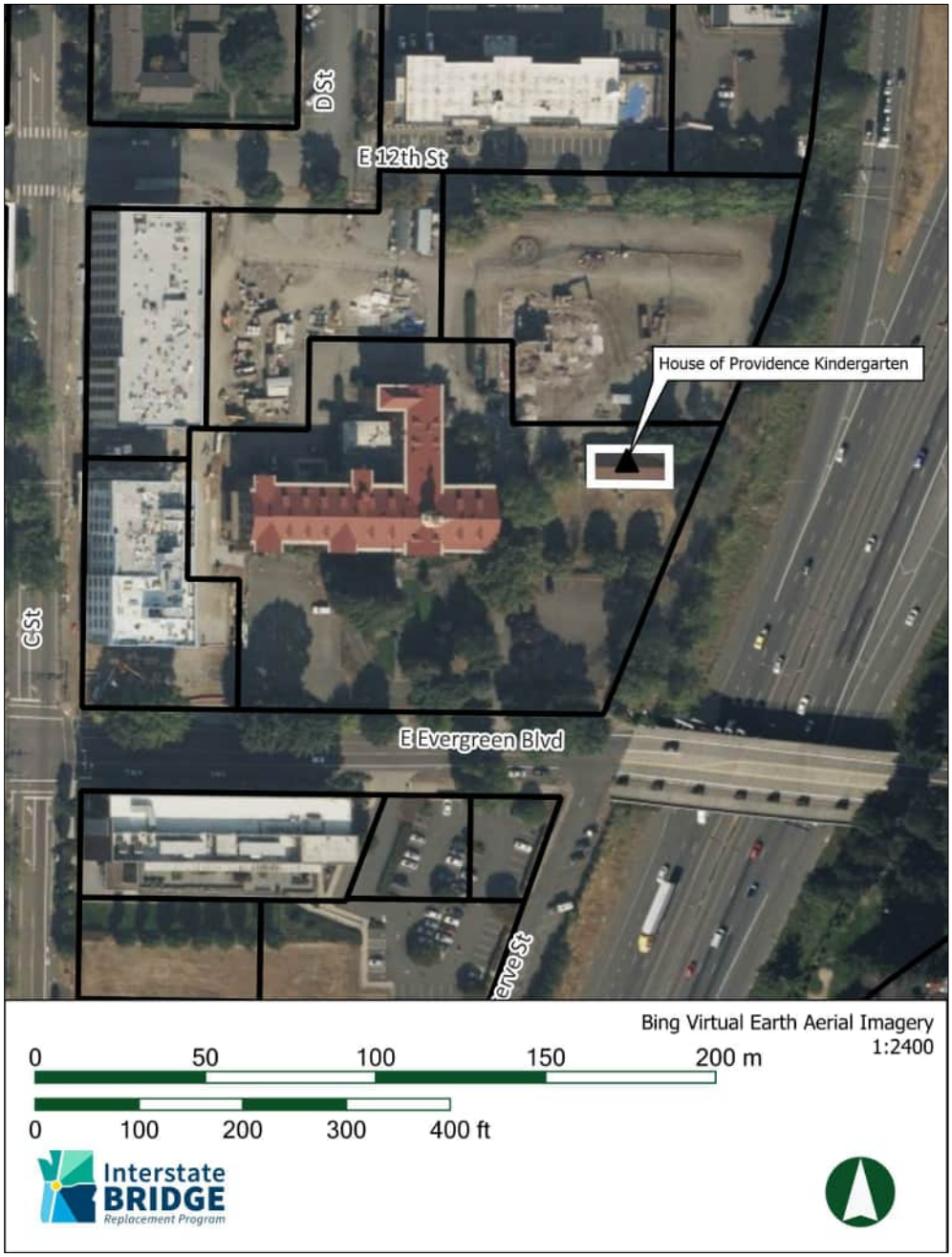


Figure 3. Aerial map of the House of Providence Kindergarten, showing the NRHP boundary in white.

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. View of the House of Providence Kindergarten from the north showing the north and west elevations (WillametteCRA September 30, 2024).

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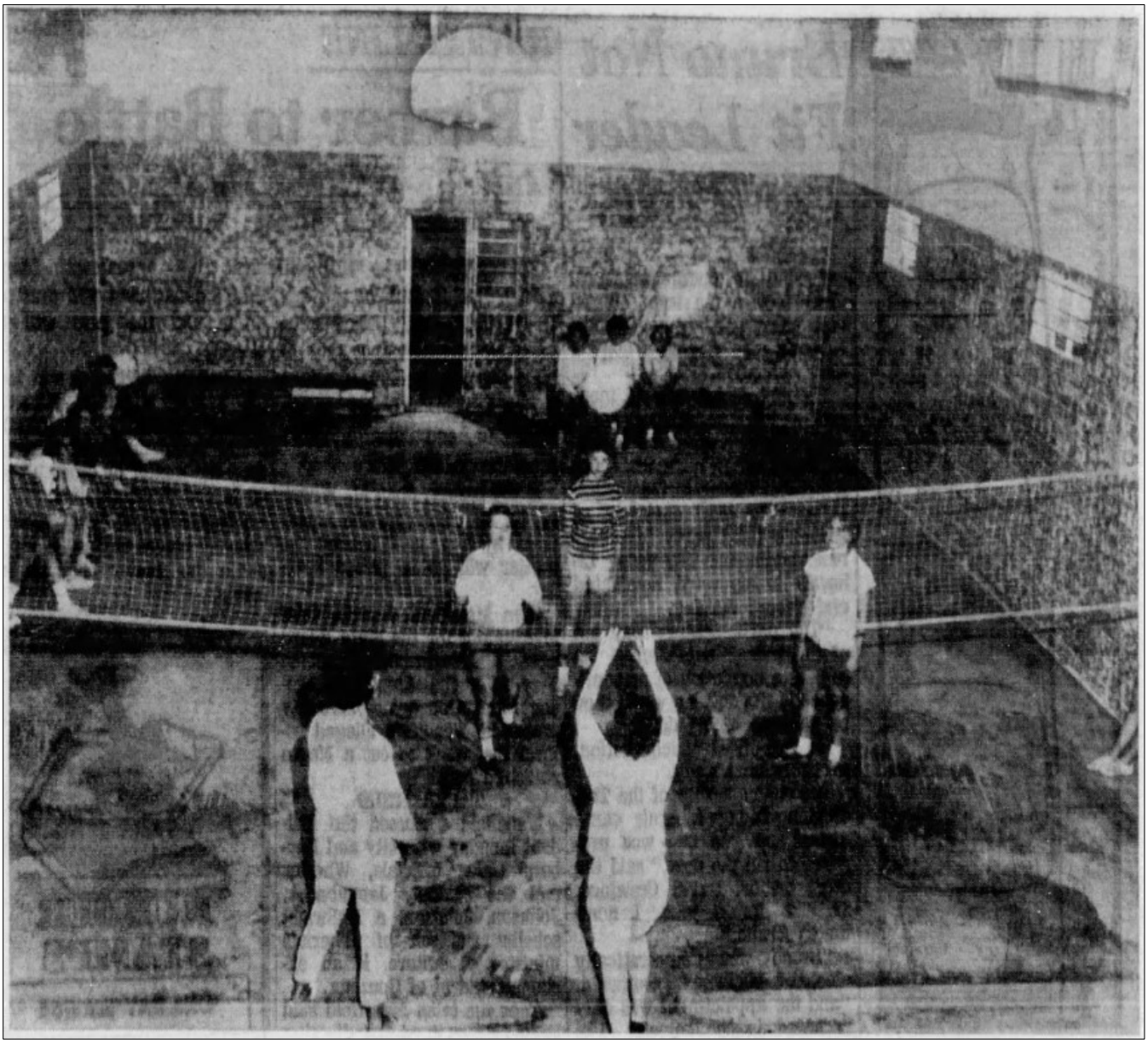


Figure 5. Providence Academy students in the "recently-converted gymnasium," published in *The Columbian* accompanying an article on the renovation. (*The Columbian* [Vancouver, WA] October 22, 1963).

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Figure 6. An infilled window at the base of the Kindergarten Building's south elevation (WillametteCRA September 30, 2024).

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Figure 6. Students play outside of the Skinner Montessori School in a photo published in *The Columbian* in 1978 (*The Columbian* [Vancouver, WA] December 10, 1978).

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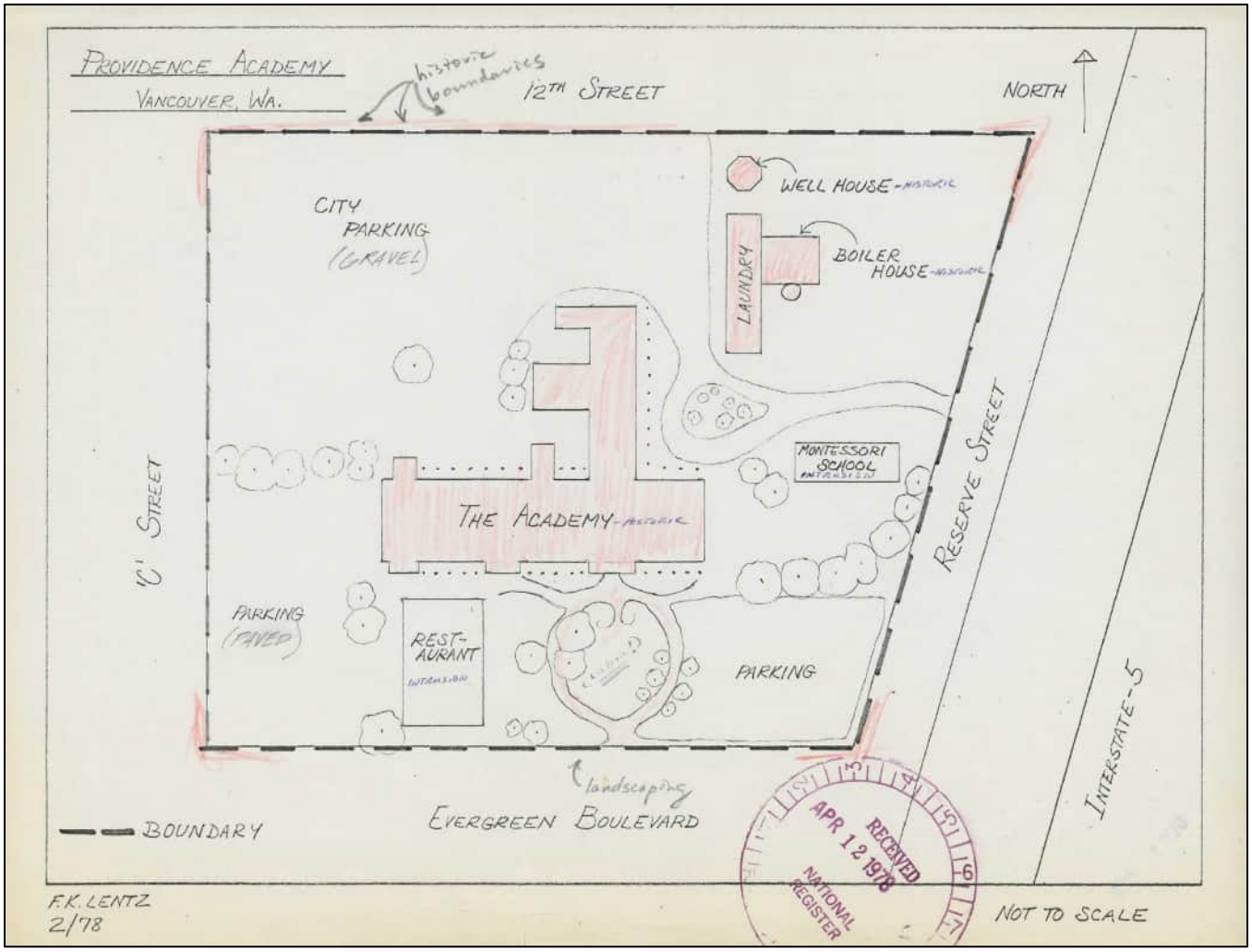


Figure 7. House of Providence site plan included in the National Register nomination form prepared in 1978; note that both the restaurant building (no longer extant) and Montessori school/Kindergarten Building are marked as "intrusions" (Lentz, "House of Providence, Vancouver, Washington," Supplemental materials).

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: The Fort Motel (Other names: Fort Apartments, The Hudson) (WA 168)	WISAARD Property ID: 33589
Street Address: 500 East 13th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 39765000; 39780000	Plat Block Lot: EAST VANCOUVER LOTS 3,4,5,6 BLK 59
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: -122.669815°, 45.631180°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / Multiple Dwelling	Construction Date: 1957–1962
Historic Use: DOMESTIC / Multiple Dwelling and Hotel	Alterations & Dates: ca. 2007, Removal of Googie-style neon sign; ca. 2012, Covering of original plate glass office windows with T1-11 paneling; ca. 2014, Replacement of windows
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Community Planning and Development

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Multi-Story Apartment Block	
Window Type & Material: Vinyl	Exterior Surface Materials: Primary: Masonry - Poured Concrete Secondary: Masonry - Hollow Clay Tile Decorative: Wood - Clapboard, Wood - Plywood, Wood Vertical Boards, Brick - Roman, Concrete - Block (CMU)	
Roof Type & Material: Flat with eaves, Asphalt composition		
Structural System Type: Masonry - Poured Concrete	Plan Type: Irregular, Center Space/Courtyard	
Number of Stories: Two (south block); Three (north block)	Changes to Structures:	
	Category:	Change Level:
Styles: Modern International	Plan	Intact
	Windows	Extensive
Register Status: Not Eligible	Cladding	Extensive
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
Individual Properties

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Property Name: The Fort Motel (Other names: Fort Apartments, The Hudson) (WA 168)	WISAARD Property ID: 33589
Street Address: 500 East 13th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. The Hudson (Fort Motel). 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:

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 Project No. 21-0006	
Property Name: The Fort Motel (Other names: Fort Apartments, The Hudson) (WA 168)		WISAARD Property ID: 33589
Street Address: 500 East 13th Street	City, County, State: Vancouver, Clark County, Washington	

PHYSICAL DESCRIPTION

The Hudson Apartments (hereafter referred to by the property's historic name, Fort Motel) is located at 500 East 13th Street in Vancouver, Clark County, Washington. The complex invokes a regional take on the Modern International style and is composed of two adjoined units built on separate occasions in 1957 and 1962. The southern block was built in 1957 by contractor and motel owner Larry Oravine Collins (1908–1999), according to designs by Day Walter Hilborn (1897–1971). The motel was constructed as a thirty-unit motel with a C-shaped footprint surrounding an open parking lot in the center; the southwest corner of the building is cut away to provide access to the central parking courtyard. The southern elevation includes a covered carport topped by a sundeck in front of the former motel office.

In 1962, Collins designed and constructed the eighteen-unit apartment building addition, with a U-shaped footprint directly abutting the southern block creating an enclosed courtyard. Because of the sloping topography, this later addition was built with three stories. In keeping with the motel's functionality and layout, the apartments were also constructed with parking on the lower floor and residential units above, and Collins repeated elements of Hilborn's original design with the application of similar exterior cladding.[1]

The walls of the complex are composed of reinforced concrete, with sidewalls of hollow tile block. The interior court of both northern and southern blocks are defined by open-air walkways, floating cast concrete stairs, and welded metal railings. The primary exterior material is painted concrete with a variety of accent materials including painted Roman brick, horizontal wooden lapped siding, and perforated concrete block (breezeblock). The roof is flat, with deep eaves along the 1957 portion of the west elevation, and shallow eaves along all other elevations. The entire east elevation has recessed balconies on the residential floors, with original aluminum sliding doors that are shaded by deep overhangs, welded metal railings, separated by concrete walls, which were originally painted a variety of solid colors that matched the colorful neon Googie-style sign which once stood above (Figure 1).[2]

The complex was known as Fort Motel and Apartments until the late 1990s when the motel units were renovated as residential apartments, after which the property became known as Fort Apartments until approximately 2015 when it was renamed The Hudson.[3] The building's Googie-style neon sign was removed from its position on the east elevation between 2004 and 2007. The original plate glass office windows were covered in T1-11 paneling between 2007 and 2012. The property's exterior architecture remained largely unchanged until approximately 2014, at which time the original aluminum windows along all elevations were replaced with vinyl; the areas of external brick cladding, originally unpainted, were painted dark gray; and the remaining sections of all the external walls were painted light gray.

Boundary Description

The recommended National Register of Historic Places (NRHP) boundary is defined by the two tax lots on which the property stands (39765000 and 39780000), which comprise the entire block of E Street.

[1] "Uptown, Downtown, Buildings Rise Around City," *The Columbian* (Vancouver, WA), April 12, 1962, 8.
[2] The painted recessed balconies may have originally created an exterior effect similar to Swiss architect Le Corbusier's Unité d'habitation constructed from 1947 to1955.
[3] RL Polk & Co. *Vancouver (Washington) City Directory*, Los Angeles, CA: RL Polk & Co., 1963; Apartments for Rent," *The Columbian* (Vancouver, WA), August 7, 1997, 35. This was the last occurrence of the word Motel in classified ads for the Fort Motel & Apartments; afterwards the property was listed as Fort Apartments.

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E Street bounds the property to the west; East 13th Street borders the building to the south; and the property is bounded on the north and east by a gently sloping, grass field adjacent to the Interstate 5 (I-5) on-ramp (Figures 2 and 3).

INTEGRITY

Many of the Fort Motel's character-defining features have been modified or removed, which has greatly impacted the property's ability to invoke its historic significance. Some character-defining elements of the property remain intact and visually discernable, such as horizontal massing, flat roof, deep overhangs, ground-level parking, metal balconies, and open-air interior walkways and staircases. The original decorative cladding (Roman brick, painted concrete, and lapped wood siding) also remains visually discrete and discernable underneath contemporary paint.

However, other significant and character-defining features have been altered, which has severely diminished the property's integrity of design, materials, workmanship, association, and feeling. Modifications include the new paint on the previously colorful walls along the east elevation; the addition of siding over the original office windows on the south elevation; the removal of all original aluminum windows; the removal of the entrance sign on the southwest corner; and the removal of the Googie-style sign on the east elevation (Figures 1, 2, and 3).

Although the complex retains a high degree of integrity of location and setting, modifications have resulted in a low degree of integrity of design, materials, workmanship, feeling, and association, with the result that the property no longer communicates its historic significance.

STATEMENT OF SIGNIFICANCE

History

The Fort Motel was built in 1957 as a thirty-unit building with a carport, parking lot, and office space, constructed by contractor and motel owner Larry Oravine Collins according to designs by Day Walter Hilborn. In 1962, Collins constructed an addition to the north as a separate residential apartment building with eighteen units and a bathroom heating technology that was advertised at the time as one of the first of its kind in the city.[4] The Collins firm is intimately intertwined with the mid-century growth of the city of Vancouver, and the Fort Motel stands as an example of Collins' contribution to the city's pattern of development. In an interview about the contractor's career, *The Columbian* described how by 1967 "the Collins touch" had erected over a thousand homes in the city and built or remodeled "every school in District 37."[5]

Lodging Development

In the postwar period, older hotels in downtown Vancouver were in a state of decline and lodging in the area began to take on a new shape.[6] Establishments that were alternatives to hotels were previously known as tourist courts, motor courts, or cabin courts and in the mid-century began to refer to themselves as motels.[7] As the

[4] "Heater is Powerful," *The Columbian* (Vancouver, WA), October 28, 1958, 16.
[5] James F. Fowler, "Collins Brushes Away Yesterday," *The Columbian* (Vancouver, WA), September 8, 1964, 19.
[6] "Major Operation Needed For Lower Business Area," *The Columbian* (Vancouver, WA), July 26, 1955, 10; "Building Permit Issued For City Center Hotel." *The Columbian* (Vancouver, WA), August 29, 1956, 15.
[7] "Columbian Classified Columns," *The Columbian* (Vancouver, WA), November 5, 1948, 14; "Columbian Classified Columns," *Columbian* (Vancouver, WA), June 6, 1949, 10.

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manager of the Evergreen Hotel noted when their hotel was closing, travelers during this period were generally "patronizing motels rather than hotels."[8]

Fort Motel is noteworthy for its unique location compared to the majority of Vancouver's motels at the time of construction. The earliest tourist courts (also referred to as motor courts and cabin courts) within Vancouver city limits were located at the north end of Main Street between 37th Street and Burnt Bridge Creek; another group of tourist courts was located just north of the city limits along Hazel Dell Avenue. By the latter half of the decade, motels across the country were generally located along interstate corridors, outside of downtown areas, or in close proximity to airports.[9] At the time of Fort Motel's construction, the city's growing list of motels was concentrated at the time along U.S. 99 between present-day NE 61st and NE 117th Streets, whereas Fort Motel is located on East 13th Street, mere blocks away from the middle of downtown Vancouver.[10]

Day Walter Hilborn (1897–1971)

Day Walter Hilborn's designs shaped many of the cultural institutions of the city of Vancouver over the five decades that he worked; no architect has made a larger mark on the built environment of Vancouver, Washington. Hilborn's architectural design vocabulary shifted over the course of his career, from Art Deco style buildings at the beginning of his career to Mid-century Modern designs towards the end of it. He designed numerous schools, commercial buildings, banks, churches, hotels, and houses; although he continued to design other types of buildings until 1968, the Fort Motel was the last hotel project that Hilborn designed.[11]

Born in Michigan, Hilborn moved west for an education at Washington State College, from which he went on to design numerous commercial and residential buildings throughout the Vancouver and Portland areas.[12] Despite an interruption during World War I (WWI), Hilborn earned a degree in architectural engineering from Washington State College (today Washington State University).[13] He worked for a period in Centralia and by 1930, was in Vancouver working as a construction superintendent for architect Richard V. Gough.[14] In 1939, the American Institute of Architects elected Hilborn as a member of the Washington state chapter "on the basis of outstanding work in building design and engineering."[15]

At the onset of World War II, Hilborn designed several homes within the six developments hastily constructed by the Vancouver Housing Authority during the defense worker housing crisis.[16] The need for housing persisted even after the war—for returning veterans as well as for the workers who stayed—and Hilborn, one of only three architects in Clark County at the time, was hired to design many of these residences.[17] In 1954, Hilborn designed

[8] "Evergreen Hotel Up For Sale," *The Columbian* (Vancouver, WA), April 15, 1957, 7.
[9] "City Center Motel Taken Into Chain," *The Columbian* (Vancouver, WA), November 27, 1958, 30.
[10] "Motels Hold Open House," *The Columbian* (Vancouver, WA), May 7, 1956, 6.
[11] Michael Houser, "List of Hilborn Projects," Department Of Archeology And Historic Preservation, Accessed January 6, 2022, https://www.dahp.wa.gov/sites/default/files/Hilborn%20Project%20list.pdf.
[12] "Architect Day W. Hilborn Dies at 74," *The Columbian* (Portland, OR), November 9, 1971, 2.
[13] Michael C. Houser, "Day W. Hilborn," Department of Archeology and Historic Preservation, Posted October, 2011, https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-day-w-hilborn.
[14] Houser, "Day W. Hilborn."
[15] "A.I.A. Honors Day Hilborn," *The Columbian* (Vancouver, WA), June 19, 1939, 8.
[16] Houser, "Day W. Hilborn."
[17] Houser, "Day W. Hilborn."

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a new building for Vancouver's newspaper, *The Columbian*, located at West 8th and Grant Streets. The structure was noted for its modern design and use of reinforced concrete.[18] The Vancouver Federal Savings and Loan Building, located at 1205 Broadway Street, was completed in 1961. A piece on its opening in *The Columbian* noted "[w]ith its distinctive aluminum pylon tower and glass siding, the new savings and loan association headquarters combines modern architecture with convenience for customers."[19]

In 1970, the American Institute of Architects recognized Hilborn as a member emeritus for a legacy of design in the Vancouver and Portland areas; Hilborn passed away the next year on November 8, 1971, at the age of seventy-four.[20] Hilborn's work is recognized for its distinctive progression of Modern International and Northwest Regional design styles. The Fort Motel was constructed late in his career when his aesthetic choices were aligned with the asymmetrical minimalism and aesthetic interest of the Modern International style. The motel invokes the Modern International style, albeit with a regional vocabulary suited to accommodate the wet climate and locally available materials such as wood and brick.

Modern International Style

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 elite, who was 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).

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.

[18] "To Start $375,000 Plant This Week," *The Columbian* (Vancouver, WA), November 2, 1954, 1.
[19] "Ceremony Opens New Quarters," *The Columbian* (Vancouver, WA), August 9, 1961, 9.
[20] "Architect Day W. Hilborn Dies at 74," *The Columbian* (Vancouver, WA), November 9, 1971, 2.

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In Europe, this alignment with industrial production took on a socialist bent, particularly after WWI, 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 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."[21] European architects imbued Modern Architecture with utopic ambitions, which often appeared in the form of an urban social housing tower. Modern 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. As exemplified in the 1933 manifesto of the International Congress of Modern Architecture (CIAM), modern planning philosophy was undergirded by the idea of the city as a purely functional mechanism that provided: a place to live, a place to work, a place for recreation, and a place for circulation.[22]

In the United States (US)—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 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 US 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 Hood's (US, 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 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 modern 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 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.

[21] 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."
[22] The CIAM acronym is for the French title of the organization, *Congrès Internationaux d'Architecture Moderne.* Jeffrey David Blankenship, "Reading Landscape: Mid-Century Modernism and the Landscape Idea," *Open Access Dissertations.* 324 (Amherst: University of Amherst, 2011), 90, https://doi.org/10.7275/1922010;

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The Fort Motel evokes much of the defining characteristics of the Modern International style such as an emphasis on steel and reinforced concrete, abstract elevations, and a flat roof and horizontal windows which emphasize the building's horizontality. However, Hilborn's design was also influenced by its location next to the new I-5 corridor. The east elevation in particular was constructed to take advantage of its location on a hilltop overlooking the busy road. With its east elevation directly visible to motorists across an open grass field, a prominent neon Googie-style sign was affixed to the roof and the concrete balcony walls were painted an array of hues in primary colors, which gave the eye-catching effect of abstract and colorful shapes when glimpsed from the road (Figure 1).

Googie Influence

The Googie style, which retained many formal elements of Modern International, was adapted to the commercial needs of roadside architecture and was inspired by the attention-grabbing qualities of the neon sign.[23] The style developed from a "vernacular commercial landscape geared towards advertisement" and combined a futuristic Modernism, composed of asymmetrical volumes, concrete, and steel, with the use of outrageous colors and conspicuous shapes for roadside advertisement.[24] After Georges Claude (France, 1870–1960) patented and introduced the neon sign to Los Angeles in 1923, the technology quickly became a fixture for outdoor advertisement in Southern California and the rest of the country.[25] By the mid-century in the US, architects had developed futuristic and car-oriented versions of the International Style such as Streamline Moderne and Programmatic Moderne. Despite famed architects such as John Lautner (US, 1911–1994) and Louis Logue Armét (US, 1914–1981) designing in the style, Googie was readily dismissed within the realm of architectural criticism for being too commercial in orientation and too concerned with accommodating the automobile.[26] Regardless, with the rise of suburban development in the mid-century and the introduction of the interstate highway system, community and commercial development was increasingly intertwined with the automobile. Lodging was no exception, and Fort Motel was an illustrative example of that: Hilborn's otherwise muted modern design used Googie-inspired elements to capitalize on its location next to the I-5 corridor.

Northwest Regionalism

In the Pacific Northwest, International Style architecture was quickly adapted to the landscape and climate, with significant changes to its appearance that became known as Northwest Regionalism, or Northwest Modernism. 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.

[23] Emelyn Nájera, "Preserving Los Angeles's Googie: An Analysis of a Commercial Style, Change, and Preservation," 2020, Theses (Historic Preservation), 693, https://repository.upenn.edu/hp_theses/693
[24] Nájera, "Preserving Los Angeles's Googie," 10.
[25] Michael F. Crowe, "Neon Signs: Their Origin, Use, and Maintenance," *APT Bulletin: The Journal of Preservation Technology,* 23(2), 1991, 30–37, https://doi.org/10.2307/1504382.
[26] Hess, Alan. Googie Redux: Ultramodern Roadside Architecture. San Francisco: Chronicle Books, n.d., as cited in Nájera, "Preserving Los Angeles's Googie," 10.

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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 Neahkahnie (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 Neahkahnie 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 US—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.

Hilborn's design for the Fort Motel embodied the Modern International style as modified to suit the Northwest climate and the physical realities of the landscape. The proximity of the roadway found its influence in the Googie-inspired design of the east elevation. The original construction features classical Modern International elements such as flat roof and horizontal windows, and a predominant use of concrete and steel. These elements are tempered by the use of regional cladding materials such as wood and unpainted brick; the building opens visually and physically onto the landscape; and elements such as the southwestern entrance, sundeck, and the breezeblocks on the south elevation, are positioned to take advantage of the southwestern sun–a necessity in the chilled Northwestern climate. The Fort Motel is therefore a fine example of a Modern International style that was extremely localized in the execution of the design.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Fort Motel is significant under Criterion A and C with an overall period of significance of 1957 through 1962. As the resource does not possess the requisite integrity to communicate its significance under either criterion, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Fort Motel within its historic context, the resource is significant under Criterion A, at the local level in the area of community planning and development. The resource is distinctly associated with the mid-century pattern in Vancouver's development when commercial lodging shifted from hotels

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to motels. The period of significance for this criterion begins in 1957 and ends in 1962, encompassing both phases of construction. Although the Fort Motel is significant under Criterion A, alterations to its integrity of materials and workmanship from the period of significance have diminished the property's ability to successfully convey its significance under this criterion.

The Fort Motel does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Fort Motel is also significant under Criterion C at the local level in the area of architecture. The building's design exemplifies a localized form of the Modern International style. Its original construction possessed high artistic value and was indicative of a situated Modernism, which was characterized by architectural decisions that responded to the property's immediate surroundings such as the Googie-style façade and sign facing the I-5; a building envelope which was cut open to the southwest sun in response to Washington's cool climate; and the use of regionally available cladding materials like brick and wood. The period of significance for this criterion spans from 1957 to 1962 to encompass both phases of construction.

The Fort Motel is not significant for its association with Day Walter Hilborn. Although Hilborn may be considered a master in his field, and the Fort Motel is the last hotel project in the City of Vancouver to be designed by him, the property does not possess a personal association with the architect. He designed many other buildings in Vancouver which have a greater significance to his productive life and which more fully express particular phases of his career and work.[27] Many of these are already listed on the NRHP, including the Kiggins Theater and the Clark County Courthouse, or have been determined eligible, such as the Vancouver Savings and Loan building.[28] The same is true for the property's association with Larry Collins. Although the prolific Vancouver-based contractor was the owner and builder of the property, the Fort Motel does not have a strong personal association with Collins' productive life, nor does it particularly exemplify the Collins firm's seventy-eight-year legacy.

Although the Fort Motel is significant under Criterion C for its design, alterations to its integrity of materials and workmanship from the period of significance have diminished the property's ability to successfully convey its significance under this criterion.

The Fort Motel 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 Fort Motel 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.

[27] National Park Service, "National Register Bulletin 15: How to Apply the National Criteria for Evaluation," (Washington D.C.: Department of the Interior, National Park Service, 1990, 1995), 20.
[28] Houser, "Day W. Hilborn."

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Figure 2. Lithograph printed postcard of the Fort Motel ca.1963 showing original sign and color of west elevation. View facing southeast (Dexter Press/Living Color Advertising, Ebay.com 2023).

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Figure 3. Location map of 500 East 13th Street, Vancouver, Clark County, Washington.

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Figure 4. Aerial map of 500 East 13th Street with NRHP boundary outlined in white. Note that the black boundaries are tax lot lines that compose the building's parcel.

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Figure 5. The Hudson (Fort Motel), north elevation. View facing south (WillametteCRA January 16, 2023).

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Figure 6. The Hudson (Fort Motel), west elevation. View facing east (WillametteCRA January 16, 2023).

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Figure 7. The Hudson (Fort Motel), south elevation. View facing north (WillametteCRA January 16, 2023).

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Figure 8. The Hudson (Fort Motel), east elevation and southwest entrance. View facing west (WillametteCRA June 8, 2022).

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Figure 9. Detail of painted masonry tile, Roman brick (originally unpainted), and breezeblock, south elevation. View facing north (WillametteCRA January 16, 2023).

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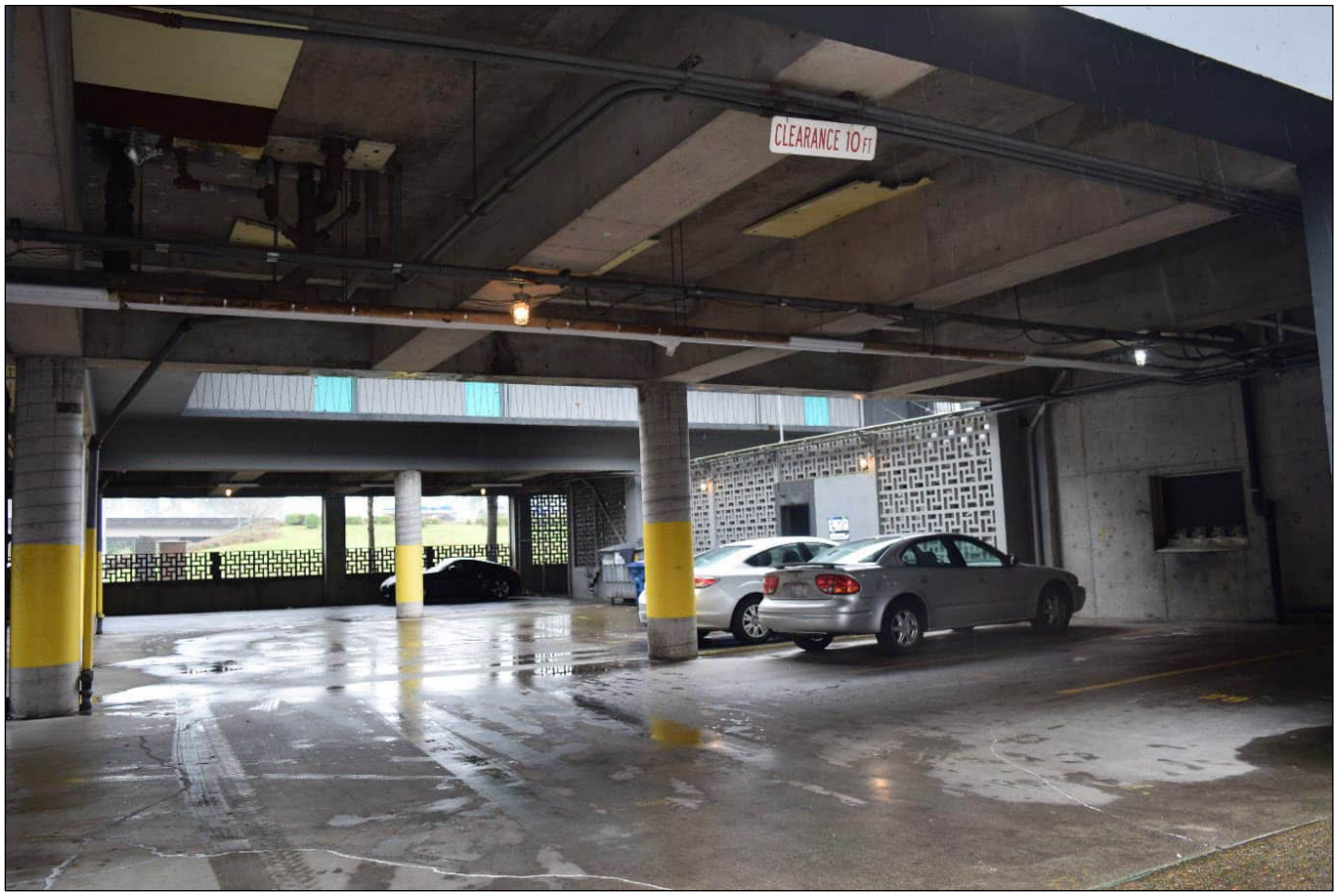


Figure 10. Detail of northern parking courtyard with breezeblock ornamentation. View facing west (WillametteCRA January 16, 2023).

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: Hood, William H. and Myrtle, Residence (WA 191)	WISAARD Property ID: 89189
Street Address: 3405 K Street	City, County, State: Vancouver, Clark, Washington
Tax Parcel Number: 15770000	Plat Block Lot: North Coast Heights Block 35 Lot 2
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.646050°, -122.660430°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca. 1919
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: None known
Architectural Classification / Resource Type: Craftsman / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Cottage style & wood sash with leaded upper sash, double hung & wood sash, 3-light wood sash	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Wood - Shingle Decorative: N/A	
Roof Type & Material: Gable - Front & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Craftsman	Plan	None
	Windows	None
Register Status: Not Listed	Cladding	None
	Interior (Basement only)	Extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. 3405 K Street, north and west elevations, view facing southeast (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:

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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PHYSICAL DESCRIPTION[1]

The 3405 K Street residence, hereafter referred to as the Hood Residence for its original occupants William H. Hood (1893–1972) and his wife Myrtle Hood (1896–1986), is a Craftsman Bungalow located in the Rose Village neighborhood of Vancouver, Clark County, Washington. Within Rose Village, the building is situated along the eastern edge of Interstate 5 on a mid-block parcel near the State Highway 500 offramp south of East 35th Street. It faces west onto K Street. The area around the Hood Residence is part of a single-family residential zone defined by a gridiron network of local streets. The area possesses views of a densely wooded planting strip and Interstate 5 to the west. The building is located on a rectangular tax lot and is adjacent to single-family residences to the north and south. The lot includes the principal building, as well as an associated garage/shed at its northeast corner (Figures 2 and 3).

The principal building's footprint is nearly rectangular and is constructed atop a concrete foundation and full basement overall measuring approximately 58 feet from east to west and 24 feet from north to south (Figure 4).[2] The walls of the building are wood frame and rise one story in height to a front-gabled roof (Figures 1 and 5–7). The roof has unenclosed eave overhangs with exposed roof rafters along its north and south edges. The front-gabled roof over the porch has an open rake with bargeboards supported by decorative knee braces (Figure 7).[3] The primary west elevation of the building contains a projecting partial-width porch with a similar front-gabled roof supported by square columns. The loft space within the gable is enclosed. This porch is raised and is accessed by a set of wood steps with wood railings. While the east elevation was not accessible or visible at the time of survey, recent aerial imagery shows a small gable-roofed projection at its south end and a partial-width shed roof next to it (Figure 8). 2015 real estate photographs show the interior of the projection as a nook or alcove for the kitchen and the shed-roof covering a raised and partial-width porch with square posts and accessed from the back yard by a set of wood steps with wood railings (Figures 9 and). The roof is clad with asphalt shingles and hooded attic vents line the ridgeline (Figure 1).

A wood friezeboard and wood watertable are visible on portions of the north and west elevations and additional real estate photographs from 2015 show that these features extended around the building at that time marking the approximate divisions between its attic, main floor, and basement. Portions of the exterior walls above and below these features on the north and west elevations appear to be clad with wood shingles, while the same between these features appear to be clad with lapped wood siding. While the east and south elevations were not visible or accessible at the time of survey, 2015 real estate photographs show this same exterior cladding scheme to be present on the east elevation and more clearly on the west elevation (Figures 1, 5–7, and 9).

The building's primary entry is located on the west elevation and is composed of a painted solid wood door with three lights (Figures 11 and 17). The building's fenestration is highly varied. Along the west elevation, one cottage-style wood-sash window with a leaded upper-sash at the main floor and a 3-light wood-sash window in the loft space above the porch were visible at the time of survey (Figure 17). A 2015 real estate photograph

[1] Note that tall hedges obscured most of the building's primary west elevation from view at the time of survey. Therefore, portions of this physical description describe the building as it appeared in 2015 real estate photographs.
[2] Clark County Assessor, Scanned Building Card for Account 15790000. Accessed March 23, 2023. https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/assessor/ScannedCards/000/700/000/015770000_1.JPG.
[3] Note, that while Figure 7 dates to 2015, it is used here to provide a clearer view of what appears to be present in more recent survey photos (particularly Figure 1) taken in 2023 that show the primary west elevation partially obscured by foliage.

shows there was a second identical cottage-style window on the west elevation at that time (Figure 7). Along the north elevation, there are variable-size, double-hung, wood-sash windows at the main floor and additional window apertures at the basement level whose windows were not visible at the time of survey (Figures 1 and 7). 2015 real estate photographs of the interior reveal additional windows that were not visible at the time of survey. A kitchen photograph shows a double-hung wood sash window on the east elevation's alcove space and an operable window above the kitchen sink on the inside of the south elevation (Figure 10). A photograph of the living and dining rooms shows additional windows along the south elevation (Figure 11). A photograph, likely of a basement bathroom, shows an operable 3-light, wood-sash window (Figure 12).

The interior of the building was not accessible at the time of survey; online real estate photographs from 2015 indicate the main level at that time had original hardwood flooring below plaster walls lined with stained-wood baseboards, box trim, and crown molding. Other original interior features on the main floor as of 2015 include a stained-wood sideboard in the dining room, a columnar screen with built-in shelving that divides the living room from the dining room, painted-wood kitchen cabinets, and stained-wood bedroom doors (Figures 10, 11, 13, and 14). The basement appears to be completely remodeled with imitation-wood flooring below gypsum board walls and ceilings with recessed lighting (Figures 12, 15, and 16).

The detached garage is located at the northeast corner of the property and while it was not accessible at the time of survey, available records detail its size, shape, and exterior appearance. The garage measures approximately 12 feet from north to south and 18 feet from east to west.[4] The walls of the garage are wood frame and rise one story in height to a front-gabled roof clad with asphalt shingles. The exterior is likely clad with vinyl siding and there is one vinyl sliding window on the garage's south elevation. This garage likely dates to 1946 and does not contribute to the property's historic significance because it was built after the property's period of significance.[5]

Alterations

Since its initial construction, the Hood Residence appears to have maintained its original footprint, most if not all its windows, and exterior cladding. The exteriors of nearby structures appear to be similarly little changed; however, the broader setting has changed significantly with the construction of Interstate 5 along the west side of K Street.

Boundary Description

The Hood Residence is set on a single tax lot (15770000) which includes its footprint, the surrounding ground, landscaping, and walkways. All these features except for the detached garage, contribute to the property's historic significance. Therefore, the recommended National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot.

INTEGRITY

Since its initial construction in ca. 1919, the Hood Residence has remained in its original location and its setting has remained largely single-family in character with an abundance of single-family dwellings to the north, south, and east. However, its setting has changed considerably with the construction of Interstate 5 in the 1950s, which

[4] Clark County Assessor, Scanned Building Card for Account 15790000.
[5] "City News In Brief – Garage, Fence Okhed," *The Columbian* (Vancouver, WA), November 15, 1946, 1.

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has separated the building from the single-family dwellings to the west. Otherwise, the building exterior itself appears to have most if not all of its original features, giving it overall good integrity of feeling, design, materials, workmanship, and association.

STATEMENT OF SIGNIFICANCE

The Hood Residence is located on the west end of the Rose Village Neighborhood of Vancouver, Washington. The building was constructed ca. 1919 in the Craftsman style by local building contractor and shipyard worker William H. Hood (1893–1972) for use as his own residence. Research did not reveal an architect. However, Hood likely obtained the building's original plans and specifications from an architectural magazine or plan book as was most common for smaller Craftsman homes of this type at the time. When first built, the original address number was 3327; it was changed to 3405 in 1928 (Figure 18).

William Henry Hood was born in July 1893 in Magundy, New Brunswick, Canada. By 1917, the year he married Myrtle McDonald (1896–1986), the pair were living in Olympia, Washington, but they soon relocated to Vancouver.[6] Given Hood's occupation as a shipyard worker, he most likely came to work at the Kaiser Company shipyard on the Columbia River during World War I and chose to settle in Vancouver with his wife Myrtle and start a general contracting business there. By 1925, at which point he and Myrtle had relocated to 3201 H Street, Hood was regularly advertising his services in the *Columbian* newspaper.[7] Other known houses Hood constructed during the 1920s, as reported in the *Columbian*, include those located at 2219 and 2223 F Street, 3509 H Street, and four others between 3801 and 3815 Grant Street (all extant).[8]

After the economic downturn following the stock market crash of 1929, Hood closed his general contracting business and found employment as a carpenter by 1930.[9] However, by 1940, he had returned to "private work" in construction according to the U.S. Census that year.[10] Between then and the entry of the U.S. into World War II (WWII), Hood once again ceased his private work and took a position at the recently established Vancouver plant of the Aluminum Company of America, the first to manufacture aluminum west of the Mississippi River.[11] Hood continued to work there until 1958 when his role at the company was identified as construction and maintenance foreman.[12] Hood continued to live in Vancouver with his wife Myrtle until his death in 1972.[13]

[6] "Daily Statistics: Marriage Licenses," *Seattle Times* (Seattle, WA), October 30, 1917, 11; "Obituaries: Myrtle Hood," *The Columbian* (Vancouver, WA), May 29, 1986, 4.
[7] "Modern Homes Built And Financed," *The Columbian* (Vancouver, WA), May 11, 1925, 5.
[8] "$10,000 Garage Permit Renews Building Activity," December 9, 1926, 1; "Building Permits," November 21, 1927, 4; "Building Permits," March 5, 1928, 3; "Permits For Two Homes," June 13, 1928, 6; "Building Permits," August 27, 1928, 3; "Building Permits," October 8, 1928, 4.
[9] "1930 United States Census, Vancouver, Clark County, Washington," "William H. Hood." Accessed March 31, 2023. https://www.ancestry.com/imageviewer/collections/6224/images/4547436_00834?pId=111585288.
[10] "1940 United States Census, Vancouver, Clark County, Washington," "William H. Hood." Accessed March 31, 2023. https://www.ancestry.com/imageviewer/collections/2442/images/m-t0627-04335-00207?pId=66171739.
[11] "Alcoa Plant Notes 15th Anniversary," *The Columbian* (Vancouver, WA), September 23, 1955, 1, 7.
[12] "Seven Alcoans Honored For 18 Years' Service," March 13, 1958, 5
[13] "Deaths: Hood, William H.," *The Columbian* (Vancouver, WA), June 26, 1972, 22.

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Later occupants and known dates of occupancy are as follows:

1926–1950: Amy L. (1897–2003) and Arthur E. Wager Sr. (1882–1947) railroad employee, and their children, Florence B. (1928–2012), Dorothy M. (1918–2008), and Arthur Jr.[14]

1945: Vance L. Galbraith (1917–1985), firefighter and husband of Dorothy M. (Wager) Galbraith. [15]

1955–1983: Colleen E. (1924–2011), painter, and Richard K. Knight (1925–1983), custodian.[16]

2015–Present: Douglas J Key.[17]

Craftsman Style (ca. 1905–1930)

Craftsman style architecture in the U.S. has its roots in the British Arts and Crafts movement started in the 1850s and emerged largely as the result of the works of writer John Ruskin (1819–1900) and textile artist William Morris (1834–1896). Originally a reaction to mass-produced goods, the movement grew to a broader critique of social and economic conditions brought on by the Industrial Revolution. It called for a return to more traditional craftsmanship in which individual craftspeople created objects of beauty and utility.[18] Although the movement never fully achieved its ideals and would come to depend on the mechanization it initially rejected, it had an enormous influence on art, furniture, and architecture in Europe and North America going into the early twentieth century.[19]

The Arts and Crafts movement found its expression in architecture largely through the type of housing known as the Bungalow. The word "Bungalow" was a British adaptation derived from the Hindustani word *bangla* meaning "belonging to Bengal" and was used to invoke "pre-modern rural housing in Bengal, India."[20] This type of housing, often described as "low and rambling," had a "pavilion shape with overhanging eaves and open verandahs [which] provided the necessary protection from the elements, shedding… rains and shading the doorway."[21] The British brought the type back to Britain in the mid-nineteenth century and adapted it for use in vacation homes for the middle and upper-middle class.[22] The bungalow's bucolic roots as well as its simple and practical form

[14] "Amy Wager McKenzie," (obituary), *The Columbian* (Vancouver, WA), February 23, 2003, 26; "Death Calls Art Wager," *The Columbian* (Vancouver, WA), November 10, 1947, 1; "Dorothy M. Galbraith," (obituary), *The Columbian* (Vancouver, WA), April 9, 2008, 20; "Florence 'Flossie' Wager," (obituary), *The Columbian* (Vancouver, WA), August 26, 2012.
[15] "Vance Galbraith," (obituary), *The Columbian* (Vancouver, WA), July 10, 1985, 4; "Dorothy Wager Is Bride of Vance Galbraith," *The Columbian* (Vancouver, WA), November 3, 1941, 3.
[16] "Richard Knight," (obituary), *The Columbian* (Vancouver, WA), September 4, 1983, 10; "Colleen E. Knight," (obituary), *The Oregonian* (Portland, OR), July 31, 2011. Accessed March 20, 2023. https://obits.oregonlive.com/us/obituaries/oregon/name/colleen-knight-obituary?id=33849354.
[17] Clark County Assessor, Property Fact Sheet for Account 15770000. Accessed March 20, 2023. https://gis.clark.wa.gov/gishome/propertyReports/?account=15770000.
[18] Lawrence Kreisman and Glenn Mason, *The Arts and Crafts Movement in the Pacific Northwest*, (Portland, OR: Timber Press, 2007), 17.
[19] Kreisman and Mason, *The Arts and Crafts Movement*, 18.
[20] Kristine Hunt, "Our Bungalow Dreams: Housing and Occupation in the United States West, 1920," *Yearbook of the Association of Pacific Coast Geographers* 78 (2016): 48.
[21] Hunt, "Our Bungalow Dreams," 48.
[22] Hunt, "Our Bungalow Dreams," 50.

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complimented the romantic pre-industrial ideals of the Arts and Crafts movement, which in turn imbued it with "its emphasis on local, natural materials, and craftsmanship."[23] However, in Britain, the movement was largely unsuccessful in providing "beautiful and functional housing" for the country's working class as it had intended and, almost ironically, would find greater success in this aim in the U.S.[24]

In the U.S., Craftsman architecture emerged among a cluster of well-to-do artists and craftsmen in Pasadena, California known as the "Arroyo Set."[25] Among this group were brothers and architects Charles Sumner Greene (1868–1957) and Henry Mather Greene (1870–1954) whose partnership operated from 1893 to 1923.[26] Trained in the manual arts, the Greene brothers were inspired by traditional Japanese architecture and heavily emphasized workmanship in their own work over contemporary revivalist modes. They designed and built numerous Craftsman bungalows throughout Pasadena, most notably their "ultimate Bungalows" including the Blacker House (1907) and Gamble House (1908). These early Craftsman bungalows often contained "a spacious porch spread across the entire width of the facade… A slightly raised foundation [or podium which] allowed for the maximum circulation of air under and through the structure… A wide, low-pitched roof with substantial overhangs at the eaves [which] shaded windows from the sun."[27] While much less ornate than the "excesses of American urbanism" captured in high-style homes of the late nineteenth century, Greene and Greene maintained the grand scale as well as their expense.[28]

While the Greenes' designs were out of reach for the average American, their style helped to inspire the smaller-scale and more modest Craftsman bungalow which would spread across the nation. The form was distilled and popularized through a multitude of architecture publications and pattern books including Gustav Stickley's (1858–1942) *The Craftsman* (1901–1917) as well as Henry L. Wilson's *The Bungalow Book* (1907–1909) and *Bungalow Magazine* (1911–1918).[29] These publications and the architects behind them gave the style a broader appeal to America's growing working and middle classes. According to architectural historian Robert M. Craig, these Craftsman bungalows are usually one or one and a half stories with either a gabled front including a prominent porch or side gables with prominent roof surfaces spanning the house. Additionally, "masonry piers serving as plinths are topped with tapered wood piers or columns to support the broad entablature of a frontal gable over a wide porch," although even simpler examples may only have wood piers.[30] Lastly, the eaves of the roof typically feature exposed rafter ends which along with "other evidence of wood framing and masonry directly express the fabrication of the building, the art of the joinery and the labor of the… builder. The bungalow, as a sociological expression, is honest, democratic, middle class, and simple, in all, appropriate for an American clientele."[31]

The Craftsman-style bungalow of California quickly found its way to the Pacific Northwest where it was highly adaptable. Its sloped roofs, overhanging eaves, and covered porches provided ample protection from the region's

[23] Hunt, "Our Bungalow Dreams," 50.
[24] Hunt, "Our Bungalow Dreams," 50.
[25] John Mack Faragher, "Bungalow and Ranch House: The Architectural Backwash of California," *Western Historical Quarterly* 32, no. 2 (2001): 151.
[26] Alan Michelson "Greene and Greene, Architects (Partnership)," Pacific Coast Architecture Database. Accessed March 23, 2023. https://pcad.lib.washington.edu/firm/18/.
[27] Hunt, "Our Bungalow Dreams," 150.
[28] Hunt, "Our Bungalow Dreams," 53.
[29] Faragher, "Bungalow and Ranch Houses," 155–158.
[30] As is the case for the subject building.
[31] Robert M. Craig, "Bungalows in the United States," *Grove Art Online*, January 20, 2015. https://doi.org/10.1093/gao/9781884446054.article.T2289898.

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notorious climate while utilizing its abundant resources such as Douglas fir and basalt stone which suited its prominent use of locally sourced, natural materials. Architects in Portland, Oregon, such as Emil Schacht (1854–1926) incorporated the style into their architectural practices as is apparent in works such as the Roy Hadley House on Mount Adams Drive or the Henry Hahn House (1906) in the West Hills.[32] Architect Albert E. ("A.E.") Doyle (1877–1928) also expressed the style in the cottages he built for Frances Isom (1912), head librarian of Portland, and Harry Wentz (1916), Portland artist and art teacher.[33] Across the Columbia River in Vancouver, Washington, architect Dennis W. Nichols (1868–1922) also incorporated the style in his design of the landmark Langsdorff House at 1010 Esther Street, which the *Columbian* reported as Vancouver's first "pressed brick Bungalow."[34] Craftsman-style architecture found expression in new American homes up through about 1930 although it became increasingly outmoded. By the 1920s, the style was lingering mostly in the Pacific Northwest where it remained popular longer because of the abundance of local timber, brick, and stone.[35]

The Development of the Washington-Car Barns-Rosemere-Rose Village Neighborhood

The land that eventually became Rose Village was once agricultural, comprising orchards, wheatfields, and pastureland for cattle. The Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's lumber mill, the Michigan Mill, to Brush Prairie, just northeast of the city.[36] The land was platted, for the first time, by the Columbia Land and Improvement Company based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed "a $125.00 lot at North Coast Heights and a good tent or small Bungalow will save money and time" (Figure 8).[37] The adjacent area, east of "K Street" (then Connecticut Avenue), which comprised the rest of what would become Rose Village, was platted between 1907 and 1911.[38] A new streetcar line, owned by the Vancouver Traction Company, extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard, in 1908.[39] A new school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who built small, single-family homes in the area in the first few decades of the twentieth

[32] Kreisman and Mason, *The Arts and Crafts Movement*, 149.
[33] Kreisman and Mason, *The Arts and Crafts Movement*, 151. These homes are cited by many as forerunners to the development of the Northwest Regional style.
[34] "Brick Bungalow To Be Erected," *The Columbian* (Vancouver, WA), March 29, 1910, 1; Michael Houser, "Dennis W. Nichols," DAHP, October 2021. Accessed March 27, 2023. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-dennis-w-nichols.
[35] Kreisman and Mason, *The Arts and Crafts Movement*, 153.
[36] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5.
[37] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson, "Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.
[38] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.
[39] Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history.

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century. The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use.[40] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city designated the neighborhood as Rose Village in 2005.[41]

Similar to the rest of Vancouver, Rose Village experienced a construction boom during the years of WWII when unprecedented numbers of workers arrived in the city with jobs in the Kaiser Shipyards on the Columbia River. The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[42] The neighborhood was largely impacted by the construction of the Vancouver Freeway in the 1950s, which redefined the area's edges and displaced multiple blocks of residents. By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[43] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[44] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[45]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Hood Residence is significant under Criterion C with a period of significance of ca. 1919, the time of its construction. As the resource possesses the requisite integrity to communicate its significance under Criterion C, it is recommended eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Hood Residence 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 resource is associated with the development of Vancouver's Rose Village neighborhood, a single resource cannot (by itself) represent the development of an entire neighborhood to such an extent that it meets the threshold for NRHP significance.

[40] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.
[41] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.
[42] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.
[43] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[44] Chandler, "Worst Areas Show Islands of Hope for Recovery," 5.
[45] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.

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The Hood Residence also does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the building is associated with its original owner, builder, and occupant William H. Hood, Hood was one of many building contractors active in the Vancouver area in the early twentieth century whose presence as one in Vancouver was relatively small and brief and is thus not comparatively significant enough to meet the threshold for NRHP significance. Otherwise, the resource is not associated with any other locally significant figure.

The Hood Residence is significant under Criterion C, at the local level in the area of architecture. The Hood Residence is an example of a Craftsman style bungalow. The building embodies the distinctive characteristics of its type and style and represents the work of master builder William H. Hood. The period of siginificance for this criterion is ca. 1919, the approximate year of the building's construction.

The Hood 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.

In summary, the Hood Residence possesses sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion C. The resource is recommended not eligible under Criteria A, B, or D.

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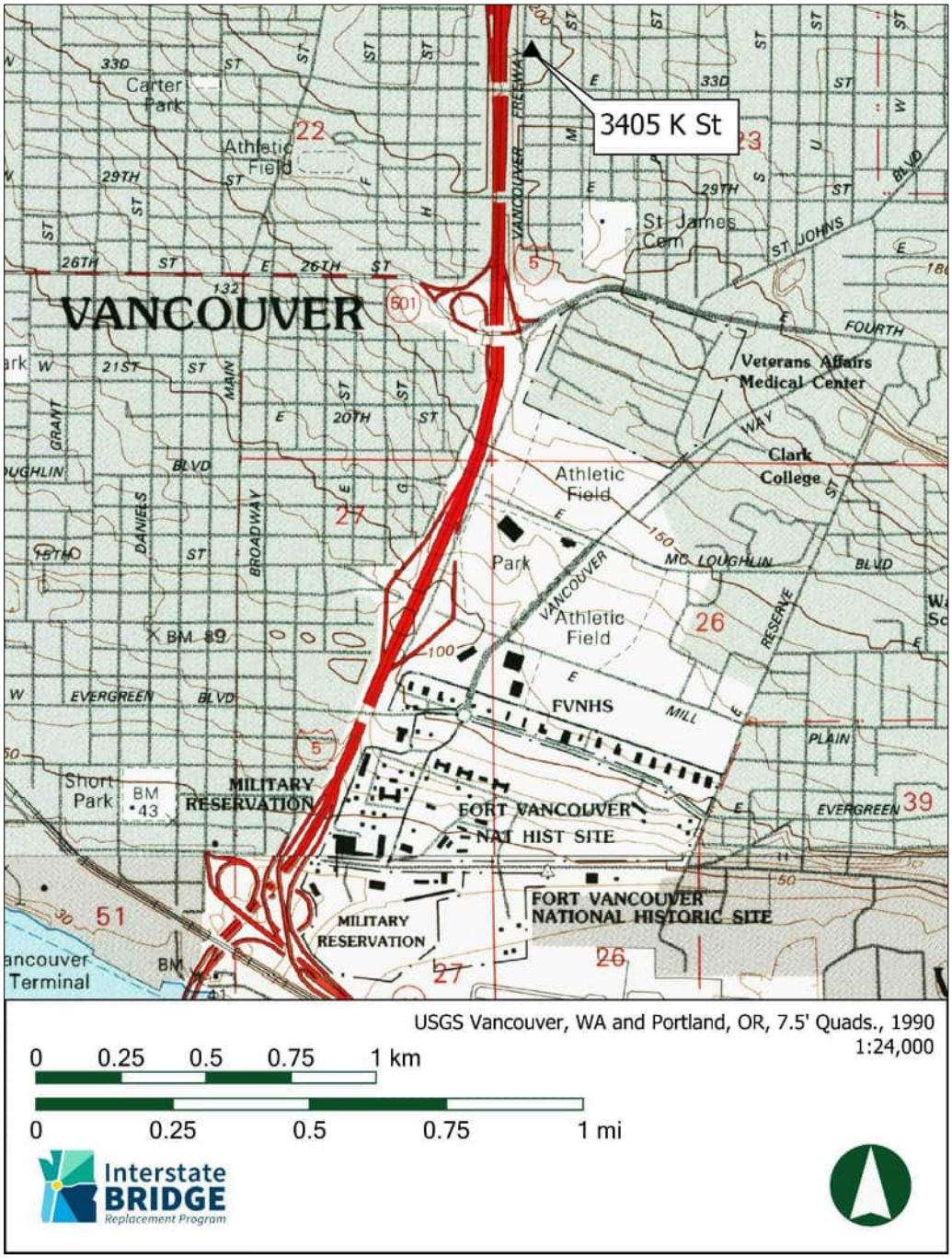


Figure 2. Location map of the Hood Residence, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Hood Residence, showing the recommended NRHP boundary in white.

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Figure 4. Annotated Winter 2012 aerial of the Hood Residence showing the approximate building footprint in solid white outline and approximate overall measurements excluding roof overhangs. Dashed outline marks location of covered porches (Clark County Assessor).

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Figure 5. Hood Residence, north (left) and west (right) elevations, view facing southeast (WillametteCRA, March 8, 2023).



Figure 6. Hood Residence, west elevation, view facing northeast (WillametteCRA, March 8, 2023).

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Figure 7. Hood Residence, west elevation, view facing southeast (Zillow, 2015).

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Figure 8. Annotated bird's eye view over the east (rear) elevation of the Hood Residence. The arrow points to the enclosed projection extending from the main mass of the building with its own gable roof. Beside it to the right is a shed roof (Bing, 2023).

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Figure 9. Hood Residence, east elevation, view facing northwest (Zillow, 2015).

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Figure 10. Hood Residence, kitchen, view facing southeast. Note the double-hung window facing east in the projection space and operable window above the sink facing south (Zillow, 2015).

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Figure 11. Hood Residence, living room and dining room with kitchen in the background, view facing southeast. Note the windows along the south elevation (right) and the three-light wood entry door (left) (Zillow, 2015).

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Figure 12. Hood Residence, bathroom likely in the basement. Note the operable 3-light wood sash window (upper right) along with contemporary fixtures and flooring (Zillow, 2015).

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Figure 13. Hood Residence, bedroom. Note the original hardwood flooring, original stained doors with glass knobs, and box trim (Zillow, 2015)



Figure 14. Hood Residence, bedroom. Note the original hardwood flooring and box trim (Zillow, 2015).

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Figure 15. Hood Residence, view of remodeled basement space (Zillow, 2015).



Figure 16. Hood Residence, view of remodeled basement space (Zillow, 2015).

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Figure 17. Hood Residence, detail of west elevation, view facing southeast. Note the entry door shown here appears to be identical to the entry door shown in greater detail in Figure 11 (WillametteCRA, March 8, 2023).

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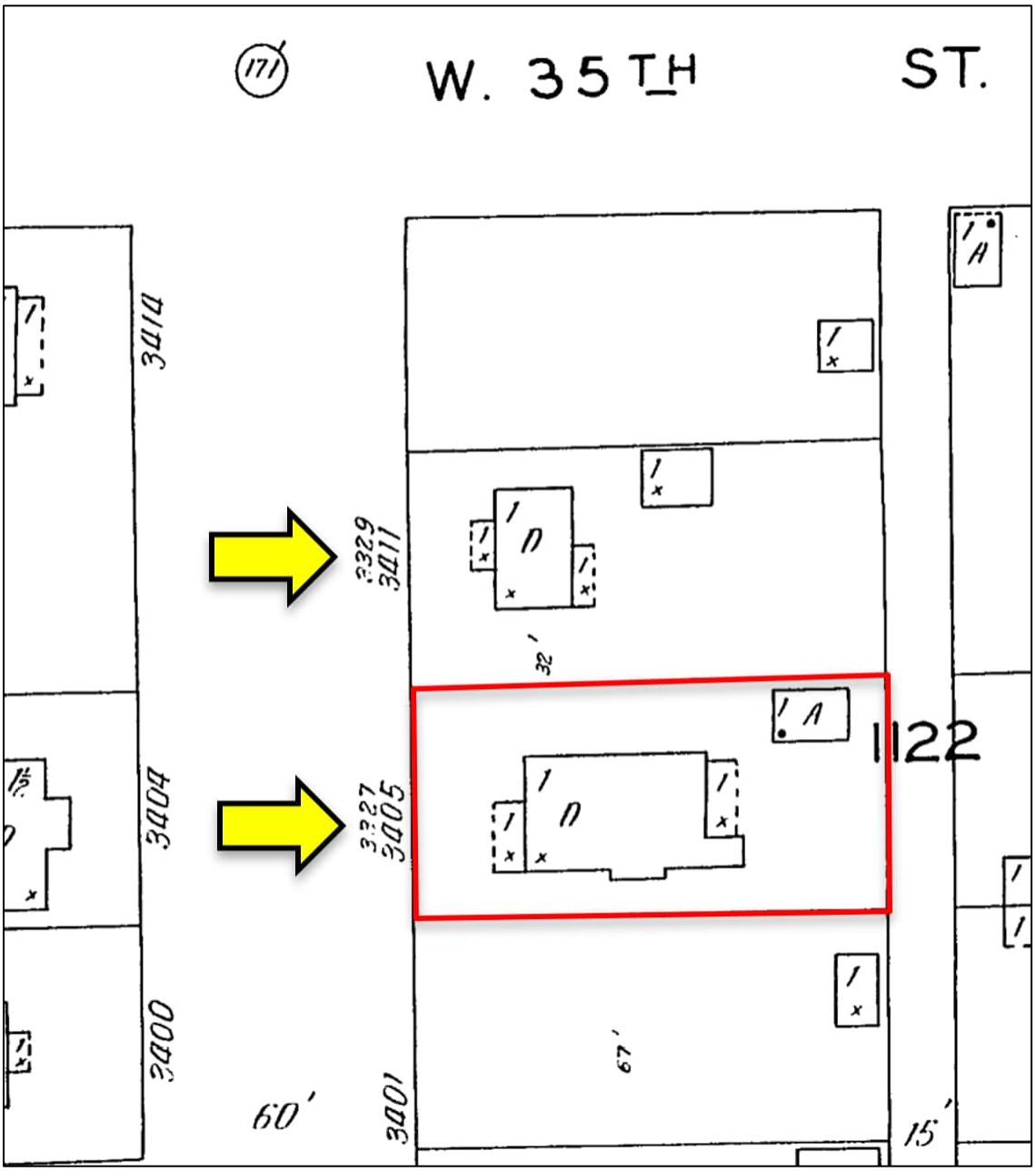


Figure 18. Cropped image of Sheet 58 from the 1928 Sanborn Maps. Yellow arrows point to altered address numbers. The property boundary of the Hood Residence is outlined in red (Sanborn Map Company *Vancouver* [1928], 58).

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Residence, 3317 K Street (WA 192)	WISAARD Property ID: 89190
Street Address: 3317 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 15790000	Plat Block Lot: North Coast Heights Block 35 Lot 4
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.645800°, -122.660510°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC/single dwelling	Construction Date: 1920
Historic Use: DOMESTIC/single dwelling	Alterations & Dates: ca. 1920s, Rear addition
Architectural Classification / Resource Type: Craftsman / Building	Historic Context:

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

Foundation Type: Concrete - Block	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Double hung wood sash, sliding vinyl, aluminum storms, and fixed stained glass.	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Decorative:	
Roof Type & Material: Gable - Front & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Craftsman	Plan	Minimal
	Windows	Moderate
Register Status: Not listed	Cladding	Moderate
	Interior	Moderate to extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor	

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: Residence, 3317 K Street (WA 192)	WISAARD Property ID: 89190
Street Address: 3317 K Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 3317 K Street Residence, west and south elevations, view facing northeast (WillametteCRA, December 14, 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:

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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PHYSICAL DESCRIPTION

The 3317 K Street Residence is a Craftsman bungalow constructed in 1920 and located in the Rose Village neighborhood of Vancouver, Clark County, Washington. Within Rose Village, the building is situated along the eastern edge of Interstate 5 on a mid-block parcel near the State Highway 500 offramp, north of East 33rd Street, and facing west onto K Street. The area around the 3317 K Street residence is part of a single-family residential zone defined by a gridiron network of local streets. K Street possesses views of a densely wooded planting strip and Interstate 5 to the west. The building itself is located on a rectangular parcel and is adjacent to single-family residences to the north, south, and east. The lot includes the principal residence set back from the street, a white picket fence around a front lawn with grass, small trees, and shrubs as well as an associated garage/shed at its southeast corner (Figures 2 and 3).

The building's footprint is overall rectangular in plan and constructed atop a concrete block foundation and full basement measuring approximately 36 feet from east to west and 26 feet from north to south (Figure 4).[1] The walls of the building are wood frame and rise one story in height to a front-gabled roof (Figures 1 and 5–7). The roof is clad in asphalt shingles and has unenclosed eave overhangs with exposed roof rafters along the north and south edges. The front-gabled roof has an open rake with bargeboards supported by decorative knee braces (Figure 7). The primary west elevation of the building contains a raised and recessed partial-width porch with square support columns and a painted wood balustrade. The east elevation contains what is likely a historic-age addition that is partial-width, covered with a shed roof, and dates to 1920–1928 (Figures 8 and 9). There is a square brick chimney at the center of the roof ridgeline (Figures 1 and 5).

A wood watertable circumscribes the building, marking the approximate division between its main floor and basement. Below the watertable, the building is clad with painted cement panels over concrete blocks. The exterior walls above the watertable are clad with lapped wood siding (Figures 1, 5–7, and 9).

The building's fenestration is highly varied. Along the west elevation, there is a two-section, sliding window in the gable peak above two window assemblies each consisting of one double-hung center window flanked by narrower one-over-one fixed windows on the building's main level (Figures 1, 6, 7,11, and 15). There is also an identical window assembly near the center of the north elevation (Figure 5 and 13). Other windows include a fixed and wood-frame, stained-glass window at the west end of the north elevation and variable-size, double-hung, wood-sash windows along with two-section, vinyl-sash, sliding windows (Figures 5, 9, 10, 14, and 17–21). Aluminum storms cover the exteriors of all the wood-sash windows.

The building's primary entrance is located on the north side of the recessed porch on the west elevation. The door is composed of wood with a single recessed panel below a rectangular light. According to 2016 real estate photos one additional entry is located on the south side of the rear addition and consisted of a metal door with two panels below a grid of nine lights divided by metal muntins at that time. A set of wood steps with painted wood balustrades rises to this entry.

[1] Clark County Assessor, Building Sketch for Account 15790000. Accessed March 23, 2023. https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/Assessor/Footprints/000/700/000/015790000_1.gif.

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The interior of the building was not accessible at the time of survey; online real estate photographs from 2016 indicate that the main level had original hardwood flooring below lathe and plaster walls lined with painted wood baseboards and crown molding at that time. Other original interior features on the main floor as of 2016 include a columnar screen with half walls dividing the dining room and living room and paneled wood doors (Figures 11–20). Conversely, the main level bathroom was completely remodeled (Figure 18). The basement was also completely remodeled with carpet and slate tile flooring below a mix of concrete block, and gypsum board walls as well as gypsum board ceilings (Figures 21 and 22).

The detached garage is located at the southeast corner of the property and, while it was not accessible at the time of survey, available records detail its size, shape, and exterior appearance. It measures approximately 560 square feet.[2] The walls of the garage are most likely wood frame and rise one story in height to a front-gabled, metal roof with overhanging eaves. The exterior is primarily clad with corrugated metal siding. This garage likely dates to 1980 and does not contribute to the property's historic significance.[3]

Alterations

Since its initial construction in 1920, the 3317 K Street Residence appears to have maintained most of its original footprint and much of its exterior. According to 2016 real estate photos, many of the building's original interior features remained on its main floor at that time while the basement had been completely remodeled. The rear historic addition also appears to have been altered since its construction in the 1920s. Sanborn maps from 1928 and 1949 reveal that the south half of this section used to be a covered open porch. At present, it has in-fill vinyl windows facing east and a metal door facing south which were added after 1949 (Figures 23 and 24). Surrounding residences from the period are also relatively unaltered and intact; however, the broader setting has changed significantly following the construction of Interstate 5 along the west side of K Street in the 1950s.

Boundary Description

The 3317 K Street Residence is set on a single tax lot (15790000) which includes its footprint, the surrounding ground, landscaping, and walkways. All these features, except the detached garage, 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.

INTEGRITY

Since its initial construction in 1920, the 3317 K Street Residence has remained in its original location and its setting has remained largely single-family in character with an abundance of single-family dwellings to the north, south, and east. However, the setting has changed considerably with the construction of Interstate 5 in the 1950s, which has separated the building from the single-family dwellings to the west. The building itself has also endured multiple changes to its interior and exterior leaving it at best with fair integrity of feeling, design, materials, workmanship, and association.

[2] Clark County Assessor, Property Information Center for Account 15790000. Accessed March 23, 2023. https://gis.clark.wa.gov/gishome/Property/?pid=findSN&account=15790000#.
[3] "Building Permits," The Columbian (Vancouver, WA), June 5, 1980, 52.

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STATEMENT OF SIGNIFICANCE

The 3317 K Street Residence is located on the west end of the Rose Village Neighborhood of Vancouver, Washington. Completed in 1920, the building was designed in the Craftsman style. Research on the building's origin and use was limited to records available from online sources such as Ancestry.com, Newspapers.com, and Seattle Public Library. This research did not reveal the building's original owner, builder, and architect nor did it reveal any of its occupants between 1920 and 1927. The original plans and specifications were likely taken from an architectural magazine or plan book as was most common for smaller craftsman homes at the time. The original property owner prior to construction of the building was John H. Norris, the developer who platted North Coast Heights Addition in 1911.[4] In 1914, Norris sold the property to carpenter and building contractor Arthur L. Adee who lived on L street.[5] Research did not reveal how long Adee owned the property or whether he was responsible for the building's construction.

The earliest known occupants of the property between 1928 and 1937 are Mary E. (1856–1934) and Samuel J. Parker (1850–1937), a retired farmer and in 1936, Mrs. J.E. Reese.[6] The next known occupant was Dr. Maurice V. Wilmot (1889–1981), a veterinarian who purchased the house by 1940 and owned it until at least 1963.[7] Maurice V. Wilmot (AKA "Morris") was born in Deluiz, California in December of 1889.[8] By 1910, he was living in San Diego, California with his family and attending school.[9] It is unknown when he became a veterinarian, but his World War I (WWI) draft card, dated June 5, 1917, indicates that he was a veterinary surgeon for both Imperial County, California, and his own private practice at this time.[10] After serving in the Army during WWI, Wilmot became a cattle inspector for the California State Board of Agriculture in the San Bernadino County area by 1922.[11] Six years later, Wilmot married Leola M. Burch (1880–1947) in nearby Riverside, California.[12] Wilmot then worked as a meat inspector until the California State Personnel Board discharged him for falsifying reports in 1936.[13] The Wilmots relocated to Vancouver, Washington, in 1939 where Maurice found work testing cattle for the State of Washington and inspecting meat for the State of Oregon until 1943 when he started a private veterinary

[4] "Around The City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5 column 3.
[5] "Transfers Of Real Estate," *The Columbian* (Vancouver, WA), May 28, 1914, page 3, paragraph 6; RL Polk & Co. *Vancouver (Washington) City Directory*, 1914, 23.
[6] "Mrs. Mary E. Parker," (obituary), *The Columbian* (Vancouver, WA), July 25, 1934, 7; "Samuel James Parker," (obituary), *The Columbian* (Vancouver, WA), March 17, 1937, 2; RL Polk & Co. *Vancouver (Washington) City Directory*, 1928, 156. Ancestry.com 1920 United States Census, Barberton, Clark County, Washington," "Samuel J. Parker." Accessed March 23, 2023. https://www.ancestry.com/imageviewer/collections/6061/images/4391992_00907?pId=71183250.; "Chickens Stolen," *Columbian* (Vancouver, WA), March 13, 1936, 2. Another article from a few months later gives the address of Mr. and Mrs. J.E. Reese as 3305 K Street, see: "Mrs. George Tillman Holds Party," *Columbian* (Vancouver, WA), May 5, 1936, 5.
[7] Ancestry.com. "1940 United States Census, Vancouver, Clark County, Washington," "Maurice V. Wilmot." Accessed March 23, 2023. https://www.ancestry.com/imageviewer/collections/2442/images/m-t0627-04335-00488?pId=66190333.; "Building Permits," *The Columbian* (Vancouver, WA), May 22, 1963, 24.
[8] "Maurice Wilmot," (obituary) *The Columbian* (Vancouver, WA), January 28, 1981, 10.
[9] Ancestry.com. "1910 United States Census, San Diego, San Diego County, California," "Maurice V. Wilmot." Accessed March 23, 2023. https://www.ancestry.com/imageviewer/collections/7884/images/31111_4327298-00685?pId=191388729.
[10] Ancestry.com. "U.S., World War I Draft Registration Cards, 1917-1918," "Maurice V. Wilmot," June 5, 1917. Accessed March 23, 2023. https://www.ancestry.com/imageviewer/collections/6482/images/005240901_04151?pId=28410546.
[11] "Maurice Wilmot," (obituary) *The Columbian* (Vancouver, WA), January 28, 1981, 10; "Dairies Are To Receive Visits From Experts," *The Daily Sun* (San Bernadino, CA), October 27, 1922, 11.
[12] "Licensed To Wed," *The Daily Press* (Riverside, CA), November 16, 1928, 13.
[13] "Veterinary Meat Inspector Ousted," *San Mateo Times* (San Mateo, CA), May 12, 1936, 2.

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practice out of his home at 3317 K Street.[14] After the death of his wife in 1947, Wilmot continued to own the property until 1963.[15] By 1981, he had relocated to Ridgefield, Washington, where he died at the age of ninety-one.[16]

Later occupants of the property and known dates of occupancy are as follows:

1963: Ann G. Bilor.[17]

1977: Mr. and Mrs. Wayne Kirsten.[18]

1980–1985: Pamela and Dan Brown.[19]

1990: Jeanne and Randy Cline.[20]

1996: Donald J. Cline, owner of Don's Brush Clipping.[21]

2016–Present: Christopher S. and Krysten N. Noble.[22]

Craftsman Style (ca. 1905–1930)

Craftsman style architecture in the United States (US) has its roots in the British Arts and Crafts movement started in the 1850s and emerged largely as the result of the works of writer John Ruskin (1819–1900) and textile artist William Morris (1834–1896). Originally a reaction to mass-produced goods, the movement grew to a broader critique of social and economic conditions brought on by the Industrial Revolution. It called for a return to more traditional craftsmanship in which individual craftspeople created objects of beauty and utility.[23] Although the movement never fully achieved its ideals and would come to depend on mechanization it initially rejected, it had enormous influence on art, furniture, and architecture in Europe and North America going into the early twentieth century.[24]

[14] "Maurice Wilmot," (obituary) *The Columbian* (Vancouver, WA), January 28, 1981, 10; "Brief Bits From About Town - Returns To Albany," *Democrat-Herald* (Albany, OR), May 5, 1943, 2; "Dr. M.V. Wilmot, Veterinarian," (advertisement), *The Columbian* (Vancouver, WA), May 11, 1943, 8.
[15] "Deaths, Wilmot," *The Columbian* (Vancouver, WA), November 24, 1947, 3.
[16] "Maurice Wilmot," (obituary) *The Columbian* (Vancouver, WA), January 28, 1981, 10.
[17] "Deaths – Bilor, Ann G.," *The Columbian* (Vancouver, WA), August 15, 1966, 20.
[18] "In The Service," *The Columbian* (Vancouver, WA), January 4, 1977, 2.
[19] "Permits," *The Columbian* (Vancouver, WA), June 5, 1980, 52; "Births – Bess Kaiser Medical Center," The Columbian (Vancouver, WA), January 31, 1982, 24; "Burglaries," *The Columbian* (Vancouver, WA), March 27, 1985, 4.
[20] "Births," *The Columbian* (Vancouver, WA), February 13, 1990, A4.
[21] "Business Licenses," *The Columbian* (Vancouver, WA), May 16, 1996, Section "Neighbors", page 4.
[22] Clark County Assessor, Property Fact Sheet for Account 15790000. Accessed March 23, 2023. https://gis.clark.wa.gov/gishome/propertyReports/?account=15790000.
[23] Lawrence Kreisman and Glenn Mason, *The Arts and Crafts Movement in the Pacific Northwest*, (Portland: Timber Press, 2007), 17.
[24] Ibid, 18.

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The Arts and Crafts movement found its expression in architecture largely through the type of housing known as the bungalow. The word "bungalow" was a British adaptation derived from the Hindustani word *bangla* meaning "belonging to Bengal" and was meant to invoke "pre-modern rural housing in Bengal, India."[25] This type of housing, often described as "low and rambling," had a "pavilion shape with overhanging eaves and open verandahs [which] provided the necessary protection from the elements, shedding… rains and shading the doorway." The British brought the type back to Britain in the mid-nineteenth century and adapted it for use in vacation homes for the middle and upper-middle class.[26] The bungalow's bucolic roots as well as its simple and practical form complimented the romantic pre-industrial ideals of the Arts and Crafts movement, which in turn influenced it with "its emphasis on local, natural materials, and craftsmanship." However, in Britain, the movement was largely unsuccessful in providing "beautiful and functional housing" for the country's working class as it had intended and, almost ironically, would find greater success in this aim in the US.[27]

In the US, Craftsman architecture emerged among a cluster of well-to-do artists and craftsmen in Pasadena, California known as the "Arroyo Set."[28] Among this group were brothers and architects Charles Sumner Greene (1868–1957) and Henry Mather Greene (1870–1954) whose partnership operated from 1893 to 1923.[29] Trained in the manual arts, the Greene brothers were inspired by traditional Japanese architecture and heavily emphasized workmanship in their own work over contemporary revivalist modes. They designed and built numerous Craftsman bungalows throughout Pasadena, most notably their "ultimate bungalows" including the Blacker House (1907) and Gamble House (1908). These early Craftsman bungalows often contained "a spacious porch spread across the entire width of the facade… A slightly raised foundation [or podium which] allowed for the maximum circulation of air under and through the structure… A wide, low-pitched roof with substantial overhangs at the eaves [which] shaded windows from the sun."[30] While much less ornate than the "excesses of American urbanism" captured in high-style homes of the late nineteenth century, Greene and Greene maintained the grand scale as well as their expense.[31]

While the Greenes' designs were out of reach for the average American, their style helped to inspire the smaller-scale and more modest Craftsman bungalow which would spread across the nation. The form was distilled and popularized through a multitude of architecture publications and pattern books including Gustav Stickley's (1858–1942) *The Craftsman* (1901–1917) as well as Henry L. Wilson's *The Bungalow Book* (1907–1909) and *Bungalow Magazine* (1911–1918).[32] These publications and the architects behind them gave the style a broader appeal to America's growing working and middle classes. According to architectural historian Robert M. Craig, these Craftsman bungalows are usually one or one and a half stories with either a gabled front including a prominent porch or side gables with prominent roof surfaces spanning the house. Additionally, "masonry piers serving as plinths are topped with tapered wood piers or columns to support the broad entablature of a frontal gable over a

[25] Hunt, "Our Bungalow Dreams: Housing and Occupation in the United States West, 1920," *Yearbook of the Association of Pacific Coast Geographers*, Vol 78, (2016):" 48.
[26] Kristine Hunt, "Our Bungalow Dreams," 48–50.
[27] Hunt, "Our Bungalow Dreams," 50.
[28] John Mack Faragher, "Bungalow and Ranch House: The Architectural Backwash of California," *Western Historical Quarterly*, Vol. 32, No. 2, (2001): 151.
[29] Alan Michelson "Greene and Greene, Architects (Partnership)," Pacific Coast Architecture Database. Accessed March 23, 2023. https://pcad.lib.washington.edu/firm/18/
[30] Hunt, "Our Bungalow Dreams," 150.
[31] Hunt, "Our Bungalow Dreams," 53.
[32] Faragher, "Bungalow and Ranch Houses," 155–158.

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wide porch," although even simpler examples may only have wood piers.[33] Lastly, the eaves of the roof typically feature exposed rafter ends which along with "other evidence of wood framing and masonry directly express the fabrication of the building, the art of the joinery and the labor of the… builder. The bungalow, as a sociological expression, is honest, democratic, middle class, and simple, in all, appropriate for an American clientele."[34]

The Craftsman-style bungalow of California quickly found its way to the Pacific Northwest where it proved highly adaptable. Its sloped roofs, overhanging eaves, and covered porches provided ample protection from the region's notorious climate while utilizing its abundant resources such as Douglas fir and basalt stone which suited its prominent use of locally sourced, natural materials. Architects in Portland, Oregon such as Emil Schacht (1854–1926) incorporated the style into their architectural practices as is apparent in works such as the Roy Hadley House on Mount Adams Drive or the Henry Hahn House (1906) in the West Hills.[35] Architect Albert E. ("A.E.") Doyle (1877–1928) also expressed the style in the cottages he built for Frances Isom (1912), head librarian of Portland and Harry Wentz (1916), Portland artist and art teacher.[36] Across the Columbia River in Vancouver, Washington, architect Dennis W. Nichols (1868–1922) also incorporated the style in his design of the landmark Langsdorff House at 1010 Esther Street, which *The Columbian* newspaper reported as Vancouver's first "pressed brick bungalow."[37] Craftsman-style architecture found expression in new American homes up through about 1930 although it became increasingly outmoded. By the 1920s, the style was lingering mostly in the Pacific Northwest where it remained popular longer because of the abundance of local timber, brick, and stone.[38]

The Development of the Washington-Car Barns-Rosemere-Rose Village Neighborhood

The land that eventually became Rose Village was once agricultural—comprised of orchards, wheatfields, and pastureland for cattle. The Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's lumber mill, the Michigan Mill, to Brush Prairie, just northeast of the city.[39] The land was platted, for the first time, by the Columbia Land and Improvement Company based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed "a $125.00 lot at North Coast Heights and a good tent or small bungalow will save money and time" (Figure 8).[40] The adjacent area, east of "K Street" (then Connecticut Ave), which comprised the rest of what would

[33] As is the case for the subject building.
[34] Robert M. Craig, "Bungalows in the United States," *Grove Art Online*, January 20, 2015. https://doi.org/10.1093/gao/9781884446054.article.T2289898.
[35] Kreisman and Mason, *The Arts and Crafts Movement*, 149.
[36] Kreisman and Mason, *The Arts and Crafts Movement*, 151. These homes are cited by many as forerunners to the development of the Northwest Regional style.
[37] "Brick Bungalow To Be Erected," *The Columbian* (Vancouver, WA), March 29, 1910, 1; Michael Houser, "Dennis W. Nichols," DAHP, October 2021. Accessed March 27, 2023. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-dennis-w-nichols.
[38] Kreisman and Mason, The Arts and Crafts Movement in the Pacific Northwest, 153.
[39] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5.
[40] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson,

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become Rose Village, was platted between 1907 and 1911.[41] A new streetcar line, owned by the Vancouver Traction Company, extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard, in 1908.[42] A new school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who built small, single-family homes in the area in the first few decades of the twentieth century. The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use.[43] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city designated the neighborhood as Rose Village in 2005.[44]

Similar to the rest of Vancouver, Rose Village experienced a construction boom during the years of World War II when unprecedented numbers of workers arrived in the city with jobs in the Kaiser Shipyards on the Columbia River. The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[45] The neighborhood was largely impacted by the construction of the Vancouver Freeway in the 1950s, which redefined the area's edges and displaced multiple blocks of residents. By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[46] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[47] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[48]

"Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.

[41] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.

[42] Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history.

[43] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.

[44] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.

[45] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.

[46] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.

[47] Ibid., 5.

[48] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.

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, 3317 K Street (WA 192)		WISAARD Property ID: 89190
Street Address: 3317 K Street	City, County, State: Vancouver, Clark County, Washington	

National Register of Historic Places Eligibility

Previous Recommendation

The Washington State Department of Archaeology and Historic Preservation (DAHP) previously determined the 3317 K Street Residence as not eligible for the NRHP in 2011 following a 2011 survey inventory.[49] The justification for this determination, however, remains unclear as the 2011 survey inventory remains blank and the original project files were unavailable.

Current Recommendation

Willamette Cultural Resources Associates (WillametteCRA) recommends that the 3317 K Street Residence is not significant under Criteria A, B, C, or D. As such it is not recommended eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the 3317 K Street Residence 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. Although the resource is associated with the development of Vancouver's Rose Village neighborhood, a single resource cannot (by itself) represent the development of an entire neighborhood to such an extent that it meets the threshold for NRHP significance.

The 3317 K Street Residence also does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. No associations with significant personages could be found.

While the 3317 K Street Residence is an example of a Craftsman Bungalow with a fair amount of integrity, 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.

The 3317 K Street 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.

In summary, the 3317 K Street Residence is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.

[49] Washington State Department of Archaeology and Historic Preservation, Washington Information System for Architectural and Archeological Records Data (WISAARD), "Property ID: 89190 3317 K St, Vancouver, WA 98663," Accessed March 23, 2023. https://wisaard.dahp.wa.gov/Resource/48680/PropertyInventory/1373349.

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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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Property Name: Residence, 3317 K Street (WA 192)	WISAARD Property ID: 89190
Street Address: 3317 K Street	City, County, State: Vancouver, Clark County, Washington

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SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

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Property Name: Residence, 3317 K Street (WA 192)		WISAARD Property ID: 89190
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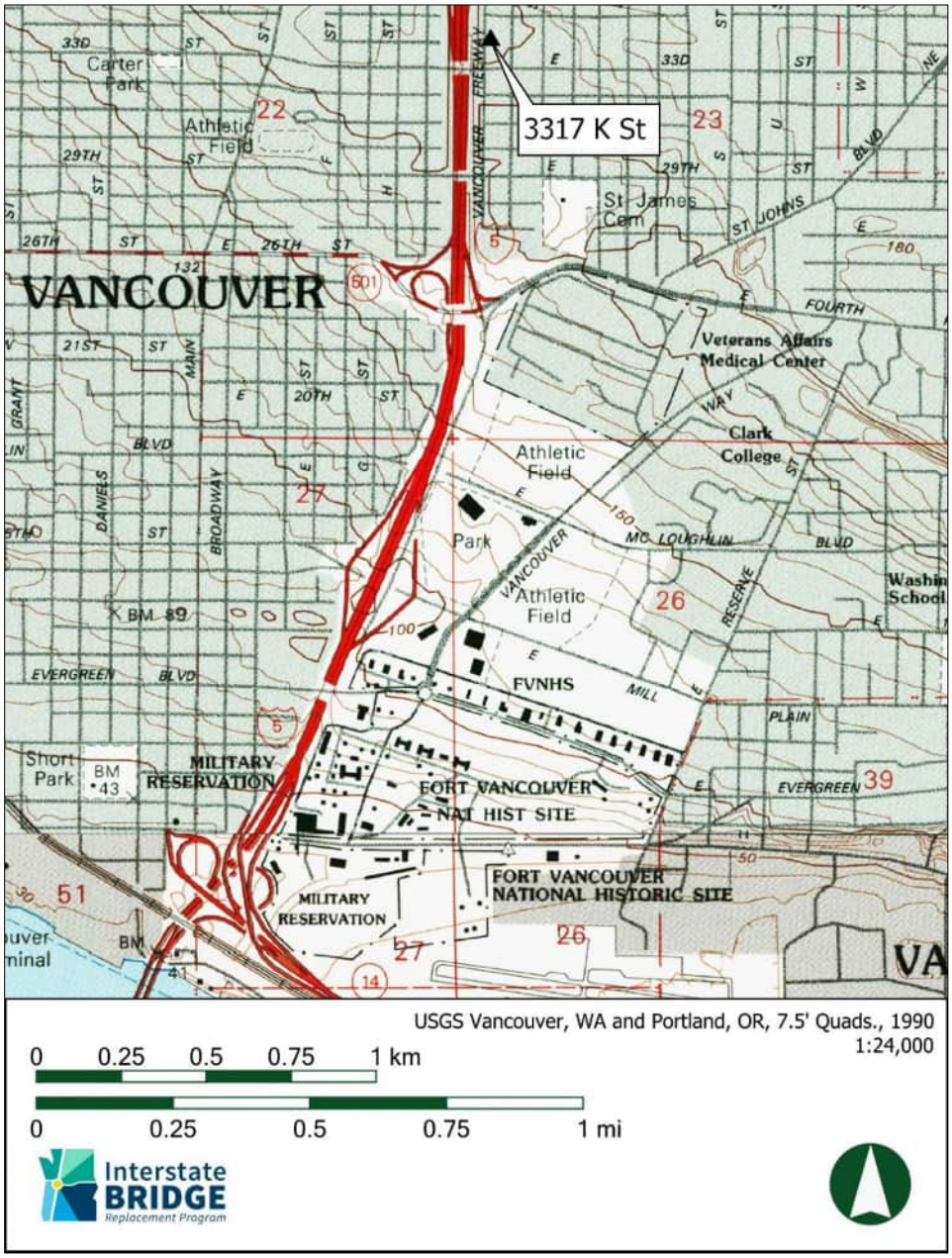


Figure 2. Location map of the 3317 K Street Residence, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the 3317 K Street Residence, showing the NRHP boundary in white.

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Figure 4. Annotated Winter 2012 aerial photo of the 3405 K Street Residence showing the approximate building footprint and approximate overall measurements excluding roof overhangs on all sides. Dashed outline marks location of (likely) historic age addition to rear with shed roof. Dotted outline marks location of recessed front porch (Clark County Assessor).

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Figure 5. 3317 K Street Residence, north (left) and west (right) elevations, view facing southeast. The left arrow points to a tripartite window assembly partially obscured by an evergreen tree. The right arrow points to an obscured stained glass window (WillametteCRA, March 8, 2023).



Figure 6. 3317 K Street Residence, west elevation, view facing east (WillametteCRA, March 8, 2023).

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Figure 7. 3317 K Street Residence, west elevation, view facing northeast (Redfin, 2016).

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Figure 8. Annotated bird's eye view over the east (rear) elevation of the 3317 K Street Residence. Arrow points to (likely) historic addition with shed roof (Bing, 2023).

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Figure 9. 3317 K Street Residence, backyard and east elevation, view facing south (Redfin, 2016).

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Figure 10. 3317 K Street Residence, gravel side yard and south elevation, view facing west. Note the double-hung wood sash windows with aluminum storms on the main level and two-section sliding vinyl sash windows on the basement level (Redfin, 2016).

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Figure 11. 3317 K Street Residence, living room, view facing west (Redfin, 2016).

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Figure 12. 3317 K Street Residence, living room and dining room, view facing northeast (Redfin, 2016).

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Figure 13. 3317 K Street Residence, dining room and bedroom in rear, view facing northeast (Redfin, 2016).

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Figure 14. 3317 K Street Residence, kitchen, view facing southeast (Redfin, 2016).

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Figure 15. 3317 K Street Residence, primary bedroom, view facing southwest (Redfin, 2016).



Figure 16. 3317 K Street Residence, primary bedroom, view facing south (Redfin, 2016).

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Figure 17. 3317 K Street Residence, bedroom, view facing northeast (Redfin 2016).



Figure 18. 3317 K Street Residence, view of remodeled, main floor bathroom. Note, original double-hung wood sash window remains (Redfin, 2016).

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Figure 19. 3317 K Street Residence, rear historic addition, view facing southeast. Note contemporary sliding vinyl windows and metal door (Redfin, 2016).

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Figure 20. 3317 K Street Residence, dining room and stairs to attic space with original wood door, view facing northeast (Redfin, 2016).

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Figure 21. 3317 K Street Residence, view of remodeled basement space (Redfin, 2016).



Figure 22. 3317 K Street, view of remodeled basement space. Note the concrete masonry unit wall at the rear (Redfin, Residence 2016).

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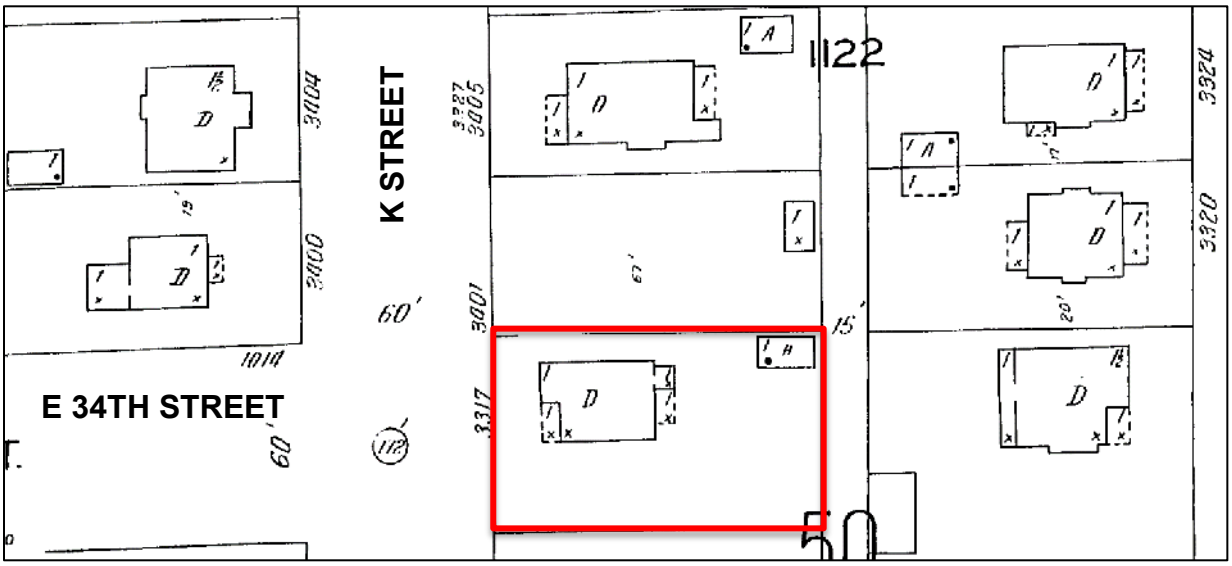


Figure 23. Cropped composite image of Sheets 50 and 58 from the 1928 Sanborn Maps showing the property outlined in red with dashed lines indicating open porches (Sanborn Map Company *Vancouver* [1928], 50, 58).

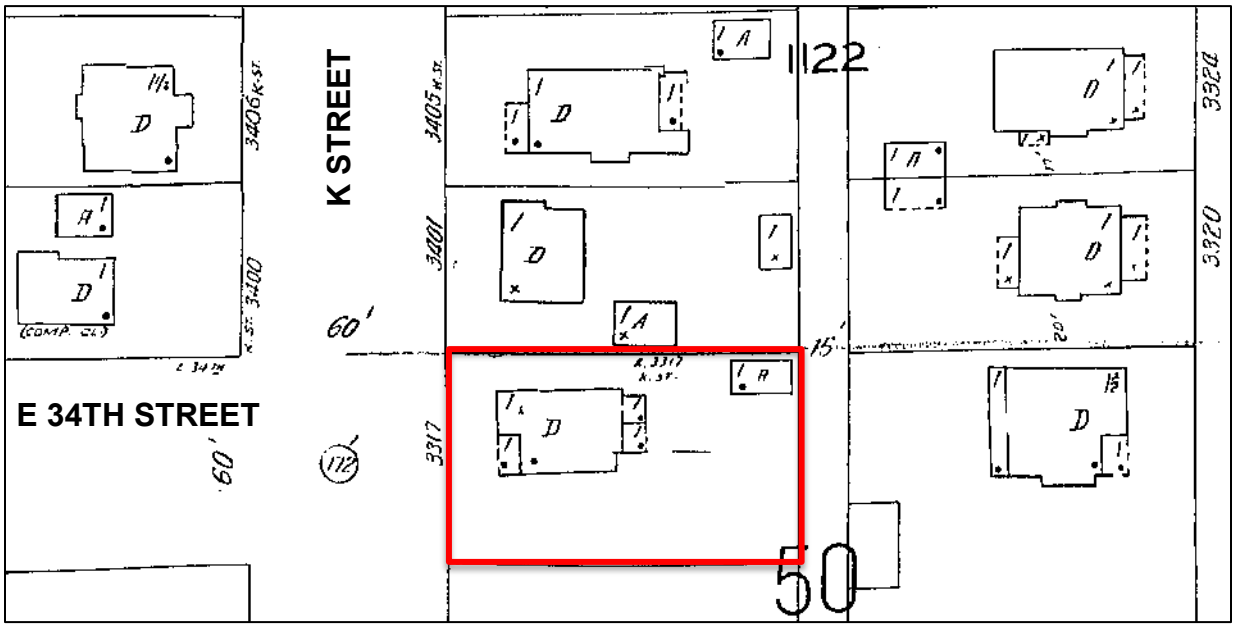


Figure 24. Cropped composite image of Sheets 50 and 58 from the 1949 Sanborn Maps showing the property outlined in red with dashed lines indicating open porches (Sanborn Map Company *Vancouver* [1949], 50, 58).

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 Project No. 21-0006
Property Name: Residence at 901 East 32nd Street (WA 195)	WISAARD Property ID: 89193
Street Address: 901 East 32nd Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 16235000	Plat Block Lot: North Coast Heights Addition #2, Block 42, Lots 6 & 7
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.644199°, -122.662763°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1939
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1939–1949, Addition to south elevation; 1949–1967, Gable over north entry added, projecting volume at rear added; 1967–1997, Front entry partially enclosed; 2014–2022, Windows replaced
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Side Gable	
Window Type & Material: Vinyl sash with divide upper lights	Exterior Surface Materials: Primary: Wood - Shingle Secondary: Decorative:	
Roof Type & Material: Gable - Side & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangle	
Number of Stories: 1.5	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Moderate
	Windows	Moderate
Register Status: Not listed	Cladding	Intact
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Street Address: 901 East 32nd Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 901 East 32nd Street, north elevation, view facing south (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:

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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Property Name: Residence at 901 East 32nd Street (WA 195)	WISAARD Property ID: 89193
Street Address: 901 East 32nd Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The building at 901 East 32nd Street is located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within the Shumway neighborhood, the resource is situated along the western edge of Interstate 5 (I-5) in an area of single-family residences and defined by a gridiron network of local streets. The building is located on a rectangular tax lot and is adjacent to I Street to the west, East 32nd Street to the north, and adjacent tax lots to the south and west. The lot includes the principal building, as well as an associated garage/shed to its south (Figures 1, 2, and 3).

The building possesses an L-shaped footprint, constructed atop a full reinforced concrete basement, measuring approximately 35 feet from north to south and 30 feet from east to west. A fully enclosed extension projects from the west corner of the building's south elevation, adjacent to a gabled rear entry porch supported by posts. A third enclosed volume, approximately 5 feet wide, projects from the south elevation in between two double-hung windows (Figures 4 and 5). The east elevation includes a nested catslide gable, projecting approximately 2 feet from the elevation and terminating approximately 5 feet from the north elevation of the house (Figure 6).

The walls of the building are clad in grooved wooden shingles, likely made of 24-inch raked cedar with an 18-inch reveal. The walls rise a story and a half in height beneath a side-gabled roof. The roof is covered with asphalt shingles and is punctuated by a brick chimney at the ridgeline and by single front-gabled dormers on both the north and the south elevations. The roof does not extend beyond the facade, but it is emphasized by thin bargeboards with decorative curved feet.

The building's fenestration is composed of modern, vinyl sash units with simulated divided upper lights. These windows are identical in design to the building's original wood frame windows. The building's principal entry is through a two-paneled half-glass door located on the north elevation. A front-gabled entry portico projects from the west side of the north elevation, partially enclosing the front door (a window is included in the portico's west side, and the east and north sides are unenclosed); three concrete steps lead from the portico to a concrete path that terminates in the front lawn (Figure 1). The portico is clad in narrower shingles than the rest of the building; likely made of 18-inch raked cedar with a 12-inch reveal. An additional entry is located on the south elevation, beneath a gabled portico at the rear of the house (Figure 7).

At the south end of the property is a two-car, front-gabled garage that opens west onto I Street (Figure 7). The garage is clad in T1-11 plywood siding, with a centered, modern, stamped aluminum roll-up vehicular door. The roof of the garage is covered in asphalt shingles. Between the house and the garage is a small yard with decorative landscaping and a concrete path connecting the garage to the house; it is enclosed by a wood fence (Figure 7).

The interior of the building was not accessible at the time of survey and no archival photos of it were found.

Alterations

Since its original construction around 1939, the house at 901 East 32nd Street has been altered with changes to its footprint, detailing, and setting. Between 1950 and 1967, the gable over the front entry was added (Figure 8). This was later (pre-1997) partially enclosed by shingled walls; though the cladding is similar to the shingling of the house, the entry shingles are slightly smaller (Figure 9). Between 1939 and 1949, the rear projection on the southwest corner was added, and within the next two decades, the small projecting volume in the center of the south elevation was added. The rear gabled portico was added more recently, and the windows were replaced at

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some point between 2014 and 2022.[1] The house and associated garage were originally constructed on the east halves of two lots, with a 20-foot alley directly east (Figure 4). Within the first couple of decades after construction, the setting of the building was altered: the Vancouver Freeway (present-day I-5) was constructed along the former J Street, a block east of the property, which introduced a large, infrastructural element into the residential neighborhood. In 1993, a house was constructed on the western halves of the same two lots.

Boundary Description

Though the original lot dimensions have changed, the recommended National Register of Historic Places (NRHP) boundary of 901 E 32nd Street is defined by its tax lot, 1623500, which includes the principal building, associated garage, and landscaping elements. The current tax lot is bordered by I Street to the west 32nd Street to the north, and adjacent parcels to the east, 905 East 32nd Street, and to the south, 3100 I Street.

INTEGRITY

The building at 901 East 32nd Street retains strong integrity of location, workmanship, feeling, and association. It has remained in its original location (Figure 3). The workmanship is exemplified by the wood shingle cladding, decorative bargeboard feet, and dormers. The dwelling continues to be used as a single-family residence and is still associated with Vancouver's working-class, suburban roots. The building's integrity of design has been diminished somewhat by the addition of the covered front portico and the rear wing. Its integrity of materials has also been diminished by the replacement of the original wood frame windows with modern vinyl equivalents. The construction of I-5 in the early 1950s has diminished the property's integrity of setting.

STATEMENT OF SIGNIFICANCE

What is now known as the Shumway neighborhood is the area defined by East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and I-5 on the east. Since the late nineteenth century, the area was largely defined by residential development. Originally called Vancouver Heights, the land was platted by the Columbia Land and Improvement Company (CLIC) in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. This early success, however, was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890 and precipitated a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[2]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[3] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906,

[1] This is assessed by comparing Google Street views.
[2] Freece, "A history of the street railway systems of Vancouver," 13–46.
[3] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.

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Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[4] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[5] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[6] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished in 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[7] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within the area defined by Main, J, East 30th, and East 26th Streets.[8]

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[9] Larger institutions entered the neighborhood during this time with the construction of the Knights of Pythias retirement home and orphanage in 1923 on the east side of Main Street, between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street; Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[10] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[11]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Speculative developers built modest houses during this period including Lawrence "Larry" O. Collins (1908–1999), a building contractor who also lived in the neighborhood. St. Luke's Episcopal Church also constructed their new church building at East 26th and E Streets in 1932.[12] As the Great Depression started to subside, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[13]

[4] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[5] Pat Jollota, "Vancouver – Thumbnail History," Historylink, last modified August 7, 2009, accessed April 12, 2023. https://historylink.org/File/9101.
[6] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[7] Jeanette Walsh, "Memories of Arnada," Neighborhood Link National Network, last modified March 1998, accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[8] This assessment is based on an analysis of Sanborn Fire Insurance Maps. Sanborn Map Company, Vancouver, Clark County, Washington, August 1911 (New York: Sanborn Map Company, 1911).
[9] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023), 179–180, 224–229.
[10] "1929," Vancouver Public Schools, published June 19, 2018, https://vansd.org/timeline/1929/.
[11] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[12] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[13] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.

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Similar to the rest of Vancouver, Shumway experienced another construction boom during and after World War II (WWII) when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[14] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[15] Many remaining vacant lots in the Shumway area were quickly developed after the war as the city's population surged to over 40,000 by 1950.[16] Additional institutions followed, beginning with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[17]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater identity, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[18] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984. The project resulted in the demolition of J Street, the demolition (or relocation) of several more homes adjacent to the west side of J Street, renaming the alley immediately west of these homes to "East Frontage Road", and the enlarging the East Fourth Plain Boulevard and East 39th Street interchanges (Figures 10 and 11).[19]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes. Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[20] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[21] In response to these changes, area residents officially adopted the name "Shumway" for the neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along

[14] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*, 169, 182–183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[15] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[16] John Caldbick, "1930 Census," Historylink, last modified June 14, 2010, accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* accessed April 12, 2023, https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company, Vancouver, Clark County, Washington, November 1949 (New York: Sanborn Map Company, 1949): "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76, accessed April 12, 2023, https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[17] "Construction of Church Is To Begin," *The Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[18] Alsobrook, et. al, 230–231.
[19] Alsobrook, et. al, 232–233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[20] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[21] Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.

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Main Street.[22] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century when it officially became the city's second neighborhood council in 1977.[23]

The commercial development and higher-density residential construction have created a vibrant streetscape along and behind Main Street, but the feel of the neighborhood, which the SNA continues to foster and encourage, emerges from the historic character of the buildings constructed in the first half of the twentieth century. Nearly half of Shumway's buildings, like the one at 901 East 32nd Street, were built before 1950, most small or modest-sized houses appropriate to the working-class origins of the area. The constant character, of both the buildings and the neighborhood, stands testament to the persistence of American living patterns.

Occupants

Based on newspaper records and the Polk Directory, residents of the house at 901 East 32nd Street include the following:

1945–1982: The Johnson Family: Aksel J. Johnson (1886–1968, born in Bergen, Norway), his wife Kamilla (née Overby, 1894–1972, born in North Dakota), and children Alfred J. (1920–1991, born in North Dakota), Edith C. Ketchum (1921–2007, born in North Dakota), and Elden Arnold (1924–1965). Johnson arrived in Vancouver around 1933 and worked as a carpenter; he and his wife lived at 901 East 32nd Street until their respective deaths.[24] For at least a while, their son Elden A. Johnson and his wife Helen (née Myrhe, later Larson, 1930–1977) and newborn daughter lived at the house.[25] Patti Lee Johnson, a daughter of Elden and Helen, was living at the house in 1970.[26]

1997–2002: Nicholas A. Reems (b. 1967) and Darcy Jo Mitchelson-Reems (b. 1970), occupations unknown. The couple was married in 1995 and had a son, Benjamin, in 2000.[27]

2002–present: Larry (b. 1953) and Judy Lizardo (b. 1958), occupations unknown.[28]

Minimal Traditional Style (ca. 1935–1950)

Houses built in the "Minimal Traditional" style were mainly constructed during the period of 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 possibilities for its future. The form and ornamentation

[22] Bob Zeimer, "Market Zone Change Rejected," *The Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[23] Lee Rozen, "Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.
[24] "Aksel Johnson," *Columbian* (Vancouver, WA), March 11, 1968, 10. Based on the language of the published obituary, "Johnson had made his home at 901 E. Thirty-second St., Vancouver, for the past 35 years," it can be assumed that the Johnson family were the first occupants of the house. See also "Camilla Johnson," *Columbian* (Vancouver, WA), May 1, 1972, 2; "Alfred J. Johnson," *Columbian* (Vancouver, WA), December 6, 1991, 4; "Elden A. Johnson," www.ancestry.com.
[25] "Hello, World…" *Columbian* (Vancouver, WA), June 30, 1949, 11.
[26] "Truck gone from street, police told," *Columbian* (Vancouver, WA), March 2, 1970, 2.
[27] "Engagements," *Columbian* January 29, 1995, 24; "Births," *Columbian* (Vancouver, WA), January 14, 2001, 24.
[28] Clark County Assessor. "16235000." Accessed May 2023. https://gis.clark.wa.gov/gishome/propertyReports/?account=16235000. The mailing address for the owners indicates that the house is not currently owner-occupied.

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sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[29]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[30] 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 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.[31]

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.[32] 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 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 end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "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.[33]

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. At the outset, Minimal Traditional houses were developed to answer the ever-growing need for single-family housing and were most commonly constructed by speculative builders. Most examples of this style were one-story cottages, although one-and-a-half story houses, like this resource, were available, and in

[29] "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.
[30] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[31] 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).
[32] Virgina and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
[33] 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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rarer instances, two-story examples of the style were constructed and offered extra living space upstairs. Materials used in construction varied, including wood, brick, stone, or, in some cases, a combination. Notably, the decorative accents and construction methods were executed in a manner designed to keep costs down. This house on 32nd Street, like so many others, exemplifies the typical roof of a Minimal Traditional house—no overhangs or eaves. The second, nested gable on the east elevation and the rear volumetric projection on the west corner, however, are atypical for the style.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the residence at 901 East 32nd Street is not significant under Criteria A, B, C, and D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the residence at 901 East 32nd Street 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 Vancouver's suburban development, especially those neighborhoods in close proximity to the city's downtown historic core, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The residence at 901 East 32nd Street does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

Although the residence at 901 East 32nd Street is a representative example of a Minimal Traditional side-gabled dwelling, 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 at 901 East 32nd Street 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 residence at 901 East 32nd Street 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 Criteria A, B, C, or D.

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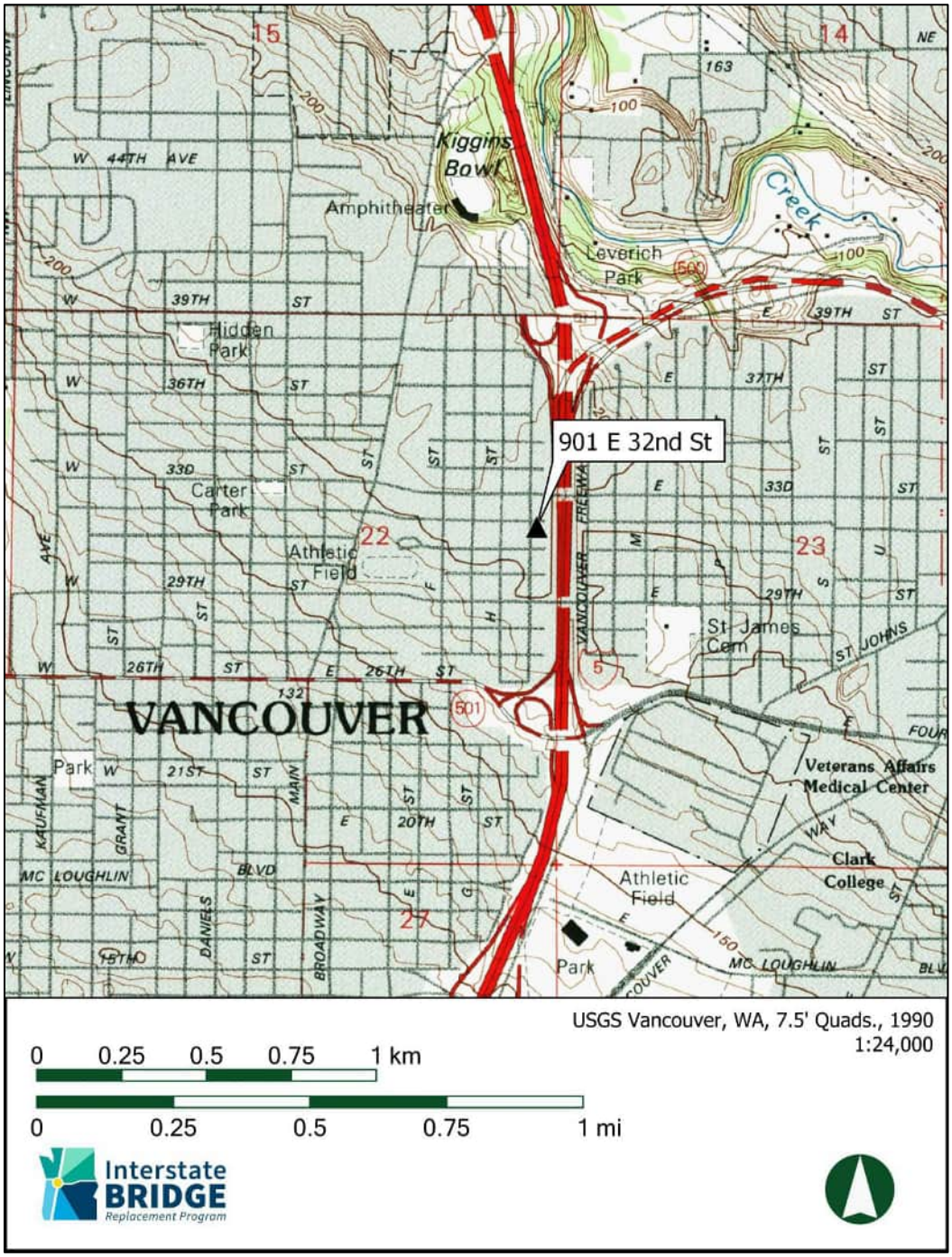


Figure 2. Location map of 901 East 32nd Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 902 East 32nd Street site boundary, with recommended NRHP boundary highlighted in white.

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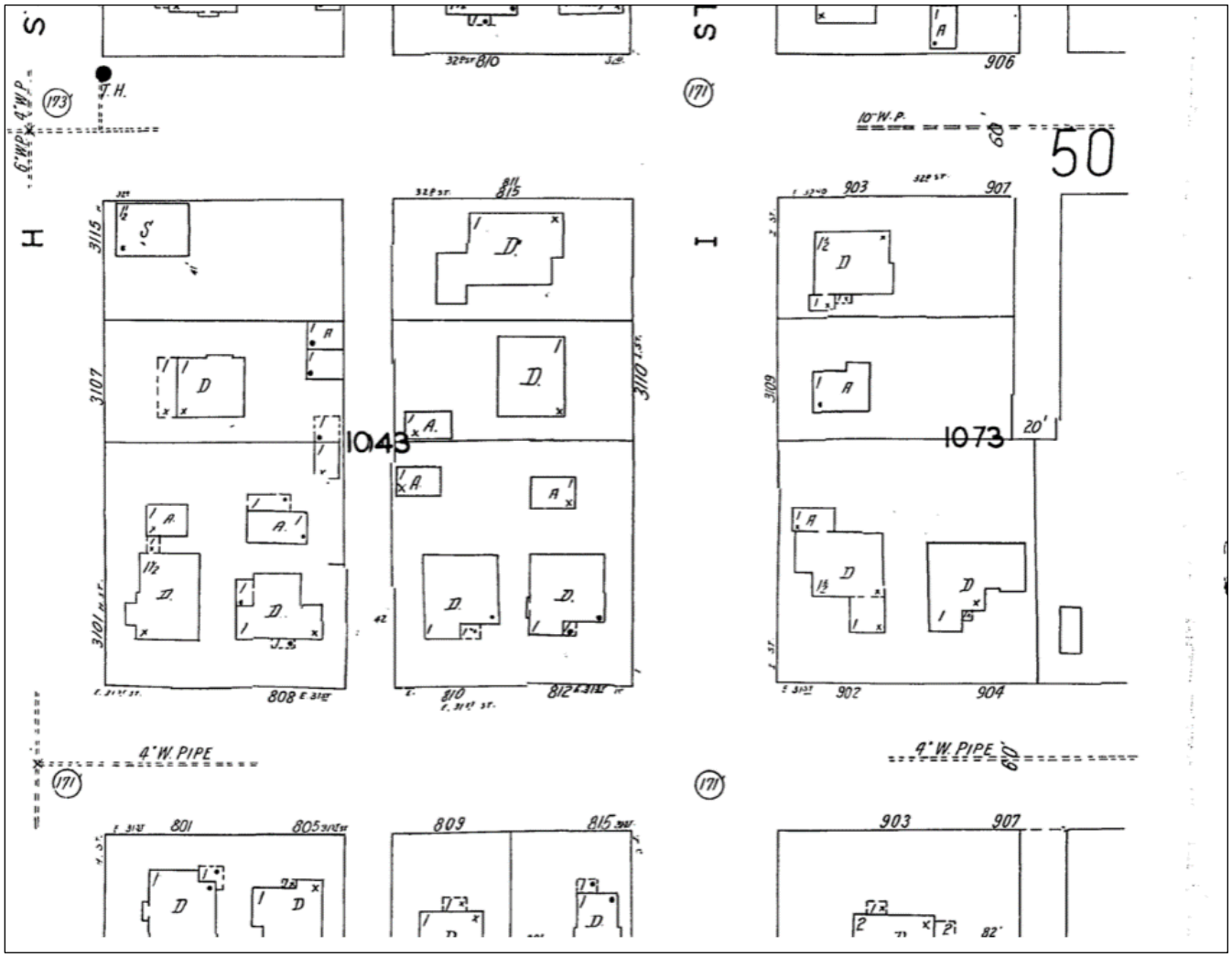


Figure 4. Detail of the 1928–1949 *Sanborn Fire Insurance* Map, Sheet 49, showing the original tax lot of 901 East 32nd Street. Note the lack of a covered entry on the north elevation (Sanborn Map Company, *Vancouver* [1928–1949], 50).

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Property Name: Residence at 901 East 32nd Street (WA 195)	WISAARD Property ID: 89193
Street Address: 901 East 32nd Street	City, County, State: Vancouver, Clark County, Washington



Figure 5. West elevation of 901 East 32nd Street. View facing southeast (WillametteCRA January 16, 2003).

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DAHP Project No. 2020-12-07501	SHPO Project No. 21-0006
Property Name: Residence at 901 East 32nd Street (WA 195)	WISAARD Property ID: 89193
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Figure 6. Nested gable on the east elevation. View facing southwest (WillametteCRA January 16, 2023).

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 Project No. 21-0006
Property Name: Residence at 901 East 32nd Street (WA 195)	WISAARD Property ID: 89193
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Figure 7. South and west elevations of 901 East 32nd Street. View facing northeast (WillametteCRA January 16, 2003).

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Property Name: Residence at 901 East 32nd Street (WA 195)	WISAARD Property ID: 89193
Street Address: 901 East 32nd Street	City, County, State: Vancouver, Clark County, Washington

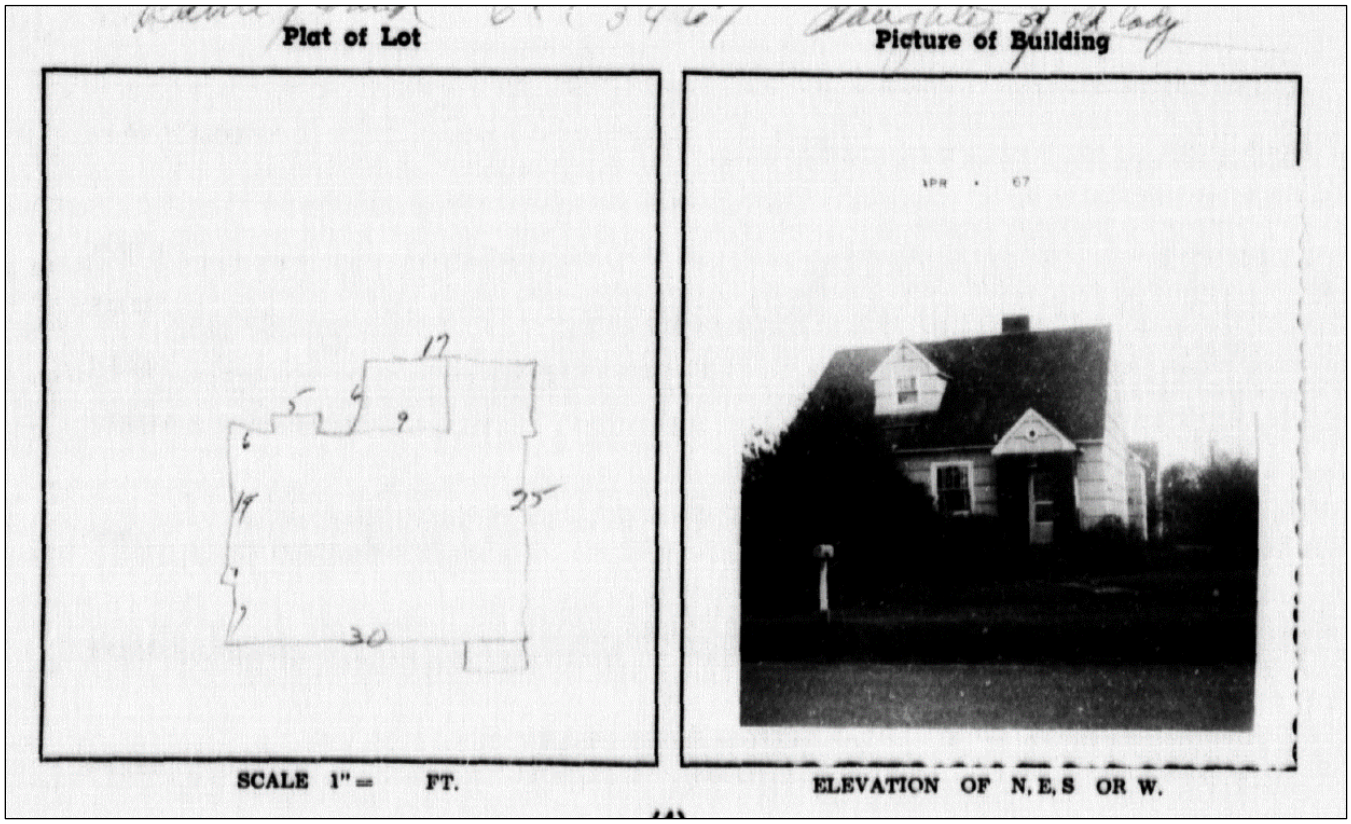


Figure 8. April 1967 photograph of resource (right), with hand-drawn plan (left) showing the presence of rear additions. Note the front gable covering the north entry is unenclosed in the photo (Vancouver Community Development, 1969)

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. 1997 photograph of resource announcing its sale (*The Columbian* [Vancouver, WA] February 9, 1997, 69).

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Figure 10. Aerial view of the Shumway neighborhood before construction began on the Interstate widening project. The dotted line indicates the approximate area impacted by the widening. (Clark County MapsOnline, 1974).



Figure 11. Aerial view of the Shumway neighborhood after the Interstate widening project. (Clark County MapsOnline, 1990).

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: Radio Transmission Building (Vancouver Veterans Affairs Veterans Museum) (WA 382)	WISAARD Property ID: 44853
Street Address: 1601 East Fourth Plain Boulevard, Building 1819	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 986052057	Plat Block Lot: #27 OF US MILITARY RESERVATION 53.08A
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.637144°, -122.660095°	
This property is part of a ☐ District	

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

Current Use: RECREATION AND CULTURE / museum	Construction Date: 1940
Historic Use: TRANSPORTATION / air-related	Alterations & Dates: None known
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Communications, Military, Transportation

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

Foundation Type: Concrete - Poured	Form Type: Other	
Window Type & Material: Multi-light with lower hopper sash & steel	Exterior Surface Materials: Primary: Brick - Common Bond Secondary: N/A Decorative: Stone - Cast	
Roof Type & Material: Flat with eaves		
Structural System Type: Masonry - Brick	Plan Type: L-Shape	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Stripped Classical	Plan	Intact
	Windows	Intact
Register Status: Not Listed	Cladding	Intact
	(Other): Setting	Extensive
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. Radio Transmission Building, south elevation, view facing north (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:

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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PHYSICAL DESCRIPTION

The building at 1601 East Fourth Plain Boulevard, hereafter referred to as the Radio Transmission Building, is a Stripped Classical style building constructed in 1940 and located in the Central Park neighborhood of Vancouver, Clark County, Washington (Figure 2). Within the city, the building is situated along the eastern edge of Interstate 5 (I-5) on the campus of the Vancouver Veteran's Affairs Medical Center (Vancouver VAMC) (Figure 3). The Vancouver VAMC is a collection of mostly modern hospital and care facilities connected by an internal road network and surrounded by paved parking lots and grass-dominated landscaping. The buildings are generally clad in brick and rise from one to three stories. All of the buildings on the campus, including the subject building, are orientated parallel to the boundary of the former Fort Vancouver military reserve at approximately 22 degrees off true north.

The Radio Transmission Building has an L-shaped footprint constructed atop a concrete slab foundation which measures approximately 40 feet from north to south and 60 feet from east to west (Figure 1,4–7). The walls of the building are constructed of brick masonry laid in a common (sometimes "American") bond and rise one story in height where they terminate in a nearly flat reinforced concrete roof with overhanging eaves (Figure 8). The wall corners are ornamented with quoins formed from raised masonry and a brick chimney protrudes from the southeast corner of the building.

The building's fenestration includes multi-light wood windows with operable lower hopper sashes set atop cast stone sills (Figures 9 and 10). Its primary entry is recessed into the south elevation and is composed of a recessed single six-panel door set within a cast stone surround. A secondary entry with a six-panel door is located on the east elevation and accessed by a concrete ramp. Finally, a louvered vent is set high into the wall of the east elevation. Beyond the building's apertures, additional detailing includes a concrete top plate laid like an entablature beneath the roof overhang and steel bars placed atop the exterior of the windows.

Surrounding the building is a varied landscape of open grass, mature trees, and cultivated shrubs. Concrete pathways lead from a paved parking area to the building's multiple entries while a flagpole, concrete benches, sign, and a UH-1 Huey helicopter mounted on a pole (the "Lady Belle") are arranged to the south and west.

The interior of the Radio Transmission Building was not accessible at the time of survey, however a 2005 inventory report notes that "the main building is divided into two main rooms, a bathroom and closets."[1] Photographs taken in March 2006 by the Historic American Buildings Survey (HABS) support much of this description and show further that interior finishes at this time included painted masonry walls, asphalt tile flooring, and an interior aperture of three 12-light wood frame windows dividing the two rooms (Figures 11 and 12).[2]

[1] Washington State Department of Archaeology and Historic Preservation, Washington Information System for Architectural and Archeological Records Data (WISAARD), "Property ID: 44853," Accessed May, 2023. https://wisaard.dahp.wa.gov/Resource/35136/PropertyInventory/20072.
[2] Christy Avery and Elaine Jackson-Retondo, "Barnes General Hospital," HABS No. WA-240, Historic American Building Survey Documentation (Washington, DC: Library of Congress Prints and Photographs Division, 2006).

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Alterations

Since its original construction, the historic fabric of the building appears to have remained largely untouched. Alterations include the removal of any mechanical equipment associated with its original use, as well as the removal of supporting antennae originally located in the vicinity of the building.

Boundary Description

The Radio Transmission Building is located at 1601 East Fourth Plain Boulevard, in the Central Park Neighborhood of Vancouver, Clark County, Washington. The building is located on a parcel (038279-920) that covers more than 53 acres and includes the associated buildings of the Vancouver VAMC, as well as the associated parking lots and landscaping. Because these elements were constructed outside of the period of significance and are, ultimately, unrelated to the significance of the resource, the National Register of Historic Place (NRHP) boundary is recommended as the building footprint.

INTEGRITY

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 historic fabric since its period of significance, which is recommended to extend from 1940—the year of its construction—to 1941—the year of its last known use as a radio facility. The building remains in its original location, and retains its original configuration, fenestration, and much of its design. Changes include the loss of its associated radio antennae and its conversion from a radio facility to an interpretive museum. Significant changes have occurred to the building's setting through the construction and modification of the Army Barnes General Hospital; today the Vancouver VAMC. These changes in setting include the removal of the surrounding forestland, the construction of nearby buildings, the construction and paving of roadways, the addition of cultivated landscaping, as well as the construction of I-5 within the visual and auditory range of the building. Ultimately, the building retains its integrity of location, design, materials, workmanship, and feeling to a high degree. Its integrity of setting and association, however, has been compromised although its modern usage continues to imply its historic use through public education.

STATEMENT OF SIGNIFICANCE

Pearson Field Airport

What is today known as the Pearson Field Airport is located on lands straddling the Vancouver National Historic Reserve and portions of eastern Vancouver. The airport is among the oldest continuously operated airfields within the U.S. and possesses unique historic significance even within a region known for its longstanding contributions to the field of aviation.

The history of air travel at Pearson Field predates the airfield's formal establishment by more than six years. On September 19, 1905, an airship piloted by eighteen-year-old Lincoln Beachey (1887–1915) took off from the grounds of Portland's Lewis and Clark Centennial Exposition and landed forty minutes later at the polo fields within Fort Vancouver, then still known as the military installation Vancouver Barracks.[3] The trip not only marked

[3] Von Hardesty, "Historical Overview of Pearson Airfield," Pacific Northwest Region: National Park Service, 1992, 8–9.

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the first controlled flight across the Columbia River (and, arguably, in Washington) but set its own endurance record and was among the earliest instances of a letter delivered by airship.[4]

Beginning in 1910, heavier-than-air (fixed-wing) flights were undertaken in Portland and attention turned to a suitable site for an airfield.[5] The following year, the Army designated portions of the barracks' polo fields as an "aviation camp" and the first fixed-wing flights were conducted in June by local airmen Charles Walsh (1877–1912) and Silas Christofferson (1890–1916).[6] The site proved popular among local air-enthusiasts and Vancouver, not Portland, became the first center of the region's early aviation activities.[7]

Upon the advent of World War I (1914–1917), the west portion of the airfield was temporarily converted into a spruce mill to support the national and allied war effort.[8] Although warplanes did not use the site as a base, the mill produced a half million board-feet of lumber per day, which was shipped out to construct early military biplanes.[9]

In the immediate postwar period, the spruce mill was disassembled, and the Army Air Service reclaimed the airfield for a variety of practical operations.[10] Beginning in 1923, the site proved pivotal to the development of U.S. military airpower when Lieutenant Oakley Kelly (1891–1966) used it to command the new 321st Reserve Observation Squadron.[11] A trailblazer in early aviation history, Kelly worked to transform the airfield into one of the finest military air installations along the western seaboard.[12] In tandem with Kelly's work, the site hosted multiple significant aeronautic events including a portion of the Army's 1924 Douglas World Cruiser round-the-world flight and the well-known flight school run by John Gilbert ("Tex") Rankin (1894–1947)—for a time, the largest such school in the world.[13] Finally, on September 16, 1925, the airfield was christened "Pearson Field" in commemoration of Army Air pilot Alexander Pearson Jr. (1895–1924).[14] Pearson was a Vancouver native and prominent early aviator who had succeeded in setting a new land speed record in 1923 but died in flight the following year.

Over the subsequent decade—known as the "Golden Age of Flight"—Pearson remained a preeminent site, hosting pilots Charles Lindbergh, Jimmy Doolittle, and Eddie Rickenbacker, among others.[15] During the same

[4] American Institute of Aeronautics and Astronautics (AIAA), "American Institute of Aeronautics and Astronautics Historic Aerospace Site: Pearson Field, Vancouver", Washington, 2012-2013. https://www.pearsonfieldeducation.org/wp-content/uploads/2017/12/aiaa_booklet.pdf, 5.
[5] Hardesty, "Historical Overview," 8–9.
[6] Hardesty, "Historical Overview," 8–9; AIAA, "Pearson Airfield," 5.
[7] Hardesty, "Historical Overview," 10.
[8] AIAA, "Pearson Airfield," 5.
[9] Hardesty, "Historical Overview," 15; AIAA, "Pearson Airfield," 5.
[10] AIAA, "Pearson Airfield," 5.
[11] AIAA, "Pearson Airfield," 5.
[12] AIAA, "Pearson Airfield," 5.
[13] AIAA, "Pearson Airfield," 6.
[14] AIAA, "Pearson Airfield," 7.
[15] René M. Senos, Anita Hardy, Allen Cox, Anne-Emilié Gravel, Mischa Ickstadt, James Sipes, and Keith Larson, *Vancouver National Historic Reserve Cultural Landscape Report, Vancouver, Washington*, (Washington, DC: Department of the Interior, National Park Service, 2005), 42.

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period, the airfield helped to nurture Pacific Air Transport which would become one of the founding companies later amalgamated into United Airlines.[16] Toward the end of the decade in 1929, Pearson was also a stopover site for the Russian airplane *Land of the Soviets* while on its historic goodwill flight from Moscow to New York.[17]

During the 1930s, Pearson's small size increasingly hindered its growth as newer and larger planes required larger runways.[18] Nonetheless, a civilian-operated airstrip at Pearson continued to support increased commercial activity, helping to spur the development of Portland's Swan Island Airport.[19] Even as Pearson's regional importance diminished, however, it remained well-positioned and, in 1937, accommodated the landing of another Soviet pilot, Valery Chkalov (1904–1938).[20] Chkalov—the "Soviet equivalent of Charles Lindbergh"—had arrived at Pearson after a historic and much-publicized sixty-two-hour transpolar flight.[21] Chkalov and his crew received a hero's welcome at Pearson and were given a parade through Portland before they continued on their cross-country goodwill tour.[22] The challenges of early transpolar air travel were so grueling that the Chkalov flight is still considered a significant milestone in aviation history and the most important event to transpire at Pearson Field.

The Development of Radio Navigation

In the early days of aviation, one of the many challenges faced by pilots was navigation while in the air. Early aviators used natural landmarks or rail lines ("the iron compass") and airfields such as Pearson employed colorful roof designs or large painted letters to help pilots identify them or orient themselves. In adverse conditions or at nightfall, however, these methods could be useless and mistakes might easily prove fatal.

In the 1920s, these problems had become particularly acute for the U.S. Post Office Department (later the United States Post Office or USPS) which recognized that the potential time savings of transcontinental airmail was contingent on nighttime flying.[23] To remedy the problem, the Post Office Department began to experiment with the use of beacon-topped-towers that, like maritime lighthouses, alerted pilots to their location and guided them to the next beacon—usually some 10 or 15 miles distant.[24] The lights were a success with a route established between Chicago, Illinois and Cheyenne, Wyoming in 1925, and many more in the years to follow.[25]

Even the beacon system, however, was limited to use on clear nights and could be foiled by fog or low-lying cloud cover. Instead, aviation proponents thought the rapidly maturing technology of radio waves could be the solution. Prior to World War I, radios had been bulky, expensive, and delicate instruments, but they had developed rapidly in the postwar era and became increasingly inexpensive and reliable. During the 1920s, the Ford Motor Company began to research and develop a low-frequency radio range (LFR or the Four-Course Radio Range) which

[16] AIAA, "Pearson Airfield," 7.
[17] AIAA, "Pearson Airfield," 7.
[18] Hardesty, "Historical Overview," 23.
[19] AIAA, "Pearson Airfield," 7-8.
[20] Hardesty, "Historical Overview," 28–32.
[21] Hardesty, "Historical Overview," 28–32.
[22] Hardesty, "Historical Overview," 29.
[23] Roger Connor, "A Guiding Light: The Airway Beacon Tower," National Air and Space Museum, April 5, 2019, https://airandspace.si.edu/stories/editorial/guiding-light-airway-beacon-tower.
[24] Connor, "A Guiding Light."
[25] Connor, "A Guiding Light."

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broadcast distinct signals from a central beacon outward in four quadrants. The signal in each quadrant was coded with a different letter in Morse code—either an "N" (▬ ▄ or "dah dit") or an "A" (▄ ▬ or "dit dah"). When flying, aviators could tune their radio to the nearest beacon and tell which of two quadrants they were flying in. When the radio registered both signals together in a constant hum, then the aviator knew they were aimed directly at the beacon or what became known as "flying the Range."[26]

When tested in an Ohio snowstorm in 1926, the system performed perfectly and was patented two years later by Eugene S. Donovan of the Ford Motor Company—the project's chief engineer.[27] Perhaps recognizing that selling more planes was conditional on improving their safety, company founder Henry Ford (1863–1947) allowed the federal government to use the technology without paying royalties.[28] After a period of testing, the first station went on-air in Bellefonte, Pennsylvania in 1928 and, later that year, was joined by other stations to create the first line of stations—a "radio airway"—from New York City to Cleveland.[29] By 1931, a series of stations had been established all the way to San Francisco and by 1935, 117 stations were in use across the country.[30]

The design of the stations was programmatically standardized and initially required four antennae arranged at the corners of a 2-acre square with a transmitter building or "blockhouse" placed near the center.[31] The four towers created the station's four radio quadrants and each relayed the correct Morse signal to any properly tuned radio receiver. After 1933, a second generation of the design—the "Adcock Stations"—emerged with a fifth antenna placed in the center of a larger 8- to 15-acre square to relay voice communication in addition to the existing signals (Figure 13).[32]

Radio Navigation at Pearson Field

The first range station for the Portland—Vancouver area was in use as early as 1929 but moved in 1938 from the North Portland to the highlands east of Vancouver.[33] The station, however, only guided planes to the vicinity of the area's multiple airfields and, upon arrival, pilots were still compelled to use a contact approach (without navigation instruments) to land, regardless of the conditions. By the late 1930s, a specialized low-powered directive radio marker was developed to help alleviate this problem across the country. Markers were placed on the centerlines

[26] Nick A. Komons, *Bonfires to Beacons* (Washington, DC: U.S. Department of Transportation, 1978), 156.
[27] Doug Davis, "What it Was," Flying the Beams (Blog), Accessed May, 2023, https://flyingthebeams.com/what-it-was; The Henry Ford, "How the Ford Radio Beacon Station Changed Aviation," YouTube, April 3, 2017, video, https://www.youtube.com/watch?v=u3_6nXfktDo.
[28] Davis, "What it Was."
[29] Komons, *Bonfires to Beacons*, 159.
[30] Davis, "What it Was."
[31] Davis, "What it Was."
[32] Davis, "What it Was."
[33] Federal Aviation Administration, "The Foundation," Accessed May, 2023, https://www.faa.gov/about/history/photo_album/foundation; "Portland, OR – January 1942," U.S. Coast And Geodetic Survey, United States Federal Aviation Administration, and National Ocean Survey. *Sectional aeronautical charts: United States*. Washington, D.C.: U.S. Coast and Geodetic Survey, 1927. Map. https://www.loc.gov/item/2009582532/; Doug Davis, "Map," Flying the Beams (Blog), Accessed May, 2023, https://flyingthebeams.com/map. At approximately 2711 NE Andresen Road in present-day Vancouver. It operated until approximately 1960 but was fully demolished between 1970 and 1981 to make way for a K Mart. Today, the K-Mart is the Living Hope Church. See "Vancouver, WA," www.historicaerials.com.

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of an airfield's best runway acted as miniature range stations to help pilots "stick" their landings.[34] Airfields that installed transmitters could also install systems to communicate with incoming pilots via a two-way "radiotelephone" that had become practicable for use in airplanes by 1930 and was increasingly a requirement for commercial aviation.[35]

Throughout most of the 1930s, Pearson Field continued to require pilots to use a contact approach without even a lighted beacon to aid them.[36] Remarks in the Vancouver *Columbian* in 1935 note that the Army's Quartermaster General had requested funds for substantial upgrades to the airstrip including a $15,000 "radio transmitter building," however, this request, at least, went unfulfilled.[37] The same remained true in a 1938 request where reporters noted dryly that the project was one of several that "have been pending for some time on the requested list."[38] Finally, in 1939, a notice on March 3 reported that:

> Army aviators and commercial aviators alike will welcome the news, if it comes, that the congress has approved the $15,000 appropriation… for a modern radio station for Pearson [F]ield. The money, designated for a communications building, would make possible two way service between the field and flyers, would permit aviators to land on a beam, would remove the terrors of infrequent fogs and might easily save the cost, in actual dollars, through loss of crashed planes, to say nothing of the more important factor of loss of life."[39]

The request seems to have been approved, however, the historic record remains murky. News articles from November of the same year note that the airfield possessed transmitters located "on the lower end of the [Vancouver Barracks military] reservation, across Fifth street from the air field [sic]" and, further, that "[p]resent transmitting equipment often interferes with reception by the five receiving sets at the field."[40] It is unclear, however, whether this equipment pre-dated the planned $15,000 appropriation or, instead, was the result of it.

In either circumstance, these problems in the airfield's system were solved when officials announced a new $27,000 radio transmitting station (the subject building) on November 30th, 1939 which would replace the existing station with "a one-story brick building to cost about $9000 and four transmitting antennae, each 90 feet high."[41] The building would be located high in the "north woods" of the reservation to "improve reception" and would serve "[b]oth Pearson [F]ield and [the] Barracks transmitters" which were "separate units operating on different wave lengths" and would be "operated by remote control, the air corps transmitter from Pearson field offices and the post station from the signal corps offices in the Headquarters building."[42] The building was announced as complete in May 1940 and plans to set up the antennae were well underway.[43]

[34] Komons, *Bonfires to Beacons*, 159.
[35] Davis, "What it Was."
[36] U.S. Coast And Geodetic Survey, "Portland, OR – January 1939" https://www.loc.gov/resource/g3701pm.gct00089/?sp=4828&st=image&r=0.424,0.122,0.141,0.092,0.
[37] "Huge Sum Asked for Army Post," *Columbian* (Vancouver, WA), 22 July, 1935, 1.
[38] "Smith Urges Large Fund for Post," *Columbian* (Vancouver, WA), 19 February, 1938, 1.
[39] "Radio for Airmen," *Columbian* (Vancouver, WA), March 3, 1939, 8.
[40] "Post Building New $27,000 Radio Station," *Columbian* (Vancouver, WA), 30 November, 1939, 1.
[41] "Post Building New $27,000 Radio Station."
[42] "Post Building New $27,000 Radio Station."
[43] "Pearson Field Radio Station to Shift to New Building Soon," *Columbian* (Vancouver, WA), 16 May, 1940, 1.

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Stripped Classicism (PWA Moderne style)

The Radio Transmission Building was designed in a subdued but official mode which combined elements of traditional classical architecture with the abstraction and simplification of the Modern Movement. Known today as the "Stripped Classical" or, alternatively, "PWA Moderne," the style became increasingly popular during the interwar years of the 1930s both internationally and in the U.S.[44] In the U.S., the style was most strongly associated with the "PWA," or the Public Works Administration, an agency created by the administration of President Franklin Delano Roosevelt (1882–1945). Part of Roosevelt's "New Deal," the PWA's main purpose was to increase labor and employment during the Great Depression (1929–1939) and did so by awarding grants and loans to federal and non-federal entities for the construction of "permanent and useful public projects."[45] Over the course of the eleven years of its existence, 1933–1944, the PWA financed the creation of train stations, post offices, libraries, banks, schools, hospitals, and other civic buildings, as well as infrastructure projects like bridges, water and sewage treatment buildings, and dams.

The PWA did not specify that buildings were constructed according to a specific "style," but issued a set of design guidelines that had a homogenizing effect on regional and architectural variation. Buildings were meant to project progress, stability, permanence, and authority, in addition to budgetary restraint. Coupled with the public function of PWA-funded buildings, a "style" emerged: a blend of Classical architecture and modern influence, these buildings were monumental, symmetrical, and often incorporated a central tower within the otherwise simple massing. The smooth surfaces of the buildings' exteriors were due to the use of durable materials, like granite, brick, and concrete. Windows were grouped in recessed panels, creating the effect of verticality within the façade. Decoration was sparse (if present at all) stylized reliefs along the cornice or windows, modest quoins, or panels of symbolic figural representations meant to be inspirational and didactic.

PWA Moderne is also called Stripped Classicism or Starved Classicism. It is related to two other styles of "art moderne" that emerged after the 1925 International Exhibition of Modern Decorative and Industrial Arts in Paris: Art Deco, which expressed the positive potential of technology with decorative zigzags, starbursts, and Greek and Egyptian motifs; and Streamline, which, influenced by the sleek lines of airplanes and ships, used curves as an assertion of velocity and the machine aesthetic. As expressed in the U.S., East Coast projects often contained Colonial Revival elements, but the region that included Washington and Oregon (later amalgamated into one large, Western-U.S. region) had no similar distinguishing feature; the PWA wrote of the region that "Architectural tradition has not been deeply rooted in these States, and there seem to be no definite trends in architectural design."[46]

The Oregon State Capitol building in Salem, Oregon was built with PWA funds in 1939 after the previous building was destroyed by fire. With its round, ribbed central tower, it is more individualistic than many other PWA buildings; its architect was selected by competition, a rare but permissible method of selection. Other regional buildings funded by the PWA include Washington State College (now University) Central Steam Plant; Seattle

[44] Note that the term "PWA Moderne" is applied to other contemporary New Deal architecture in addition to that constructed by the PWA. Other programs include the WPA, CCC, etc.
[45] C. W. Short and R. Stanley-Brown, *Public Buildings: Architecture under the Public Works Administration 1933 to 1939.* Washington, D.C.: United States Government Printing Office, 1939. https://archive.org/details/publicbuildingss00unitrich
[46] Short and Stanley-Brown, XIII. The Senior High school in Salem, OR, also had Colonial Revival elements.

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Park Clubhouse (now Jefferson Park); Spokane River Powerhouse and Dam; the Bonneville Dam; and bridges along the Oregon coast, among others.[47]

Compared to these monumental works, the Radio Transmission Building is a modest example of the style's use but nonetheless shows its influence in the building's brick construction, flat roof, and abstracted classical ornamentation. These elements were fitting to the building's context expressing at once the solidity and traditions of its builder, the U.S. Armed Forces, as well as its technologically advanced purpose. The style was also programmatically appropriate with its heavy masonry walls both helping to deafen outside noises, as well as prevent potential fires from the building's generator.[48]

After the Army Air Corps

Ironically, the new state-of-the-art radio facility would serve Pearson Field for fewer than seventeen months before it was announced in late October 1941 that the army intended to abandon the airfield indefinitely.[49] Officials explained that the army air division long served by the airfield was to be absorbed into a larger group and, with it, facilities found to be redundant would be closed.[50] Outside of army spokespeople, however, local reporters explained that the field "has long since failed to meet the requirements of modern airports because of its size and now with a huge air base constructed only a hop across the river [in Portland], the army figures it [Pearson] has outlived its usefulness…"[51] Ultimately, the airfield's status as an active Army Air Corps base was finally nullified when its reserve training unit, the 321st Observation Squadron was activated in December 1941, immediately after the events of Pearl Harbor and the U.S. entry into World War II (WWII).[52] Shortly thereafter, the airfield was re-used as a parking lot for "dozens of motorized equipment" in support of the war effort.[53] It remains unclear if the Radio Transmission Building continued to provide any of its intended support to airmen or the Vancouver Barracks after the army abandoned Pearson. Scholars note that some military flying took place from the airfield during WWII and the airfield continues to appear on aeronautical charts as a military facility through at least 1942.[54] Whatever its role, the building's setting was already beginning to change in early 1941 when ground was broken to construct a sprawling army hospital to its north and east in January 1941.[55]

[47] FDR attended the opening of Timberline Lodge, one of Oregon's most popular New Deal projects, which was built with funding from WPA and the CCC. The Silcox Hut was built with PWA funds.
[48] Note that DAHP's inventory form for the Radio Transmission Building lists its architects as Whitehouse and Church, a firm based in Portland in the 1930s. This attribution is believed to have been incorrectly assigned to the building when it was documented for HABS along with the Barnes General Hospital. While Whitehouse and Church were responsible for executing the designs of the hospital, they have no known connection with the design of the Radio Transmission Building. A cursory investigation into contemporary radio buildings in use by the Army Air Service found no other comparable buildings indicating that this building may be unique and not based upon a stock design.
[49] "Army Air Corps May Leave Pearson Field," *Columbian* (Vancouver, WA), October 29, 1941, 1–2.
[50] "Army Air Corps May Leave Pearson Field."
[51] "End of Pearson Field?," *Columbian* (Vancouver, WA), October 30, 1941, 4.
[52] Hardesty, "Historical Overview," 32.
[53] "Pearson Field Doffs Sky Role; Now 'Fightin' Wagon' Center," *Columbian* (Vancouver, WA), February 22, 1943, 6.
[54] U.S. Coast and Geodetic Survey, "Portland, OR - July 1942," https://www.loc.gov/resource/g3701pm.gct00089/?sp=4826&r=0.401,0.087,0.187,0.122,0
[55] Duane Colt Denfeld, "World War II Army Hospitals in Washington," *HistoryLink* (blog), June 26, 2013, https://www.historylink.org/File/10111.

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Christened after Major General Joseph K. Barnes (1817–1883), Barnes General Hospital opened just over three months later on April 16 with an initial capacity of 705 beds.[56] Some of the first Americans injured in wartime combat were treated in the new facility, and it was ultimately expanded to include 1,547 beds at its peak in the mid-1940s.[57] Pearson Field, meanwhile, was declared surplus government property following the war, and its management was taken over by the City of Vancouver.[58] Despite challenges, the city successfully maintained the airfield through 1972 when the western half of the site was sold to NPS for the reconstruction of Fort Vancouver.[59] With the sale, NPS agreed to allow the continued public use of the airfield and the site now sits within the wider Vancouver National Historic Reserve.

It remains unclear what role, if any, the Radio Transmission Building may have played in either the development of Barnes General Hospital or the Pearson Field Airport when it passed out of military ownership. When photographed for HABS in 2006, the interior was devoid of any remaining equipment and showed signs of neglect including peeling paint and collected rubbish possibly indicating a period of vacancy (Figures 11, 12).[60] In 2011, volunteers re-purposed the building as a veterans museum with donated collections and custom-built exhibits (Figure 14).[61] The museum remains in operation today.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Radio Transmission Building is significant under Criteria A and C with an overall period of significance of 1940 through 1941. As the resource possesses the requisite integrity to communicate its significance under both criteria, it is recommended eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Radio Transmission Building within its historic context, the resource is significant under Criterion A, at the local level in the areas of communications, military, and transportation. The Radio Transmission Building is strongly associated with the development of military air operations at Pearson Field, as well as the use of radio in the development of aviation. The period of significance for this criterion is 1940 to 1941, which demarcates its completion in 1940 and ends with the military's abandonment of formal army air operations at Pearson Field in 1941.

The Radio Transmission Building does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Radio Transmission Building is also significant under Criterion C, at the local level in the area of architecture. The building is an example of the Stripped Classical style in use during the interwar period; it embodies the distinctive characteristics of its style and possesses high artistic values. The period of significance for this criterion is 1940, the year of the building's construction.

[56] Denfeld, "World War II Army Hospitals in Washington."
[57] Denfeld, "World War II Army Hospitals in Washington."
[58] Hardesty, "Historical Overview," 32; AIAA, "Pearson Airfield," 54.
[59] Senos et al., *Vancouver National Historic Reserve*, 54.
[60] Avery and Jackson-Retondo, "Barnes General Hospital."
[61] Tom Vogt, "Veterans Museum Opens on Vancouver VA Campus," *Columbian* (Vancouver, WA), September 16, 2011, https://www.columbian.com/news/2011/sep/17/veterans-museum-opens-on-vancouver-va-campus/

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The Radio Transmission 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.

While the building's integrity is diminished through changes to its setting and the loss of its associated antennae, it remains a rare example of a property type. Character-defining features include its small scale, flat roof, and masonry construction, as well as its intact ornamentation, fenestration, interior plan, and brick chimney. Overall, the building retains all other aspects of integrity.

In summary, the Radio Transmission 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 1940 through 1941. The resource is recommended not eligible under Criteria B or D.

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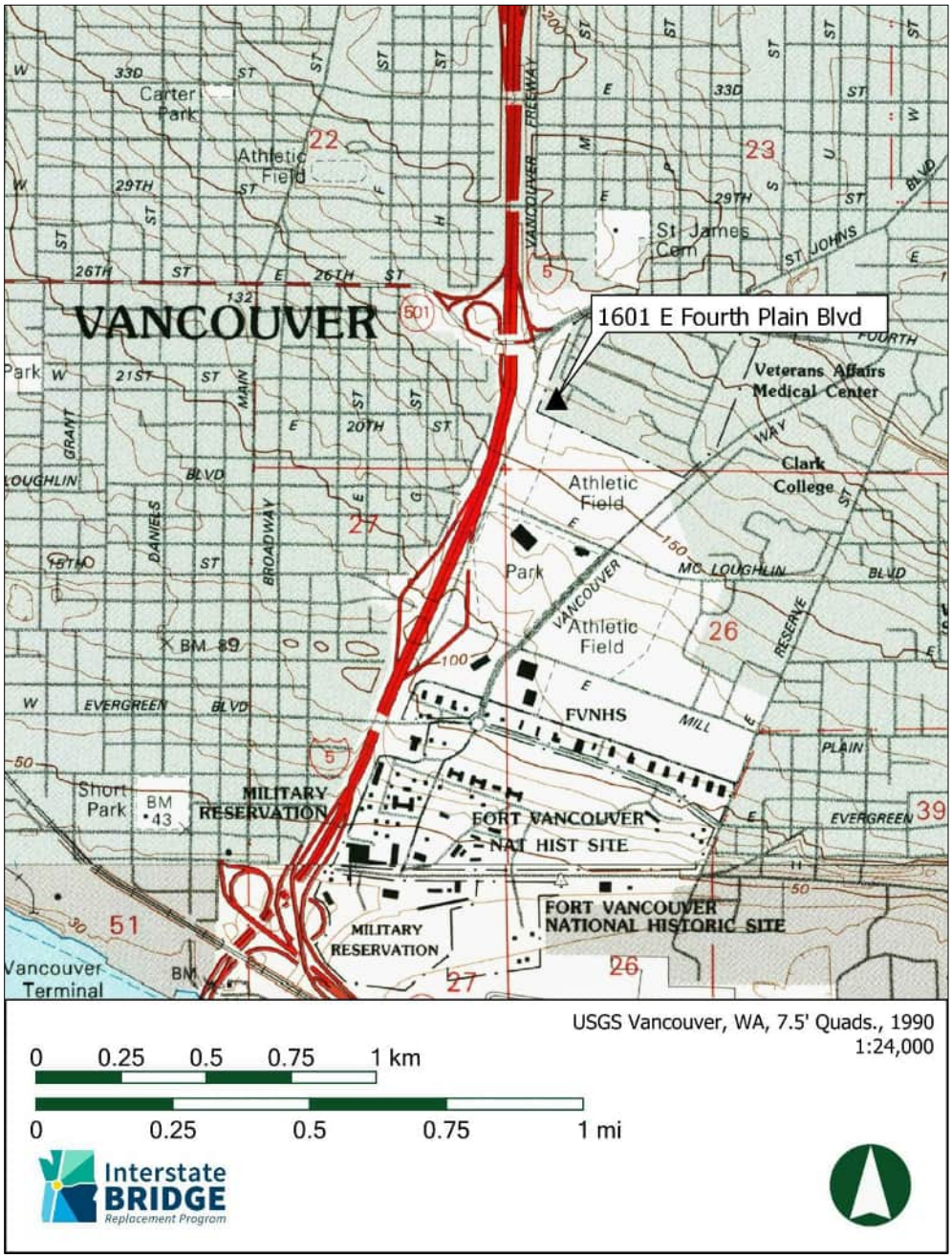


Figure 2. Location map of 1601 East Fourth Plain Boulevard, Vancouver, Clark County, Washington.

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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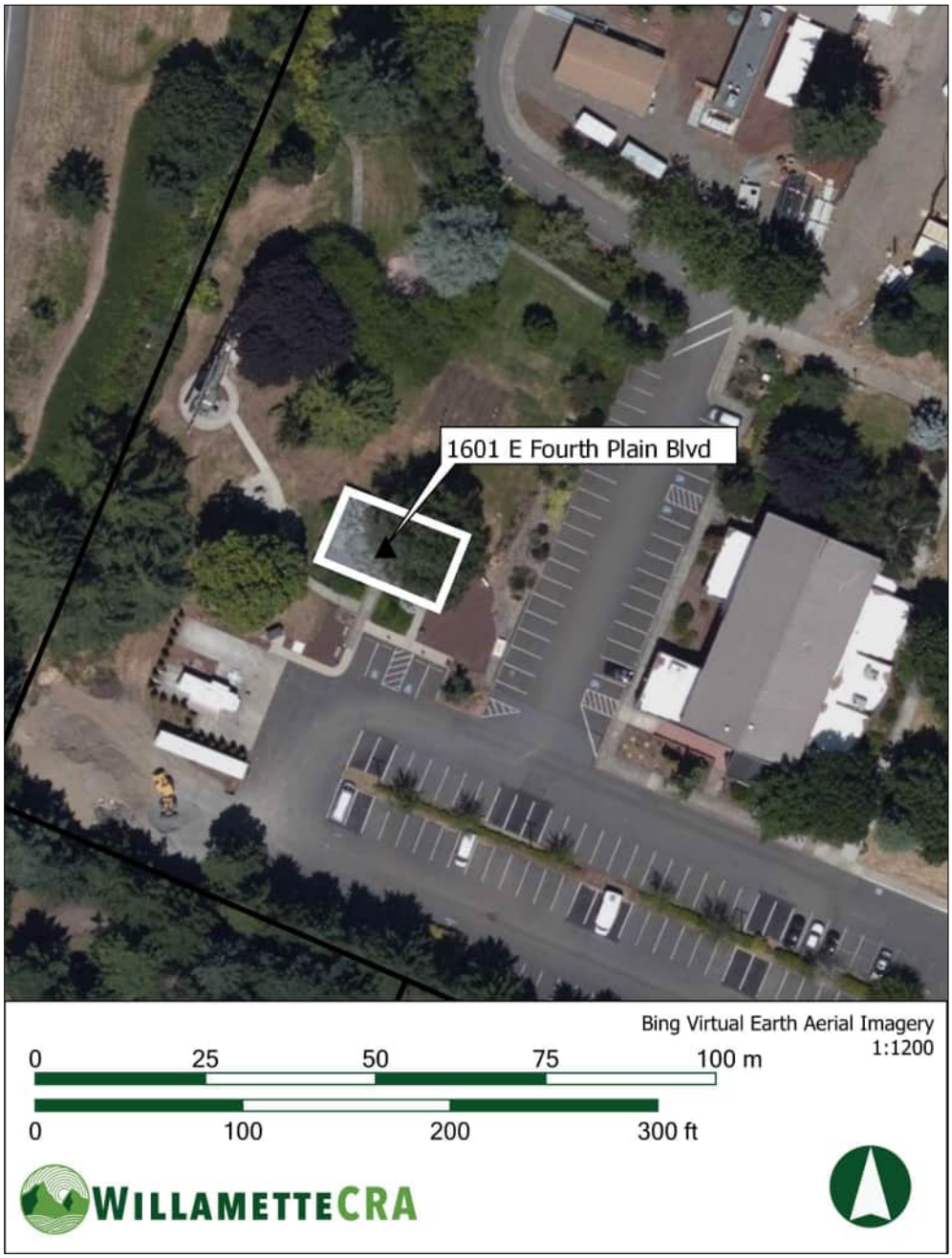


Figure 3. Aerial map of 1601 East Fourth Plain Boulevard, showing NRHP boundary in white.

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Figure 4. The Radio Transmission Building, west elevation, view facing east (WillametteCRA May 4, 2023).

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Figure 5. The Radio Transmission Building, north elevation, view facing south (WillametteCRA May 4, 2023).

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Figure 6. The Radio Transmission Building, corner of L-shaped footprint showing portions of north and east elevations, view facing southwest (WillametteCRA May 4, 2023).

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Figure 7. The Radio Transmission Building, east elevation, view facing west (WillametteCRA May 4, 2023).

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Figure 8. The Radio Transmission Building, south elevation, view facing northeast. Note details of molding and quoins (WillametteCRA May 4, 2023).

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Figure 9. The Radio Transmission Building, west elevation, view facing east. Detail of window. Note that the multi-light wood sash window behind steel muntins is part of an interior exhibit and not part of the historic fabric (WillametteCRA May 4, 2023).

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Figure 10. The Radio Transmission Building, north elevation, view facing south. Detail of window (WillametteCRA May 4, 2023).

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Figure 11. Interior View of Main Room, view facing southwest (Barnes General Hospital, Historic American Building Survey Documentation, 2006).

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Figure 12. Interior View of Office Room, View facing west (Barnes General Hospital, Historic American Building Survey Documentation, 2006).

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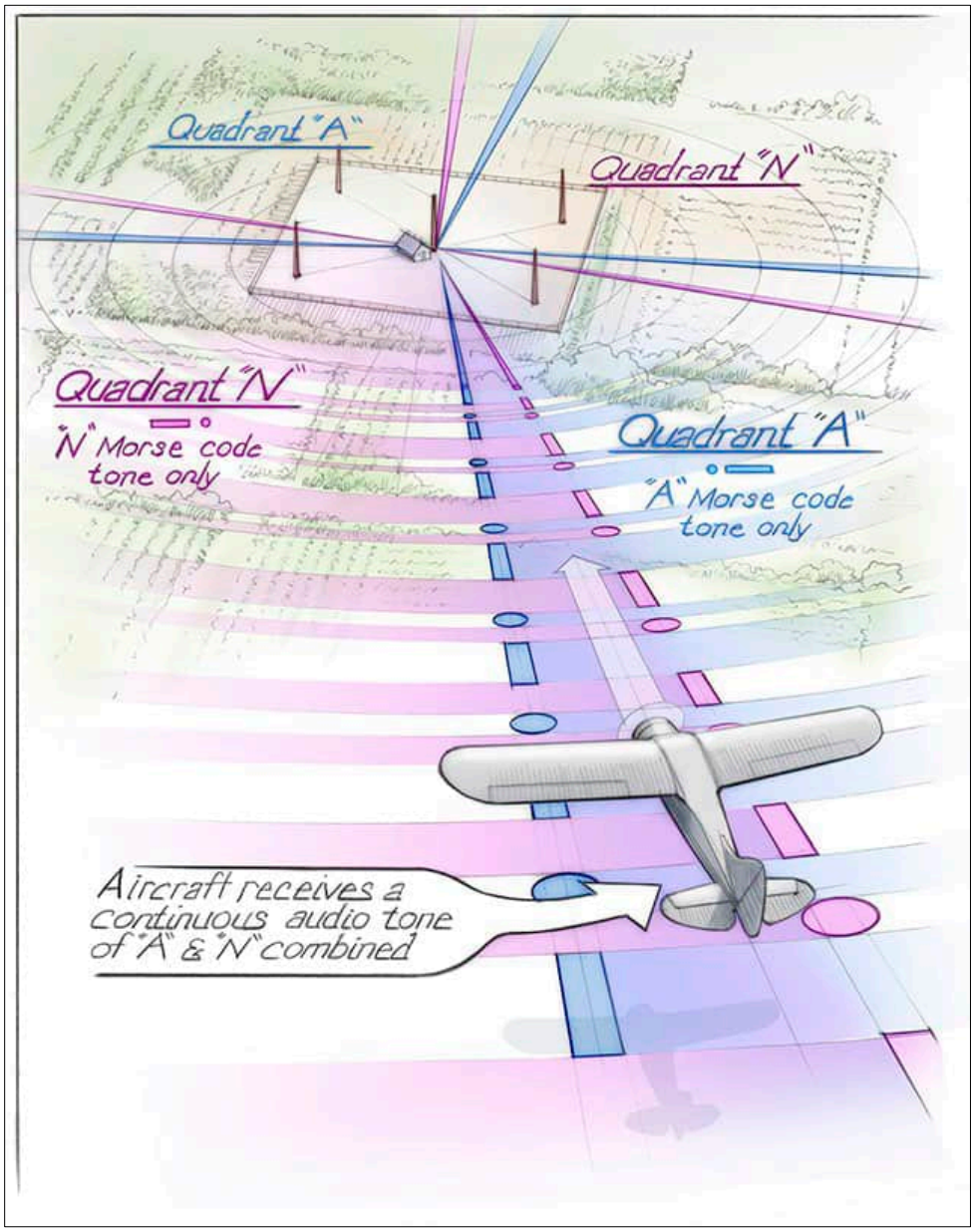


Figure 13. "Radio Range: Antennas create four "beams" that aviators locate by listening to audio signals. When the signals overlap into a constant tone, the aviator is 'flying the beam." (Moser, "Radio Range").

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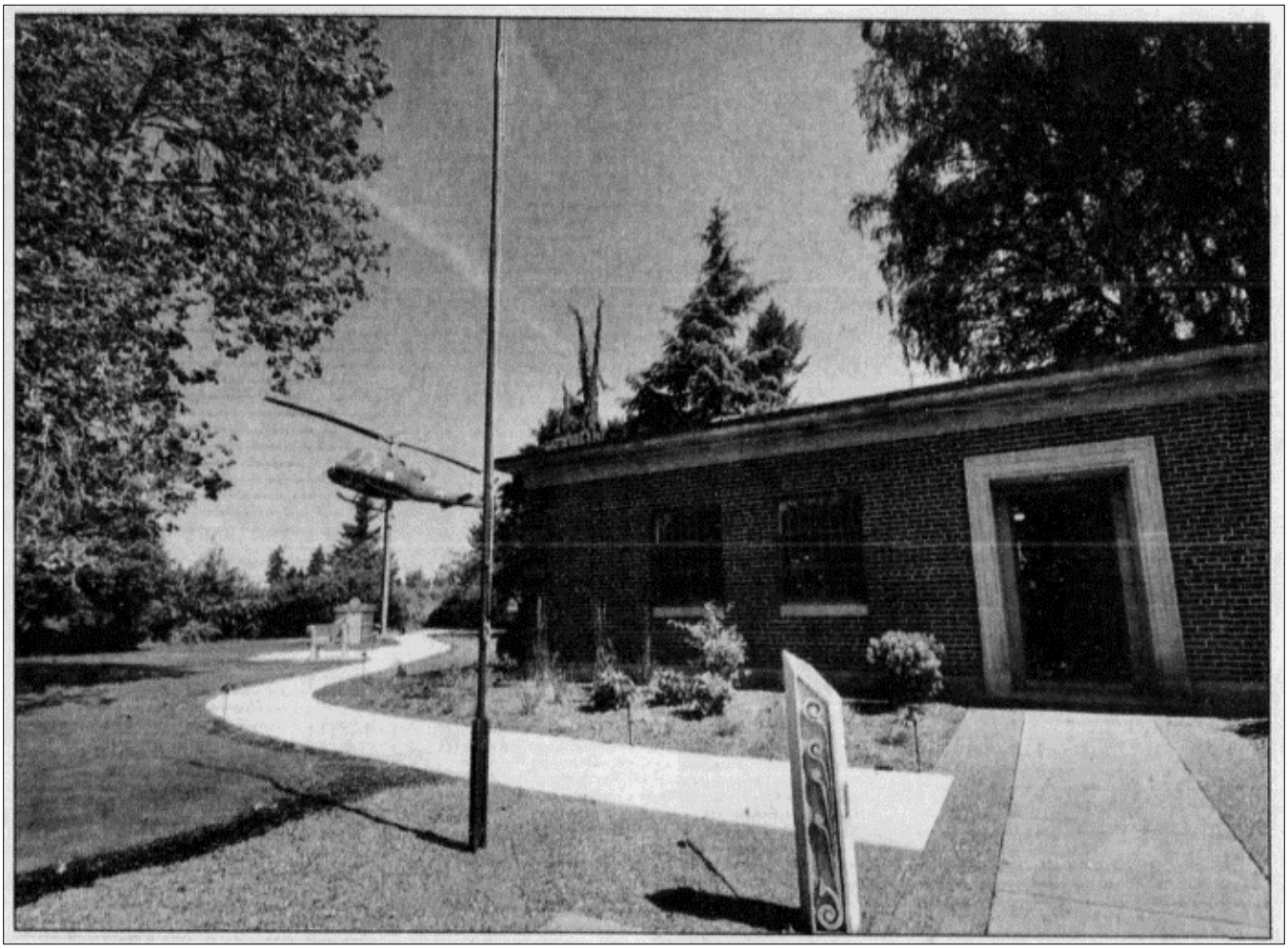


Figure 14. Photograph of the newly opened Veteran's Museum published in *The Columbian* in June 2011 ("Transmitting History," *The Columbian*, [Vancouver, WA] June 27, 2011, A1).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)	WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 48400000	Plat Block Lot: West Vancouver, Block 15, Lots 3–5
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.624161° Longitude -122.673943°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / business	Construction Date: 1919
Historic Use: COMMERCE/TRADE / warehouse, COMMERCE/TRADE / specialty store	Alterations & Dates: 1940, Second story added; 1943, One-story rear addition; ca. 1964, Fenestration and interior altered; 2007, Fenestration and interior altered
Architectural Classification / Resource Type: Commercial Style / Building	Historic Context: Commerce, Industry

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

Foundation Type: Concrete - Poured	Form Type: Commercial - One-Part Block
Window Type & Material: Fixed aluminum frame window walls and fixed aluminum frame windows	Exterior Surface Materials: Principal: Stucco Secondary: Concrete - Poured, Hollow Clay Tile Decorative: N/A
Roof Type & Material: Gable - Parallel Gables & white membrane	
Structural System Type: Masonry - Poured Concrete, Masonry - Hollow Clay Tile	Plan Type: Square
Number of Stories: 2	Changes to Structures:
Styles: None	Category: / Change Level: Plan / Extensive Windows / Extensive Cladding / Extensive
Register Status: Not Listed	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)	WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. The Hankel Building, view facing southeast (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:

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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PHYSICAL DESCRIPTION

The building at 215 West 4th Street (hereafter referred to as the Hankel Building) is located on the southeast corner of the intersection of West 4th Street and Columbia Street in Vancouver, Clark County, Washington (Figure 3). The building is a two-story utilitarian commercial building with a square plan measuring 100 feet by 100 feet. It has a shallow, parallel-gable roof with east-west facing slopes and an unusual central gable creating a raised monitor (Figure 15). The gable ends of the roof are bookended by stepped parapets capped with metal coping. The outer walls are constructed of reinforced concrete on the first story and structural clay tile on the second story. Situated on a corner parcel, the building's principal elevations and main entrances face north toward West 4th Street and west toward Columbia Street (Figure 1).

The principal elevations are clad with stucco and feature horizontal, recessed paneling beneath a decorative belt course along the second story. Fenestration along the first story of these elevations consists of banks of variable-size, recessed, and fixed aluminum frame window walls with concrete sills. Fenestration on the second story consists of fixed, vertically orientated aluminum frame windows. The north elevation has two entries: a principal recessed entry with aluminum frame double glass doors near the center, and a secondary entry composed of aluminum frame double glass doors with a transom and side lights at the east end of the elevation (Figure 22). The west elevation has two additional secondary entries: a recessed entry with aluminum frame double glass doors covered by a fixed gabled awning covered in black canvas located north of the center, as well as a single aluminum frame glass door with a transom and side lights at the south end of the elevation (Figure 21).

The building's south- and east-facing elevations consist of painted reinforced concrete and structural clay tile without the stucco cladding of the principal elevations. There are three fixed aluminum frame windows on the west half of the south elevation overlooking the adjacent parking lot, two on the second story, and one on the first story. East of this first-story window is a side entry with a metal door with a square light (Figure 19). The east elevation has no doors or windows (Figure 17).

While the interior of the building was not accessible at the time of survey, documentation dating to 2009 indicates that—at that time—the ground floor interior was an open space with a concrete floor and large timber posts and beams to support the second story. The posts are described as "clear grain fir… measuring 12 by 12 inches and 8 by 12 inches, resting on concrete piers [which] are spaced in a grid pattern 12 feet on-center running north to south and 20 feet on-center running east to west. The posts support clear grain fir beams measuring 10 by 13 inches. The floor joists are spaced 8 inches on center…" The second floor was similarly open with clear grain fir floorboards and "exposed fir posts, measuring 8 by 8 inches and 10 by 10 inches [that] support an exposed roof truss system. The spans are made of five (5) 2 by 10-inch fir boards bolted together; the wooden webbing measures 3 by 11 inches; and the chords are solid 12 by 12 inches fir lumber. The ceiling rafters measure 3 by 11 inches and are spaced 12 inches on-center." Otherwise, both floors contain "non-load bearing interior partitions" and are connected by a freight elevator and stairwell. The elevator remains in its original location; however, the stairwell was altered in 2007 "in order to meet contemporary modern building codes."[1]

[1] Gillian Wallis, *Clark County Historic Register Nomination Form for the Hankel Building* (Vancouver, WA, 2009), 8–9.

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Alterations

Since its original construction, the Hankel Building has been substantially altered. A loading dock was added along its north elevation in 1938; a second story was added in 1940; and an addition was added in 1943, and later removed, along its south elevation (Figures 11 and 14). Other changes include the removal of the loading bays that were added on the west elevation in 1943, the enlargement of the second-story windows, and the complete replacement of all fenestration with modern aluminum frame units (Figure 7). The building's roof has also been altered to support a gabled monitor, and the interior has been partially reconfigured to support the building's re-use as a commercial office (Figure 15).

Boundary Description

The Hankel Building is set on a single tax lot which includes its footprint, as well as the pavement and portions of the street along the west elevation of the building (a legacy of the 1943 loading bays). As the loading bays have been removed and the contemporary street features do not contribute to the property's historic significance, the National Register of Historic Places (NRHP) boundary is limited to the extent of the building footprint.

INTEGRITY

Aside from its integrity of location and some of its materials (wood frame and concrete and clay block exterior) the Hankel Building otherwise lacks sufficient integrity as a result of extensive alterations to accommodate a variety of uses over its lifetime. These changes include the addition and removal of loading docks, in-filling window apertures and entries and creating new ones, replacement of all windows ca. 1964 and again in 2007, removing portions of the belt course and recessed panels to accommodate the enlargement of the second story windows, the demolition of the rear first story addition, and the addition of a central 20- by 50-foot gabled roof monitor with windows facing north and south. Thus, the building no longer has sufficient integrity of design, workmanship, materials, feeling, and association. Additionally, extensive demolitions in the surrounding area from highway construction and urban renewal have dramatically altered the building's setting, which has been almost completely lost.

STATEMENT OF SIGNIFICANCE

The Hankel Building was originally built in 1919 as a one-story automobile showroom and service garage (Figure 2). It has served as an investment property and a place of business for numerous owners and occupants over the course of its life. Since 1938, the building has been used as a wholesale grocery warehouse, a brewery warehouse, and a retail storefront for electrical and plumbing supplies; in order to accommodate these diverse programs, the building was substantially altered for each new occupant.

The building's original owner, William F. Hankel (1875–1956), was born in Nebraska.[2] He came to Vancouver with his family in 1915 by way of farming in Lincoln County, Washington.[3] Upon arrival in the city, Hankel began to sell

[2] "New Garage Will Be Built In Vancouver In Immediate Future," *The Columbian* (Vancouver, WA), August 7, 1919, 8; Ancestry.com. "1880 United States Census, Valley, Hamilton County, Nebraska," "William F. Hankel."; Ancestry.com "U.S. Find a Grave Index, 1600-Current," "William F. Hankel," *Ancestry.com.*
[3] *The Columbian*, August 7, 1919, 8; Ancestry.com. "1910 United States Census, Condon, Lincoln County, Washington," "William F. Hankel."

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automobiles at 8th and Washington streets.[4] His business was one of several automotive businesses in lower downtown Vancouver that benefitted from the opening of the Interstate Bridge at the foot of Washington Street in 1917 and the ongoing paving of the Pacific Highway.[5] In 1919, Hankel constructed the building at 215 West 4th Street and partnered with Vancouver real estate agent John A. Troeh to sell Paige Cars, GMC trucks, and tractors.[6] Only two years later, Hankel and Troeh vacated the building and their business operations ceased, likely due to financial troubles.[7] However, Hankel maintained an interest in the property on West 4th Street until as late as 1931.[8] Likely owing to its location, programmatic design, and familiarity to regional customers, four other automotive businesses occupied the building during the 1920s and 1930s.[9] The longest occupant of these was the Lineham Motor Company, a Studebaker dealership that operated out of the property from 1923 to 1930.[10] Major changes occurred after the Portland-based Hudson-Duncan Company moved into the building in 1938 and altered it extensively for use as a warehouse and sales depot.[11] The Hudson-Duncan Company was a wholesale grocery business operated by Robert A. Hudson (1887–1974) and Joseph H. Duncan (1874–1935).[12] Their move into Vancouver came after a decade of expansion that began after the company entered the retail grocery business in 1927. At that time, Hudson joined Fred Meyer as a director of the Portland franchise of Memphis-based Piggly Wiggly for which Hudson-Duncan would become a distributor.[13] To accommodate this new business connection, Hudson-Duncan began expanding outside of Portland, starting with a warehouse in Longview, Washington, that same year and another in Corvallis, Oregon, in 1928.[14] The following year, Hudson-Duncan became the sole owner of the Piggly Wiggly franchise, and by 1931, they had eight wholesale warehouses throughout Oregon and Washington distributing to Piggly Wiggly and other grocery stores.[15] This rapid expansion

[4] "Sturdy as the Oak," (advertisement), *The Columbian*, (Vancouver, WA) December 15, 1915, 4.
[5] Adam Alsobrook, et. al, *Interstate Bridge Replacement Program Baseline Survey Report*, *Clark County, Washington*. (Portland, OR: WillametteCRA, 2023), 122.
[6] "New Firm Organized," *The Columbian*, (Vancouver, WA) November 19, 1919, 10.
[7] "Jury Allows Wages," *Oregon Daily Journal*, (Portland, OR) November 1, 1921, 6; "Selling Booze To Minor Proves Quite Expensive," *The Columbian*, (Vancouver, WA) November 8, 1921, 1.
[8] "Garage Traded For Farmland," *The Columbian*, (Vancouver, WA) May 25, 1931, 5.
[9] "Announcement," *The Columbian*, (Vancouver, WA) August 12, 1921, 3; "Lineham Motor Co. In Spacious New Home," *Columbian*, (Vancouver, WA) February 28, 1923; *The Columbian*, (Vancouver, WA) May 25, 1931, 5; "Champion Dogs Exhibited Here At Canine Show," *The Columbian*, (Vancouver, WA) August 28, 1931, 7.
[10] "Lineham Motors, Studebaker, Open Service Building," *The Columbian*, (Vancouver, WA) June 20, 1930, 8.
[11] "Store Building Remodeled," *Columbian*, (Vancouver, WA) April 30, 1938, 8.
[12] Hudson-Duncan Company was originally founded in Portland, OR by Hudson and his first business partner Fred P. Gram (1886–1963) under the name "Hudson & Gram" in 1907. Hudson started as a collector at age fifteen for the Portland-based wholesale grocery firm of Wadhams & Kerr Brothers. At the age of twenty, Hudson left to initially form his own brokerage firm with Gram, but the partners quickly pivoted to the wholesale grocery business in 1908. After nearly two decades of steady growth, their sales manager Joseph H. Duncan (1874–1935) bought out Gram in 1925 and the firm's name changed to Hudson-Duncan. "Hudson-Duncan Firm Expands Rapidly," *News-Review*, (Roseburg, WA) April 4, 1931, 9; "Golf 'Pro' Bob Hudson Dies At 87," Oregonian (Portland, OR) September 6, 1974, 61; Ancestry.com. "U.S., Social Security Death Index, 1935-2014," "Fred P. Gram"; RL Polk & Co. *Portland (Oregon) City Directory*, 1903; "Death Ends Trip of Portland Man," *Oregonian* (Portland, OR) January 26, 1935, 17.
[13] "Oregon Piggly Wiggly Preferred Stock Is Good," *Oregonian* (Portland, OR) May 15, 1927, 23.
[14] "Grocery Concern Opens Warehouse in Longview," *Seattle Times* (Seattle, WA) October 17, 1927, 9; "Wholesale House Picks Corvallis," *Gazette Times* (Corvallis, Oregon) October 27, 1928, 1.
[15] "Incorporations," *Seattle Times* (Seattle, WA) May 14, 1929, 32; "Hudson-Duncan Firm Expands Rapidly," *News-Review*, (Roseburg, WA) April 4, 1931, 9

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coincided with the rise of the Great Depression (1929–1939) when most American consumers shifted their focus from luxuries to low-cost essentials like food. To fill this demand, grocery businesses across the country streamlined their operations and often occupied low-rent buildings recently vacated by automotive and other businesses that were no longer in as high demand.[16]

Changes to accommodate the firm's expansion into the Hankel Building included the construction of an 8- by 100-foot loading platform over the sidewalk along West 4th Street in 1938 (since removed) and the construction of a second story and new freight elevator in 1940.[17] The parapet fronting the building's original roofline was retained as a decorative belt course separating the first and second stories. The city's building inspector initially condemned the addition for lacking either firewalls or a sprinkler system and prohibited Hudson-Duncan Company from occupying it.[18] Hudson-Duncan later made the necessary changes to bring the building up to code.[19]

In 1943, the firm constructed loading bays on the building's west elevation and a one-story concrete addition to the building's south. The addition (since removed) occupied a footprint of approximately 50 feet by 100 feet and was used as office space.[20] This expansion corresponded to a tripling of Vancouver's population after the U.S entered World War II and the opening of the Kaiser Corporation's shipyard in 1942.[21] After the war, Hudson founded a brand of groceries called "Hudson House" which he began distributing to Piggly Wiggly Stores through Hudson-Duncan Company that year.[22] In 1950, the Hudson-Duncan wholesale operation consolidated with Hudson House under the name "Hudson House Inc." and it opened a new warehouse in Vancouver at 1st and Columbia Streets in 1953.[23] By this point, many nearby automobile buildings south of 4th Street and east of Washington Street had been demolished for the construction of a highway interchange (Figures 12 and 13).[24]

A year later, the Vancouver *Columbian* reported that Hudson House had filed a permit for a $500 remodel to the Hankel Building, possibly in preparation for a new tenant.[25] By October 1954, Grover Electrical and Plumbing Supply occupied the one-story addition which now functioned as a separate building.[26] A 1950s photograph of the original building block reveals that Hudson had many of the ground-level plate glass display windows boarded over and had constructed the building's current center entrance on West 4th Street by this time (Figure 5).

By 1956, Lucky Lager Brewing Company occupied the original building block as an additional warehouse after their rapid expansion in downtown Vancouver.[27] Lucky Lager was originally formed in San Francisco in 1933 by the General Brewing Corporation. Through a series of corporate mergers and reorganization, Lucky Lager Beer

[16] Sylvie Rosen, "The World's Greatest Price Wreckers: The Rise of American Supermarkets in the 1930s" (Barnard College, Columbia University, 2019).
[17] "Store Building Remodeled," *The Columbian* (Vancouver, WA), April 30, 1938, 8; "$6,500 Permit Secured," *The Columbian* (Vancouver, WA), June 5, 1940, 2.
[18] "Violation of Building Code Here Charged," *The Columbian*, (Vancouver, WA), August 6, 1940, 2.
[19] "Company to Make Changes," *The Columbian* (Vancouver, WA), August 20, 1940, 2.
[20] "Grocery Firm Now Building," *The Columbian* (Vancouver, WA), October 22, 1943, 5.
[21] Alsobrook, et. al., 115.
[22] "Easter Values," (advertisement) *The Columbian*, (Vancouver, WA) April 17, 1946, 6.
[23] "Hudson-Duncan Changes Name," *Oregon Journal* (Portland, OR) December 6, 1950, 27; "Filberts Wanted Best Prices Cash Buyer," (advertisement) *The Columbian*, (Vancouver, WA) October 9, 1953, 14.
[24] Alsobrook, et. al., 130-131.
[25] "Permits Granted," *The Columbian*, (Vancouver, WA) January 5, 1954, 1.
[26] "Grover Electric & Plumbing Supply CO.," (advertisement) *The Columbian*, (Vancouver, WA) October 7, 1954, 3.
[27] "City News In Brief, Projects Varied," *The Columbian*, (Vancouver, WA) March 1, 1956, 11.

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began operations in Vancouver's former Star Brewery plant (demolished) at 215 West 7th Street in 1939, two blocks north of the Hankel Building. The beer continued to grow in popularity, and additional breweries opened in Azusa, California (1949) and Salt Lake City, Utah (1957).[28] In 1950, the parent company, Interstate Brewery Company, reorganized under the name Lucky Lager Brewing Company and began expanding its Vancouver operations. Lucky Lager went on to become, for a time, the most successful beer in the western U.S.[29]

The company's success in Vancouver also coincided with—and to an extent anticipated—the city's urban renewal program, first proposed in 1955.[30] The program's goal was to reverse the urban decline of the city's historic core caused both by the construction of Interstate 5 and a larger cultural emphasis on suburban growth. Instead of seeking to revive the area's lost vitality, the program sought to clear the "blight" to create a new district for light industrial development.[31] The Lucky Lager Brewery took advantage of the program by continuing to expand its operations in Vancouver into the 1960s with the acquisition of additional property adjacent to its plant. To further support its operations, the company was presented with the opportunity to purchase the vacated 1930s Vancouver City Hall; however, it chose instead to construct a new 18,000-square-foot warehouse nearby in 1964.[32] The new facility allowed the company to consolidate its inventory from all its satellite warehouses, including the Hankel Building, into one location. With the Hankel Building vacant, Grover Electrical and Plumbing Supply expanded into the space in the same year.[33] Permit records indicate Lucky Lager retained ownership of the Hankel Building into the following decade.[34] Meanwhile, the Lucky Lager continued to brew beer in its Vancouver plant until 1985—by then, the company's longest-running plant.[35]

In 1964, Grover executed a "complete rehabilitation" of the original building block and also demolished the one-story addition, converting the site into a paved parking lot for customers.[36] Other changes included uncovering the ground-level shop windows, installing new windows throughout, and filling in the original arched entry facing West 4th Street (Figure 6). At the time, Grover claimed to be both the largest and fastest growing business of its kind in Clark County and by 1980, the company had opened a second Vancouver location at 1900 NE 78th Street and had nine additional locations throughout the Pacific Northwest.[37] The company remained in the Hankel Building until 1992 when they consolidated their Vancouver operations into the larger branch on NE 78th Street.[38]

[28] Gary Flynn, "History of the Lucky Lager Breweries," Brewery Gems, date accessed January 31, 2023, https://www.brewerygems.com/lucky.htm.
[29] "Lucky Lager Plant Here Dates Far Back," *The Columbian*, (Vancouver, WA) July 31, 1953, 99.
[30] "Mayor Will Name Study Committee," *The Columbian* (Vancouver, WA) August 3, 1955, 1.
[31] Pat Jollota, et. al, "Vancouver – Thumbnail History," HistoryLink, Seattle. https://historylink.org/File/9101, accessed July 22, 2022; "Urban Renewal Area Outlined," *The Columbian* (Vancouver, WA) November 19, 1958, 5.
[32] "Vancouver Lucky Lager Buys Tract," *The Columbian*, (Vancouver, WA) October 10, 1961, 2; "Lucky Lager Offers $110,000 To Purchase City Hall Tract," *The Columbian*, (Vancouver, WA) July 11, 1962, 9; "Purchase Of City Hall Is Cancelled By Lucky Lager," *The Columbian*, (Vancouver, WA) November 7, 1963, 1; "Brewery In Choice For Warehouse," *The Columbian*, (Vancouver, WA) January 6, 1964
[33] "Progress Report," *The Columbian*, (Vancouver, WA) August 20, 1964, 16.
[34] "Building Permits," *The Columbian*, (Vancouver, WA) January 12, 1972, 26
[35] Gary Flynn, "History of the Lucky Lager Breweries," *Brewery Gems*, https://www.brewerygems.com/lucky.htm. (Accessed January 31, 2023).
[36] "Progress Report," *The Columbian*, (Vancouver, WA) August 20, 1964, 16.
[37] "Keeping Pace With Progress In A Growing Community," (advertisement) *The Columbian*, (Vancouver, WA) January 4, 1966, 89; "Grover Still Growing," *The Columbian*, (Vancouver, WA) February 1, 1980, 4.
[38] "Grover's Downtown Store To Be Closed," *The Columbian*, (Vancouver, WA) April 30, 1992, 35.

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Wallis Engineering, a civil engineering firm and one of the building's current occupants, renovated the Hankel Building in 2007. This renovation included the addition of a 20- by 50-foot gabled roof monitor, the replacement of the roof cladding with a white membrane over 7-inch insulation, and substantial updates to the fenestration with the enlargement of the upper window apertures, the addition of new windows in the south elevation, and the installation of triple pane low-E glazing in all existing window openings.[39] In 2009, the building was listed as a local Clark County landmark for its association with Lucky Lager and the brewer's logo was painted onto the center of the north elevation.[40]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Hankel Building is significant under Criterion A with an overall period of significance spanning the period between 1938 and 1964. The resource, however, does not possess the requisite integrity to effectively communicate its significance and it is therefore recommended not eligible for listing in the NRHP.

Based upon an evaluation of the Hankel Building within its historic context, the resource is significant under Criterion A, at the local level in the areas of commerce and industry. The building was associated with the Hudson-Duncan Company and the Lucky Lager Brewery. It is representative of the Depression-era growth of grocery stores in the Vancouver area. Despite its significance under Criterion A, the Hankel Building has been substantially altered to the extent that the building is unable to convey its significance under this criterion.

The Hankel Building does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the building has some association with its original owner and occupant William F. Hankel, Hankel was one of many early twentieth-century automobile dealers whose presence as one in Vancouver was relatively small and brief and is thus not comparatively significant enough to meet the threshold for NRHP significance. The building is not associated with any other locally significant figure.

The Hankel Building is not an example of any particular style and therefore 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 as significant under Criterion C. The building's lack of style is due to its repeated alterations over the course of its life: the addition of a second story, major/multiple fenestration and entry changes, and the demolition of many nearby buildings for the construction of I-5.

The Hankel 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.

In summary, the Hankel Building 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.

[39] Wallis, *Hankel Building,* 9.
[40] Erik Robinson, "Lucky Lager Logo Distinguishes Building," *The Columbian*, (Vancouver, WA) March 24, 2011. Accessed January 31, 2023, https://www.columbian.com/news/2011/mar/23/brewing-with-historic-significance-lucky-lager-log/.

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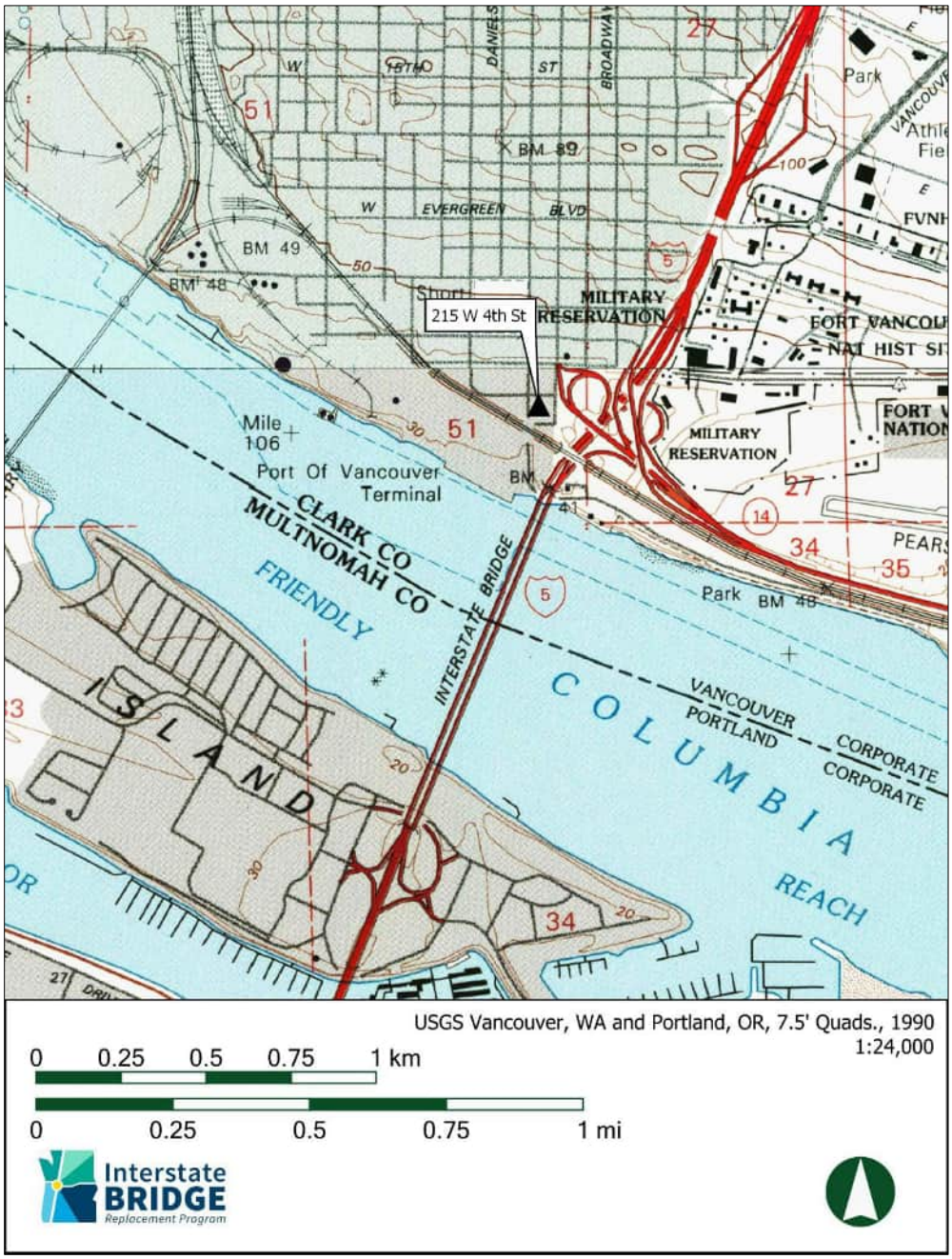


Figure 2. Location map of Hankel Building, Vancouver, Clark County, Washington.

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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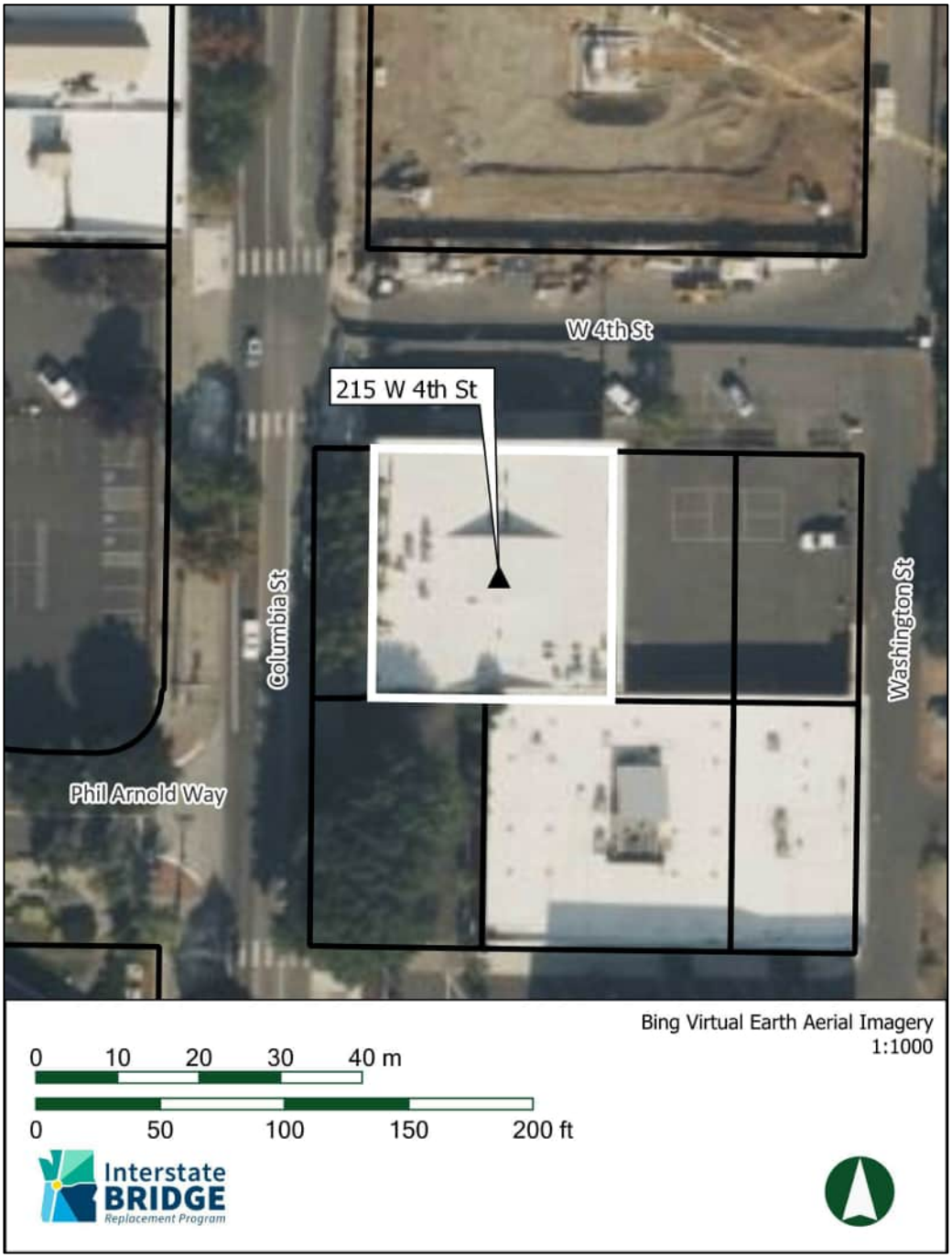


Figure 3. Aerial map of Hankel Building showing recommended NRHP boundary (white).

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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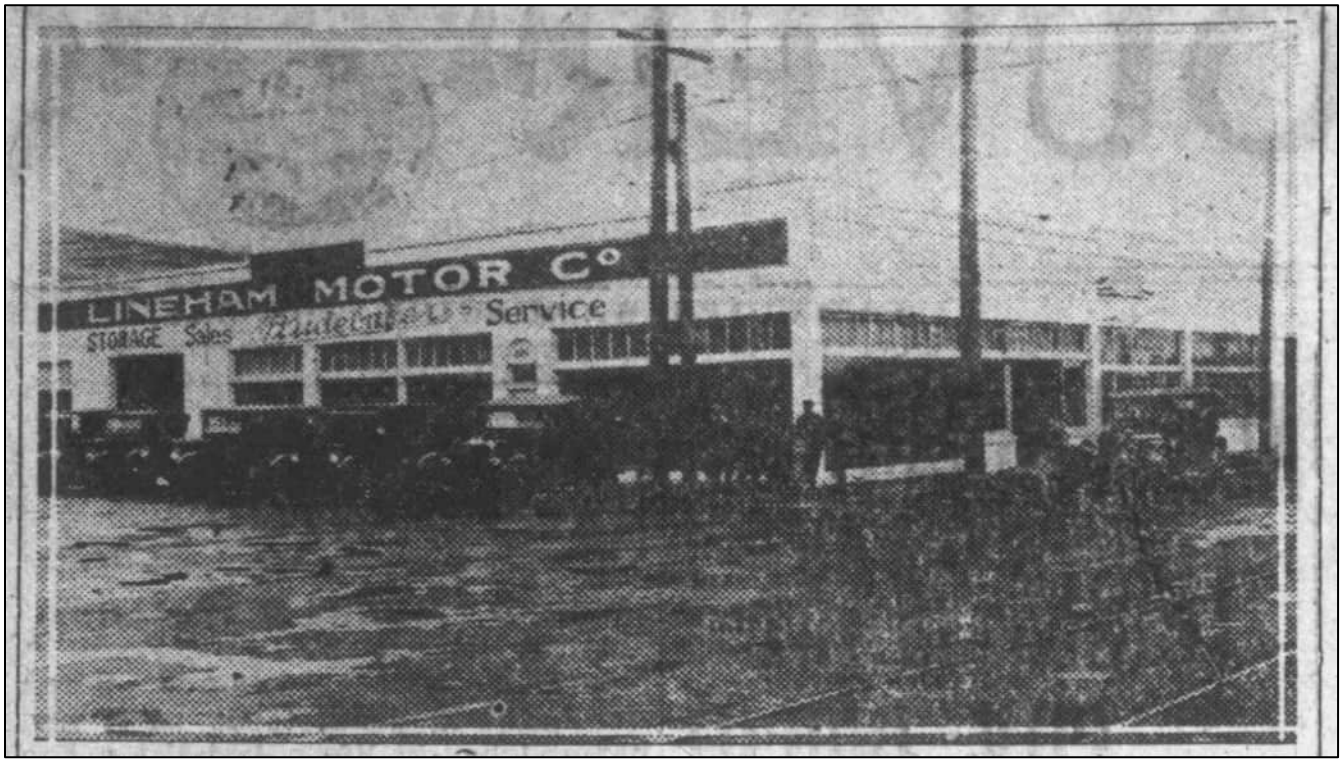


Figure 4. The earliest known photograph of the Hankel Building, north and west elevations, view facing southeast, *The Columbian*, (Vancouver, WA) March 27, 1923.

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 5. The Hankel Building, north elevation, view facing southeast, ca. 1950s (Clark County Heritage Nomination Form for the Hankel Building, August 4, 2009).

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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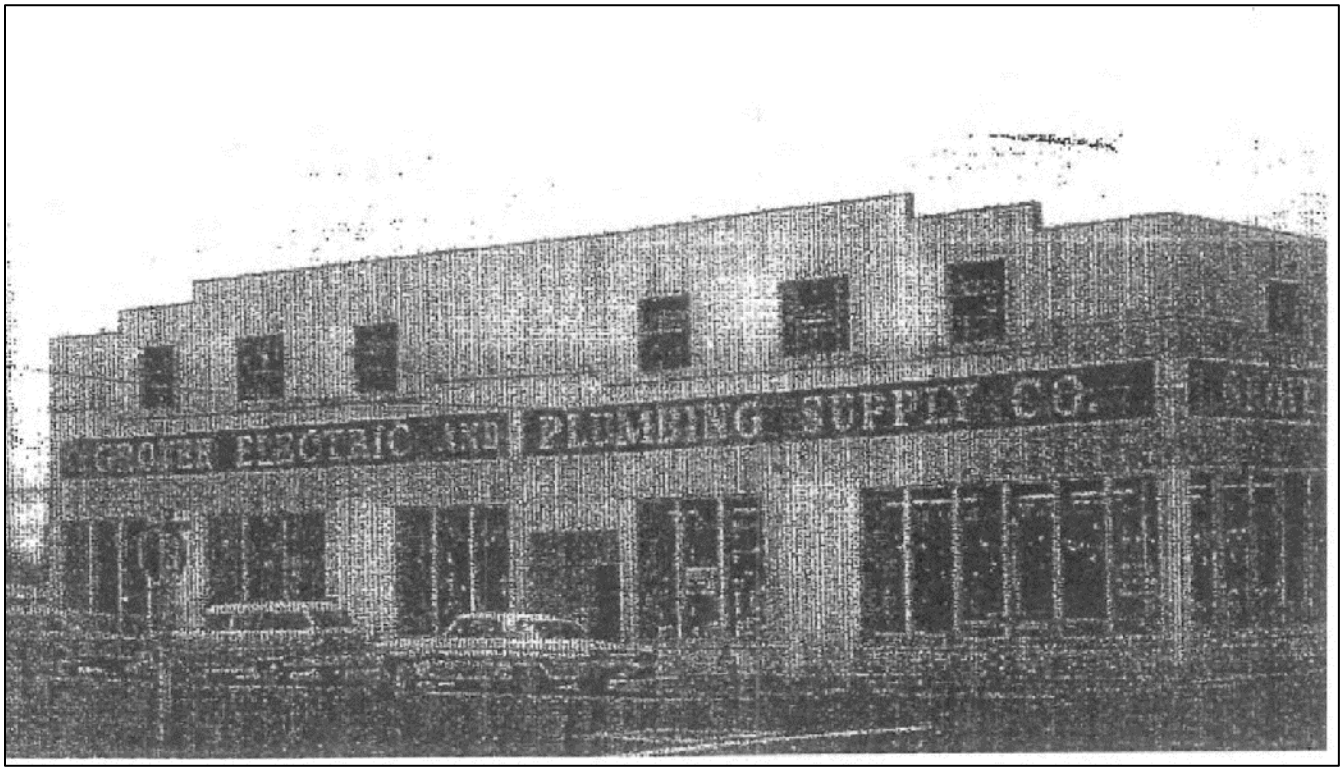


Figure 6. The Hankel Building, north elevation, view facing southeast, ca. 1967 (Clark County Heritage Nomination Form for the Hankel Building, August 4, 2009).

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 7. The Hankel Building, north and west elevations, view facing southeast, ca. 2008. Note the darker anodized aluminum windows on the first story and the enlarged second-story windows (Clark County Heritage Nomination Form for the Hankel Building, August 4, 2009).

5

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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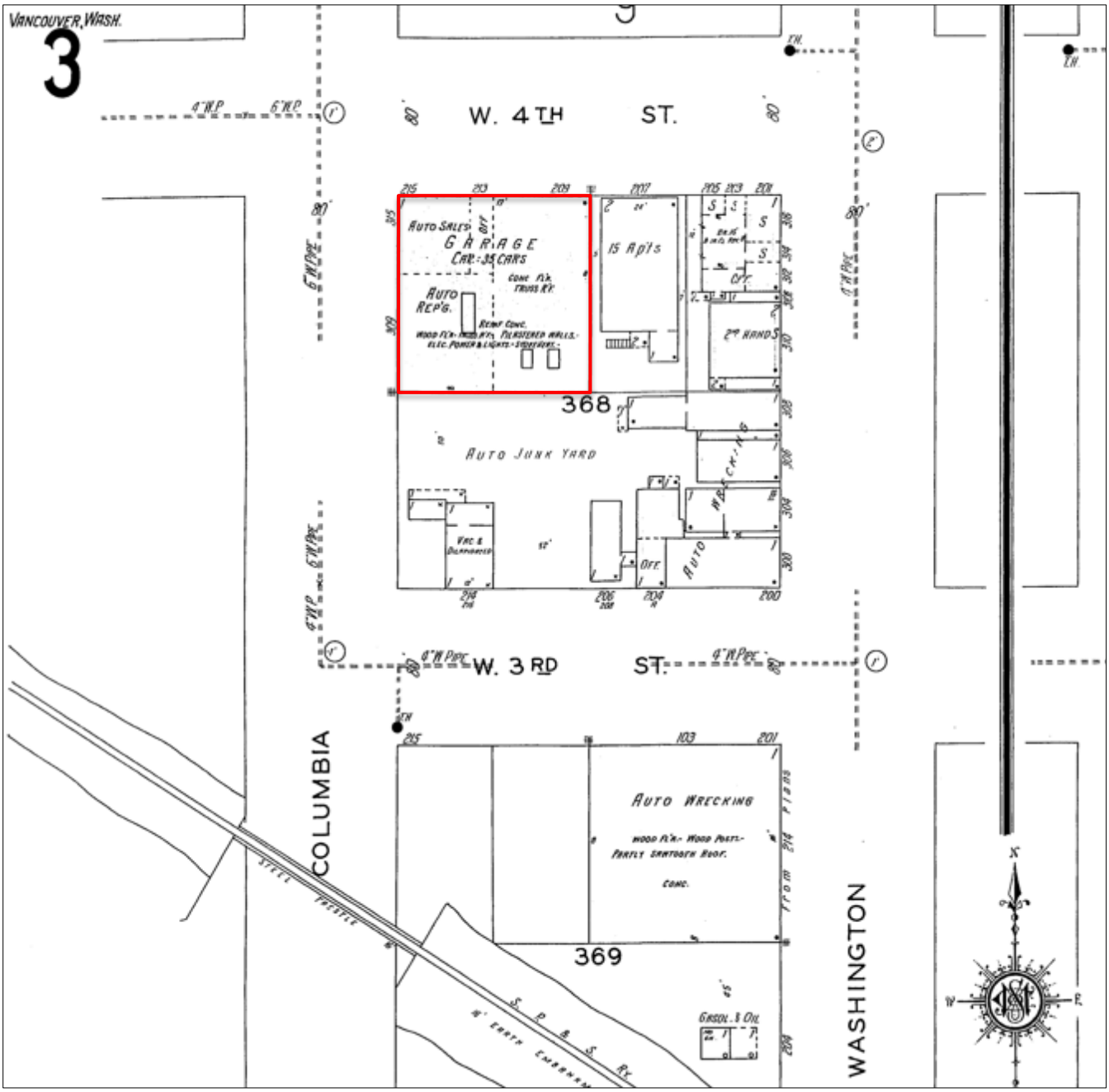


Figure 8. Sheet 3 of the Sanborn Fire Insurance Map for Vancouver, WA, 1929. Hankel Building outlined in red (Sanborn Map Company, *Vancouver* [1929], 3).

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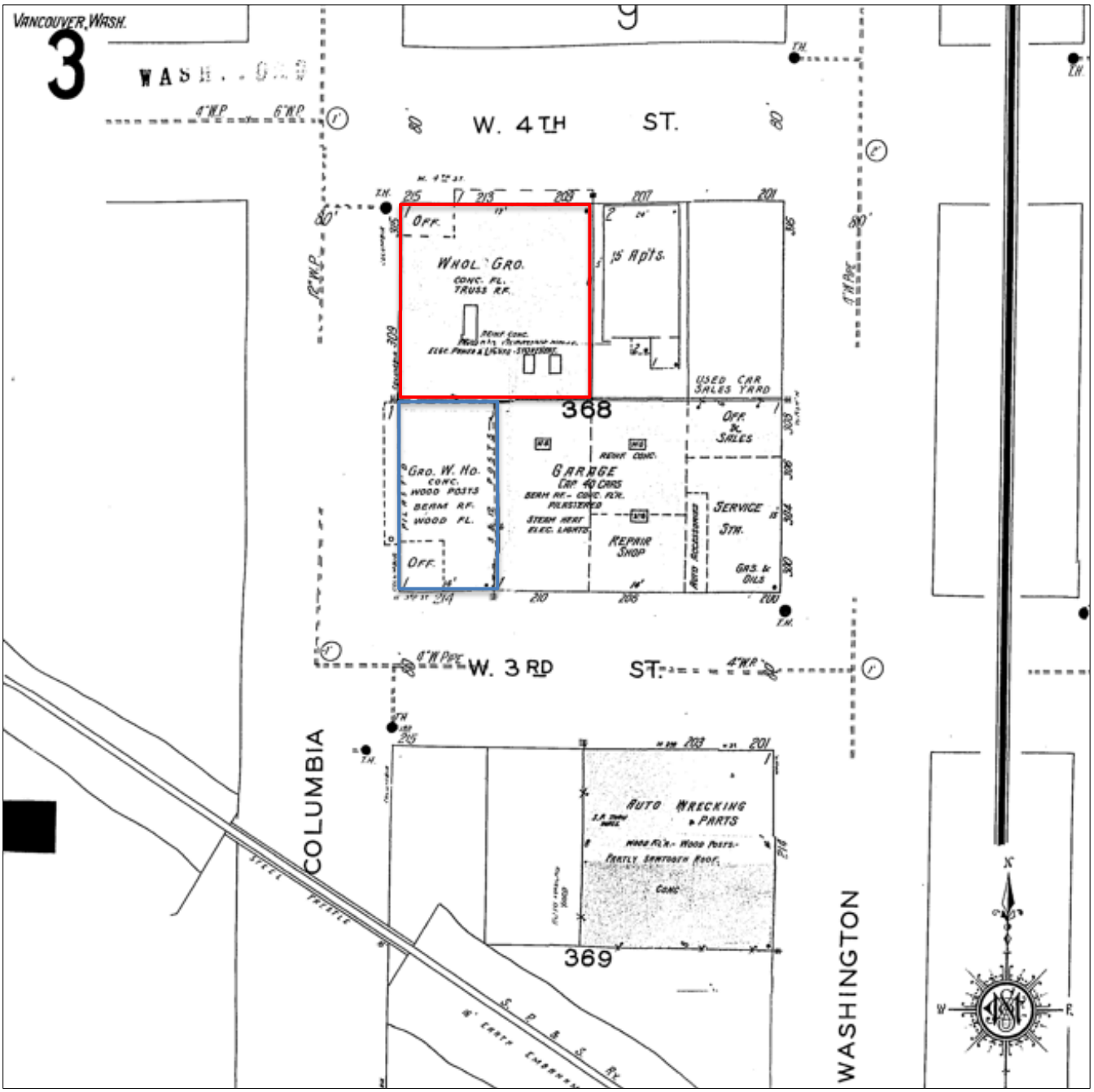


Figure 9. Sheet 3 of the Sanborn Fire Insurance Map for Vancouver, WA, 1949. One-story 1943 addition outlined in blue. The original building block is outlined in red (Sanborn Map Company, *Vancouver* [1949], 3).

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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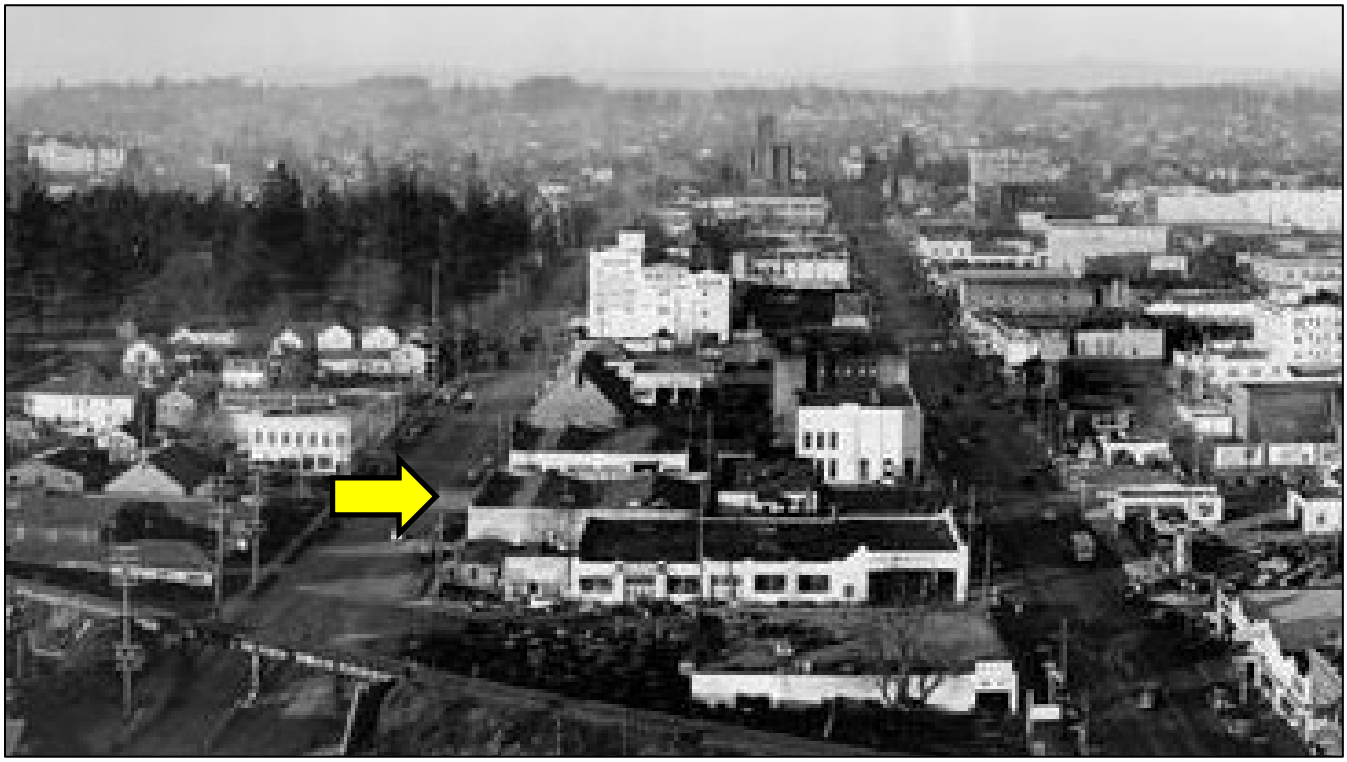


Figure 10. View facing north along Columbia and Washington Streets in Vancouver, Washington, 1937. Arrow points to the Hankel Building as it appeared prior to the construction of its second-story addition (Washington State University).

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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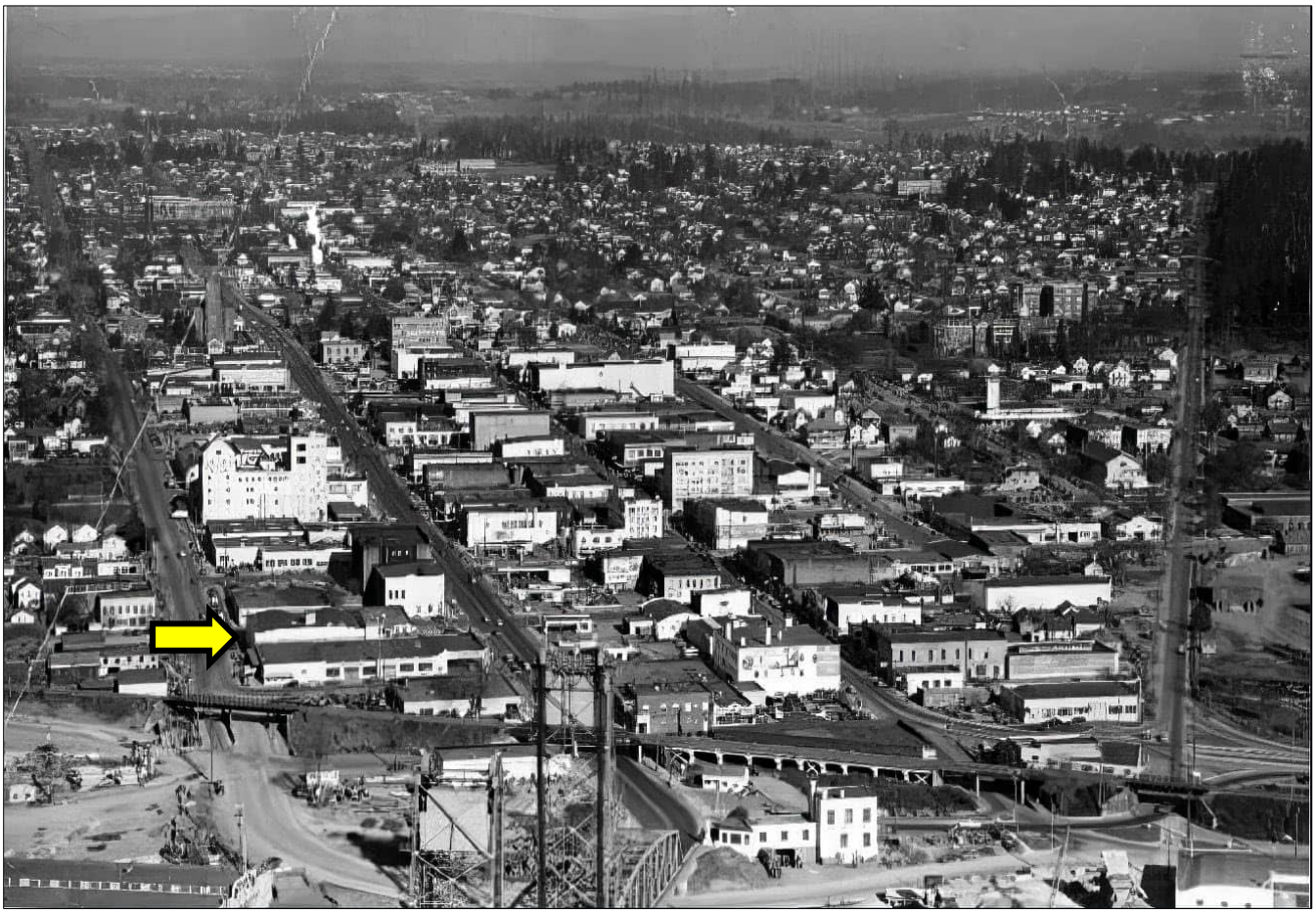


Figure 11. View facing northeast over downtown Vancouver, Washington, ca. 1948. Arrow points to the Hankel Building as it appeared after the construction of its second-story addition and rear one-story addition (Washington State University).

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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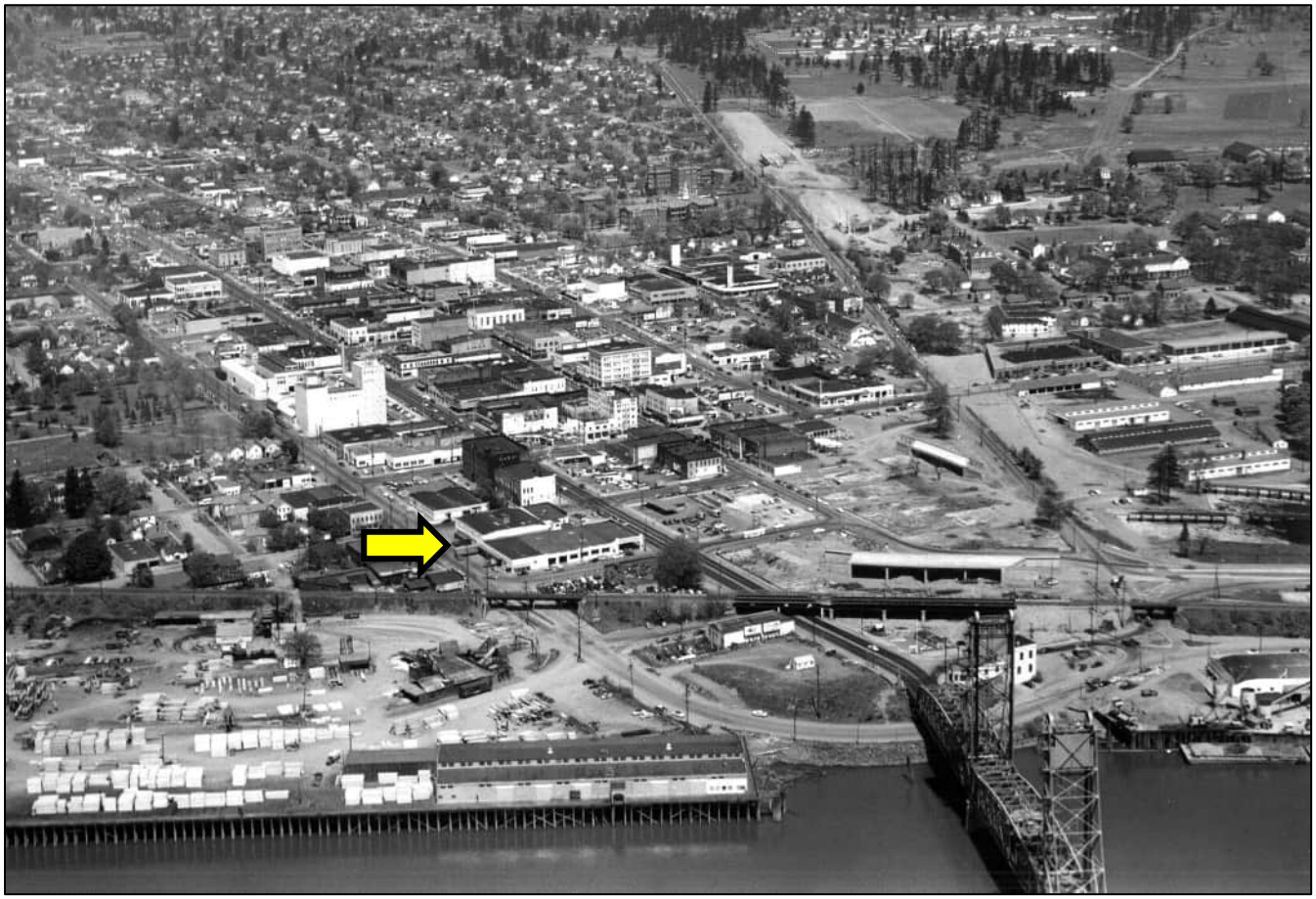


Figure 12. View facing northeast over downtown Vancouver, Washington, prior to the completion of the highway interchange, August 1953. Arrow points to the Hankel Building (*The Columbian* via Pinterest).

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
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Figure 13. View facing north over downtown Vancouver, Washington, after the completion of the highway interchange, ca. 1950s. Arrow points to the Hankel Building (Washington State University).

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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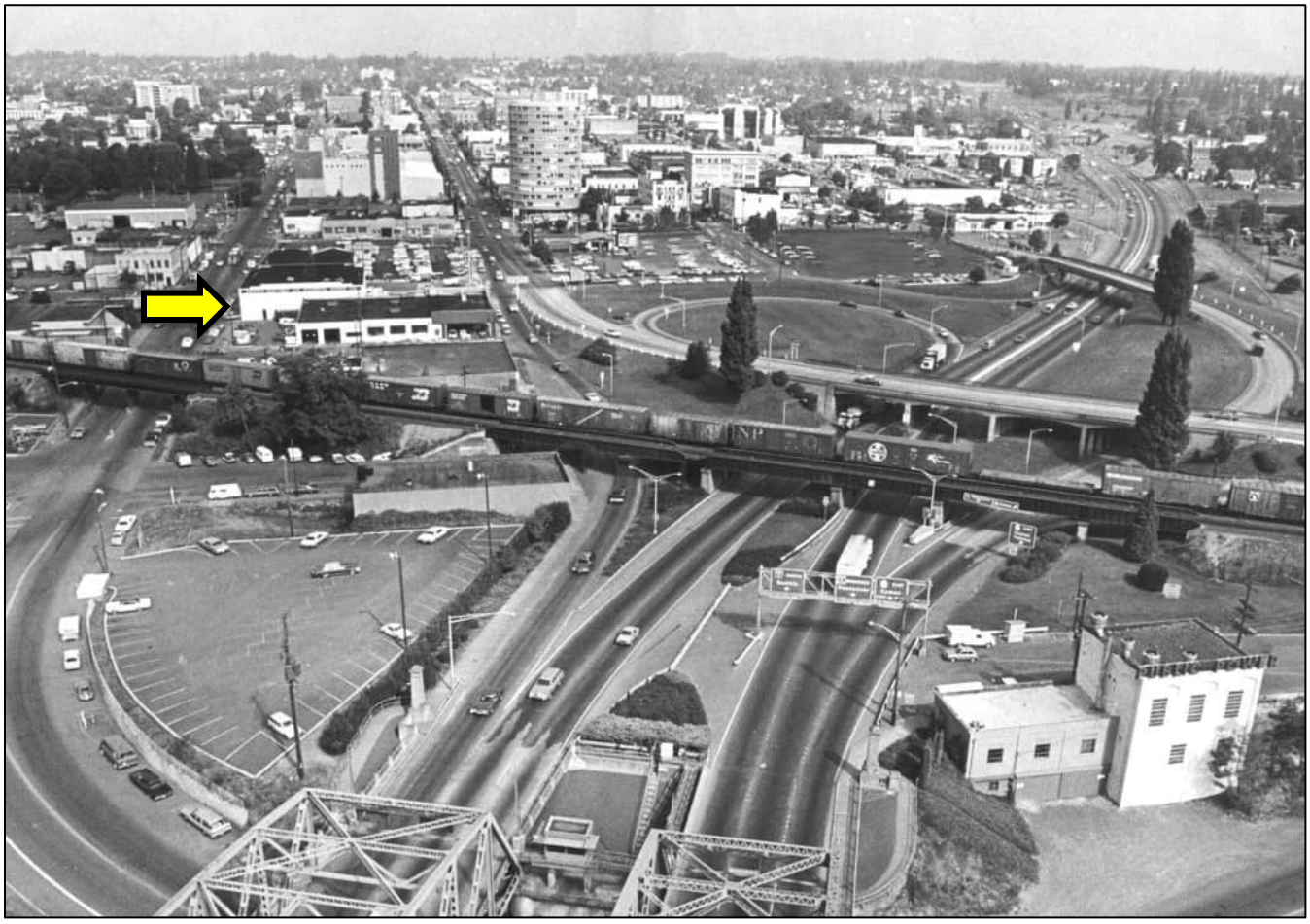


Figure 14. View facing north over downtown Vancouver, Washington, after the completion of the second highway bridge span, 1976. Arrow points to the Hankel Building after the removal of its one-story rear addition (*The Columbian* via Pinterest).

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 15. The Hankel Building, north elevation, Aerial view facing southeast showing the roof monitor above. Arrows point to entrances on north elevation (Bentley, Summer 2022).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)		WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington	



Figure 16. The Hankel Building, east and north elevations, view facing southwest (WillametteCRA, January 16, 2023).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)	WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington



Figure 17. The Hankel Building, east elevation, view facing west (WillametteCRA, January 16, 2023).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)	WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington



Figure 18. The Hankel Building, west half of the south elevation, view facing north (WillametteCRA, January 16, 2023).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)	WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington



Figure 19. The Hankel Building, west elevation and west half of south elevation, view facing north, northeast (WillametteCRA, January 16, 2023).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)		WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington	



Figure 20. The Hankel Building, west elevation and the west half of the south elevation, view facing northeast (WillametteCRA, January 16, 2023).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)	WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington



Figure 21. The Hankel Building, west elevation, view facing east (WillametteCRA, January 16, 2023).

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: The Hankel Building (The Lucky Lager Warehouse) (WA 520)		WISAARD Property ID: 89391
Street Address: 215 West 4th Street	City, County, State: Vancouver, Clark County, Washington	



Figure 22. The Hankel Building, north elevation, view facing south (Google Street View, August 2017).

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: Kiggins Bowl (Leverich Park Bowl) (WA 993)	WISAARD Property ID: 89684
Street Address: 800 East 40th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 12454-005	Plat Block Lot: N/A
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 15
Coordinates: 45.652816°, -122.664813°	
This property is part of a ☐ District	

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

Current Use: RECREATION AND CULTURE / sports facility	Construction Date: 1933–1939
Historic Use: RECREATION AND CULTURE / sports facility	Alterations & Dates: 1945, Installation of plumbing, lighting system; 1968, Baseball diamond relocation; lighting system relocation and replacement; stadium roof replacement; football field drainage; 1994, Conversion of baseball diamond to multi-use field; football field relocation; paved walkway installation; 2021, Conversion of multi-use field to football field and running track; bleacher replacement; fieldhouse construction; stadium roof, seating replacement; stadium press box construction
Architectural Classification / Resource Type: Other: Moderne / Site	Historic Context: Architecture, Community Planning and Development

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

Foundation Type: Concrete	Form Type: Utilitarian	
Window Type & Material: N/A	Exterior Surface Materials: Primary: Metal Secondary: Concrete - Poured Decorative: Brick - Stretcher Bond	
Roof Type & Material: Varied Roof Lines		
Structural System Type: Metal - Steel	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Modern	Other (Roof)	Extensive
	Plan	Moderate
Register Status: Not Listed	Other (Playfield)	Extensive
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

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. 2020-12-07501
Property Name: Kiggins Bowl (Leverich Park Bowl) (WA 993)	WISAARD Property ID: 89684
Street Address: 800 East 40th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. Kiggins Bowl stadium seating, fieldhouse and north and south fields, facing east (WillametteCRA May 6, 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:

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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Street Address: 800 East 40th Street	City, County, State: Vancouver, Clark County, Washington	

PHYSICAL DESCRIPTION

The recreation area known as Kiggins Bowl is located at 800 East 40th Street in Vancouver, Washington, in Clark County (Figures 2 and 3). The bowl is situated upon a natural bench above Burnt Bridge Creek and is surrounded by a natural hillside slope planted with stands of mature Douglas fir. The site spans approximately thirty-five acres and was initially constructed between 1932 and 1937; it was later modified in 1945, 1968, 1994, and 2021. The Kiggins Bowl includes an arc-shaped concrete stadium built into the southwest hillside, two football fields, a running track, two sets of concrete-footed bleachers, approximately 0.5 miles of paved walking paths, and a fieldhouse with a rectangular footprint is built between the two fields and measures approximately 100 feet by 50 feet. The stadium is constructed in an irregular arc footprint approximately 60 feet deep by 300 feet along the inside arc and approximately 350 feet along the outside arc. The field to the south is constructed parallel to the stadium and measures approximately 375 feet by 215 feet; the field to the north measures approximately 375 feet by 200 feet with a turf semi-circle (approximately 80 feet deep) on each end, all of which is bounded by a six-lane running track that is approximately 24 feet wide.

Vancouver Mayor John Phillip Kiggins (1868–1941) led a program of clearing and grading the natural bowl area by 1932.[1] Local architect Day Walter Hilborn (1897–1971) designed the concrete stadium in 1936 according to specifications set by Mayor Kiggins. The city constructed Hilborn's design as well as a ballfield and running track with Works Progress Administration (WPA) funding between 1937 and 1939.[2] Community-led fundraising and restoration efforts in 1967 resulted in the relocation of the original baseball diamond from in front of the stadium to the wide clearing to the north; other structural changes during this period included a new drainage system for the football field, replacement of playfield lighting, and re-cladding of the stadium's roof (Figure 6).[3]

After Vancouver Public Schools assumed ownership of the stadium complex in 1994, the district installed a paved walkway for students at the nearby Discovery Middle School. The walkway passes between the stadium and the football field and forms a circular path around the perimeter of the bowl. Other changes included the repurposing of the baseball diamond as multi-use playfields, relocation of the football field by thirty feet and replacement of the sod football field with artificial turf (Figures 7 and 8).[4] A portion of the Kiggins Bowl land to the south was developed into Discovery Middle School in 1995 (Figures 8 and 9).[5] The city commenced another round of renovations in 2021, including new bleacher and stadium seating, new stadium roof, a new fieldhouse, a second stadium press box, and addition of a second artificial turf field and six-lane running track (Figures 1 and 10–15).[6]

[1] Carl Landerholm, *Vancouver Area Chronology 1784-1958* (Vancouver, WA: Clark County Historical Society, 1960, reprinted 2002), 320, 327.
[2] Tim Martinez, "Kiggins Bowl's quirky history matches unique layout," *The Columbian* (Vancouver, WA), August 8, 2022, https://projects.columbian.com/2022/08/28/kiggins-bowl-has-quirky-history-match-its-quirky-features.
[3] Martinez, "Quirky History."
[4] Martinez, "Quirky History."
[5] Landerholm, *Vancouver Chronology*, 246; "Our School," Discovery Middle School [website], accessed November 29, 2022, https://disco.vansd.org/our-school.
[6] Tim Martinez, "Old Kiggins Bowl becomes new again with major renovation" *The Columbian* (Vancouver, WA), August 28, 2022. https://www.columbian.com/news/2022/aug/28/old-kiggins-bowl-becomes-new-again-with-major-renovation.

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Property Name: Kiggins Bowl (Leverich Park Bowl) (WA 993)		WISAARD Property ID: 89684
Street Address: 800 East 40th Street	City, County, State: Vancouver, Clark County, Washington	

Boundary Description

The recommended National Register of Historic Places (NRHP) boundary of the Kiggins Bowl is defined by its tax lot, 12454-005, which is bounded to the south by the grounds of the Discovery Middle School, Interstate 5 (I-5) to the east, Main Street to the west, and a frontage road that converges with Main Street to the north (Figure 3).

INTEGRITY

The Kiggins Bowl has remained in place since its original construction and thus retains its integrity of location, however, the property and its setting have been altered to a degree that has affected the ability of the property to communicate its historic significance. Initially built to address the needs of the local Vancouver community, the Kiggins Bowl was conceived as a publicly accessible football and baseball field. Today, the land is owned by the school district and public access to the site is limited to game times, a change which has negatively impacted the property's integrity of association. The construction of adjacent school buildings and the addition of new athletic infrastructure have also negatively impacted the integrity of setting and feeling (Figures 6–10). Additionally, modifications to the playfield and stadium to accommodate increased use have resulted in a diminished integrity of design, materials, workmanship, and association. The roof's metal truss structure and decorative concrete stairwell elements are intact (Figures 16–19); however, the stadium possesses many modified elements such as new seating, the addition of a press box structure near the central stadium entrance, and the replacement of the stadium's shingle roof cladding with a metal standing seam (Figures 10–15). Such alterations have diminished the property's ability to communicate its historical significance and have negatively impacted the resource's integrity of design, workmanship, materials, and feeling. Moreover, the relocation of the 1967 football field, the addition of paved walkways, the addition of a second football field and a running track, and the prominent construction of a fieldhouse have substantially impacted the site's integrity of design, materials, workmanship, and have collectively obscured the property's original design and limited the Kiggins Bowl's ability to communicate its multiple areas of significance. In summary, alterations to the resource's integrity of setting, design, materials, association, and feeling from the period of significance (1933–1967) have diminished its ability to convey its areas of significance.

STATEMENT OF SIGNIFICANCE

In April 1922, Anna R. Leverich (1844–1930) deeded forty-two acres of land to the City of Vancouver for use as a park, with an agreement reached that the City would pay Leverich $500 a year for the rest of her life and name the park after her.[7] The park was formally annexed and became part of the City of Vancouver in January 1925.[8] The City commenced park improvements the following year by clearing large timber and underbrush on a small tract within the property, accessed by way of the auto park road leading from Main Street to the west.[9]

When Leverich passed away in 1930, the City became the sole owner of the property.[10] The Great Depression had arrived in Clark County by this time, and funds for public work in the city were scarce. Crews employed by a local assistance program called Allied Welfare cleared and graded the natural bowl area on the west end of the

[7] "Donor of Park Taken by Death," *The Columbian* (Vancouver, WA.), January 29, 1930, 7.
[8] "Leverich Park Annexed," *The Columbian* (Vancouver, WA.), January 6, 1925, 1.
[9] "Two City Parks," *The Columbian.*
[10] "Donor of Park," *The Columbian*; "Orders Oregon Bank Holiday" *Tacoma Daily Ledger* (Tacoma, WA), March 3, 1933, 8.

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park by 1932.[11] In 1933, Allied Welfare crews installed a baseball diamond and an 880-yard track directly in front of the stadium, and the City hosted a dedication ceremony of "Kiggins Bowl at Leverich Park" in that same year.[12]

The New Deal

In 1936, the City of Vancouver received federal grants through the WPA to construct a stadium in the natural amphitheater. The WPA (renamed Work Projects Administration in 1939) refers to the agency that was created by the administration of President Franklin Delano Roosevelt. Part of Roosevelt's "New Deal," the WPA's main purpose was to increase labor and employment during the Great Depression and did so by awarding grants to federal and non-federal agencies for the direct hiring of the unemployed. It became the largest of all public works programs.[13] The agency provided labor funds for nineteen types of eligible activities, ranging from malaria control to street building to recreational programs; by the time it was disbanded, the agency had contributed to the construction or renovation of over 2,500 sports stadiums around the country.[14] In Clark County, the WPA provided funding for labor to construct roads, bridges, public buildings, parks, and other structures. The county received the contemporary equivalent of $10 million in total, which created over 800 jobs over the course of the program.[15] For the construction of Kiggins Bowl, the city allocated $14,000 for materials, and the WPA covered the cost of labor.[16] Local architect Day W. Hilborn was selected for the job, and he designed an arced concrete and steel stadium with open seating and a metal truss roof (Figure 4).

Day Walter Hilborn (1897–1971)

No architect has made a larger mark on the built environment of Vancouver, Washington, than Day Walter Hilborn. Over the five decades that he practiced, Hilborn designed buildings in a variety of styles, from Art Deco style buildings at the beginning of his career to Mid-Century Modernist constructions towards the end of it. The concrete and steel stadium that he built for the Kiggins Bowl at the start of his career is a utilitarian design with Modern stylistic influence. Built into the side of the hill, its irregular arc footprint accommodates the curve of the hill and takes advantage of views of the playfield built into the carved center of the bowl.

Born in Michigan, Hilborn moved west for an education at Washington State College, from which he went on to design numerous schools, banks, churches, theaters, commercial buildings and houses throughout the Vancouver and Portland areas.[17] Despite an interruption during World War I, Hilborn earned a degree in architectural engineering from Washington State College (today Washington State University).[18] He worked for

[11] Landerholm, *Vancouver Chronology*, 320, 327.
[12] "Donor of Park," *The Columbian*; "Orders Oregon Bank Holiday" *The Tacoma Daily Ledger* (Tacoma, WA), March 3, 1933, 8.
[13] Jim Couch, "Works Progress Administration," EH.Net Encyclopedia, edited by Robert Whaples, March 16, 2008, http://eh.net/encyclopedia/the-works-progress-administration/
[14] MacMahon, Millet and Ogden 1941. pp. 6-7, 308, as cited in Couch, "Works Progress Administration."
[15] Martin Middlewood, "Clark County History: Works Progress Administration." *The Columbian* (Vancouver, WA). July 24, 2022. https://www.columbian.com/news/2022/jul/24/clark-county-history-works-progress-administration.
[16] Martinez, "Quirky History."
[17] "Architect Day W. Hilborn Dies at 74," *The Columbian* (Portland, OR), November 9, 1971, 2.
[18] Michael C. Houser, "Day W. Hilborn," Department of Archeology and Historic Preservation, Posted October, 2011, https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-day-w-hilborn.

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a period in Centralia and by 1930, was in Vancouver working as a construction superintendent for architect Richard V. Gough.[19] At the onset of World War II, Hilborn designed several homes within the six developments hastily constructed by the Vancouver Housing Authority during the defense worker housing crisis.[20] The need for housing persisted even after the war—for returning veterans as well as for the workers who stayed—and Hilborn, one of only three architects in Clark County at the time, was hired to design many of these residences.[21]

In 1954, Hilborn designed a new building for Vancouver's newspaper, *The Columbian*, located at West 8th and Grant Streets. The structure was noted for its modern design and use of reinforced concrete.[22] The Vancouver Federal Savings and Loan Building, located at 1205 Broadway Street, was completed in 1961. A piece on its opening in *The Columbian* noted "[w]ith its distinctive aluminum pylon tower and glass siding, the new savings and loan association headquarters combines modern architecture with convenience for customers."[23]

Hilborn passed away on November 8, 1971, at the age of seventy-four.[24] With a career spanning five decades, Hilborn's work is recognized for its contribution to a distinctive progression of Modern International and Northwest Regional design styles. The American Institute of Architects elected Hilborn as a member of the Washington state chapter in 1939 "on the basis of outstanding work in building design and engineering," and his work on the Kiggins Bowl stadium was cited as a contributing factor to his nomination.[25]

John Phillip Kiggins (1868–1941)

The nominated property was developed by prominent citizen John Phillip Kiggins, who the *Columbian* reported as "one of the county's most durable and dynamic politicians of the 1900s," and left a legacy in the City of Vancouver through many development projects and a robust political career.[26] Born in Tennessee, Kiggins learned the construction and building trade in the Washington, D.C., area and moved west to Vancouver in 1892 to serve in the Army at Fort Vancouver.[27] After serving briefly in Nome, Alaska, as a civilian employee of the quartermaster corps, supervising construction projects, he returned to Vancouver and became a contractor and politician, quickly developing a reputation that was closely intertwined with the development of Vancouver.[28]

His political career spanned three decades, during which he served nine non-consecutive terms as mayor as well as a brief tenure on the city's planning commission and two terms as Clark County commissioner.[29] When county commissioner, Kiggins was also a member of the Columbia River Interstate Bridge Commission that led the bi-county construction of the area's first interstate bridge, now northbound Interstate 5, which first opened on

[19] Houser, "Day W. Hilborn."
[20] Houser, "Day W. Hilborn."
[21] Houser, "Day W. Hilborn."
[22] "To Start $375,000 Plant This Week," *The Columbian* (Vancouver, WA), November 2, 1954, 1.
[23] "Ceremony Opens New Quarters," *The Columbian* (Vancouver, WA), August 9, 1961, 9.
[24] "Architect Day W. Hilborn Dies at 74," *The Columbian* (Vancouver, WA), November 9, 1971, 2.
[25] "A.I.A. Honors Day Hilborn," *The Columbian* (Vancouver, WA), June 19, 1939, 8.
[26] Gregg Herrington, "The Mayor Was A Builder," *The Columbian* (Vancouver, WA), December 30, 1999, 1.
[27] Herrington, The Mayor Was A Builder."
[28] "John P. Kiggins, Former Mayor, Dies," *The Columbian* (Vancouver, WA), 21 May 1941, 1.
[29] "John P. Kiggins" *The Columbian.*

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February 14, 1917.[30] Kiggins promoted many construction projects throughout the city including the much-celebrated Kiggins Theater, which was also designed in 1936 by Day Walter Hilborn.[31] Upon his death in 1941, local newspapers praised his commitment and contributions to the growth of Vancouver, naming him "…the city's major builder and booster," ranking him as the city's largest individual taxpayer and crediting him for expanding Vancouver's central business district and moving it northward.[32]

Kiggins Bowl Development and Use

Though the Allied Warfare work on the site had been in use for years, construction of the Kiggins Bowl and stadium began in earnest in 1937. After delays from rising costs and suspected sabotage (a steel support cable was cut in a supposed effort to hinder the project), the stadium was completed in 1939.[33] Because of both waning funds and public interest, however, the completed work did not include a drainage system, lights, or a complete plumbing system and the project was perceived by contemporary local officials as a waste of money.[34]

By the time of the stadium's construction, Mayor Kiggins had made a reputation for himself as being "persistent in securing [the bowl's] development." [35] His fixation on converting the natural amphitheater into a recreation area would define his later political career.[36] Construction of the stadium was underway at the same time as Kiggins' last re-election campaign in 1938, where political opponents successfully used the project in a fierce political contest against the incumbent, who was ultimately defeated.[37] The new mayoral administration brought a park expert from the National Recreation Association, who assessed the stadium as a "monstrosity" and recommended improving the fields but spending no more money on construction.[38] As such, with the exception of a Negro American League exhibition baseball game in 1941 between the House of David and the famed Kansas City Monarchs, the stadium did not see regular use until a new mayoral administration was elected in 1945.[39]

The City and the Vancouver School District negotiated plans in 1945 for Vancouver High School to use the facility for football games. To prepare for the upcoming season, the City installed plumbing and stadium lighting, both of which would prove revelatory.[40] By the fall football season of 1946, the stadium and athletic fields had been renovated and finally achieved widespread public acceptance. Describing the first games of the season, *The Columbian* reported that "...in all of Vancouver's history it is doubtful if so many citizens gathered in one place at

[30] "With Iron Bands We Clasp hands," *The Columbian* (Vancouver, WA), February 14, 1917, 1; "Bridge Commissioners Hold Regular Meeting," *The Columbian* (Vancouver, WA), April 10, 1919, 1.
[31] Michael Houser, "List of Hilborn Projects," Department Of Archeology And Historic Preservation, Accessed January 6, 2022, https://www.dahp.wa.gov/sites/default/files/Hilborn%20Project%20list.pdf.
[32] John P. Kiggins" *The Columbian.*
[33] "Sabotage at Kiggins Bowl Work Seen," *The Columbian* (Vancouver, WA), October 28, 1937, 1; Martinez, "Quirky History."
[34] "Kiggins Bowl Becoming Reality Natural Amphitheater at Leverich Greatly Altered Last Two Years," *The Columbian* (Vancouver, WA), May 15, 1933, 1.
[35] "John P. Kiggins," *The Columbian.*
[36] "Kiggins Bowl Becoming Reality," *The Columbian.*
[37] "Kiggins Bowl" *The Columbian* (Vancouver, WA), October 2, 1946, 6.
[38] "Kiggins Bowl" *The Columbian*; Martinez, "Quirky History."
[39] "K.C. Monarchs Powerhouse Club Have Best Outfit in History," *The Columbian* (Vancouver, WA), July 1, 1941, 7; "Kiggins Bowl" *The Columbian*.
[40] Martinez, "Quirky History."

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an athletic event as they did on the last two successive Friday nights."[41] The experience of a nighttime football game at the newly revitalized stadium was described as one of awe and esteem:

> Nothing but admiration and gasps of amazement are heard from the football spectators when they enter the stadium for the first time. The impressive setting and the fine facilities are far superior to that of hundreds of college stadia throughout the nation. "Out of this world" was the way one amazed Portland newsman described the place after his first view of the night of the opening game…Kiggins Bowl has at last come into its own. It is no longer the "white elephant" of political campaigns. It is no longer the "forgotten stadium." It is no longer a "monstrosity." Kiggins bowl stands as a permanent monument to a man who had a dream and the courage to make it come true.[42]

With the introduction of the interstate highway system in the 1950s, the Leverich property—then Leverich Park—was cut in two. After a series of negotiations, the City of Vancouver accepted payment of $100,000 from the Washington Department of Highways in exchange for a right-of-way through the park property, effectively separating the segment to the west of the highway including Kiggins Bowl from the rest of the Leverich Park land to the east.[43] The City continued to lease Kiggins Bowl to the school district for many decades to come.[44]

By 1968, the tendency of rainwater to stay on the grounds had developed to a point where community members started a fundraising campaign to support renovation work on the field and the stadium. Concerned citizens organized a committee to host a sixty-day fundraising campaign called "Operation Quagmire," which comprised a fifty-person canvassing task force, as well as a letter-writing campaign, carwashes, and a "talkathon" hosted by radio station KGAR featuring local high school football players, alumni, and fans.[45] A committee chairman described the stadium's drainage failure, stating, "…many times football players have been unrecognizable after the first play because of the mud."[46] *The Columbian* published a full-page spread highlighting the stadium's drainage issues such as non-draining turf and compacted soil, a leaking stadium roof, and chronic flooding in the dressing rooms; copies of the article were included in the letter campaign (Figure 5).[47]

When the drive ended in June, Operation Quagmire raised a total of more than $30,000 from local individuals, businesses, schools, and the Vancouver Parks and Recreation Department.[48] When work was completed, the baseball diamond which originally sat at the south end of the Kiggins Bowl field and faced into the grandstand was abandoned in favor of a new baseball diamond on the north side of the football field, and the original light poles were moved to the new diamond (Figure 6).[49] Additional renovations included the replacement of the

[41] "Kiggins Bowl" *The Columbian*.
[42] "Kiggins Bowl" *The Columbian*.
[43] "City Dads Okeh [*sic*] Pact on Leverich Park," *The Columbian (*Vancouver, WA), August 14, 1952, 1.
[44] Brian J. Cantwell "Swap May Net Artificial Turf at Kiggins," *The Columbian* (Vancouver, WA), August 6, 1985, 3.
[45] Ralph Fisher, "Kiggins Drive Slated," *The Columbian (*Vancouver, WA), April 25, 1968, 14; "Kiggins Campaign Keeps Rolling," *The Columbian (*Vancouver, WA), May 23, 1968, 18.
[46] Fisher, "Kiggins Drive Slated."
[47] Fisher, "Kiggins Drive Slated."
[48] "'Quagmire' Drive Ends, Project Shows Success," *The Columbian (*Vancouver, WA), June 6, 1968, 18.
[49] Martinez, "Quirky History."

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stadium roof, installation of a new drainage system under the football field, and the installation of new lights around the stadium.[50]

The Vancouver School District took ownership of Kiggins Bowl in 1994, as part of plans for a new Discovery Middle School which was built on a portion of forested land on the south end of the Kiggins site (Figure 8).[51] After the construction of the new school, the district abandoned the 1967 baseball diamond and converted it to a multi-use playfield.[52] Further renovations came in 1995 when school officials moved the football field 30 feet further away from the Kiggins Bowl grandstand to install paved walkways throughout the site for nearby Discovery students.[53] The school replaced the football field with Action Turf in the summer of 1997, giving Kiggins Bowl the first artificial turf field in Clark County (Figure 9).[54] In 2011, school officials rechristened the football field "Gary Boggs Field" for the coach who led the Trappers from 1965 to 2000; and in 2021–2022 the northern multi-use fields were converted to a second artificial turf football field and a six-lane running track (Figures 1, 10, and 11).[55] Further renovations during that time were aimed at improving comfort for spectators and players alike. Renovations consisted of new bleacher seating, a new fieldhouse on the north end of the south field, and many modifications to the stadium including roof replacement, seating replacement, and the installation of a second press box (Figures 12–15).[56]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Kiggins Bowl is significant under Criterion A and C with an overall period of significance of 1933 through 1967. As the resource does not possess the requisite integrity to communicate its multiple areas of significance, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Kiggins Bowl within its historic context, the resource is significant under Criterion A at the local level in the area of community planning and development. It possesses a direct connection to the recreational needs of Vancouver and it has a strong association with the city's New Deal improvements; the Kiggins Bowl has historically been a point of pride for the community of Vancouver, providing the city with a unique space in which to celebrate local sports for almost a century. The resource's period of significance ranges from 1933 to 1967 to encompass the four phases of the property's construction and ongoing development. Although the Kiggins Bowl is significant under Criterion A, alterations to its integrity of design, materials, and workmanship to its period of significance have diminished its ability to successfully convey its significance under this criterion.

[50] "'Quagmire' Drive Ends, Project Shows Success," *The Columbian*.
[51] Tom Vogt, "The Tree R's," *The Columbian (*Vancouver, WA), March 28, 1994, 3.
[52] Martinez, "Quirky History."
[53] Martinez, "Quirky History."
[54] Martinez, "Quirky History."
[55] "It's Now Gary Boggs Field at Kiggins Bowl," *The Columbian (*Vancouver, WA), September 9, 2011, 29; Tim Martinez, "Old Kiggins Bowl becomes new again with major renovation" *The Columbian* (Vancouver, WA)*,* August 28, 2022, https://www.columbian.com/news/2022/aug/28/old-kiggins-bowl-becomes-new-again-with-major-renovation/
[56] Tim Martinez, "Old Kiggins Bowl."

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The Kiggins Bowl does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the building is associated with John Kiggins, it is not uniquely associated with his productive life, wherein he made many contributions to the built environment of the City of Vancouver. Additionally, the John P. and Mary Kiggins House is already listed on the NRHP for its association with Kiggins and continues to best represent his multi-faceted contributions to the City of Vancouver. The property is, therefore, recommended not eligible for listing in the NRHP under Criterion B.

The Kiggins Bowl is also significant under Criterion C, at the local level in the area of architecture. The Kiggins Bowl is a representative example of an outdoor stadium and amphitheater built in the Moderne style. The facility embodies distinctive characteristics of its style with its cast concrete construction and elaborate entryway. Although its designer, Hilborn, may be considered a master in his field and the Kiggins Bowl was an early and prominent project in his oeuvre, the property does not possess a sufficient association with the architect to warrant significance under this criterion. Hilborn designed many other buildings in Vancouver which have a greater significance to his productive life and which more fully express particular phases of his career and work.[57] Many of these are already listed in the NRHP including the Kiggins Theater and the Clark County Courthouse; or are determined eligible such as the Vancouver Savings and Loan building.[58] Ultimately, although the Kiggins Bowl is significant under Criterion C with a period of significance of 1937—the year of the building's completion—alterations to its integrity of design, materials, and workmanship from the period of significance have diminished its ability to convey its significance under this criterion.

The Kiggins Bowl 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 Kiggins Bowl does not possess sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as not eligible for listing to the NRHP under Criterion A, B, C, or D.

[57] National Park Service, "National Register Bulletin 15: How to Apply the National Criteria for Evaluation," (Washington D.C.: Department of the Interior, National Park Service, 1990, 1995), 20.
[58] Houser, "Day W. Hilborn."

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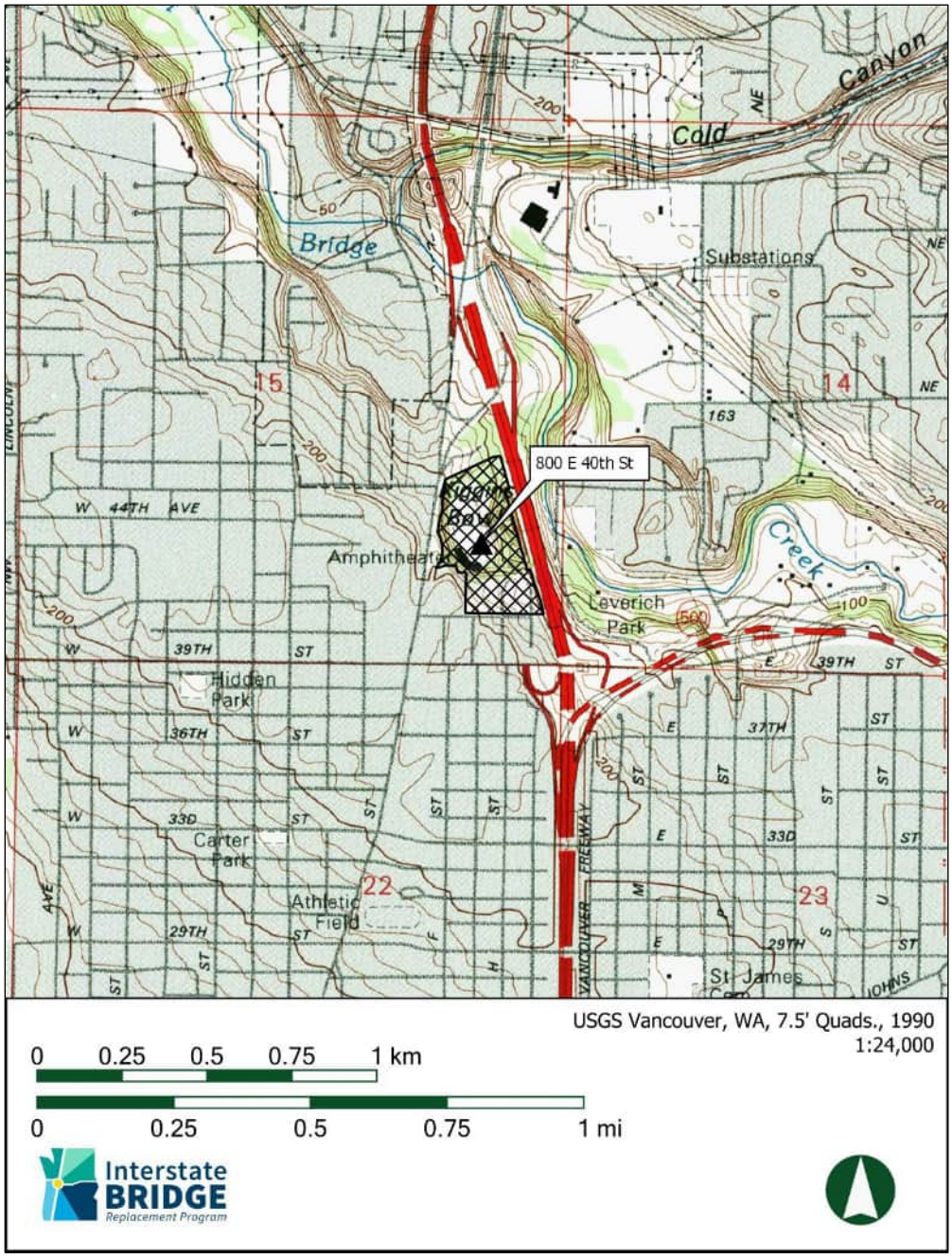


Figure 2. Location map of Kiggins Bowl, Vancouver, Clark County, Washington.

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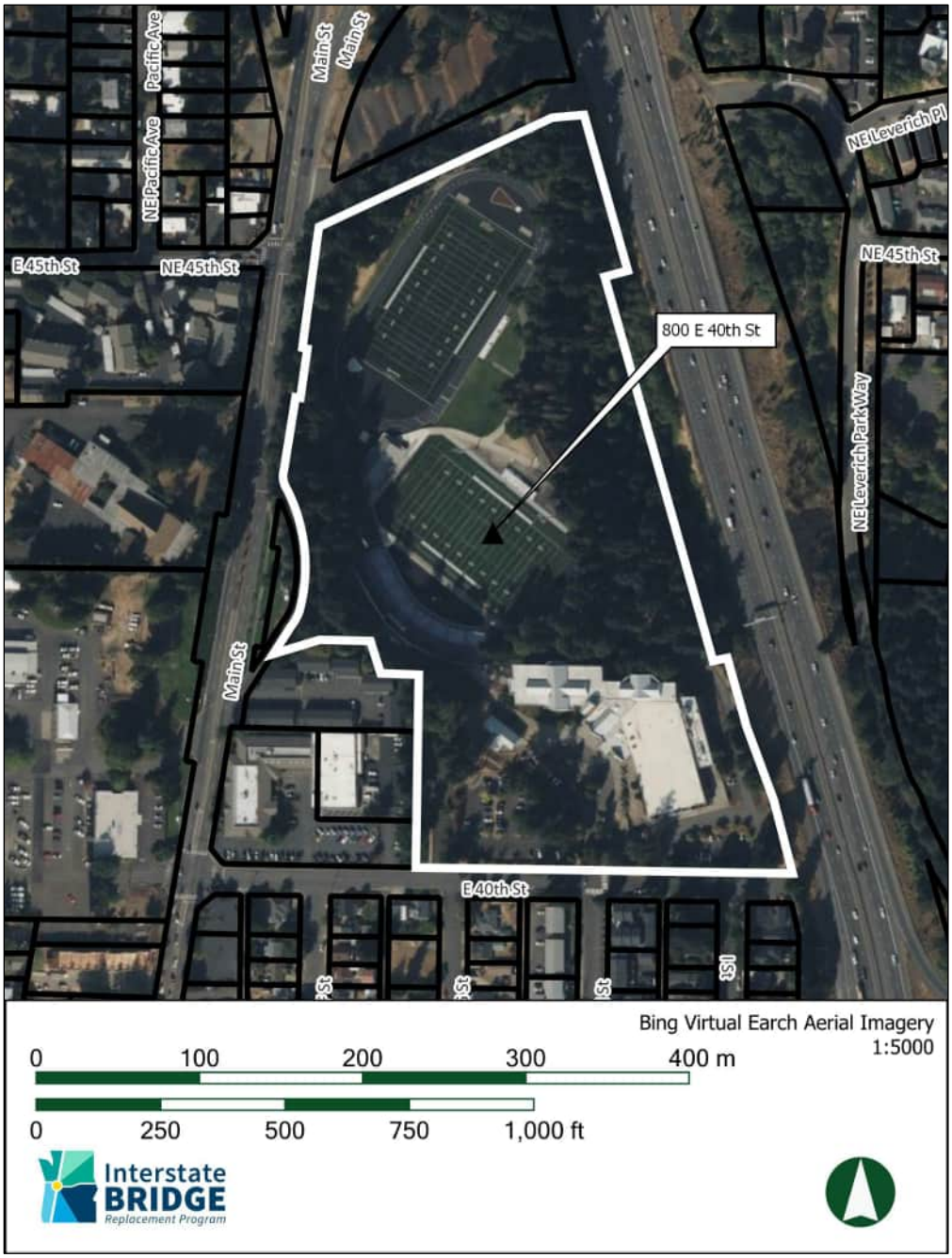


Figure 3. Aerial map of Kiggins Bowl, showing recommended NRHP boundary in white.

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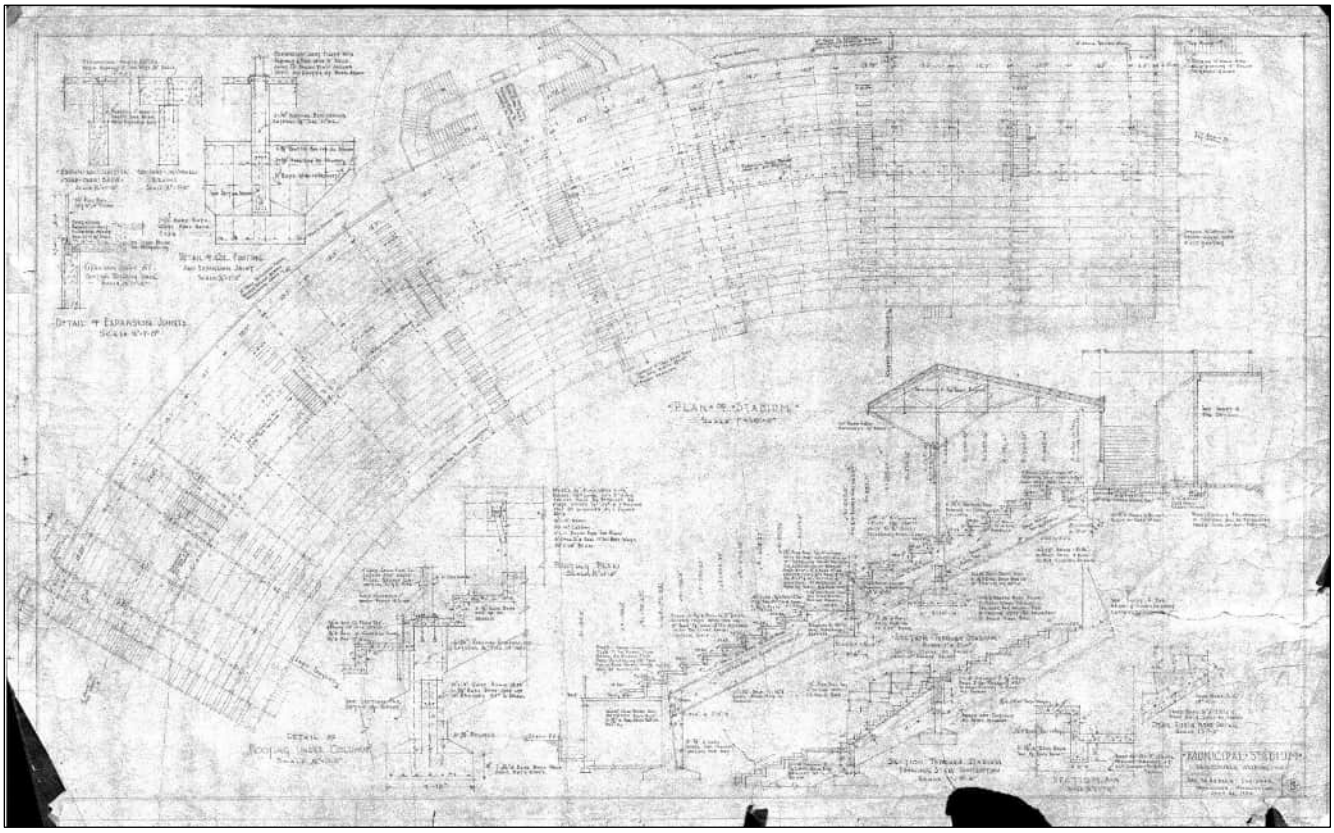


Figure 4. Architectural drawing of Kiggins Bowl stadium (1936) by Day Walter Hilborn, on file at Vancouver Public Schools archive (Martinez, *The Columbian* [Vancouver, WA], August 8, 2022).

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Figure 5. Detail of newspaper spread from “Operation Quagmire” campaign describing Kiggin’s Bowl drainage issues (Fisher, *The Columbian* [Vancouver, WA], 14).

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Figure 6. Kiggins Bowl after "Operation Quagmire" renovations, view facing southwest. Photograph by Walt Hicks, July 19, 1968 (Martinez, *The Columbian* [Vancouver, WA], August 8, 2022).

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Figure 7. Kiggins Bowl with dirt pathways (Google Earth Pro July 1990).

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DAHP Project No. 2020-12-07501	SHPO Case No. 2020-12-07501
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Figure 8. Kiggins Bowl and newly constructed school to the south (Clark County GIS September 1994).

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Figure 9. Kiggins Bowl, with abandoned north ballfield, re-designed south field, and newly installed paved walkways (Google Earth Pro July 2000).

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Figure 10. Kiggins Bowl with newly installed north football field and enlarged south field and pathways (Google Earth Pro July 2022).

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Figure 11. Kiggins Bowl stadium seating and south field. View facing southeast (WillametteCRA May 6, 2023).

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Figure 12. Kiggins Bowl stadium. View facing northwest (WillametteCRA May 6, 2023).

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Figure 13. Kiggins Bowl stadium, detail of metal truss substructure. View facing northwest (WillametteCRA May 6, 2023).

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Figure 14. Kiggins Bowl stadium, south and west elevations of the new press box. View facing north (WillametteCRA May 6, 2023).

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Figure 15. Kiggins Bowl stadium, detail of new brick retaining wall. View facing northwest (WillametteCRA May 6, 2023).

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Figure 16. Kiggins Bowl stadium, detail of metal truss roof substructure (WillametteCRA May 6, 2023).

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Figure 17. Kiggins Bowl stadium, rear stairwell, view from upper landing (WillametteCRA May 6, 2023).

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Figure 18. Kiggins Bowl stadium, rear stairwell, view from lower landing (WillametteCRA May 6, 2023).

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Figure 19. Kiggins Bowl stadium, upper entrance to rear stairwell. View facing south (WillametteCRA May 6, 2023).

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: Pacific First Federal Savings and Loan Association (WA 1133)	WISAARD Property ID: 729874
Street Address: 915 Broadway Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 39150000	Plat Block Lot: East Vancouver, Block 37
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.628420°, -122.670099°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / business	Construction Date: 1975
Historic Use: COMMERCE/TRADE / business	Alterations & Dates: 1993, Renovation with electrical and mechanical upgrades; 2013, Interior renovation, landscaping alteration (addition of iron fence), new exterior paint; 2014, Water fountain removed from exterior landscaping
Architectural Classification / Resource Type: Other: Late Modern / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Commercial - One-Part Vertical Block	
Window Type & Material: Curtain Wall & Aluminum	Exterior Surface Materials: Primary: Brick Secondary: Glass Decorative: Wood	
Roof Type & Material: Flat with Parapet, Asphalt/Composition		
Structural System Type: Metal - Steel	Plan Type: Square	
Number of Stories: 4	Changes to Structures:	
	Category:	Change Level:
Styles: Late Modern	Plan	Intact
	Windows	Intact
Register Status: Not listed	Cladding	Slight
	(Other) Landscaping	Slight
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

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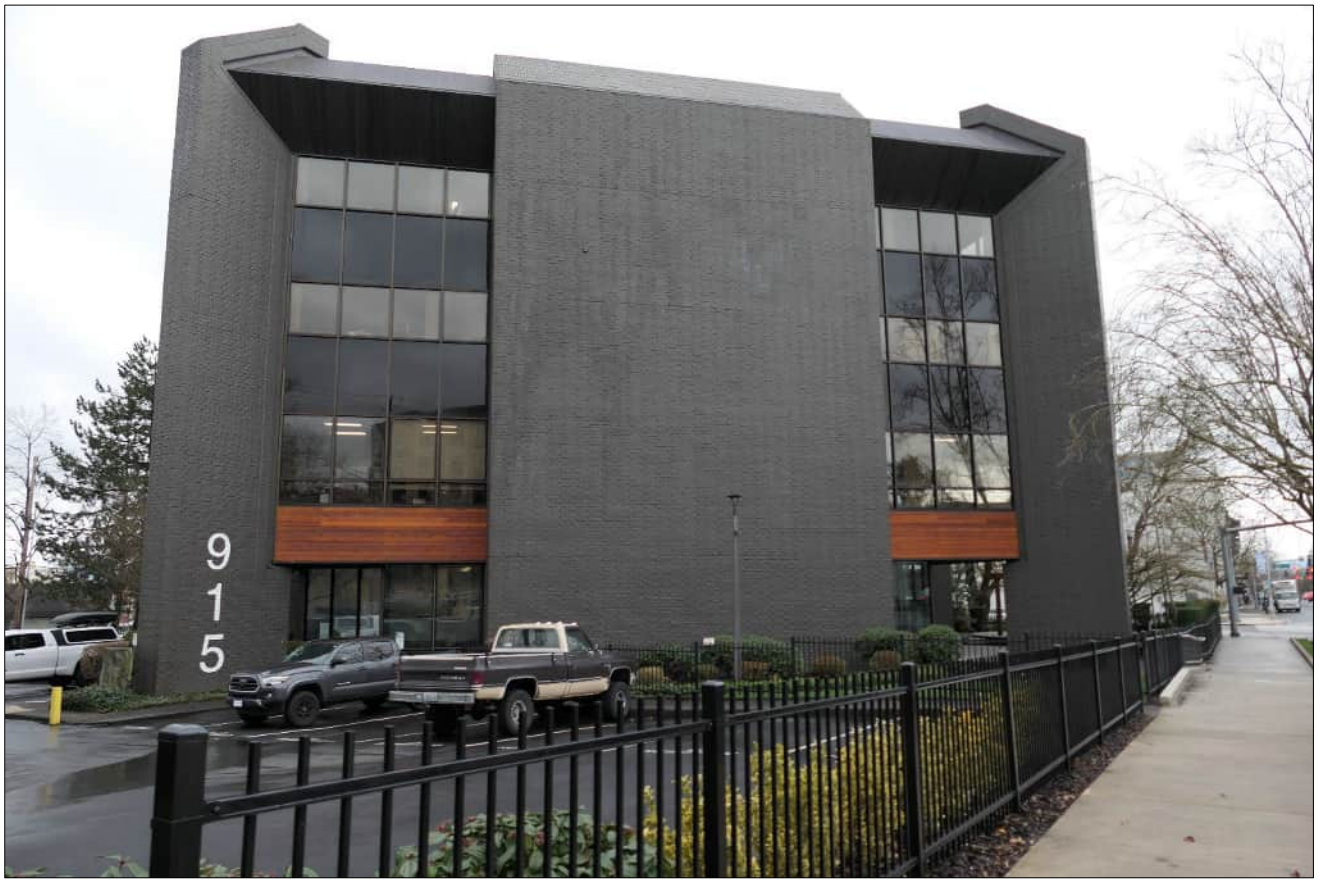


Figure 1. Northeast elevation of 915 Broadway Street, view facing southwest (WillametteCRA January 22, 2024).

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:

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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PHYSICAL DESCRIPTION

The building at 915 Broadway Street, hereafter referred to by its historic name, the Pacific First Federal Savings and Loan Association (Pacific First Federal), is a Late Modern professional office building that occupies the north half of the double block defined by East Evergreen Boulevard, C Street, East 8th Street, and Broadway Street in the Esther Short neighborhood of Vancouver, Clark County, Washington (Figures 1−3). The resource is located on the east side of the neighborhood, across C Street from the Vancouver Community Library, and one block west of the dense business district along Main Street. The area around Pacific First Federal is a mixed-use zone defined by gridded streets, medium- and high-rise residential buildings, and low- and medium-rise commercial buildings.

The resource is set back within a rectangular tax lot, measuring approximately 260 feet east to west and 240 feet north to south, surrounded by landscaping, hardscaping, and, on the east and south sides of the lot, an associated paved parking lot. The tax lot includes the building as well as these associated features. The resource has a square footprint, approximately 90 feet in both directions, which is oriented 45 degrees from true north. It is constructed atop a poured concrete foundation with reinforced concrete walls clad in a veneer made of oversized bricks laid in a 1/3 bond; each brick has angled edges that emphasize the zipper-like vertical pattern (Figure 9). Inset glass curtain wall systems made of tinted glass and dark spandrels flank the central structural panel on every elevation and, at the ground level, turn into projecting sunrooms on the northwest, southwest, and southeast elevations (Figures 4−9). At each corner is a brick-veneered pier, oriented at 45 degrees to the building volume. The building terminates at a flat roof with an unusual inclined parapet. The roof is covered in asphalt/composition sheathing.

In addition to the glass curtain walls, the building's fenestration includes two primary entries, each of which is located at corners of the building, one at the west corner, facing C Street, and one at the north, facing Evergreen; both are recessed approximately 15 feet from the building's exterior envelope. The entries are full glass double doors set within an aluminum-framed glass storefront. Fixed aluminum-frame windows abut either side of the entries (Figure 15). Above the entries are stained, horizontal board wood panels (Figures 5 and 6). The interior of the building was not accessible at the time of survey.

Because the building is rotated from the surrounding street grid, the landscaping and hardscaping are important features of the resource. The triangular shaped zones in the southwest and northwest corners of the lot are defined by elaborate landscaping, including an irregular rock garden infilled with mature bushes, shrubs, and trees, as well as an outdoor patio underneath a wood pergola, surrounded by similar greenery (Figures 5 and 9). Sidewalks curve through various parts of the landscaped space and also line Evergreen Boulevard, Broadway Street, and C Street, intersecting at various points with the city bus stops on Broadway and Evergreen, and edged by a wrought iron fence. A paved surface-level parking lot occupies the south and east sections of the tax lot. Two driving lanes lined by perpendicular parking spaces are interspersed with concrete sidewalks, planting beds, and mature bushes and trees. The parking lot is accessed from Broadway Street and from C Street. A metal sign and small pavilion-roofed shed are also located within the parking lot.

Alterations

Since its original construction in 1975, the building has undergone few exterior changes. Upon its purchase in 1993, the building underwent an interior renovation with electrical and mechanical upgrades. More recently, again after a new acquisition, the brick veneer was painted a dark grey in 2013, the wood panels over the primary entries were replaced with panels made from unpainted horizontal wood boards, the main lobby was transformed

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into a co-working space, and lobbies on each floor were "updated."[1] Angled street parking on Broadway and C Streets was removed and new bus stops were added between 2007 and 2012, which impacted the relationship between the resource's tax lot and its surroundings. An iron fence was added along Broadway between 2007 and 2012, likely in response, and along Evergreen in 2013. The same year, the sculptural water fountain in between the building and Evergreen Boulevard was removed and replaced with a wood pergola (Figures 12−14).

Boundary Description

The resource is located at 915 Broadway Street, in the Esther Short neighborhood of Vancouver, Clark County, Washington. The building's parcel (39150000) is bounded by Evergreen Boulevard to the north, C Street to the east, Broadway Street to the west, and the former "Sculpture Garden on Broadway" to the south.[2] The parcel includes the office building, an associated surface parking lot, and associated landscaping. As all these features contribute to the property's historic significance, the recommended National Register of Historic Places (NRHP) boundary is the original boundary of the resource parcel.

INTEGRITY

Since its original construction in 1975, the Pacific First Federal building has changed little in form or use. It is still located in its original location and is used for commercial office space. The setting around Pacific First Federal has continued to develop and there are more buildings surrounding the resource, but they are of a similar scale and address a similar user, a local resident making use of Vancouver's downtown businesses. Modifications to the landscape design, including the removal of the large, sculptural public water fountain that was easily accessed from the city sidewalks along Evergreen Boulevard, its replacement with a wood pergola, and the addition of an iron fence, have changed the building's engagement with the street—a function of its siting. Additionally, although the building always had a number of tenants, the departure of the anchor tenant, Pacific First Federal (and its subsequent configurations), has slightly diminished the building's integrity of association. The commercial bank was committed to the community not just in its mission but also in visible ways: the siting of the building, ease of access, and a community room available inside. Other than superficial changes like exterior paint and expected tenant improvement projects on the interior, there are few notable alterations. The building retains its integrity of location, setting, materials, workmanship, and feeling, and has slightly diminished integrity of design and association.

STATEMENT OF SIGNIFICANCE

The building at 915 Broadway Street in Vancouver, Clark County, Washington, was constructed in 1975 for the Pacific First Federal Savings and Loan Association, a savings bank established in Seattle in 1907. By midcentury, the bank was one of the ten largest savings associations in the country, with branches in Bellingham,

[1] Alterations were noted in the local paper, *The Columbian*, each time the building was sold. See Gretchen Fehrenbacher, "Changes afoot in Tower," *The Columbian* (Vancouver, WA), November 3, 2004, E1−E2; Cami Joner, "Developer buys another downtown Vancouver building," *The Columbian*, May 22, 2013, accessed January 19, https://www.columbian.com/news/2013/may/22/developer-buys-downtown-site/.

[2] As of January 2023, the Sculpture Garden on Broadway, which had been envisioned as a "hanging-out-with-art mecca" in the 1990s, was never realized to its potential. The four sculptures that had been installed in the pedestrian plaza were moved in 2018 to the Mary Granger Sculpture Garden at the Vancouver Community Library, just a few blocks away. See Scott Hewitt, "Sculpture Garden sprouts at Vancouver Community Library," October 4, 2018, accessed January 30, 2024, https://www.columbian.com/news/2018/oct/04/sculpture-garden-sprouts-at-vancouver-community-library/.

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Seattle, Portland, and Eugene, and headquartered in Tacoma. In response to the increased business the commercial banking company handled in savings and mortgages in Vancouver, the bank petitioned for and received approval from the Federal Home Loan Bank Board to open a new branch in early 1973; at that point it was the largest savings and loan association in the Pacific Northwest and within the top twenty of the country's largest.[3] Designed by local Vancouver architecture firm Nelson, Walla and Dolle (NWD), and built by the Minden Construction Co., the new branch building exemplified the characteristics of Late Modern corporate architecture: the idealized geometry of its square footprint, and pure volume of the cube, the implication of rotation within the building in the corner structural piers and chamfered corners, the relationship between the volume of the building and the street, linked by innovative landscaping and primary entries that engaged multiple streets.

The building opened in the fall of 1975 (Figures 10−12). Employees of Pacific First Federal happily moved from their temporary quarters in a trailer into the building, which the vice president claimed was "symbolic of the association's confidence in Vancouver and Clark County, confidence that big things will continue to happen here."[4] The double-height lobby was lined with teak and had a rotating local art selection. As part of its commitment to the community and as an expression of its willingness to engage with neighbors, Pacific First Federal included a large meeting room on the second floor of the new building, which it offered free of charge to community groups.

The building was constructed during a period of intense discussions concerning a comprehensive plan for the City of Vancouver, particularly centered on the role and vitality of the central business district. The area contained within 7th Street, Washington Street, Mill Plain Boulevard, and C Street in downtown Vancouver was stunted by the city's lack of parking, especially as most residents opted for personal transportation in the postwar period. The 21-block area was dominated by the presence of financial institutions like Pacific First Federal, which, together, owned more than a third of those blocks. Pacific First Federal was the sixth largest of the downtown property owners, and also one of the most recently constructed buildings. The bank's owners had already taken the effects of the building and downtown street life into account, it was reported, and were in favor of the comprehensive plan that proposed parking structures and a strict zoning ordinance. Surrounded by parking, the building's design solved its own circulation needs. The serpentine sidewalks, which had been approved by the Vancouver City Council, added a playful and functional detail to the large mass of the building.

Pacific First Federal merged with Community First Federal in 1988. It was later purchased by Royal Trustco Ltd., a Canadian conglomerate, in 1989, and again in 1993, by Washington Mutual Savings Bank. On the occasion of the latter sale, Vancouver businessman Edward Henry Pietz (1921−2011), who had founded the Red Lion/Thunderbird organization, purchased the four-story building at 915 Broadway and converted it to office use. After the initial reconfiguration, the newly named Pacific Tower was updated with electrical and mechanical upgrades and various other redesigns of floor space to make the leasable area more usable. The building was sold in 2013 to local developer Ryan Hurley's business, Ten Talents Investments, 5 LLC. Hurley updated the main interior lobby and the smaller lobbies on each floor, and "spruced up" the exterior with paint and landscaping. The building is currently leased as commercial space to professional organizations.

[3] "Pacific First Federal Approved," *The Columbian* (Vancouver, WA), March 13, 1973, 21;
"Pacific First S&L Given OK," *The Columbian* (Vancouver, WA), March 7, 1973, D10.
[4] Ed Mosey, "New quarters boost hopes for increased loan trade," *The Columbian* (Vancouver, WA), August 6, 1975, 23.

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Redeveloping Downtown Vancouver

The context for the development of Pacific First Federal is rooted in city planning issues that Vancouver—and many American cities—had in the late middle decades of the twentieth century, much of which resulted from large-scale urban renewal. Urban Renewal was a programmatic solution to a problem that was identified in many American cities in the middle decades of the twentieth century, namely, how to address historic settlements that no longer met the standards of "modern" life but occupied the historic core of the city. Subsequently, the downtown area lacked new development, losing money and allure to outlying areas. The idea of "renewal" originated in the 1930s, tied to "slum" clearance and public housing projects. The national Housing Act of 1949 set goals that eliminated substandard and "otherwise inadequate" housing in order to facilitate a "decent home and suitable living environment for every American family."[5] Five years later, new provisions were added calling for "rehabilitation of existing houses and neighborhoods and for demolition of worn-out structures and areas which must advance along a broad unified front to accomplish the renewal of our towns and cities."[6] With such expansion, the Urban Renewal Administration had jurisdiction over projects involving urban planning, community renewal, mass transportation, neighborhood renewal, open space land grants, and several types of housing projects.[7] Between 1950 and 1974, cities like Vancouver received federal funding from the Housing and Home Finance Agency (HHFA) for planning, code enforcement, and the rehabilitation of structures and neighborhoods.

The first area designated as "blighted" and marked for urban renewal in Vancouver was in the west half of the Esther Short neighborhood, the earliest settled area (outside of Fort Vancouver) in the city. The 56-acre area contained dwellings, most of which had been converted from single-family to multi-family, and public housing projects, but had since been zoned commercial. This discouraged residential investment and permitted intermittent commercial and light industrial development. The city's first "workable plan," implemented in 1956, rezoned the western area of downtown as Industrial, maintaining a Central Business District (CBD) to the east of Esther Short Park, and designating an area to the north—between Evergreen Boulevard and 12th Street—as a multi-family district. [8] The plan received federal funding in 1961, but development investment lagged through the 1960s; the last parcel of land in the urban renewal area was finally sold in 1972.[9]

A 1960 Comprehensive Plan focused extra attention on the quickly growing regions in outer Clark County, but with little consideration of how that development would compound the ills of downtown Vancouver. Suburban sprawl along highways increased reliance on the personal automobile and soon, parking was the biggest obstacle in the future development of Vancouver's CBD (defined as the zone between Washington and C Streets, as far north as 12th Street). Over the next two decades, several comprehensive plans were submitted to the city that attempted to redress this issue, including a 1963 plan dubbed the "Clark-Coleman Plan," a 1967 plan by NWD (architects of Pacific First Federal), and a 1976 plan by San Francisco planner Rai Okamoto (1927–1993). More

[5] Housing Act of 1949 (Section 2 and Title V). https://www.govinfo.gov/content/pkg/COMPS-10349/pdf/COMPS-10349.pdf.
[6] Housing Act of 1954. https://www.govinfo.gov/content/pkg/COMPS-10344/pdf/COMPS-10344.pdf
[7] There are innumerable sources on American Urban Renewal. For a general background and Vancouver projects specifically, see John Merril, "Development of Proceedings for an Urban Renewal Project: The Esther Short Project," Master's thesis, Oregon State University, 1964. Accessed January 26, 2024, https://ir.library.oregonstate.edu/concern/graduate_thesis_or_dissertations/h702q894t. John Merrill was Vancouver's City Planner.
[8] A "workable" program was one of the requirements for federal participation in urban renewal programs; it was a means by which cities showed overall competence and an engaged public. Vancouver's first plan was prepared by the city planning department in 1956.
[9] Merrill, "The Esther Short Project."

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urban renewal studies were conducted, including one in 1972 that recommended designating 210 acres of downtown Vancouver—as far north as Fourth Plain Boulevard—as "blighted."[10] Other attempts at correction were made through Local Improvement District, or LID, plans. Development in the downtown business district, as was the case with Pacific First Federal, happened piecemeal, through conditional use permits and variances.

Vancouver's CBD became the focus of multiple studies, and the sole interest of at least one group concerned with its future, the Downtown Development Association. City officials and the editorial staff at *The Columbian* called attention to the problem but had no obvious solutions: "Core Area Problem Recognized but No Path to Solution Seen" was the headline after a meeting of local planners and businessmen, all worried over downtown Vancouver's problems and unoptimistic future. Lester Applegate (1920–2005), the city's director of urban renewal, defined the perceived issues: outmoded street plans, a lack of parking options, general unattractiveness due to competing signage and advertising, unkempt and aging buildings, and the dreariness of a concrete environment.[11] By 1974, the editorial staff at the paper identified that the value of over 50% of the downtown lots was higher than the value of the buildings occupying them.[12]

Pacific First Federal bucked the trend, demonstrating the company's willingness to invest not only in Vancouver's residents and its CBD, but also its willingness to help improve it by adding a substantial, thoughtfully designed building right downtown. The siting of the four-story building encouraged interactions at street level by creating pockets of green spaces and a sculptural water fountain that acted as a plaza. Programmatically, it did the same, offering free of charge a community room inside the office building.

The construction of Pacific First Federal marked the beginning of the changing character of downtown Vancouver, and it was quickly followed by the construction and renovation of other commercial office buildings, including First Federal Plaza (now 1220 Main Place), the Arts Building, and the Nelson/Walla/Dolle building (now the Dolle Building, 500 W 8th Street).[13] In the succeeding decades, downtown revitalization has continuously increased the number of buildings in Vancouver's historic core, made public transportation more accessible, and parking and traffic less of a problem. Esther Short Park was renovated, and with residential construction reintroduced in the area in the late 1990s, the street life of downtown Vancouver acquired and maintained a new sense of vitality. Development around the building continues to encourage an active downtown: a public sculpture garden, "Sculpture Garden on Broadway," was installed at the southern edge of the building's parcel in 1997, and the Vancouver Community Library, which sits opposite C Street from Pacific First Federal, was constructed in 2011.[14]

Nelson, Walla and Dolle, Architects

Nelson, Walla and Dolle, the Vancouver-based architecture firm that designed the Pacific First Federal building, was named for its three partners, Don Nelson (1927−2006), Harlow "Ed" Walla (1927−1983), and James Dolle

[10] "Last Gasp Effort" *The Columbian* (Vancouver, WA), September 24, 1972, 34; "City Asking what went wrong in 'blight' effort." *The Columbian.* October 26, 1972, 37; see also Davd Jewett, "City Plans Hasty Study of Blight to Get Funds." *The Columbian.* May 03, 1967, 11. The 1967 Vancouver Workable Plan was approved by mayor Al Angelo, and Dr. Mihail W. Dumbeliuk-Czernowicky completed the neighborhood analysis of it. See Don Chandler, "City Must Overcome some Built-In Handicaps" *The Columbian* August 24, 1967, 13.
[11] Don Chandler, "Core Area Problem Recognized But No Path to Solution Seen." *The Columbian* (Vancouver, WA), August 30, 1966, 2.
[12] "Which Way Downtown," *The Columbian* (Vancouver, WA), March 3, 1974, 26.
[13] Steve Pierce, "'No vacancy' signs hang on downtown offices." *The Columbian* (Vancouver, WA), May 17, 1981, 20.
[14] Indicative of the constant attention to Vancouver street life, the sculptures were later moved to the library location.

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(1931−2023). The firm, founded in 1962, was well-known for its versatility, and over the course of its twenty-one-year operation designed a wide variety of projects throughout the west coast including municipal buildings, hospitals, schools, residences, offices, hotels, and shopping centers.[15] In step with contemporary styles, much of the firm's work, like Vancouver City Hall, can be categorized as New Formalism, a style with updated Classical precedents that was popular in the United States from the 1950s through the 1970s. The firm was willing to work with new materials and new ideas, which resulted, in the case of the Red Lion and Thunderbird hotels, in what some called garishness, but the firm was respected mostly for its "fine, serviceable buildings."[16]

Don Nelson and Ed Walla attended high school in Vancouver, and both left, along with Don Cassady, Don Eby, George Dokos, and Louis LaDouceur, to study architecture at Washington State College (now Washington State University). All six became architects, and five of the six returned to Vancouver to practice.[17] While in school, Ed Walla met Jim Dolle in a design lab, and the three moved within the same network after college. Nelson became the chief draftsman for Vancouver architect L. E. McCoy and then joined the Seattle firm of Jones, Lovegren, Helms and Jones. Walla worked for Day Walter Hilborn in Vancouver. Dolle worked as an engineering officer in the Air Force, and then as a draftsman for Edwin C. French and, later, John W. Maloney. Walla convinced him to join the Hilborn firm and relocate to Vancouver. Nelson and Walla started a practice together in early 1962, and Jim Dolle joined the roster later that year. The name, Nelson, Walla and Dolle, was officially changed in April of 1963.[18]

The first sizeable commission the trio received was a seed extractor for the US Forest Service along the Wind River. Two years into their practice, the firm had been commissioned to design close to $2,500,000 worth of construction.[19] The firm designed many of Vancouver's downtown buildings, coinciding with a building campaign the city undertook as part of its Urban Renewal program. In addition to Pacific First Federal, the firm designed Vancouver City Hall, Vancouver Police Station, Fort Vancouver High School, Evergreen Memorial Gardens, the Boise Cascade offices, the Fletcher-Daniels Title Company, the Rudy Luepke Center for Senior Citizens, and over forty Red Lion and Thunderbird hotels.[20]

The firm introduced an interiors practice, NWD Interiors, as a subsidiary in 1972. The company moved to a new building at 500 West 8th Street. Ed Walla died from leukemia in 1983, and the remaining two partners disbanded NWD and opened distinct practices. Don Nelson created Don Nelson & Associates and Jim Dolle formed a partnership with Larry Swatosh, who had been the director of design at NWD, called Dolle Swatosh Partnership (DSP). Nelson retired in 2003 and died in 2006; Dolle retired in 1995 and died in 2023.

Late Modern Style Architecture

Late Modern encompasses a time period as much as it does character defining features. Bridging the (rather large) gap between International Style architecture (circa 1925−1960s) and the disciplinary reaction to it, Postmodernism (1964−circa 1990), buildings constructed during the Late Modern period share characteristics

[15] Jack Hopkins, "Progress Report," *The Columbian* (Vancouver, WA), September 12, 1972, 20.
[16] Douglas Gantenbein, "Local Designs reflect quality, diversity," *The Columbian* (Vancouver, WA), December 11, 1979, 38.
[17] James F. Fowler, "Designing Trio on Their Way," *The Columbian* (Vancouver, WA), March 30, 1965, 15.
[18] "Architects' Firm Name Is Changed," *The Columbian* (Vancouver, WA), April 3, 1963, 20.
[19] Fowler, "Designing Trio."
[20] NWD worked extensively with the Red Lion Hotel Chain (also known as the Thunderbird Corporation, Thunderbird-Red Lion, and Thunderlion) beginning in 1969. The company designed the hotels with local influences, such as extensive wood detailing for the properties in the Pacific Northwest.

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with both precedent and succedent. The phrase was defined in 1977 by architectural historian Charles Jencks, who has since become known for his expert tracking of the evolution of architectural styles, but at the time wanted to differentiate between two main tendencies of architectural practice: those who produced an "elaborated or mannered Modernism," and those who rejected Modernism almost completely.[21] He dubbed the two trends Late-Modern and Post-Modern, respectively, both of which were ideologically related to International Style architecture.

International Style (or High Modernism) was underscored by its utopian motivations, with designers privileging simplicity and straightforwardness in buildings that completely broke with the past while simultaneously offering a new way of clean, open, and contemporary living. Formally, this appeared in buildings of pure, abstract volumes defined by unornamented planes and ribbon windows, and often isolated from their surroundings in order to maintain a clarity of the building's presence. As the ideology of Modernism slowly proved to be unsuccessful, some disillusioned designers adapted these traits to new ends. With the understanding that architecture was no longer (nor ever was) the solution to society's ills, Late Modern designers approached their buildings pragmatically, and with careful attention to the building's function and its human user. Although buildings were often still isolated from their surroundings, they were more "monuments in the park" as opposed to the High Modernist "towers in the park," and further democratized by sitting directly on the ground, rather than on a plinth or base.[22] Instead of abstract volumetric form, Late Modern buildings were defined by their sculptural form, often with structure and construction functioning as ornament and windows understood to be holes in the wall rather than continuations of it. These buildings were more symmetrical than their Modern counterparts, extruded masses interrupted by technical processes like formal rotations or mirroring or repetition.[23] There were various subsets of Late Modern architecture, including Brutalism, High Tech, Glass Skin, New Formalism, Expressionism, Productivism, and Deconstructivism, which shared many of the aforementioned characteristics while emphasizing others. Although these styles were deployed on all types of buildings throughout the 1970s, certain trends prevailed in the United States, such as Glass Skin for corporate projects, and Brutalism for governmental buildings.[24] Because the style is more tied to a time period, it did not define entire careers or oeuvres of architects. Architects who designed notable buildings in the style are Norman Foster, John Portman, Cesar Pelli, Fumihiko Maki and the Metabolists, Gordon Bunshaft, and Kevin Roche.[25]

Postmodern architecture (Post-Modern, in Jencks' early writings on it), on the other hand, returned to disciplinary concerns and deployed historical references in attempts to contextualize new work while maintaining that the approach was populist and inclusive. Postmodern architecture re-embraced ornament, symbolism, representation, complexity, and ambiguity in playful and eclectic assemblies and collages. Designers were concerned with communication—how the building communicates its function, how it attracts its user, how it connects to previous traditions. Many designers adopted Postmodernism for the length of their careers. Notable architects include Robert Venturi, Charles Moore, Philip Johnson, Robert Stern, Hans Hollein, Richard Rogers, and Arata Isozaki.

[21] Jenck's essay "Late-Modernism and Post-Modernism" was first printed in Architectural Design in 1978. It is included in his collection, *Late-Modern Architecture and Other Essays*. New York: Rizzoli, 1980.
[22] Jencks lists the comparative characteristics of the three styles in a pictorial essay, see Jencks, 32.
[23] Jencks, 32.
[24] There are many resources that attempt to parse the distinctions and rationale of various styles, albeit none definitive. In addition to Jencks, Stephanie S. Foell and Judith H. Robinson, Growth Efficiency and Modernism: GSA Buildings in the 1950s, 60s, and 70s (Washington DC: US General Services Administration), 2003, discusses the style of governmental buildings; and Daniel Paul, "Los Angeles Citywide Historic Context Statement: Late Modern, 1966-1990." (Los Angeles: Department of City Planning), 2020, has compiled contextual information about the styles most often found around Los Angeles.
[25] This is a pared-down version of Jencks' roster, 13.

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In the case of Pacific First Federal, the extruded square symmetrical form indicates a Late Modern approach, which is accentuated by detailing that combines components from Glass Skin and Brutalist styles. The 45-degree rotation of the building on the site is legible because of the brick piers at every corner, oriented to the cardinal directions and implying an internal architectural process of rotation. The upturned parapet at the top of the building, like several Brutalist buildings of the same era, embeds a sense of authority without also imposing a formal hierarchy. The ornament of the building is achieved through the texture of the brick surface juxtaposed with the slick glass curtain wall, which clearly articulates the function of the office building. Not only does the brick create a rhythm to the repeated elevations, it downplays the visual slipperiness of the curtain wall and humanizes the overall scale of the large building, which sits directly on the ground. The siting of the building also connects it to the surrounding streets: visually, because the distance and rotation allow for a comprehensive view at street level, and physically, because the landscaping and curving sidewalks around the water fountain/pergola were designed to encourage unplanned pauses and unexpected visits to the building. The latter is diminished by the addition of the fence.

Pacific First Federal was the first building constructed in the downtown area after it had been drastically affected by urban renewal, and NWD designed it with features that indicated its contemporaneity while maintaining an appropriate presence for a reputable business. Other Late Modern buildings were built in Vancouver, like the well-received brick-clad Pacific First Plaza at 12th and Main, or the two-story Dolle building constructed adjacent to Esther Short Park. Because of Pacific First Federal's unique siting, the building's clarity is quickly discerned, making it the best example of the style in Vancouver's CBD.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Pacific First Federal building, at 915 Broadway Street, is significant under Criterion C with an overall period of significance of 1975. The resource possesses the requisite integrity to communicate its significance and is therefore recommended eligible for listing in the National Register of Historic Places.

Based on WillametteCRA's evaluation of Pacific First Federal 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 contributed to the revitalization of downtown Vancouver and was an integral element in the bank's institutional engagement with the local community, it does not, as an individual resource, adequately represent this pattern of events; additionally, the departure of the eponymous tenant changed the nature of the building's relationship with the community.

The resource does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. The resource is therefore not recommended eligible under Criterion B.

The building is significant under Criterion C, at the local level in the area of architecture. Pacific First Federal embodies the distinctive characteristics of the Late Modern style and its type of construction. The bank was one of the first institutions to reinvest in downtown Vancouver during its period in the aftermath of Urban Renewal; as such, it is the best extant example of the style in the CBD of the city. The period of significance for this criterion is 1975, the year the building was built.

The office 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.

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In summary, Pacific First Federal Savings and Loan Association retains sufficient integrity to communicate its area of significance. WillametteCRA recommends the resource eligible for listing in the NRHP under Criterion C with an overall period of significance of 1975.

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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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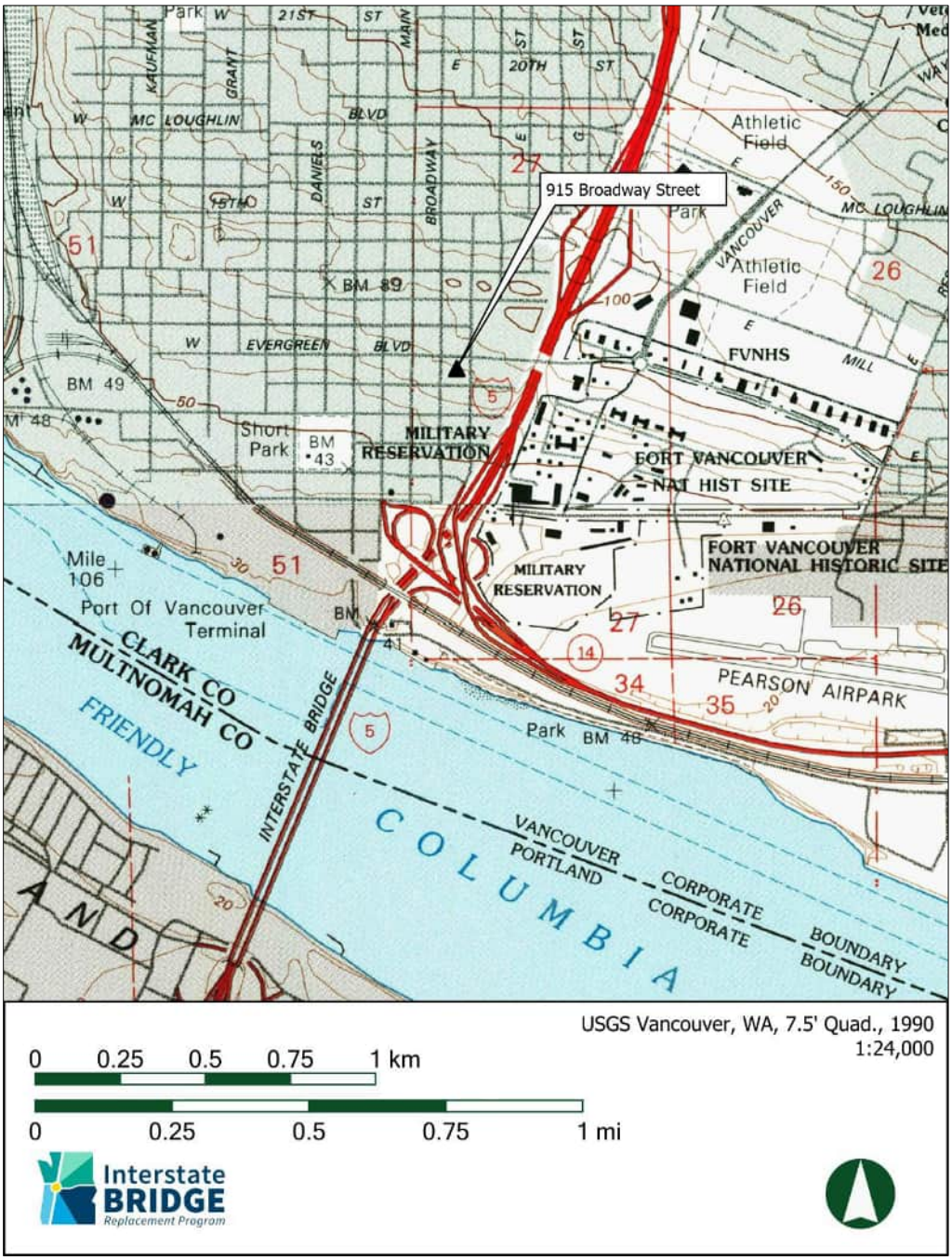


Figure 2. Location map of 915 Broadway Street, Vancouver, Clark County, Washington.

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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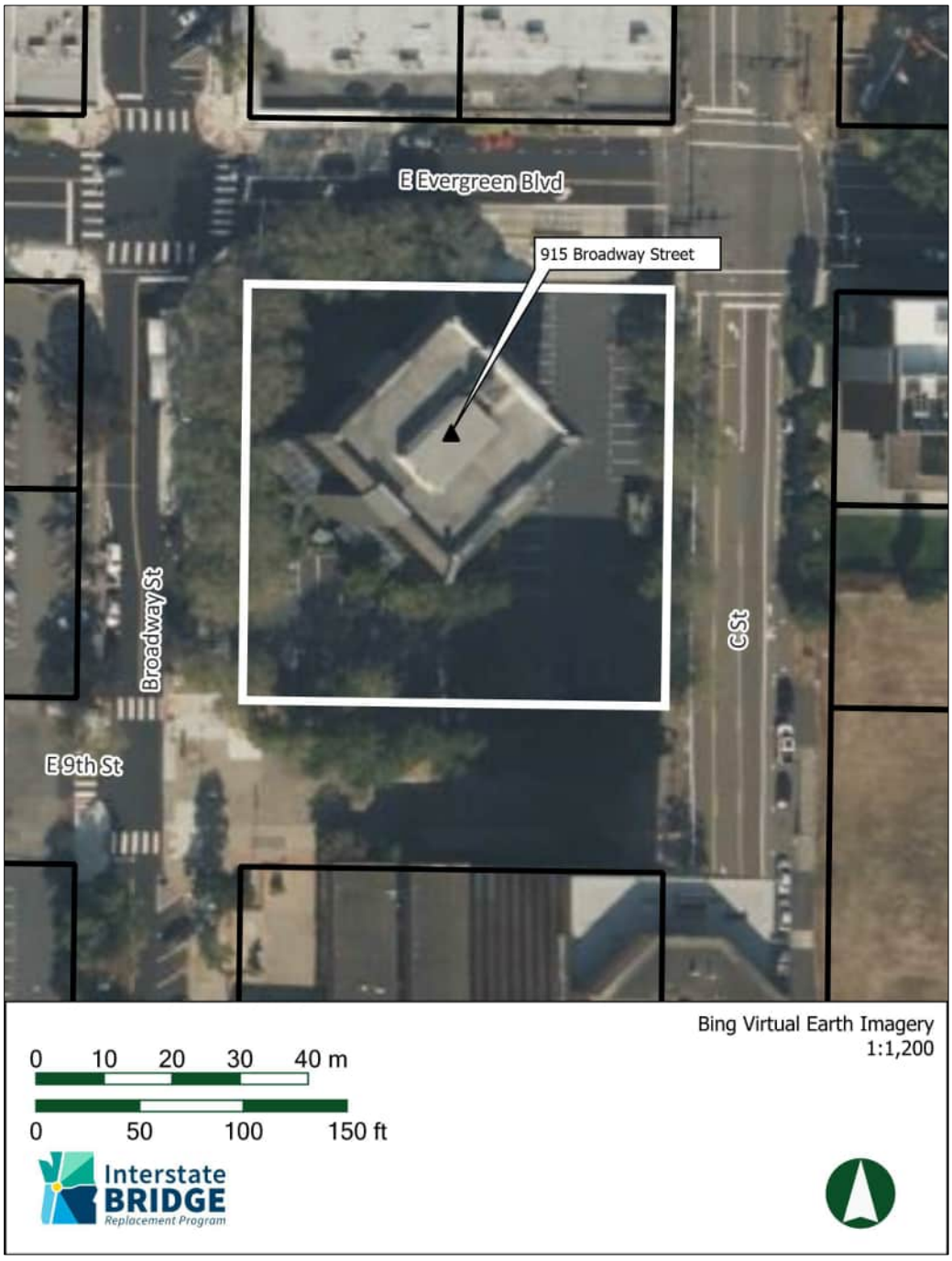


Figure 3. Aerial map of 915 Broadway Street showing recommended NRHP boundary in white.

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Figure 4. View of Pacific First Federal, 915 Broadway Street, looking north (WillametteCRA January 22, 2024).

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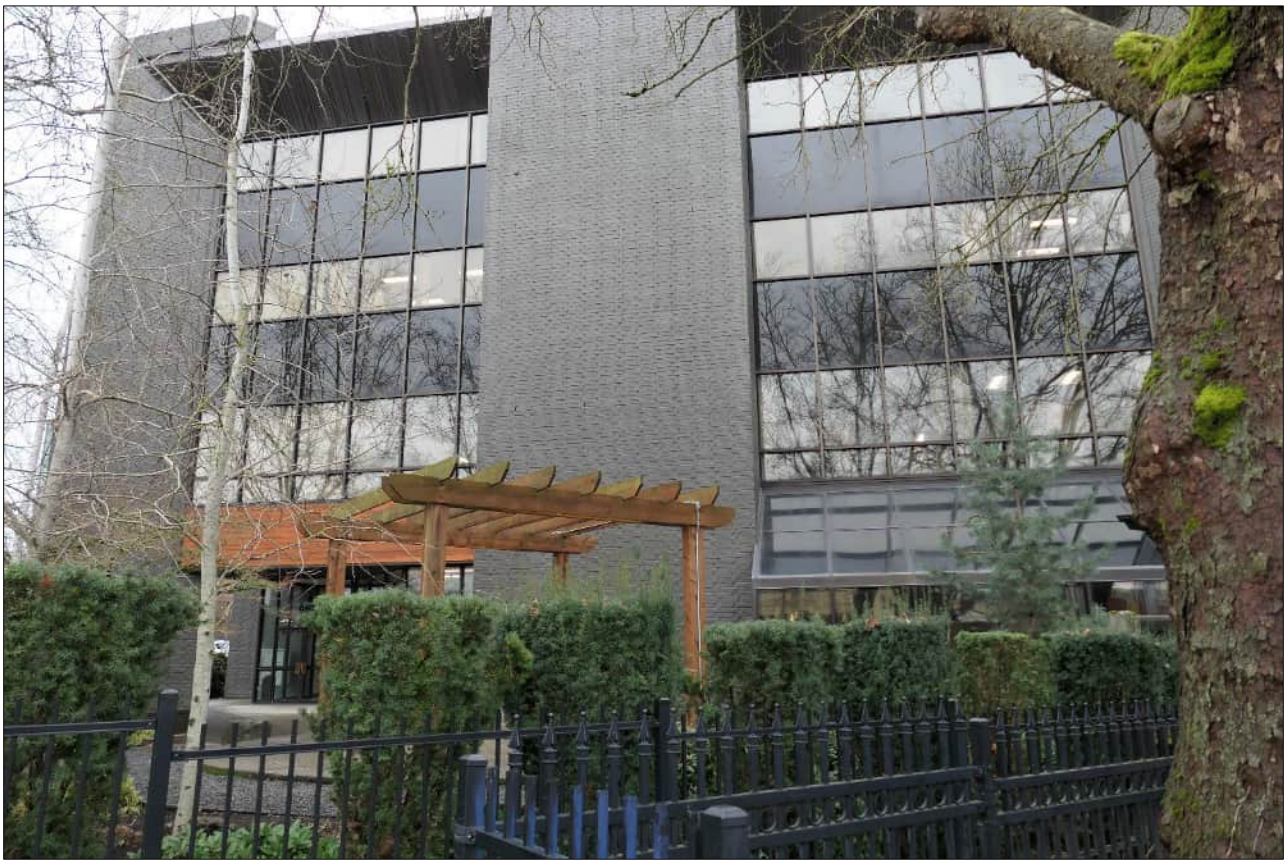


Figure 5. Northwest elevation of Pacific First Federal, 915 Broadway Street, looking southeast (WillametteCRA January 22, 2024).

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 6. West corner of Pacific First Federal, 915 Broadway Street, looking east (WillametteCRA January 22, 2024).

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Figure 7. Southeast elevation of Pacific First Federal, looking northwest (WillametteCRA January 22, 2024).

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Figure 8. South corner of Pacific Federal, looking north, with Sculpture Garden on Broadway in foreground (WillametteCRA January 22, 2024).

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Figure 9. Detail of the projecting sunrooms on the ground floor of Pacific First Federal, north corner, view looking southeast (WillametteCRA January 22, 2024).

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pacific first federal" 1 of 1 matches — The Columbian, 23 Sep 1974, Mon Page 1 — Clip | Print/Download | Share

A bird's eye view

By ALLEN THOMAS
Columbian Special Writer

"Hey Dutch," one of his coworkers blared, "tell 'em about the time you picked up the guy in the port-a-toilet."

"It was when we were building the Hilton Hotel in Portland," said Dutch Starrveld, crane operator at the Pacific First Federal Savings and Loan construction project in downtown Vancouver. "They had one of those little green shacks on the roof that every so often I'd swing it down to the street to be cleaned.

"I started to swing it down one day and when it was almost past the edge of the building, the door swung open and here sat a guy.

"He didn't say much to me for quite a while. It seems funny now but it could have been tragic."

Starrveld said in an interview he has been operating cranes for 20 years. Before that the 45-year-old Milwaukie, Ore. resident and employe of Minden Construction was in the merchant marines.

From his control station 125 feet above the Ninth and Broadway construction site, Starrveld gets a bird's-eye view of Vancouver.

"I really see a lot of what's going on around here," Starrveld said. "That C street near here is a bad one. I've seen three wrecks since we started this project in June."

Dutch Starrveld, crane operator for Minden Construction.

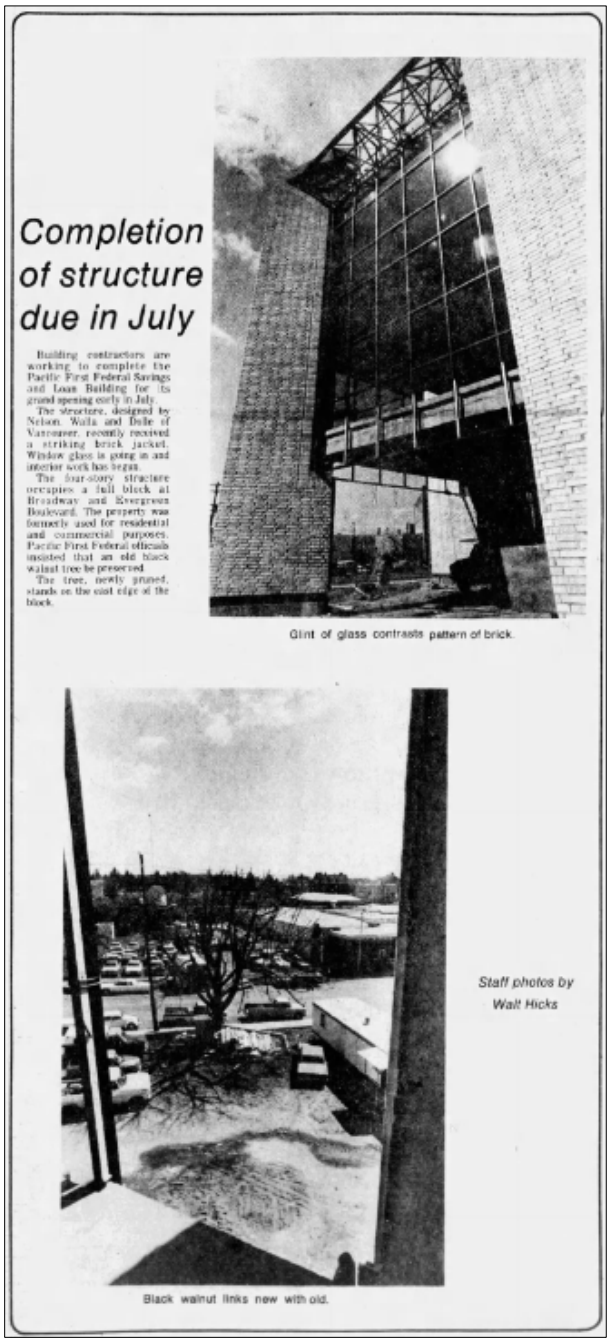
With no elevator on the crane, Starrveld must climb.

Staff photos by Jerry Coughlan

Starrveld can communicate to workers on the ground by means of a loudspeaker.

Figure 10. Views of Pacific First Federal under construction (*The Columbian* [Vancouver, WA], September 23, 1974, 1).

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Completion of structure due in July

Building contractors are working to complete the Pacific First Federal Savings and Loan Building for its grand opening early in July.

The structure, designed by Nelson, Walls and Dulle of Vancouver, recently received a striking brick jacket. Window glass is going in and interior work has begun.

The four-story structure occupies a full block at Broadway and Evergreen Boulevard. The property was formerly used for residential and commercial purposes. Pacific First Federal officials insisted that an old black walnut tree be preserved.

The tree, newly pruned, stands on the east edge of the block.

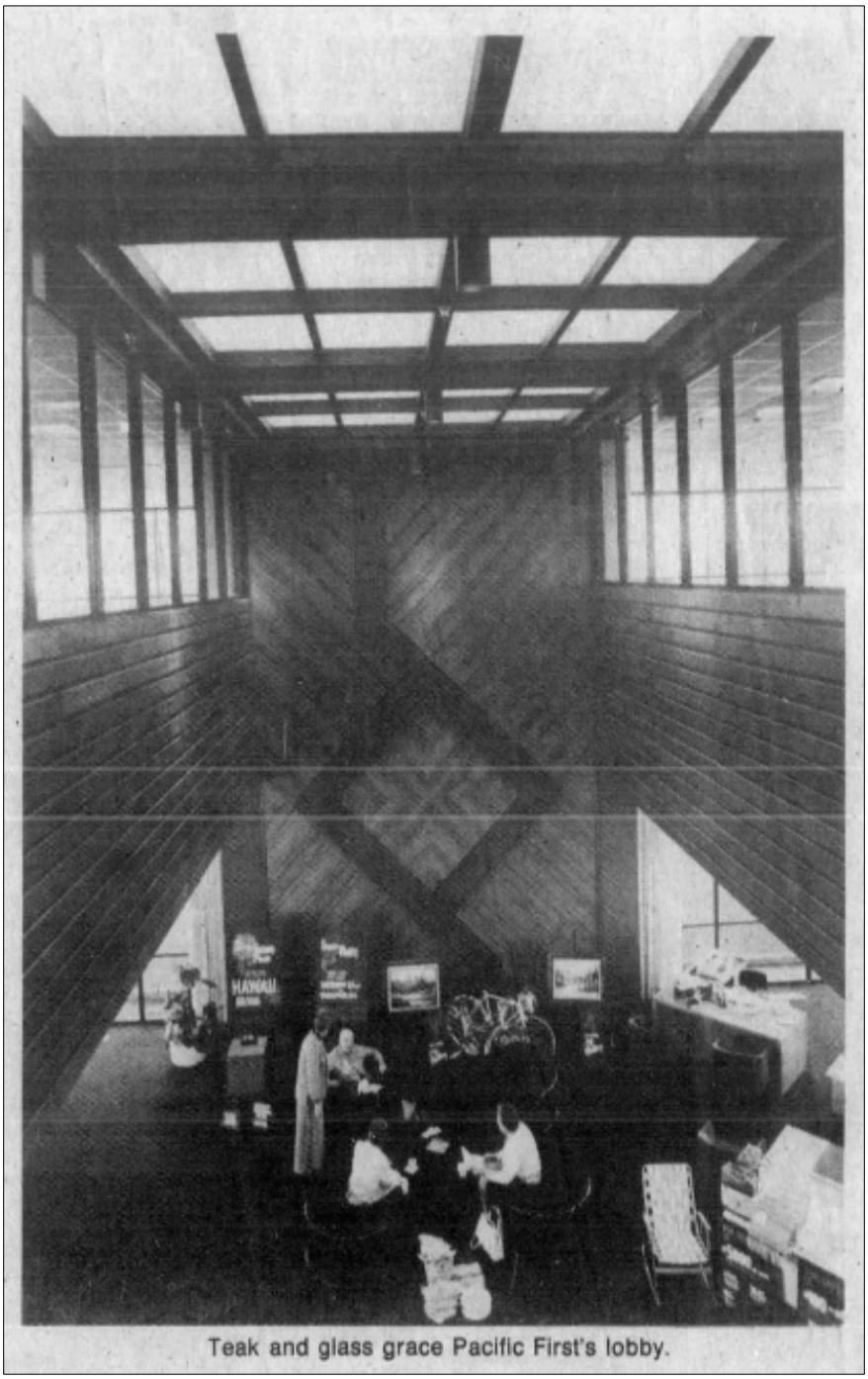
Glint of glass contrasts pattern of brick.

Staff photos by Walt Hicks

Black walnut links new with old.

Figure 11. Views of Pacific First Federal under construction (*The Columbian* [Vancouver, WA], April 14, 1975, 9).

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Teak and glass grace Pacific First's lobby.

Figure 12. View of the main lobby of Pacific First Federal upon opening (*The Columbian* [Vancouver, WA], September 3, 1975, 11).

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Figure 13. Views of Pacific First Federal in 1993 showing sculptural water fountain plaza (*The Columbian* [Vancouver, WA], August 19, 1993, 41).

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Figure 14. View of the Pacific First Federal building showing the former wood paneling above the primary entries (Google Street View August 2012).

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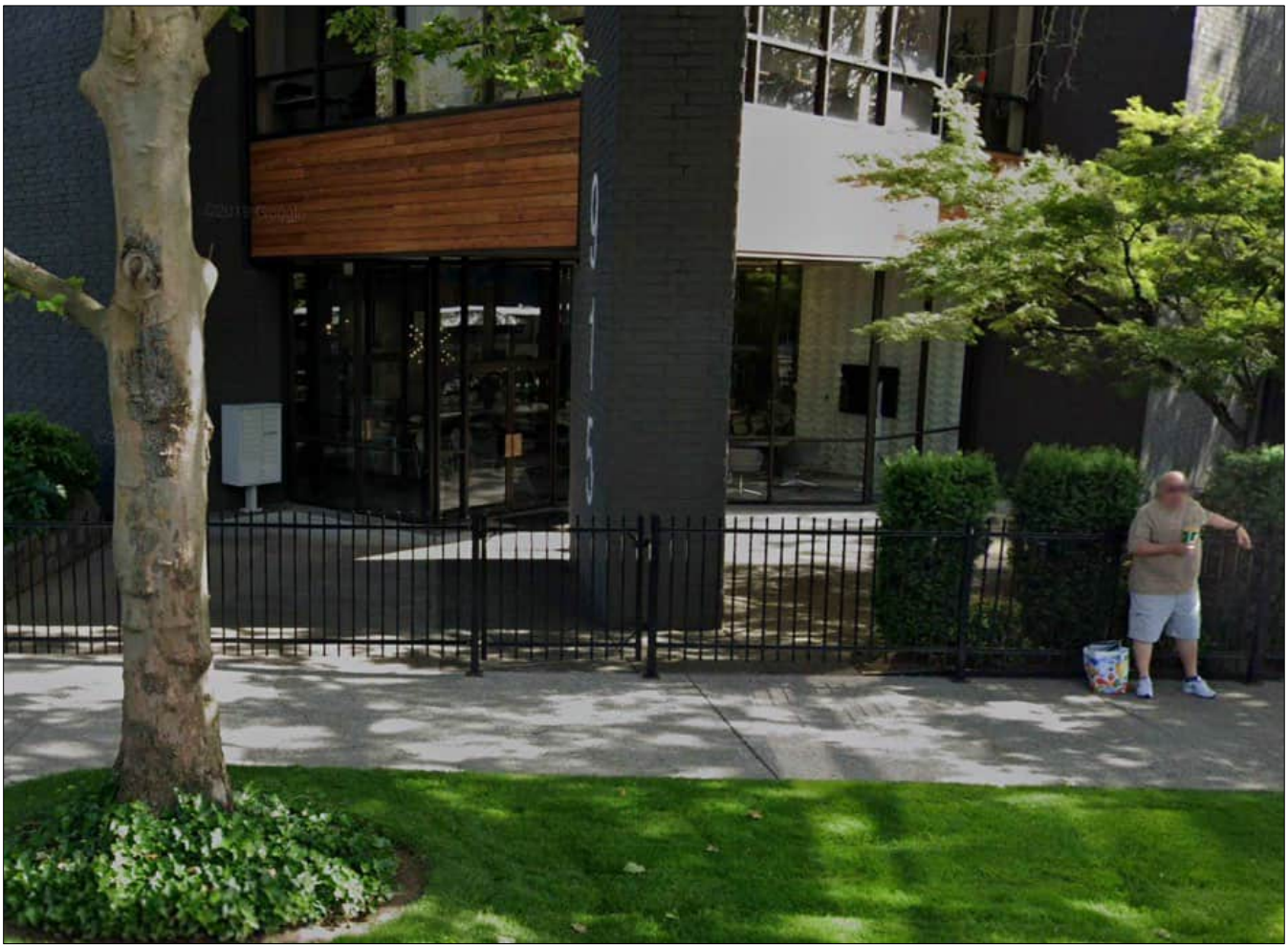


Figure 15. View of the Pacific First Federal building showing a detail of the primary entry configuration (Google Street View June 2019).

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: Who Song & Larry's Restaurant (WA 1138)	WISAARD Property ID: 731246
Street Address: 111 SE Columbia Way	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 38279908 and 502300000	Plat Block Lot: Portion of US Military Reservation, et al.
USGS Quad Name: Vancouver Quadrangle	Township: 2 Range: 1E Section: 27 and 34
Coordinates: 45.621411° -122.672203°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / restaurant	Construction Date: 1981
Historic Use: COMMERCE/TRADE / restaurant	Alterations & Dates: 1985, New signage; 1987, Addition to deck; ca. 2016, reroofing and repainting exterior; 2020, New flooring
Architectural Classification / Resource Type: Other: Roadside / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Commercial	
Window Type & Material:	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Decorative:	
Roof Type & Material: Varied Roof Lines & Asphalt/Composition - Shingle		
Structural System Type:	Plan Type: Irregular	
Number of Stories: 2	Changes to Structures:	
	Category:	Change Level:
Styles: Roadside	Plan	Intact
	Windows	Intact
Register Status: Not listed	Cladding	Intact
	(Other) Setting	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

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: Who Song & Larry's Restaurant (WA 1138)	WISAARD Property ID: 731246
Street Address: 111 SE Columbia Way	City, County, State: Vancouver, Clark County, Washington



Figure 1. View of Who Song & Larry's Restaurant, north elevation, facing south (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:

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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PHYSICAL DESCRIPTION

The Who Song & Larry's Restaurant at 111 SE Columbia Way is a Roadside style commercial building constructed in 1981 as a pastiche of ornamental "Victorian" elements located in Vancouver, Clark County, Washington.[1] It is situated between SE Columbia Way and the north bank of the Columbia River, south of the Interstate 5 (I-5) interchange with State Route 14 and east of the Interstate Bridge. The area around the Who Song & Larry's building is part of a dense interconnection of freight rail and interstate highway infrastructure as well as lands owned by private, municipal, county, and federal entities (Figures 2–5). To the north of the building's parcel is the alignment of the Burlington Northern-Santa Fe (BNSF) railroad atop a high berm. To its west is private vacant land and the remains of a demolished sister restaurant, to the south is the Columbia River, and to the east is Waterfront Park. The restaurant possesses sweeping views of Hayden Island across the Columbia River to the south as well as the Interstate Bridge to the west. The view of the BNSF railroad embankment to the north is largely obscured by a row of mature trees along the southern edge of SE Columbia Way (Figure 5).

The building itself is located on two irregularly-shaped parcels (Figure 3). The north parcel includes less than half of the principal building footprint, as well as a large, paved parking lot, landscaped medians, and a paved pathway and landscape bed that run along the north side of the building (Figure 6). The south parcel contains the remainder of the building footprint, an outdoor wooden dining deck that runs along the building's south side, and a narrow public walkway between the dining deck and the Columbia River (Figure 6).

The building has a highly irregular plan constructed atop a concrete foundation that has a maximum reach of approximately 100 feet from east to west and 78.5 feet from north to south (Figure 6).[2] The walls of the building are clad in wood clapboard siding with corner boards and rise one to three stories in height (Figures 1 and 7–15). The building's highly complex volumetric proportions consist primarily of stepped massing with a wide and sprawling first-story base topped by hip and valley roof forms, a setback second story with hip and valley roof forms and large gabled dormers, as well as a central third-story tower with a belcast and steeply pitched, pyramidal frustrum roof. The roof over each story is clad with asphalt composition shingles and has overhanging eaves. Each of the building's gabled dormers is supported by scalloped knee braces with central louvered vents while neon lighting elements edge the second-story eaves.

The building's primary entrance is located on the west end of the building's north elevation under a hipped-roof awning. It is composed of wooden double doors each with a beveled arched light above a square panel (Figures 10 and 12). On the building's south elevation are multiple sets of wood-frame, stained-glass double doors that open onto the outdoor dining deck (Figures 9, 13, and 16). Lastly, there are three flush steel service doors located at the building's northeast corner. One provides access to the parking lot, a second to a fenced-in waste area, and a third on the second story to the building's HVAC equipment (Figure 11). The building's fenestration consists of a variety of fixed, wood-frame windows arranged singly, in pairs, in tripartite configurations with a central picture window ("Chicago windows"), and in groupings of four (Figures 1 and 7–15). Several windows include false muntins and there are five ornamental stained-glass windows on the building's north elevation as well (Figures 1 and 7).

[1] Note that the building footprint is oriented approximately thirty degrees off truth north. For the purposes of this description, the front of the building is referenced as north and the rear of the building facing the Columbia River is referenced as south.
[2] Clark County Assessor, Building Sketch for Account 38279908, accessed June 26, 2023, https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/PACSImages/3946/3367887.jpg.

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The interior was not accessible at the time of survey; however, customer photographs that date between 2018 and 2023 revealed that it has wood flooring beneath stucco walls and flat or arched ceilings of either stucco or wood with ornamental exposed wood beams (Figures 16–18). These elements combine to give the interior a Mexican theme which augments the building's sole commercial occupant, a Mexican restaurant.

Alterations

Since its completion in 1981, the Who Song & Larry's Restaurant at 111 SE Columbia Way has maintained its original footprint, but its exterior, interior, and setting have been somewhat altered. Known changes to the building itself include new signage in 1985, an 18-foot by 27-foot deck added in 1987 (likely the replacement or extension of the south dining deck), reroofing and repainting the exterior in ca. 2016, and the replacement of the interior's carpeting with wood flooring in 2020 (Figures 17–20).[3] The building's setting has also been changed since its construction with the addition of a public boardwalk to the south of the dining deck in 1983, the replacement of the easterly adjacent US Coast Guard station with Waterfront Park in the same year, and the 2022 removal of an adjacent restaurant, Joe's Crab Shack.

Boundary Description

The Who Song & Larry's Restaurant is set on two parcels (38279908 and 502300000) which includes the subject building, as well as the surrounding landscaping, concrete walkways, paved parking lot, outdoor dining deck, and public boardwalk. A section of the northern parcel also extends approximately 140 feet to the northwest to encompass a small number of parking stalls set perpendicular to SE Columbia Way. Additionally, a portion of the outdoor dining and deck and the public boardwalk lie outside the southern boundary of parcel 502300000. All of these features contribute to the property's historic significance except for the public boardwalk and the parking stalls included in the northwest extension. The boardwalk was constructed after the building's recommended period of significance of 1981 while the parking stalls are visually and compositionally associated with the former Joe's Crab Shack. As such, the National Register of Historic Places (NRHP) boundary is defined by the southern edge of the outdoor dining deck to the south, the eastern boundaries of the subject parcels (marked on-site by a concrete dwarf wall) to the east, the southern edge of the SE Columbia Way sidewalk to the north, and the western boundaries of the subject parcels to the west, excluding the northwest extension (Figure 3).

INTEGRITY

Since the initial construction of the Who Song & Larry's Restaurant, the building has remained in its original location and appears to retain its original footprint, massing, fenestration, and cladding. Direct changes are limited to updates to the building's signage, the replacement or extension of an outdoor deck, and the replacement of its interior flooring. The building's setting has more dramatically changed to the west and east, however, its viewsheds across the Columbia River remain unimpaired. Overall, the building retains its integrity of location, design, materials, workmanship, feeling, and association. Its integrity of setting has been diminished.

[3] El Torito, Inc. May 21, 1985. City of Vancouver Permit Number 713, 111 East Columbia Way. On file at the City of Vancouver Permit Center; El Torito, Inc. June 12, 1985. City of Vancouver Permit Number 850, 111 East Columbia Way. On file at the City of Vancouver Permit Center; Who Song & Larry's. April 29, 1987. City of Vancouver Permit Number 2700, 111 East Columbia Way. On file at the City of Vancouver Permit Center; Will Campbell. "Who Song & Larry's Says It's Staying Put," The Columbian (Vancouver, WA), July 8, 2020. Accessed June 26, 2023. https://www.columbian.com/news/2020/jul/08/who-song-larrys-says-its-staying-put.

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STATEMENT OF SIGNIFICANCE

Who Song & Larry's Restaurant is located on the north bank of the Columbia River in Vancouver, approximately 450 feet east of the Interstate Bridge. The site and its immediate surroundings were originally a part of the land claimed for Hudson's Bay Company's (HBC) Fort Vancouver in 1825, which later became a US military base (renamed Vancouver Barracks) after HBC moved its Vancouver operations to Victoria, Canada in 1846.[4] Through agreements reached with the City of Vancouver and the United States (US) War Department in 1911, the Star Sand Company of Portland leased the site for its office/warehouse and dual-use dock for both materials loading and a public passenger ferry service.[5] During and after World War II, the site transitioned to fully industrial use when another company, Pacific Building Materials, began leasing it ca. 1941 and later constructed a concrete mixing plant on the site in 1948.[6] The plant operated until 1975 at which point the plant's subsequent owner, Willamette Western Company, agreed to relocate their operations in order to make way for the City of Vancouver's plans to transform the Columbia riverfront into a publicly accessible area for recreation and commercial uses.[7]

Although the new owner and developer of the concrete plant site, Equities Northwest, first obtained their permit in 1975, the site's redevelopment was a slow and gradual process.[8] Capstone Construction, a subsidiary of Equities Northwest, began the work in 1978 with plans originally prepared by Patrick Scheer and Associates from Irvine, CA.[9] Although Scheer later resigned from the project over communication challenges, city approval documents describe his firm's design as follows:

> "…a proposal for 2 independently owned and managed restaurants on a combined riverfront site just east of the Interstate Bridge. On the west side, nearest the bridge, will be a single story Charthouse restaurant [later another operator], seating 166. The 2[-]story restaurant to the east [the subject building] owned and managed by Northwest Restaurants, will seat 170. Both restaurants will have lounges and share parking, landscape, and a pedestrian boardwalk along the waterfront, which is accessible between the buildings and at each end. Both restaurants are designed to provide views of the river and to be visible from the Interstate Bridge and river traffic.
>
> Overall design concept is a turn of the century Coast Guard Station complex. The Charthouse is intended to suggest the crew's quarters with varying rooflines indicating a grouping of buildings. The two[-]story restaurant is designed as the single building which may have housed the officers. Building materials are

[4] Adam Alsobrook et al., *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023): 169–177.
[5] "Dock Building Up To City," *The Columbian* (Vancouver, WA), October 4, 1910, 1; "Other Buildings Promised," *The Columbian* (Vancouver, WA), November 9, 1910, 3; "Will Extend Main St. Dock," *The Columbian* (Vancouver, WA), September 13, 1911, 1.
[6] "Pacific Building Materials Co." Advertisement, *The Columbian* (Vancouver, WA), September 22, 1941, 4; "Big Concrete Mixing Plant Rising Here," *The Columbian* (Vancouver, WA), March 12, 1948, 1.
[7] "Central Park: Ideas Still Churning," *The Columbian* (Vancouver, WA), May 26, 1974, 33; "Central Park – II," *The Columbian* (Vancouver, WA), May 27, 1974, 8; "Silos Shipping Out," *The Columbian* (Vancouver, WA), July 8, 1975, 11.
[8] "City Oks Stadium Funding," *The Columbian* (Vancouver, WA), June 10, 1975, 1.
[9] Steve Pierce, "Eateries: April Construction Date For River Restaurants," *The Columbian* (Vancouver, WA), February 10, 1978, 18; Steve Pierce, "New Restaurants, New Names, New Owners," *The Columbian* (Vancouver, WA), September 24, 1980, 16.

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wooden lap siding and composition roofs in colors of brown and rust as illustrated on graphics. Parking for 172 cars is provided…"[10]

The plans, which were well received by the design review committee, were flamboyant in form and ornament with exaggerated Victorian style flourishes including stained glass windows, scalloped knee braces, and a steeply pitched tower roof (Figures 1 and 22). These were successful in achieving the project's programmatic needs, as well as remaining attractive to passing motorists and marine traffic and further harmonizing with the institutional architecture of the Vancouver Barracks.[11]

As permitting and construction continued, plans for the two building's restaurants—one to be "a high-class operation with several formal dining areas" and the other a "very informal" operation—were replaced by a "confusing parade of names" including different restauranteurs and franchise operators.[12] After multiple changes in plan, California-based Mexican restaurant firm, El Torito-La Fiesta Restaurants, Inc (El Torito) acquired the lease on the building from Northwest Restaurants Ltd.[13] El Torito subsequently made plans to open the fifth location of their popular "Who-Song & Larry's" Mexican restaurant chain and briefly paused construction to re-design the building's unfinished interior with stereotypical Mexican décor."[14] The chain was a "funky" and "more relaxed" alternative to other El Torito establishments. This balanced the development's neighboring restaurant which had opened as the "Bridgetender Restaurant," a steak and prime-rib restaurant operated by the Colorado-based chain Cork 'N Cleaver (demolished in 2022).[15]

The restaurant opened for business in November 1981 and quickly became popular. By March 1982, newspaper notices stated that "the general manager of the rowdy Mexican eatery and bar recommends reservation seekers call well in advance. The cantina takes walk-ins for those willing to cool their heels a while and wait for seating."[16] Even as business remained strong, however, challenges lingered over public access to the restaurant's riverside deck; a benefit the developers had promised the City of Vancouver to provide in order for the project to move forward. Unfortunately, while the deck was accessible, it was considered a public space and was thus in conflict with Washington state law which prohibited the sale and consumption of alcohol in public areas. The immediate response was to block the public's access to the deck with locked gates, however, a compromise was reached in 1983 when the developers agreed to construct a new 4 foot wide walkway in front of the deck which would cantilever out over the shoreline embankments.[17] The overall waterfront restaurant project set a precedent for the

[10] "101 E Columbia Way." City of Vancouver Microfilm Permit Records Collection, on file at the City of Vancouver Permits Department.
[11] Duane Colt Denfeld, "Fort Vancouver is renamed Vancouver Barracks on April 5, 1879," HistoryLink, last modified March 7, 2010. Accessed May 1, 2023, https://www.historylink.org/file/9326. Plan approval documents archived with the City note that the design review committee "was extremely satisfied with the plans and development of this project. It was felt that this proposal was very much in keeping with the historic theme of Vancouver, and property development of the waterfront area."
[12] Steve Pierce, "Eatery dubbed Maxwell's," *The Columbian* (Vancouver, WA), February 1, 1980, 4; Steve Pierce. "New Restaurants, New Names, New Owners," *The Columbian* (Vancouver, WA), September 24, 1980, 16.
[13] Pierce, "New Restaurants."
[14] Steve Pierce, "Motel, riverside restaurant, office still on drawing board," *The Columbian* (Vancouver,WA), May 22, 1981, 22; Pierce. "New Restaurants."
[15] Craig Brow, "Joe's Crab Shack Demolition Begins Ahead of New Vancouver Waterfront Development," *The Columbian* (Vancouver, WA), May 13, 2022. Accessed June 19, 2023. https://www.columbian.com/news/2022/may/13/joes-crab-shack-demolition-begins-ahead-of-new-vancouver-waterfront-development; Pierce, "New Restaurants."
[16] "Who-Song and Larry's Cantina," *The Columbian* (Vancouver, WA), March 12, 1982, 27.
[17] Letter from James I. Holland to Tim Bruce. July 19, 1982. On file at the City of Vancouver Permit Center; "Council…," *The Columbian* (Vancouver, WA), May 24, 1983, 19.

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establishment of additional public circulation routes and other improvements along the river culminating in the improvement of Waterfront Park on the old Coast Guard Station site.[18]

Although its management has shifted since its establishment in 1981, Who Song & Larry's Restaurant has remained in operation since its opening and is a fixture of Vancouver's local culinary industry. The Bridgetender Restaurant, meanwhile, changed tenants repeatedly until becoming Joe's Crab Shack before its closure and subsequent demolition in May 2022.[19]

Roadside Architecture

The Who Song & Larry's Restaurant is a product of the automobile's influence on architecture in the twentieth century. 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 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 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 and leisure-class that could afford a personal automobile and sought out rustic recreation.[20] Tea-rooms in old 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, 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.

By the early 1920s, there were over 9 million automobiles in use in the US; by 1931, the number had more than doubled to over 22 million—amply, one car for every six citizens.[21] 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

[18] "A Platform For Public Access," *The Columbian* (Vancouver, WA), August 23,1987, 1.
[19] Anthony Macuk, "Joe's Crab Shack, Who Song & Larry's Site To Become New Development," *The Columbian* (Vancouver, WA), December 12, 2018. Accessed June 19, 2023. https://www.columbian.com/news/2018/dec/12/joes-crab-shack-who-song-larrys-site-to-become-new-development; Joanna Yorke-Payne. "Kirkland Development unveils rendering, plans for Renaissance Boardwalk on Columbia River," Vancouver Business Journal (Vancouver, WA), May 13, 2022. Accessed June 19, 2023. https://www.vbjusa.com/news/top-stories/kirkland-development-unveils-rendering-plans-for-renaissance-boardwalk-on-columbia-river; Calley Hair, "Vancouver council supportive of plan to transform 'eyesore' property along I-5 Bridge," *The Columbian* (Vancouver, WA), March 22, 2021, accessed June 27, 2023, https://www.columbian.com/news/2021/mar/22/council-supportive-of-plan-to-transform-eyesore-property-along-i-5-bridge.
[20] John A. Jakle and Keith A. Sculle, *Fast Food: Roadside Restaurants in the Automobile Age,* (Baltimore: The Johns Hopkins University Press, 1999), 40–41.
[21] Data compiled from demographia.com, "US Population from 1900," and statista.com, "Number of passenger cars and commercial motor vehicles in use in the US from 1900 to 1988." See also Rudy Volti, "A Century of Automobility." *Technology and Culture* 37, no. 4 (1996): 663–85.

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brick-and-mortar instantiation—began responding to the honks of thirsty motorists parked at the curb.[22] 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 allure. Often paired with motels or gas stations, and sometimes both, the neon glow emblazoning highway cafes, destination restaurants, and coffee shops populated the new roadside landscape.

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, with recognizable characters or colorful ornaments or with streamlined edges that mimicked the speed of the car. Sometimes, the building employed programmatic architecture, by becoming its own sign, taking the shape of a giant donut, ice cream sundae, or wiener dog drive-thru.[23] 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."[24] The Roadside style received little traction in Vancouver where early commercial highway corridors were bypassed and partially obliterated by the midcentury construction of the Vancouver Freeway, today I-5. Instead, the style is more widely seen in neighboring Portland and nearby Hayden Island where its emphasis on signage, automotive accessibility, and novelty features is more readily visible.[25] 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 architect Day Walter Hilborn's Fort Motel (500 East 13th Street) 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.

The Equities Northwest development, however, including the Who Song & Larry's Restaurant, was the first known set of buildings in Vancouver to so explicitly combine the various elements of the Roadside style into a single complex. The buildings were located on a prominent site near a major automotive thoroughfare and relied on the novelty of their architecture as signage to attract patrons. These designs further played off and played up the historicity of their location by using the history of the Vancouver Barracks as a marketing strategy and source of

[22] 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.
[23] 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.
[24] On the types of foods offered and the major chains that dominated the highway landscape, see Jakle and Sculle, *Fast Food.*
[25] 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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architectural authenticity. Finally, 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.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that Who Song & Larry's Restaurant is significant under Criterion C with a period of significance limited to 1981, the year its construction was completed. As the resource possesses the requisite integrity to communicate its significance under Criterion C, it is recommended eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of Who Song & Larry's 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. Although the building is associated with Vancouver's late twentieth-century efforts to adapt its once-industrial waterfront to recreational and commercial uses, a single resource cannot (by itself) represent the development of an entire neighborhood or area to such an extent that it meets the threshold for NRHP significance.

Who Song & Larry's Restaurant does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. No such significant personages could be found.

Who Song & Larry's is significant under Criterion C, at the local level in the area of architecture. The resource is an exceptional example of the Roadside style, embodies the distinctive characteristics of its style, and possesses high artistic values. Its character-defining features include its complex massing and roof forms, intricate fenestration and Victorian detailing as well as its associated parking area. The building's outdoor dining area, river-facing viewsheds, and visibility to I-5 are also important features of its original design and are also considered character-defining. All of these features are designed to attract and serve customers traveling by car on the adjacent interstate. The period of significance for this criterion is 1981, the year the building's construction was completed.

Who Song & Larry's 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.

In summary, Who Song & Larry's Restaurant possesses sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion C with a period of significance limited to 1981, the year the resource's construction was completed. It is not recommended eligible under Criteria A, B, or D.

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Property Name: Who Song & Larry's Restaurant (WA 1138)	WISAARD Property ID: 731246
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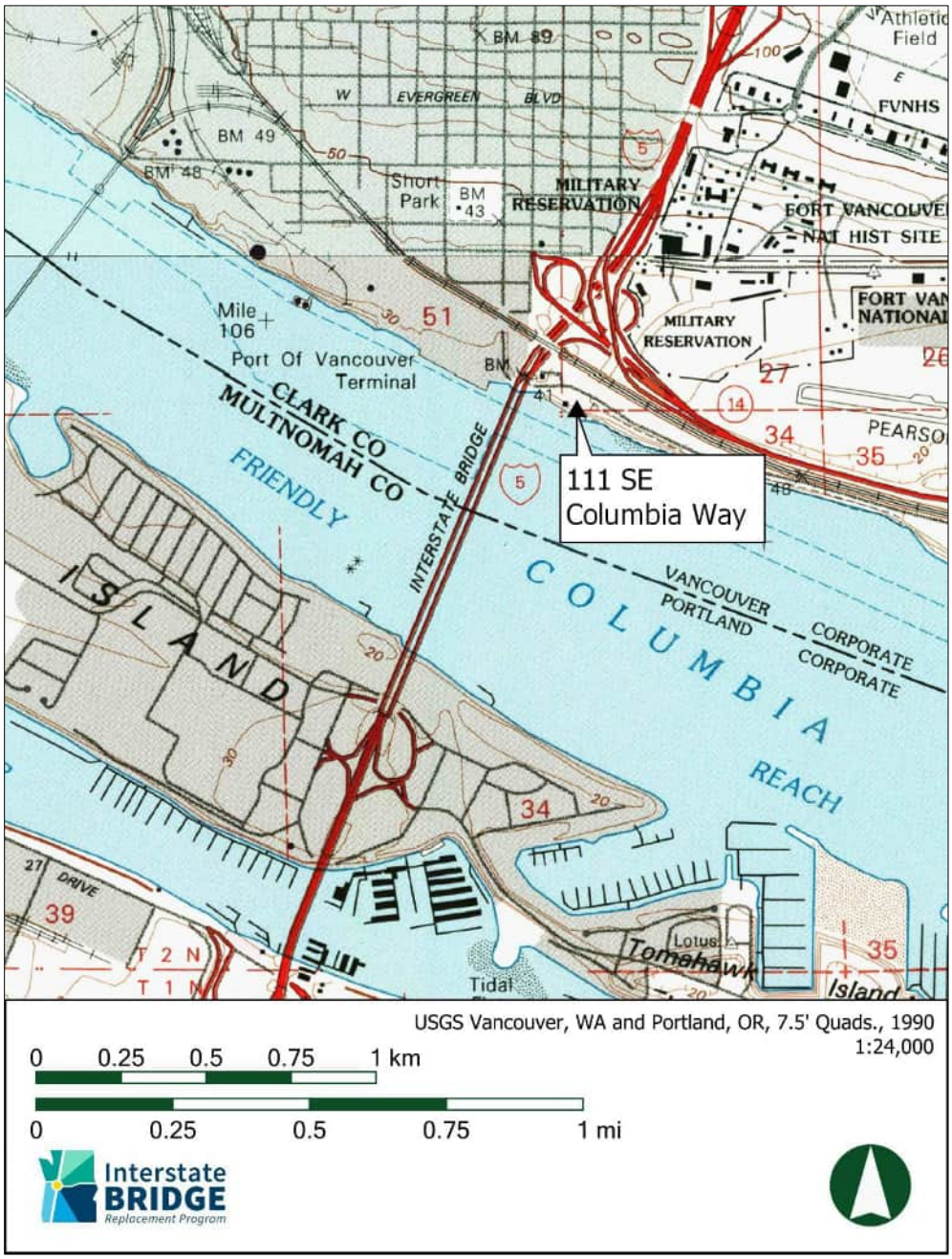


Figure 2. Location map of Who Song and Larry's Restaurant & Cantina at 111 SE Columbia Way, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Who Song & Larry's Restaurant at 111 SE Columbia Way, showing the NRHP boundary in white. Note that Bing Virtual Earth imagery predates the demolition of the former Joe's Crab Shack building adjacent to the west. Therefore, Portland Maps imagery from Summer 2022 is laid over the Bing imagery to account for this recent change to the setting.

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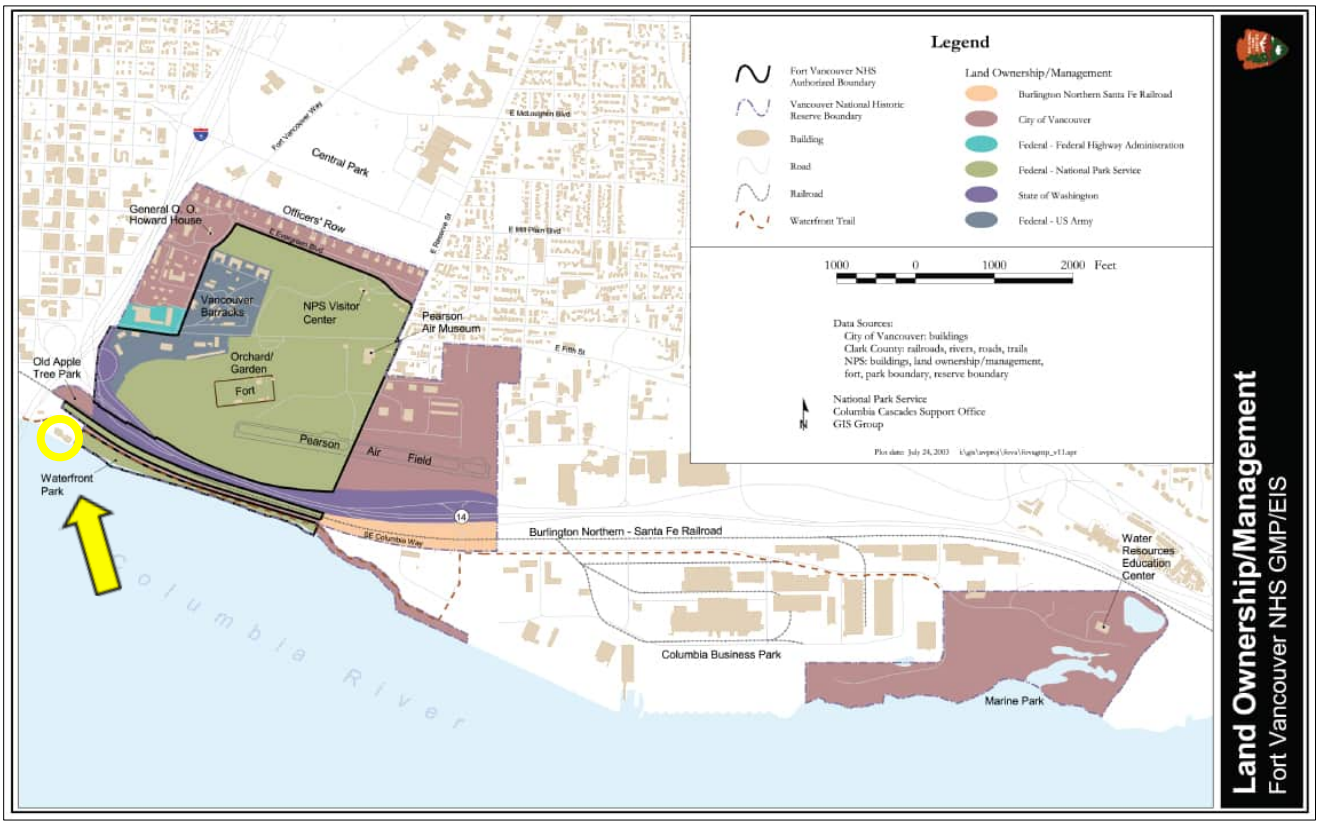


Figure 4. Map of the Vancouver National Historic Reserve and surrounding area depicting the complex division of property ownership in the vicinity of the Who Song & Larry's Restaurant. The yellow circle added to the map marks the location of Who Song & Larry's Restaurant and the adjacent restaurant building, which was demolished after the creation of this map (National Park Service, October 2002).

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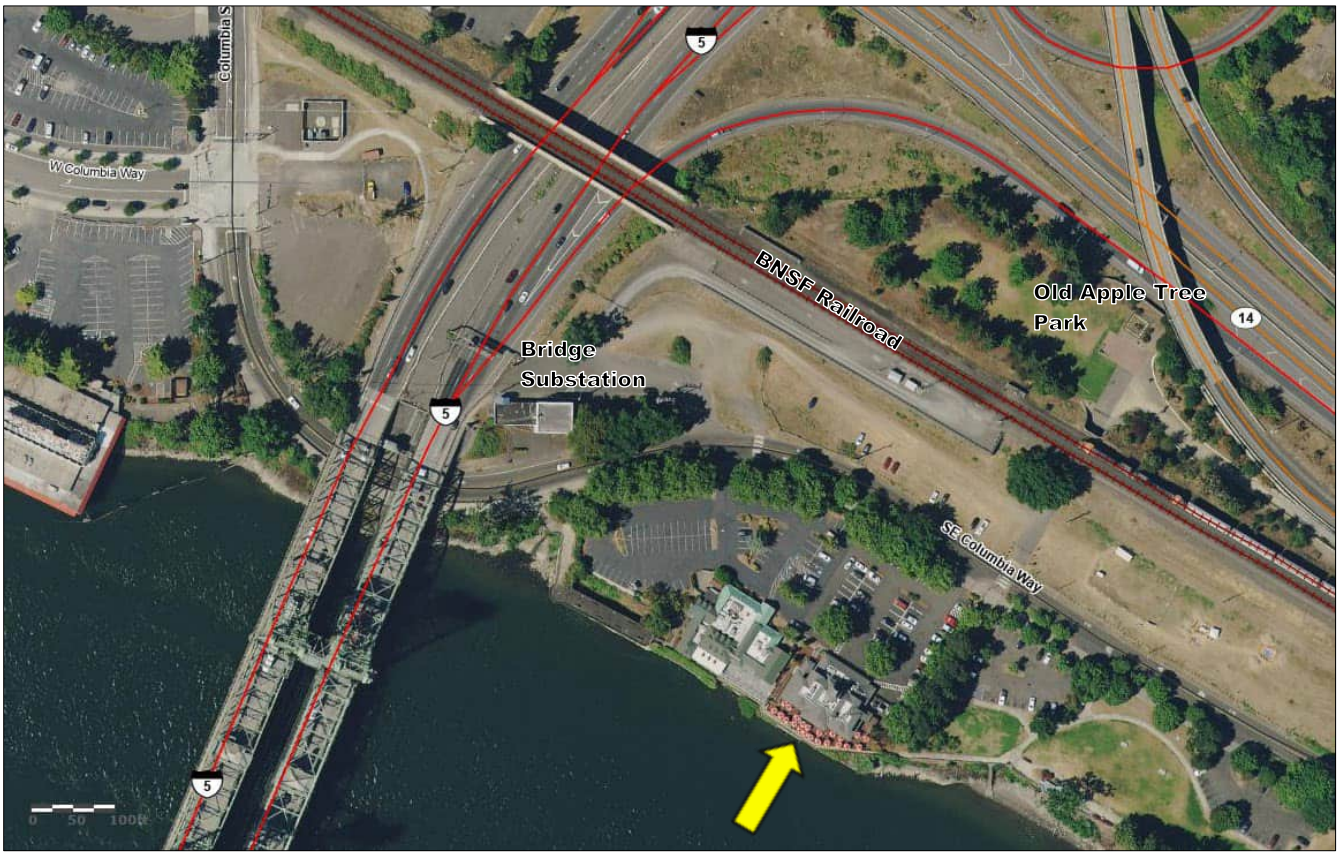


Figure 5. Annotated satellite imagery of the Who Song & Larry's Restaurant and vicinity. The yellow arrow marks the location of Who Song & Larry's Restaurant (Clark County MapsOnline, 2021).

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Figure 6. Annotated satellite imagery of the Who Song & Larry's Restaurant showing maximum dimensions of its footprint. The arrow points in the direction of reference north (Portland Maps, 2022).

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Figure 7. Who Song & Larry's Restaurant, north and west elevations view facing southeast (WillametteCRA, March 8, 2023).

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Figure 8. Who Song & Larry's Restaurant, east elevation view facing west (WillametteCRA, March 8, 2023).

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Figure 9. Who Song & Larry's Restaurant, west and south elevation view facing northeast. View from the Interstate Bridge (WillametteCRA, March 8, 2023).

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Figure 10. Entrance to Who Song & Larry's Restaurant, North and west elevations view facing southeast (WillametteCRA, March 8, 2023).

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Figure 11. Who Song & Larry's Restaurant, north and east elevations view facing southwest. The arrows point to each of the building's service doors (WillametteCRA, March 8, 2023).

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Figure 12. Close-up of entrance to Who Song & Larry's Restaurant, north elevation view facing south. A clearer view of the same double doors is captured in Figure 10 (Bridget Smith via Google, July 2018).

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Figure 13. Aerial view of the Who Song & Larry's Restaurant, south elevation, view facing north during the flood of 1996 (Melissa Moorman via Google, February 2023).

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Figure 14. Who Song & Larry's Restaurant, south elevation, view from the river (Sandra M via Google, May 2023).

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Figure 15. Who Song & Larry's Restaurant, south elevation and dining deck, view facing east (Eddie WouldGo via Google, September 2022).

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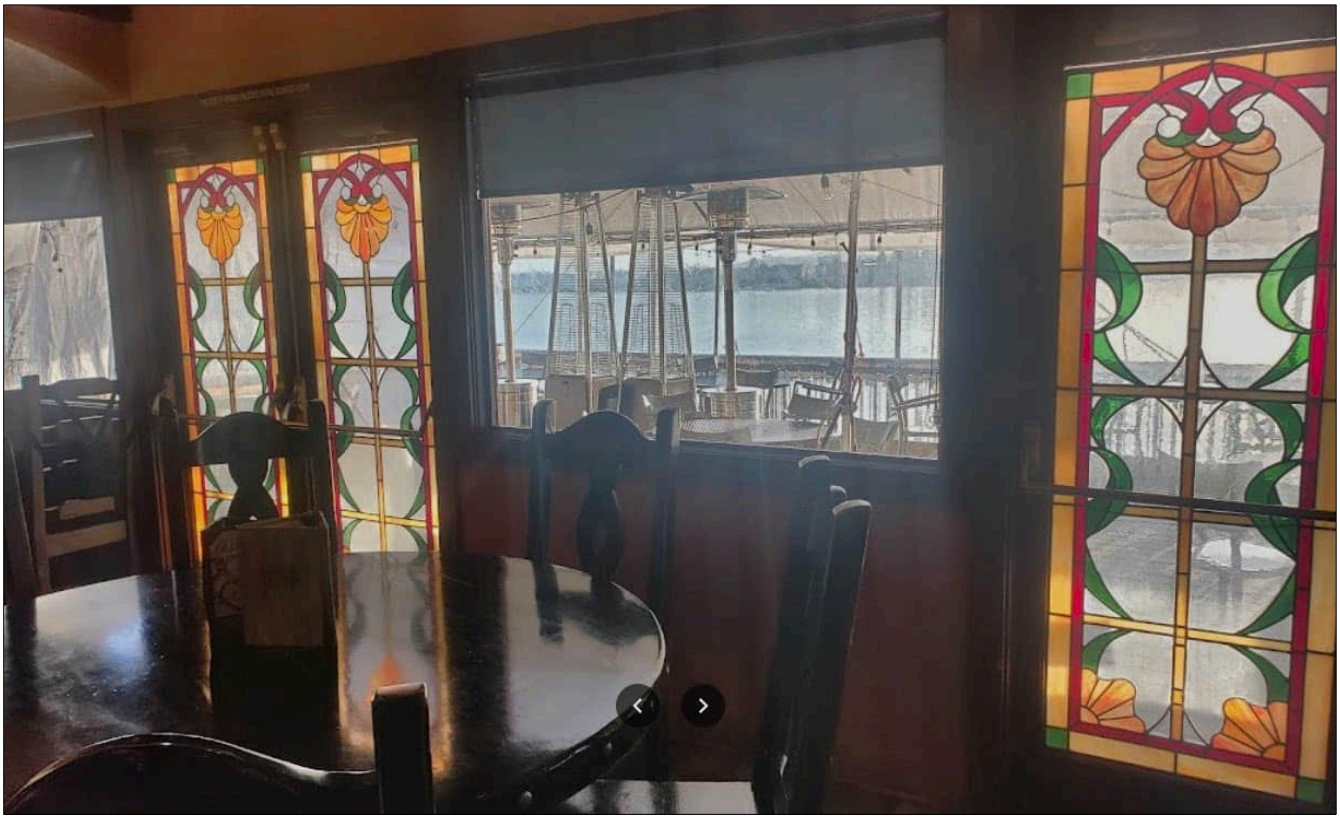


Figure 16. Who Song & Larry's Restaurant, interior dining area, view facing south toward outdoor dining deck and the Columbia River (Kidd Valor via Google, January 2022).

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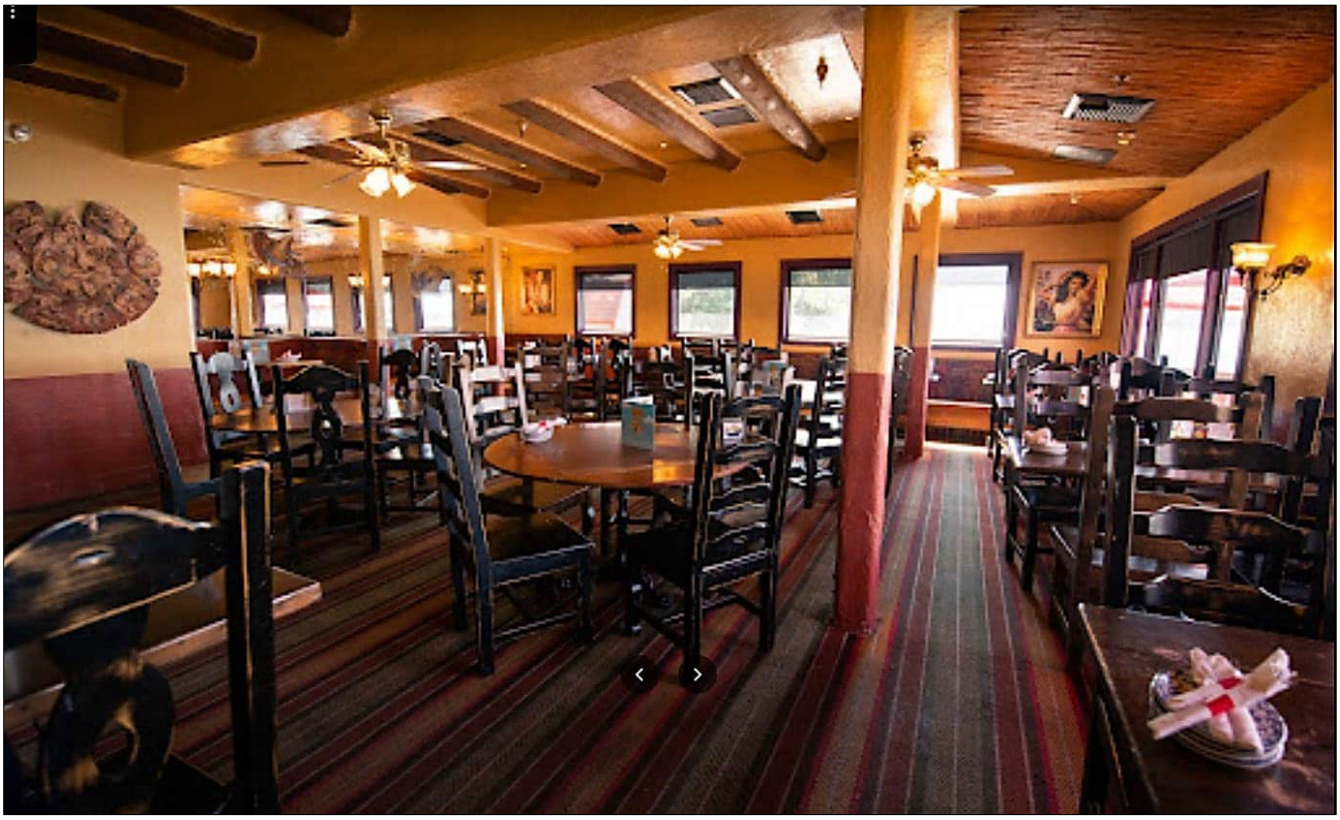


Figure 17. Who Song & Larry's Restaurant, interior dining area prior to ca. 2020 carpet removal (Who Song & Larry's via Google, May 2019).

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Figure 18. Who Song & Larry's Restaurant, interior dining area after ca. 2020 carpet removal (David Benko via Google, May 2022).

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Figure 19. Who Song & Larry's Restaurant, north elevation, view facing south prior to reroofing and repainting (Google Street View, July 2015).

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Figure 20. Who Song & Larry's Restaurant, north elevation, view facing after reroofing and repainting (Google Street View, August 2017).

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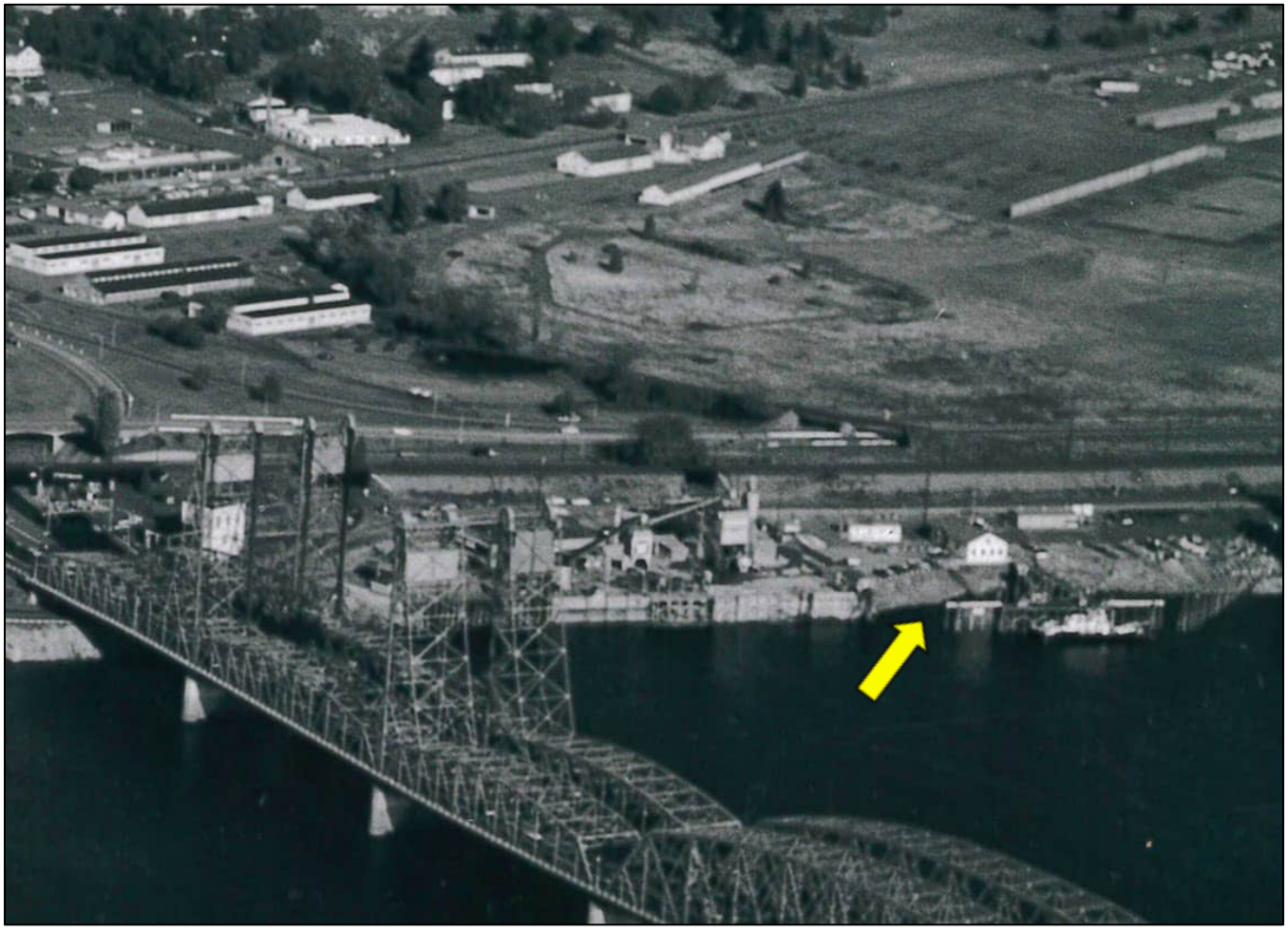


Figure 21. Historic aerial showing the Who Song & Larry's Restaurant site and adjacent US Coast Guard station (indicated by arrow), view facing northeast, ca. 1960s (Washington State Archives, Image Number AR-115-B-2-ph004881).

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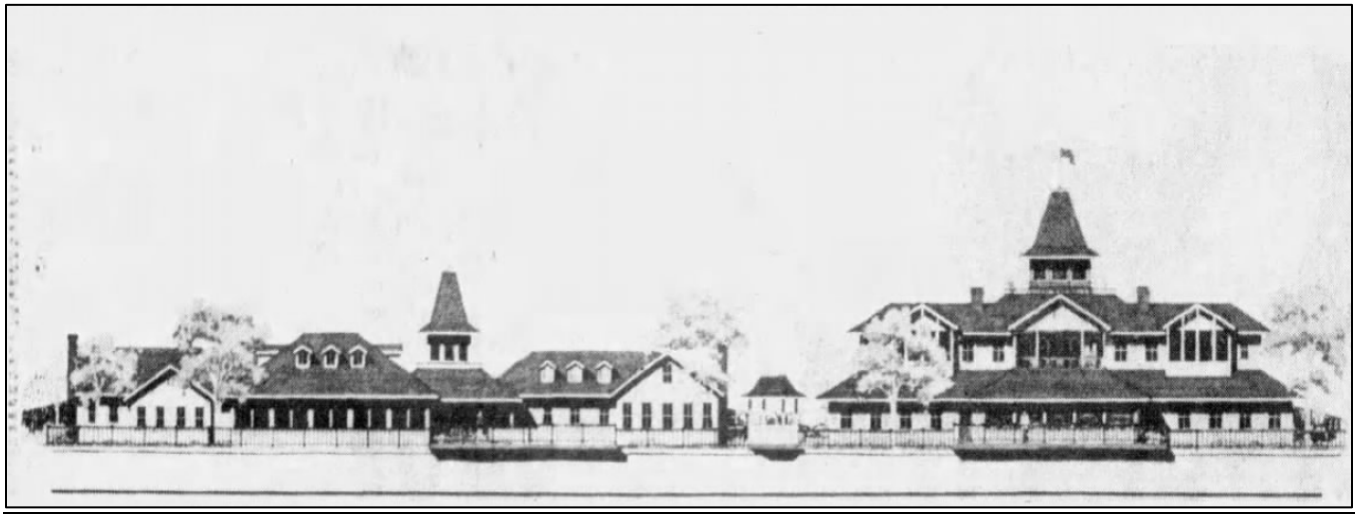


Figure 22. A view of the original development designs published in *The Columbian*, as seen from the river. The Who Song & Larry's Restaurant is shown on the right, while its sister restaurant (later Joe's Crab Shack) is shown on left. Note that the design of the sister restaurant was dramatically simplified before it proceeded to construction while the Who Song & Larry's building retains most of the features shown here ("River Site To Get Restaurants," *The Columbian* [Vancouver, WA] November 2, 1976).

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: Office Building, 1514 E Street (WA 1144)	WISAARD Property ID: 731267
Street Address: 1514 E Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 40410000	Plat Block Lot: East Vancouver, Block 70, Lot 1
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.633141°, -122.667457°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / business	Construction Date: 1977
Historic Use: COMMERCE/TRADE / business	Alterations & Dates: None known
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 & Aluminum	Exterior Surface Materials: Primary: Wood - T1-11 Secondary: N/A Decorative: N/A	
Roof Type & Material: Hip, Gable - Gable-on-Hip, Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Postmodern, Northwest Regional	Plan	Intact
	Windows	Intact
Register Status: Not Listed	Cladding	Intact
	(Other) Setting	Moderate
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. 1514 E Street, view facing southwest (WillametteCRA December 14, 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:

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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PHYSICAL DESCRIPTION

The building at 1514 E Street is a professional office building located on the southwest corner of the intersection of E Street and East 16th Street near the southern edge of the Arnada neighborhood in Vancouver, Clark County, Washington (Figures 1 and 2). The building is one story in height and is set back within its parcel with a landscaped yard to the north and east and a paved parking lot to the south (Figure 3). It possesses a symmetrical composition and a rectangular footprint measuring 44 feet from north to south and 37 feet from east to west, providing approximately 1,550 square feet of floor space for two interior units. The building is constructed atop a reinforced concrete crawlspace foundation with wood frame walls clad in painted vertical T1-11 plywood siding. The building has a steeply pitched roof that is hipped on the east, north, and south sides and terminates in a gable end on the west side.

The building's primary (east) elevation faces E Street and is defined by a 1.5-foot recess beneath a bulkhead and snub cornice (Figure 4). The main entries into the two units are composed of recessed corner vestibules in the northeast and southeast corners. The entry vestibules are screened by a corner wall pier that is flush with the east elevation. The north and south elevations, like the east elevation, are set back from the snub cornice approximately 1.5 feet. On both the north and south elevations, a volume containing the four westernmost windows projects outward from the wall plane and meets the roofline in the same plane as the cornice (Figures 5 and 7). The west (rear) elevation terminates at the height of the roofline; a flat roof sits in front of and beneath the flat wall of the gable end (Figure 6).

The building's fenestration includes fixed aluminum frame windows set into the north, east, and south elevations. Entry to each of the units is through the recessed vestibules on the east elevation, which are defined by an original steel flush unit (northeast; Suite B) and a replacement half-glass steel door with a nine-light window and stamped panels (southeast; Suite A). Additional detailing includes louvered vents near the tip of the gable peak on the west (rear) elevation, overhead lights in the entry vestibules, utility equipment placed atop the flat roof of the west projection, and a standard aluminum gutter system. The interior of the building was not accessible at the time of survey and has not been represented in additional secondary documentation.

Alterations

Since its original construction, the building appears to have undergone few exterior changes. These are limited to the replacement of one entry door at an unknown date and various updates to the landscaping.

Boundary Description

The resource is located at 1514 E Street, in the Arnada neighborhood of Vancouver, Clark County, Washington. The building's parcel (40410000) is bounded by East 16th Street to the north, E Street to the east, and the surface parking lot of an adjacent parcel to the west and south. The parcel includes the office building, an associated surface parking lot, and associated landscaping. As all these features contribute to the property's historic significance, the recommended National Register of Historic Places (NRHP) boundary is the original boundary of the resource parcel.

INTEGRITY

Since its original construction, the office building at 1514 E Street appears to have changed little in form or use. Notable alterations include the replacement of the main entry door of Suite A in the southeast corner of the building and some alterations to the property's landscape plantings. More substantial changes have occurred in

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the building's setting which, at the date of original construction, in 1977, was mostly defined by detached residential buildings. Since that time, many of the historic-age residences within view of the property have been demolished and replaced by new, higher-density housing units to the east, along E Street, and to the north, on 16th Street. Though these housing units are relevant evidence of the area's commercial mixed-use zoning, because of the marked change in scale and type, they contribute to a slightly diminished integrity of setting, as 1514 E Street was built to blend in with the single-family surroundings. In all, the building retains its integrity of location, design, materials, workmanship, feeling, and association.

STATEMENT OF SIGNIFICANCE

In 1970, a demolition permit was issued for the two-flat house and stable that had occupied the lot at the intersection of 16th Street and E Streets since (at least) 1907 (Figure 8).[1] A construction permit issued to Al Angelo in August of 1977, seven years later, marked the official beginning of the small 1,550 square-foot office building that currently occupies the site. The building sits at the southern boundary of Vancouver's Arnada neighborhood; further south falls within the Esther Short neighborhood. At the time of its construction, however, the site was part of neither, located in an area that transitioned downtown Vancouver's density into the single-family homes that dominate Arnada. Though the building is relatively nondescript, its scale and appearance hint at the tumultuous few decades that defined Vancouver's urban history.

Redeveloping Downtown Vancouver

In many American cities, frenetic postwar development raised new concerns about the maintenance and management of downtown cores, those historic areas that had developed ad hoc, without coordination or regulation. Increased development in the postwar years of abundance favored newly-constructed, single-family, suburban homes; the Federal Housing Administration preferred these mortgages, and the options, along new, ubiquitous highway infrastructure, seemed endless. The bias, however, toward new construction meant entire swaths of the historic city fell into disfavor.

In Clark County, two periods of growth radically transformed the design of downtown Vancouver. The first, in the 1940s, was a consequence of wartime laborers permanently settling in the city, more than doubling its population from 18,788 to 41,664 persons. The second period of growth, during the 1970s, was centered in peripheral Clark County, which increased its population by approximately 50 percent, from 128,454 to 192,227. The population of Vancouver, however—which had fallen for the first time in a century during the 1950s, to 32,464—only increased by a disproportionate two percent during the 1970s, from 41,849 to 42,834.[2] City officials and the editorial staff at *The Columbian* called attention to the problem but had no obvious solutions: "Core Area Problem Recognized but No Path to Solution Seen" was the headline after a meeting of local planners and businessmen, all worried over downtown Vancouver's problems and unoptimistic future. Les Applegate (1920–2005), the city's director of urban renewal, defined the perceived issues: outmoded street plans, a lack of parking options, general unattractiveness due to competing signage and advertising, unkempt and aging buildings, and the dreariness of a concrete environment.[3]

[1] Based on available Sanborn maps; the first time the property was recorded was 1907.
[2] Census data was compiled with https://population.us/wa/vancouver/ and John Caldbick, "1980 Census: Population up by more than 21 percent in Washington state but cities mostly stagnate; "baby bust" of 1960s becomes apparent; more women than men, but they earn much less." *HistoryLink* www.historylink.org/File/9431.
[3] Don Chandler, "Core Area Problem Recognized But No Path to Solution Seen." *The Columbian.* August 30, 1966, 2.

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"Urban Renewal," of course, was the crux of the problem. This idea became popular in the United States in the 1950s after the passage of the Housing Act of 1949 (though its origins are earlier, tied to "slum" clearance in the 1930s). The national act encouraged the elimination of substandard and "otherwise inadequate" housing in anticipation of realizing a "decent home and a suitable living environment for every American family."[4] In Vancouver, the Esther Short Urban Renewal project dominated discussions of downtown development since the mid-1950s, when the first "workable plan" was introduced.[5] At that time, the state of Vancouver's historic core was a mix of divested public housing projects, large houses that had been converted to multi-family during the war, and commercial and light-industrial that had been built in accordance with the current zoning. The Esther Short Urban Renewal plan recommended rezoning the western area of downtown as Industrial, maintaining a Central Business District to the east of Esther Short Park, and designating an area to the north—between Evergreen and 12th streets—as a multi-family district. The plan received federal funding in 1961, but development investment lagged through the 1960s; the last parcel of land in the urban renewal area was finally sold in 1972.[6]

A 1960 Comprehensive Plan focused extra attention on the quickly growing regions in outer Clark County, but with little consideration of how that development would compound the ills of downtown Vancouver. Suburban sprawl along highways increased reliance on the personal automobile and soon, parking was the biggest obstacle in the future development of Vancouver's Central Business District (defined as the zone between Washington and C Streets, as far north as 12th Street). Over the next two decades, several comprehensive plans were submitted to the city that attempted to redress this issue, including a 1963 plan dubbed the "Clark-Coleman Plan," a 1967 plan by local architecture firm Nelson Walla Dolle, and a 1976 plan by San Francisco planner Rai Okamoto (1927–1993). More urban renewal studies were conducted, including one in 1972 that recommended designating 210 acres of downtown Vancouver—as far north as Fourth Plain Boulevard—as "blighted."[7] Other attempts at correction were made through Local Improvement District, or LID, plans. Development in the downtown business district happened piecemeal, through conditional use permits and variances.

Without a working comprehensive plan, downtown business owners argued that the Vancouver city council was "anti-business" when they denied permits for uses conflicting with zoning but representative of growth. Al Angelo (1920–2007), a successful developer in the city—and former mayor, from 1967 to 1969—was one of downtown Vancouver's largest landholders and responded to the Okamoto plan with only hesitant support. It was the best, he said, of all the previous plans that the city had received. But Angelo and other developers objected to the restrictions north of the Central District: a tourist zone from 12th to 15th streets, apartments from 15th to 19th streets, and single-family homes north of 19th Street. Angelo represented business interests in his response: "A lot of emphasis is put on residential—maybe a little too much—rather than on giving an opportunity to expand the

[4] Housing Act of 1949 (Section 2 and Title V). COMPS-10349.pdf (govinfo.gov).
[5] A "workable" program was one of the requirements for federal participation in urban renewal programs; it was a means by which cities showed overall competence and an engaged public. Vancouver's first plan was prepared by the city planning department in 1956.
[6] For an early analysis of the Esther Short urban renewal project, see John Russell Merrill, "Development of Proceedings for an Urban Renewal Project: The Esther Short Project." Masters thesis, Oregon State University, 1964. John Merrill was Vancouver's City Planner.
[7] "Last Gasp Effort" *The Columbian.* September 24, 1972, 34; "City Asking what went wrong in 'blight' effort." *The Columbian.* October 26, 1972, 37; see also David Jewett, "City Plans Hasty Study of Blight to Get Funds." *The Columbian.* May 03, 1967, 11. The 1967 Vancouver Workable Plan was approved by mayor Al Angelo, and Dr. Mihail W. Dumbeliuk-Czernowicky completed the neighborhood analysis of it. See Don Chandler, "City Must Overcome some Built-In Handicaps" *The Columbian* August 24, 1967, 13.

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business area if the need develops."[8] Angelo's son Craig described the business strategy for those interstitial lots that the company owned, should the new zoning of the Okamoto plan be implemented: "We'll go ahead and build an office building here right away and take a chance on filling it up. We aren't convinced yet that someone from San Francisco can come in and tell us what will work best here. The local developers know best themselves."[9]

A lot of emphasis was indeed placed on residential areas, not only by the zoning design but also by residents themselves. The constant struggle over downtown's future encouraged residents to organize locally, and they formed new neighborhood associations to combine efforts, trying to "improve, or at least retain, the livability of their neighborhoods." It was an attempt to "regain some clout and identity in the face of big government, and recapture some of the camaraderie and interdependence that neighbors used to have before the days of easy mobility and mass communication."[10] The associations acted as an intermediary between residents and the city. Arnada Neighborhood Association, established in December of 1976, was the first of its kind in Vancouver and encompassed the area bound by D Street to Interstate 5, and by Fourth Plain Boulevard to 22nd Street (by the end of 1977, the southern boundary shifted further south to McLoughlin Boulevard). The neighborhood was one of the earliest residential areas in Vancouver, dating to around 1910, and mostly comprised of single-family homes built during the early decades of the twentieth century. Despite the current feel of the neighborhood, Arnada had been zoned for decades, to allow duplexes and, with conditional exceptions, triplexes and small offices.[11] Based on shared concerns about encroaching stores, offices, and apartments, the freeway expansion, litter, traffic on F Street, and the future of its old housing stock (much of which required repairs but for which financing was difficult to obtain), the neighborhood residents fought the zoning designation for higher-density construction.[12]

Although the Okamoto plan was not fully implemented, a pared-down version of it, proposed by the Planning Commission, was passed as M-739 in September of 1977. The new ordinance attempted a compromise between business interests and quality of life for Vancouver residents, splitting attention between the "Downtown Development and Conservation Zone" and preserving the low-density residential areas in historic neighborhoods. Bonuses were proposed for developers who were "doing any of several things the planners [thought] are needed downtown," and were awarded in various forms, such as the right to build bigger buildings than otherwise allowed; these bonuses were transferrable to a developer's other properties.[13]

The site of 1514 E Street had always been located outside of the various developments for Vancouver's Central Business District, and outside of the residents' advocacy groups in Arnada (Figures 9, 10, and 11). It was further isolated from the city fabric by the 1970s changes to 15th Street and East Mill Plain Boulevard, which terminated through-access on E street past 15th Street. The design of the building—its residential scale, exaggerated pitched roof, and typical wood siding—blends the programmatic function of "professional office" into the density and appearance of the residential neighborhood it abuts. The adjacent parking lot, located on the south half of the lot, demonstrates the developer's commitment to convenience, ensuring that the tenants of the building and their clients have ample space to park personal vehicles; as Angelo knew, this had been a major complaint about the professional services located downtown.

[8] Lee Rozen, "Landholders: views on Okamoto." *The Columbian,* September 28, 1976, 7.
[9] Rozen, "Landholders," 7.
[10] Scott Peterson, "City Enjoying Neighborhood Renaissance." *The Columbian,* May 27, 1979, 21.
[11] Lee Rozen, "Park Project was local group's crown jewel." *The Columbian,* January 28, 1977, B7.
[12] Lee Rozen, "Residents hopeful of Using Councils." *The Columbian,* February 09, 1976, 2.
[13] Some of the things the planners desired downtown that would be rewarded were parking, covered walkways, preserving old buildings, and building high-density residential. See Lee Rozen, "New Commercial zoning boosts downtown offices." *The Columbian,* February 13, 1977, 36.

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The two-flat that existed on the property until 1970 was noted, in 1913, as the home of Miss Meyer, a "vivacious petite and an all round [*sic*] magnetic little woman," one-half of the show business team Cook & Meyer, "the liveliest quick action bit of work seen…in many moons."[14] The name "A. Goddard of Ridgefield" appeared in an owner's complaint of vandalism in the late 1920s. Rosalie Meyer's name was listed as the owner in the late 1950s. Although the rental apartment was still appearing in the classifieds in 1960, by 1969 the entire building was for sale: "Older Home, with Rented Apartment, Commercial potential" for sale for $11,500.[15]

The Vancouver office of the Washington State Insurance Commissioner was the first tenant of the newly constructed office building, after working out of a basement unit at 510 Esther Street. The commissioner commented on the move: "This relocation brings our services to the ground floor, much closer to downtown Vancouver, near a bus line and close to City Hall."[16] The state fire marshal occupied the other suite. Throughout its forty-plus years, the building has also been the offices of "Block Trading and Financial Corporation," a full-service investment brokerage business, Dynamic Food Marketing, Metropolitan International, a national security and investigative agency, and medical counselors.

Albert "Al" C. Angelo (1920–2007)

"Ex-mayor, mogul will be missed," read *The Columbian* headline on March 24, 2007, the Monday morning after real-estate developer and Vancouver's former mayor, Al Angelo, died. For the past six decades since his arrival in the city, Angelo, born to Italian immigrant parents living on a 150-acre farm in Skamania County, had been a Vancouver fixture. He arrived alongside thousands of new workers, lured by the war industry and the promise of work. Angelo, however, did not take one of the new shipyard jobs; instead, he saw the city's lack of adequate housing—less than 5 percent of the 5,800 private dwellings were unoccupied—and began his development enterprise by building seven residential properties near 45th and Columbia for Kaiser shipyard workers.[17] Gradually, he bought more property, forming, in the process, the "Al Angelo Construction Co," with his wife Katheryn (née Beatty, 1927–2007). Together, the couple purchased a prune orchard at West 26th Street and Fruit Valley Road and built fifty-two two-bedroom homes in a development they called Al-Kay Addition. In addition to more subdivisions, the couple added commercial construction in 1955, the same year Angelo was appointed to Vancouver's building code board.

Angelo lent his expertise as a developer to several city initiatives; he was appointed to the Vancouver Planning Commission in 1959, and City Council in 1962. In 1966, when Mayor Robert McMullen was appointed by Governor Daniel J. Evans (b. 1925) to the Superior Court, Angelo was installed as mayor pro-tem. In June of the same year, he was officially elected to the post and re-elected in 1968. He served on the board of St. Joseph Community Hospital, the Navy League of the United States, and the Vancouver Federal Savings and Loan Association's board.

In the early years of the 1970s, Al and Katheryn Angelo were joined by their sons Albert "Corky," Craig, Gary, Larry, and daughter Kathy, and their company, which was by then able to finance its own projects, multiplied

[14] "Vancouver Team Appearing at Grand," *The Columbian,* May 05, 1913, 3.
[15] N. Geoghegan was listed as an occupant in 1906.
[16] "Insurance Office Moves," *The Columbian,* February 02, 1978, 14.
[17] Merrill, "Development of Proceedings," 35. Here, Merrill takes his data from Bayard Wheeler's "An economic analysis of Vancouver, Washington, and its environs. Part I of the Vancouver Plan (1947)."

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exponentially. A 1976 article in *The Columbian* described Angelo, along with Bob Hidden, Jack Foley, the late William Wineberg, and the Schofield brothers, as one of the largest landowners in downtown Vancouver.[18]

Angelo's downtown properties, at the time, included a commercial building at the southwest corner of 8th Street and Broadway; another one at the southwest corner of 8th and C streets; a lot on Evergreen across from Providence Academy; the two-story Colonial-style Carter Building on 11th and C streets; a gas station west of C Street between Mill Plain and 15th Street, and the entire block on the east side of C Street, full of one-story office buildings. He also owned two lots between C Street and Broadway, north of 17th Street; two lots at C and 19th Streets; and a single lot at the southwest corner of 16th and E (after construction the following year, 1514 E Street). The block north of McLoughlin between D and E streets was entirely owned by Angelo, except for the parcel in the northeast corner.

Angelo was well-regarded within his political and professional circles. His success was attributed to his ability to recognize opportunities after "closely watching comprehensive plans, zoning trends, land-use transitions, building codes and water and sewer extensions"; in short, he and his family learned to "use the system well."[19] The family added commercial and retail projects to its roster and eventually, also built apartment complexes. Its specialty was build-to-suit, or identifying a lack in the market and offering construction services to potential users. "We feel there is a demand for small to moderate-sized professional offices in the downtown area," said Craig Angelo in 1977. In that year, the company constructed three new projects: the one-story building at 1514 E Street; a one-story, multi-tenant build-to-suit project at 1801 D Street, now called "Angelo Plaza"; and 1500 D Street, a 6,000 square-foot building at 15th and D streets, originally constructed for Chicago Title Agency of Clark County. The Arnada Neighborhood Association was vocally opposed to the Angelo Plaza building, saying that it was "not a pretty building," and "was not a building with a long life." But the Angelos countered, arguing that they "cater to the middle income tenant," and the building was built as designed. Most of their buildings, Angelo said, are built for functionality: square, plain designs, finished in a stained wood exterior, lots of parking, and plenty of landscaping.[20]

The Al Angelo Company, now run by the family's third generation, is still operating out of its headquarters in Vancouver (400 East Mill Plain Boulevard) and managing properties in over six states. Its mixed-use residential project adjacent to Esther Short Park, Heritage Plaza (1999), is largely credited for revitalizing downtown residential development.

Roger Herndon, Architect

After graduating from Vancouver's Hudson's Bay High School, Roger Duane Herndon (b. 1947) received his architectural training at Washington State University. He spent the first few years after university in firms in Seattle, San Francisco, Portland, and at Don Cassady and Associates in Vancouver.[21] After getting his license to practice, Herndon opened his Vancouver firm in 1974. One of his first projects was a portable, prefabricated, steel-frame bus stop enclosure designed for Vancouver City Transit; shortly thereafter, Herndon designed

[18] Lee Rozen, "Landholders: views on Okamoto," *The Columbian,* September 28, 1976, 7–9.
[19] Steve Pierce, "The Angelo Saga," *The Columbian,* October 18, 1981, 46. The quotation about the Angelos' ability to use the system well came from Dean Mosier, a former Vancouver community development director.
[20] Pierce, "Angelo Saga," 46.
[21] Thomas Ryall, "River View jibes with lifestyle of sailing family," *The Columbian,* December 23, 1984, 45.

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commercial and residential projects for Al Angelo and John Tosti (1920–2004), two prominent Vancouver developers.[22]

In 1977 alone, Herndon designed three projects for Angelo: 1514 E Street, an 8,000 square-foot office complex at 1801 D Street, and the 6,000 square-foot office building for Chicago Title Agency of Clark County, at 15th and D Streets (Figure 12). At the end of 1977, Herndon formed a partnership with Gary Rogowski (1941–2016); their most notable commission was the Washington State Patrol District Five Headquarters building, located at the west edge of the Vancouver National Historic Reserve. Their partnership ended when Herndon joined the Portland firm of Yost Grube Hall Architects in 1980, where he worked on renovations to the Multnomah Athletic Club and the Portland Red Cross Headquarters. He also worked for Lee, Ruff, Waddle Architects and Boucher-Mouchka-Larson, both in Portland. The last few projects of his career were spent back at Yost Grube Hall, where he designed U.S. embassies for the U.S. State Department and an office building and parking garage for the Port of Portland's airport.

Northwest Regionalism/Postmodernism

The appearance of 1514 E Street is relatively quiet. Though it houses two offices, it maintains the small scale of the houses in the Arnada neighborhood, and its symmetrical design hides the multi-tenant division. Angelo's buildings were built with a specific type of "middle-of-the-road" tenant—and rent—in mind and therefore needed to be easy to build and relatively cheap, per square foot. The regular, rectangular footprint and one-story construction belie the more interesting aspects of Angelo's buildings: the unexpected design decisions that prevent the building from looking like a simple box. In this case, the articulations around the entry vestibule, the projecting window bays on the north and south sides, and the oversized, irregular, roof call attention to the fact that though simple, this building participated in a larger discourse usually assumed to be reserved for "high-end" buildings.

The last years of the 1970s correspond, architecturally, to the rise of Postmodernism—a general and often ambiguous descriptor that has been liberally applied to buildings designed in response to the hegemony of Modern—or "International Style"—architecture. Many historians attribute Postmodernism's earliest appearances to a 1966 book written by Robert Venturi (1925–2018) then a young, Princeton-trained architect from Philadelphia. In the text, called *Complexity and Contradiction in Architecture*, Venturi embraced the discipline's rich and varied history, long abandoned by his contemporary colleagues in their pursuit of abstract, monochromatic minimalism. With his partner, Denise Scott Brown (b. 1931), Venturi—and others who followed—freely used historical referents, played with scale, type, and color, and designed buildings that were meant to communicate on multiple levels with their surroundings and their users. Postmodernism appeared in many guises in the decades that followed, from Venturi's house for his mother (1966) to theatrical set interventions in public plazas (Charles Moore's Piazza D'Italia, 1978) and, perhaps most famously in the Pacific Northwest, the seminal "Portland Building," the first high-rise office building designed in a Postmodern style (Michael Graves, 1982).

The office building at 1514 E Street, at first glance, appears to have been designed in the Northwest Regional style—the region's architectural response to International Style architecture, influenced by Pietro Belluschi (1899–1994), Van Evera Bailey (1903–1980), and John Yeon (1910–1994). The grooves of the vertical T1-11 siding, reminiscent of wood siding, are reminders of the Pacific Northwest's abundance of lumber and reliance on local

[22] Information about Herndon's career was obtained from a phone call interview between Tom Heuser, of WillametteCRA, and the architect, conducted April 24 and 25, 2023.

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resources. The pitch of the roof, like many in the Portland and Vancouver areas, is steep to shed the constant rainfall and accumulating debris, and the entries are similarly protected from the elements.

The seemingly simple appearance of the squat, one-story building with an oversized roof, however, begins to disintegrate on further inspection. In many Northwest Regional buildings, which are assumed to have been influenced by the rural barns that punctuate the western landscape, the proportions are more vertical, and the slope of the roof is often asymmetrical. At 1514 E Street, the hip end of the roof, viewed from street level, disappears into its outline, visually flattened by the dark asphalt shingles. The over-emphasis on the roof shape allows the building to communicate its similarities to the single-family homes nearby as if announcing—incorrectly—its typicality. The clarity of the elevations—three with six windows each, and one wall entirely opaque—similarly dissolves into a series of layered planes: the snub cornice, co-planar with the projecting window volume; the plane of the building footprint, aligned with the north and south elevations, the window-wall and wall piers of the east elevation, and the west elevation; and finally, the plane of the entry door, set back even further. Glimpses beyond each layer—like the openings created by the wall pier at the entry—constantly ask the viewer to readjust to the building's ambiguity. The hip roof terminates unexpectedly by means of a vertical gable located directly above the projecting window volumes, designed in order to provide a flat roof surface for the mechanical equipment. Because of this accommodation, the "back" of the building—the opaque part of the north and south elevations and the west elevation—appears as a separate, auxiliary volume. In a few small moves, the simple geometry is rendered much more complex.

Despite the nondescript appearance, the office building at 1514 E Street is an excellent representation of a small professional building constructed in the late 1970s in a blend of the Northwest Regional and Postmodern styles.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Office Building at 1514 E Street is significant under Criterion C with an overall period of significance of 1977. The resource possesses the requisite integrity to communicate its significance and is therefore recommended eligible for listing in the National Register of Historic Places.

Based on WillametteCRA's evaluation of the Office Building at 1514 E Street 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 contributed to the revitalization of downtown Vancouver, it does not, as an individual resource, adequately represent this pattern of events.

The resource does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Despite the building's strong association with local developer and former city mayor Al Angelo, there is no evidence to assert that this building was more significant or exemplary compared to the dozens of buildings Angelo built in Vancouver and the Pacific Northwest. Therefore, the resource is not recommended eligible under Criterion B.

The building is significant under Criterion C, at the local level in the area of architecture. The office building showcases a blend of the Northwest Regional style and Postmodernism and embodies the distinctive characteristics of its type of construction. The period of significance for this criterion is 1977, the year of the building's construction.

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The office 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 Office Building at 1514 E Street retains sufficient integrity to communicate its area of significance. WillametteCRA recommends the resource eligible for listing in the NRHP under Criterion C. The resource is recommended not eligible under Criteria A, B, or D.

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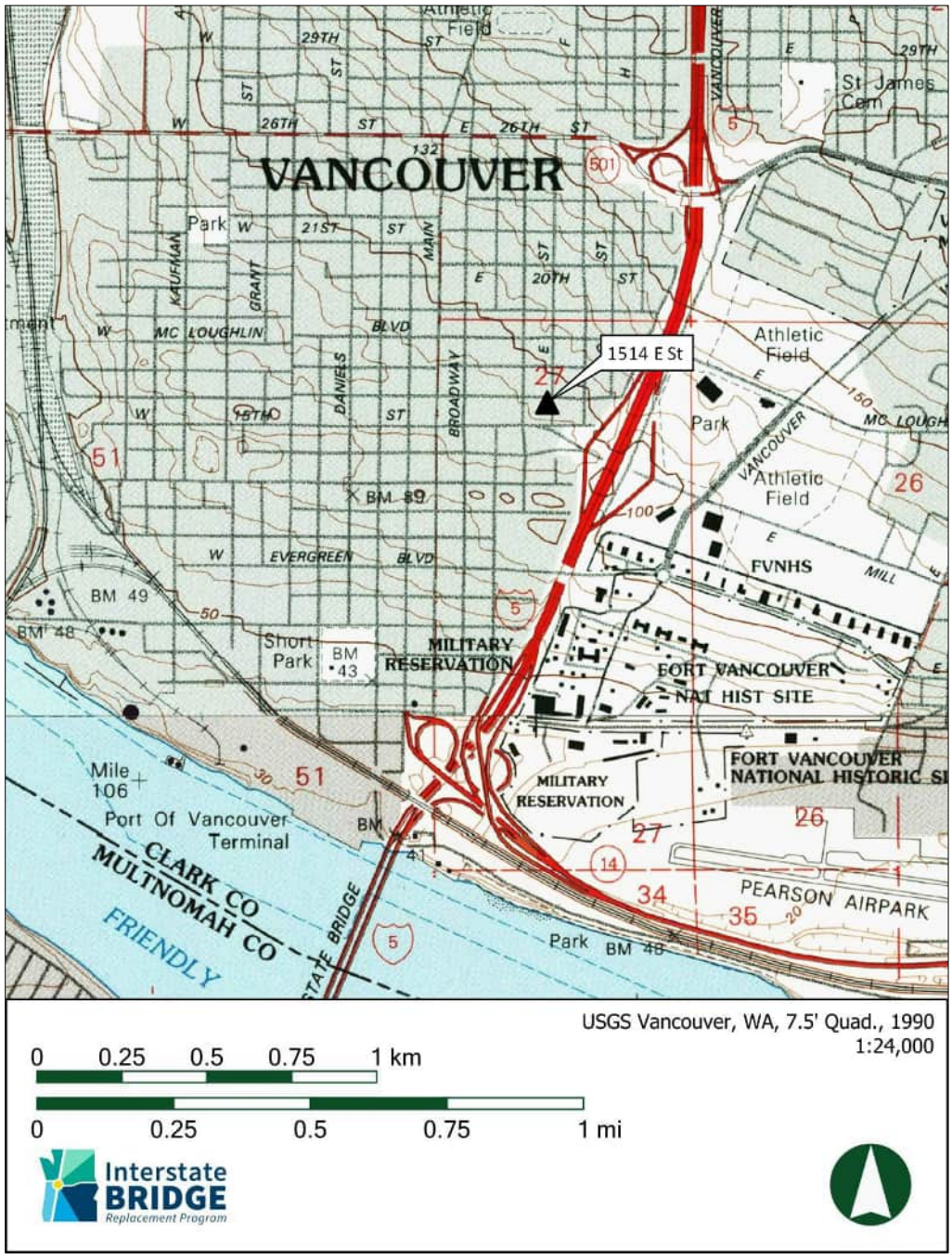


Figure 2. Location map of 1514 E Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 1514 E Street showing recommended NRHP boundary in white.

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Figure 4. View of the Office Building at 1514 E Street, looking west (WillametteCRA December 14, 2022).

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Figure 5. View of the Office Building at 1514 E Street, looking south (WillametteCRA December 14, 2022).

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Figure 6. View of the Office Building at 1514 E Street, looking east (WillametteCRA December 14, 2022).

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Figure 7. View of the Office Building at 1514 E Street, looking north (WillametteCRA December 14, 2022).

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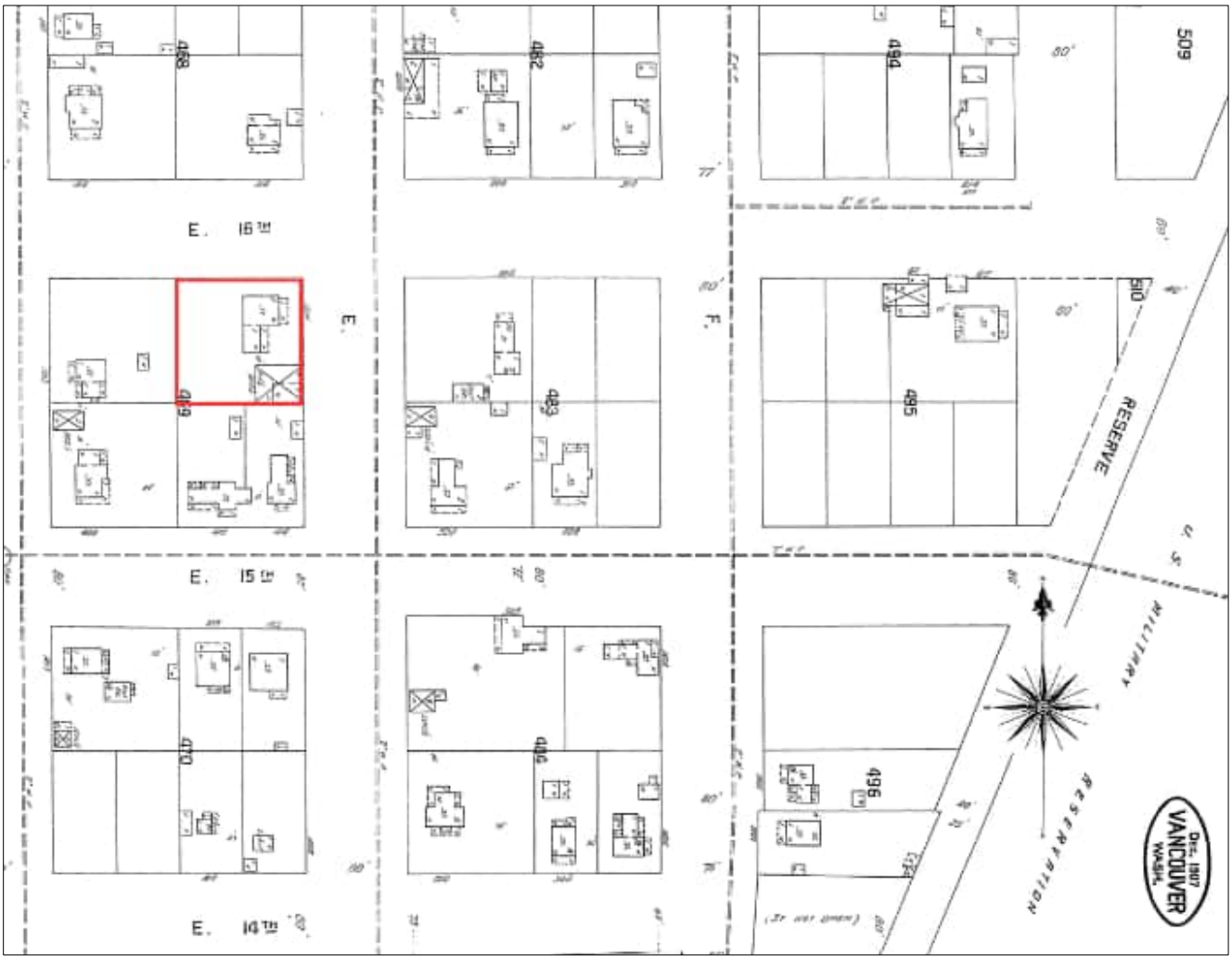


Figure 8. 1907 Sanborn Fire Insurance Map with 1514 E Street highlighted in red (Sanborn Map Company, *Vancouver* [1907]).

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Figure 9. 1959 Aerial View of the city of Vancouver. The city's central business district, identifiable by the larger buildings lining Main Street, is visible in the lower center. 1514 E Street, highlighted in red, typologically resembles the neighborhood of Arnada (Clark County Historical Society Library and Archives).

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Figure 10. Detailed view of 1514 E Street, highlighted in red, in 1959, showing the encroachment of office buildings into the residential neighborhood (Clark County Historical Society Library and Archives).

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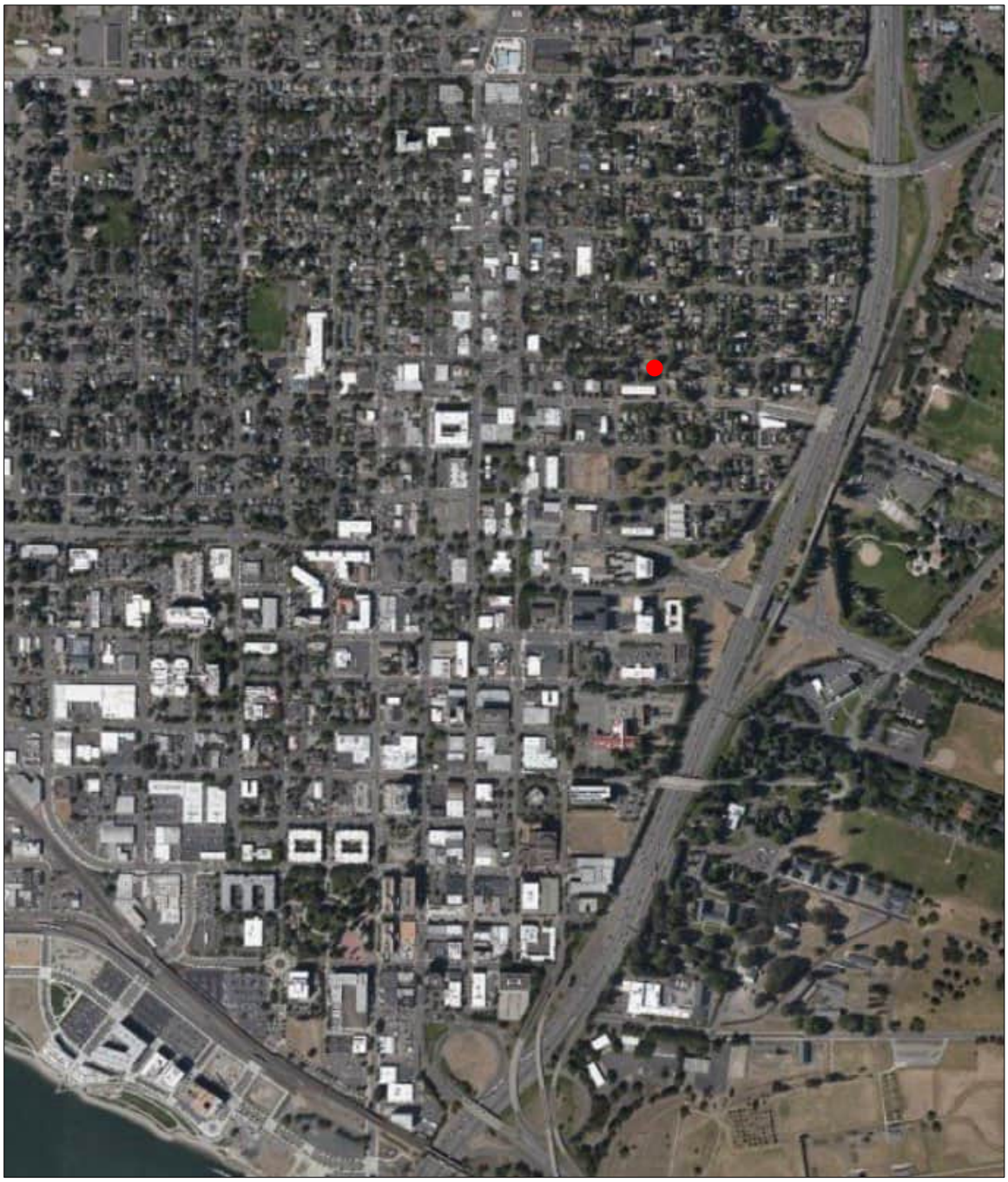


Figure 11. Current aerial view of the central business district of Vancouver, in relation to adjacent neighborhoods. 1514 E Street is marked in red (Bing, 2023).

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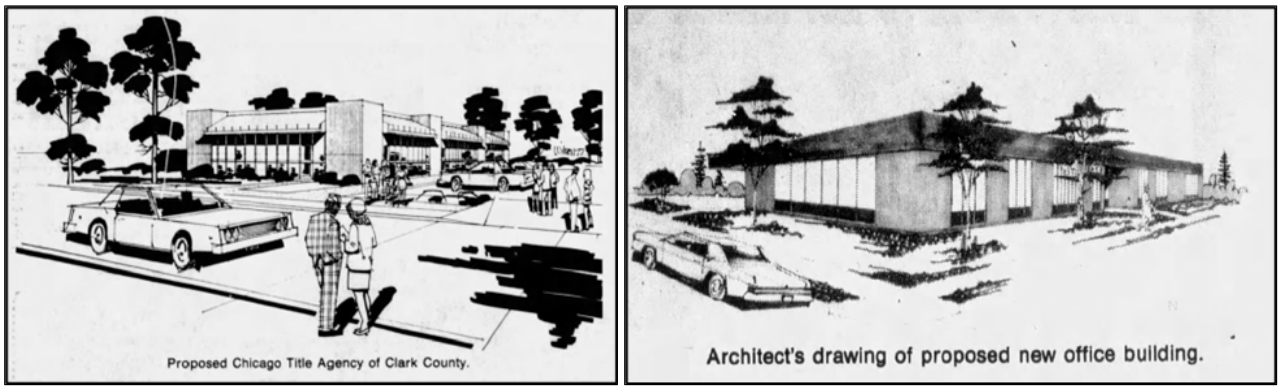


Figure 12. Renderings of two of Roger Herndon's 1977 projects for Al Angelo: Chicago Title Agency of Clark County on the left, and 1801 D Street on the right (*The Columbian* [Vancouver, WA], June 3, 1977 and February 11, 1977).

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: Washington State Patrol District Five Headquarters (Vancouver Police Headquarters) (WA 1148)	WISAARD Property ID: 731279
Street Address: 605 East Evergreen Boulevard	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 38279916	Plat Block Lot: #6 U S MILITARY RESERVATION 2.37A
USGS Quad Name: Vancouver Quadrangle	Township: 2 North Range: 1 East Section: 27
Coordinates: 45.628130°, -122.665550°	
This property is part of a ☐ District	

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

Current Use: GOVERNMENT / correctional facility	Construction Date: 1979
Historic Use: GOVERNMENT / correctional facility	Alterations & Dates: ca. 1984–1990, Roof replaced
Architectural Classification / Resource Type: Other: Late Modern / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Utilitarian	
Window Type & Material: Single Fixed, Cottage-style & Aluminum, Anodized Aluminum	Exterior Surface Materials: Primary: Brick - Stretcher Bond Secondary: N/A Decorative: N/A	
Roof Type & Material: Flat with Parapet & Asphalt/Composition		
Structural System Type: Wood - Platform Frame	Plan Type: T-Shape	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Other: Late Modern	Plan	None
	Windows	None
Register Status: Not Listed	Cladding	None
	Roof	Extensive
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. View of Washington State Patrol District Five Headquarters, north elevation, view facing south (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:

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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PHYSICAL DESCRIPTION

The Washington State Patrol (WSP) District Five Headquarters (now the Vancouver Police Headquarters) is a Late Modern style building located on the west edge of Vancouver National Historic Reserve (VNHR) of Vancouver, Clark County, Washington (Figures 1–15). Within the Historic Reserve, the building is situated along the eastern edge of Interstate 5 (I-5), south of the northbound offramp to East Mill Plain Boulevard with its primary elevation facing north onto East Evergreen Boulevard and its south elevation facing Anderson Street. (Note: The building footprint is oriented approximately twenty-three degrees off truth north. For the purposes of this description, the front of the building is reference north, and the rear of the building is reference south.) The surrounding area consists of a mix of military residences as well as institutional and former defense buildings, open fields, and an airstrip arranged on a mix of rectilinear and curvilinear streets lined with mature trees. The reserve possesses views of I-5 to the west and Columbia River to the south, however, only I-5 and the surrounding buildings are visible from the WSP District Five Headquarters. The building itself is located on an irregular tax lot and is adjacent to the former Vancouver Barracks buildings to the north, south, and east. The lot is steeply sloped progressing downwards to the south and the landscape falls towards the Columbia River. On the tax lot is the principal building, and associated parking lots, driveways, landscaping, and accessory structures (Figures 1, 2, and 3).

The principal building's footprint is T-shaped and is constructed atop a reinforced concrete foundation overall measuring approximately 150 feet from north to south and approximately 100 feet from east to west at its widest (Figure 4).[1] Above the concrete foundation, the walls of the building are constructed from wood framing and rise two stories at the southern rear end of the lot transitioning to one story where the grade rises towards the north front of the site along East Evergreen Boulevard. The walls are topped by a flat roof with low parapet.[2] The roof of the building is surfaced with a white membrane and its parapet is capped with metal flashing. The building is clad primarily in red brick laid in a stretcher bond with recessed plaster panels (Figures 1–14). Overall, the building possesses a tripartite massing that responds to the slope of the site with receding stepped blocks (Figures 5, 6, 7, 12, and 13). This stepping allows the building's middle to have a span of recessed windows facing to the south over the building's rear garage section (Figures 7 and 13).

The building's fenestration consists primarily of fixed single-section windows and small spans of window ribbons all with aluminum frames (Figures 1 and 5–14). There are also three fixed, cottage-style windows on the east elevation with smaller upper sashes (Figure 12). Windows set into brick have brick sills while those set into the recessed plaster walls have no sills.

The building's primary entry is located on the east half of the north elevation (Figure 9). This entry is recessed approximately 3 to 4 feet and consists of a metal frame glass door with a fixed transom. The door and transom are flanked by fixed reverse cottage-style windows. A simple metal rectilinear awning covers this entry and projects approximately 8 feet beyond the entry door. There are three additional pedestrian side entrances. One is contained within the side of a recess near the south end of the east elevation and consists of a flush metal door (Figure 5). The second is contained within the side of a recess near the south end of the west elevation and consists of a metal half-glass door (Figure 14). The third is located on the west inset corner of the south elevation (Figures 6 and 7). There are also three metal garage doors set into recesses. Two are on the south end of the

[1] Clark County Assessor does not have a sketch with exact building dimensions. Measurements were taken using the measurement tool on Clark County MapsOnline. For more detailed measurements see Figure 4.
[2] Due to the slope of the site and the building's stepped massing that responds to it, the building's mid-section is two stories.

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east elevation and one is on the south end of the west elevation. These doors are either roll-up or retractable (Figures 7 and 12–14). The two southmost and narrower garage doors on either side of the building provide through access for vehicles.

The property overall is landscaped with a mix of grass lawn, ivy, shrubs, and mature trees. (Figures 1–14). In front of the building's principal entry is a circular planting box constructed with brick that rises approximately 3 feet above a sloped concrete walkway that surrounds it. This circular walkway gradually slopes upward in a counterclockwise direction for those with impaired mobility to the principal entry. The planting box contains various plantings and a flagpole and a lower brick wall lines the western edge of the circular concrete walkway (Figures 6 and 10). Two linear concrete walkways converge at the circular walkway and connect it with East Evergreen Boulevard to the north of the building and the nine-car parking strip to the east and northeast of the building. The tax lot contains additional parking areas: one for approximately twenty-six cars located in front of the building's south elevation, another for approximately five cars on the west side of the property adjacent to a small fueling station, and a secure, ten-car impound parking lot surrounded by a locked chain link fence with privacy slats at the southwest corner of the property (Figures 4 and 15). Other structures on the property include a 200-foot communications tower in front of the building's west elevation and a radio communication shelter adjacent to the secured parking lot on the west (Figures 13 and 15).

Alterations

Since its initial construction, the WSP District Five Headquarters appears to have maintained its original footprint. Its original built-up asphalt composition roof, although shielded behind a parapet, has been replaced with a white membrane (Figures 17 and 18). Some changes have occurred on the southwest corner of the tax lot including the replacement of a fuel pumping station and the construction of a radio equipment shelter (Figures 19 and 20). The setting around the property has remained largely the same since its construction except for the widening of I-5 and Evergreen Boulevard, both of which were in progress before and after the building's construction.

Boundary Description

The WSP District Five Headquarters building at 605 East Evergreen Boulevard is set on a single tax lot (38279916) which includes its footprint, as well as the surrounding ground, walkways, parking areas, and structures. The principal building, walkways, circular planting box, landscaping, parking areas, and communications tower contribute to the tax lot's historic significance. The communications equipment shelter and new fueling station, which were constructed after the property's period of significance, do not contribute to the tax lot's historic significance. Since that time, the tax lot boundary has also remained unchanged and, as such, the recommended National Register of Historic Places (NRHP) boundary is defined by the boundary of the tax lot.

INTEGRITY

The period of significance for the WSP District Five Headquarters is limited to its initial construction and occupation in 1979. Since then, the building has remained in its original location, although its setting has been modestly altered by the widening of I-5 between 1977 and 1984, and the reconstruction of the East Evergreen Boulevard overpass between 1979 and 1981.[3] These events, however, have had a relatively minor impact on the

[3] "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Overpass Closure To Be Obstacle For Pedestrians," *The Columbian* (Vancouver, WA), November 11, 1979, 14; "Opening Today," *The Columbian* (Vancouver, WA), February 5, 1981, 1.

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immediate vicinity of the WSP District Five Headquarters building around which only some ground removal and road reconfiguration occurred. Despite these changes, the setting immediately around the WSP District Five Headquarters building has retained its character as a historic military complex.

Like the immediate surroundings, changes to the tax lot and building itself are also relatively minor. Changes to the lot include the construction of a small radio equipment shelter on an unoccupied piece of land at its southwest corner, as well as the replacement of the original fuel pumping station also located in the southwest corner. The only change to the building's exterior is the replacement of its roof surface (surrounded by a parapet and not visible from street level).

Overall, the resource retains its integrity of location, design, workmanship, feeling, and association while its integrity of setting and materials has only been slightly diminished.

STATEMENT OF SIGNIFICANCE

Vancouver National Historic Reserve

The area where the Washington State Patrol (WSP) chose to construct its District Five Headquarters is within the contemporary boundaries of the Vancouver National Historic Reserve (VNHR) (Figure 21). The VNHR encompasses one of the most historically important sites within the Pacific Northwest, where strands of indigenous, colonial, and modern history are deeply entwined and overlapping. It contains historic landscapes, archaeological sites, and built environment districts including the Vancouver Barracks which is both within and surrounding the subject tax lot. The VNHR overall was one of the earliest permanent British outposts on the continent's western edge and, from its inception, remained a bastion of governmental authority into the twentieth century. Such extended use encompassing periods of both British and European American expansion necessitated substantial changes to the site, which have left behind a multilayered landscape of architectural and archaeological resources.

Prior to 1825, the site presently known as the VNHR was a part of the prairie named *Alaek-ae* ("turtle place") by the native Klickitat people who maintained a trail that ran through it. The "Klickitat Trail" was an overland route that connected a network of prairies between the Columbia River and present-day cities of The Dalles and Yakima. The Klickitat and Cowlitz peoples used these prairies for subsistence and traded with other tribes along the trail such as the Chinook and, later, with settlers at Fort Vancouver and its associated village.[4]

Fort Vancouver and the adjacent village was established on the prairie of Alaek-ae in 1825. It was a fur trading outpost, a farm, and the northwest headquarters of the Hudson's Bay Company of England (HBC), a trading company with a vast array of fur trading outposts across much of western North America. Approximately 800 people lived and worked in the Fort Vancouver and the village. The demography of the fort included Native Americans, Native Hawaiians, French Canadians, Scottish, English, and Métis people. Just as European American settlers began arriving in the area in the 1840s, the thriving fur trade began to deteriorate as the material's use was replaced by silk in many in European fashion items (particularly hats). As such, HBC and by extension, British influence in the area declined leading to the signing of the Oregon Treaty with the U.S. in 1846.

[4] National Park Service, *The Cultural Landscape of Fort Vancouver National Historic Site: Indian Country, pre-1824,* February 8, 2018. Accessed October 19, 2023. https://www.nps.gov/articles/fovaclrindiancountry.htm.

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The treaty placed a permanent international boundary on the 49th parallel, the present-day border between Canada and the U.S. After the signing of the treaty, HBC moved its headquarters to Victoria, Canada, and leased its land on the bluff overlooking its original fort to the U.S. Army, which established Camp Vancouver there in 1849. Meanwhile, HBC retained an outpost within and around the fort below the bluff. As more European American settlers came to the area, this outpost downsized to 640 acres with a staff of twelve by 1853, which was reduced again to a staff of six by the end of the 1850s. By 1860, the U.S. Army demolished most of the fort's semi-abandoned and decaying residence buildings and finally assumed full control of the area in 1887 after evicting the St. James Catholic Mission.[5]

Under U.S. control, the site was repeatedly renamed from Camp Vancouver to Columbia Barracks (1850–1853), Fort Vancouver (1853–1879), and finally the Vancouver Barracks (1879 onward). From 1860 to 1947, the primary use of the site was for U.S. Military operations. Initially, this involved the suppression and relocation of Indigenous tribes in the region up through 1880. During this time, the U.S. Army laid out new roads and created Officer's Row, initially a row of log buildings above the parade grounds to the east of the present location of the WSP District Five Headquarters building. After suppressing the Nez Perce tribe in 1877 and reestablishing the site as the Headquarters of the U.S. Army's Department of the Columbia (overseeing Oregon, Washington, and Idaho), the U.S. Army renamed it Vancouver Barracks in 1879. Between 1885 and 1889, the U.S. Army replaced all but one (today's Grant House) of the original log buildings with new residences in fashionable contemporary styles and relandscaped the surrounding grounds with ornamental plantings and imported trees. During the 1890s, the force stationed at Vancouver Barracks controlled various labor strikes in the region and the post served as a major training center for volunteers in the Spanish-American War.[6]

In the early twentieth century, the U.S. Army expanded its operations at Vancouver Barracks starting with the construction of a double barracks, a new administration building, and a new hospital, among a variety of other improvements to accommodate additional soldiers. In 1903, the U.S. Army granted an easement to the Spokane, Portland, and Seattle Railway (SP&S) to construct a rail line along the southern edge of the complex, as well as a short spur line that led north into Vancouver Barracks. The SP&S completed the line in 1908 just months before completing the Columbia River Railroad Bridge connecting the line through to Portland.[7]

During World War I, the U.S. Army established a lumber mill on the site staffed by its Spruce Production Division to produce the wood needed to construct fighter planes. The mill operated with a peak staff of 28,000 "Spruce soldiers" between February and November of 1918 and produced between 400,000 to 600,000 board feet of lumber every 24 hours. The mill equipment was disassembled and sold after the war while the various mill buildings were fully removed or repurposed for the post's airfield (later Pearson Airfield) developed along the bottomlands of the reserve site in 1925. From this point forward, the Vancouver Barracks served a subsidiary role to the larger Fort Lewis installation established near Tacoma, Washington during the war. Until World War II (WWII), only a few new buildings were constructed at Vancouver Barracks including a Red Cross house, camps for the Civilian Conservation Corps (CCC), and a row of brick duplexes for noncommissioned officers along the western edge of the site. In 1941 during the months leading to the U.S. entry into WWII, the U.S. Army

[5] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 169–177.
[6] Adam Alsobrook et. al, *Interstate Bridge,* 175-178.
[7] Adam Alsobrook et. al, *Interstate Bridge,* 178.

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constructed a 705-bed hospital north of the Barracks' main facilities. The hospital treated American soldiers injured during the war and was later expanded to a capacity of 1,547 beds by the mid-1940s. [8]

After the end of WWII in 1945, the U.S. Army declared its Vancouver Barracks installation surplus and began processing its disposal before reactivating various sections for reserve training in 1947. Sensing an opportunity, local entities revived a decades-old plan to commemorate the original HBC site and lobbied local politicians to create a formal historic site. On June 19, 1948, an act of Congress established the Fort Vancouver National Monument (62 Stat. 532) granting 53 acres to the National Park Service (NPS) to administer the site. Because additional lands from the installation were granted to the City of Vancouver for use as a municipal airpark, an easement on some NPS property was drawn, prohibiting construction that would interfere with air traffic.[9]

The creation of the new monument was slow. It required additional land transfers, archaeological investigations, and more funding for a planned reconstruction of the original HBC stockade. Additional land transfers took place throughout the 1940s, 1950s, and 1960s during which time, District Five of the WSP relocated its headquarters to the northwest corner of the reserve in 1954. Aside from this establishment, it was not until 1962 that an agreement was reached reducing the airpark's easement to allow for any more aboveground construction. In 1961, presidential approval officially renamed the unit "Fort Vancouver National Historic Site," and reconstruction finally began in 1966.[10]

With the military's gradual withdrawal from the reserve, the installation was threatened with closure in the 1970s. Community activists agitated for the preservation of the Barracks' historic resources. It was during this period of agitation that the Washington State Patrol planned and constructed a new facility to replace its existing one near the Evergreen Boulevard overpass of I-5 in 1979. A year later, the nearby Officers Row was designated surplus; in 1984, it was sold to the City of Vancouver for one dollar. The site was converted into commercial and residential rental units after a process of restoration and rehabilitation. Only in 2011 was the installation's final military office closed and it turned wholly over to civilian usage.[11]

Herndon/Rogowski & Associates – Architects[12]

The WSP District Five Headquarters was designed by Vancouver architects Roger D. Herndon (b. 1947) and Gary Frank Rogowski (1941–2016). The two men founded Herndon/Rogowski & Associates between late 1977 and early 1978 for the sole purpose of collaborating on the design of the WSP District Five headquarters. Relying on the strengths of their educational backgrounds, Rogowski took the role of design principal for the project while Herndon handled the design's more technical details. After the WSP project, the partners stayed together and collaborated on a liquor store at Mill Plain Boulevard and Chkalov Avenue for Vancouver developer Craig Angelo, as well as a study, with working drawings, to address accessibility deficiencies at Evergreen High School.[13] Their

[8] Adam Alsobrook et. al, *Interstate Bridge,* 179–181.
[9] Patricia C. Erigero, *Historic Overview and Evaluation of significant Resources*, Draft, Washington, DC: Department of the Interior, National Park Service, 1992, 81.
[10] Erigero, 81–82.
[11] Duane Colt Denfeld, "Fort Vancouver is renamed Vancouver Barracks on April 5, 1879." HistoryLink, last modified March 7, 2010, accessed May 1, 2023. https://www.historylink.org/file/9326.
[12] The following section is sourced from telephone interviews with Roger D. Herndon and Sharyl Rogowski, widow of Gary F. Rogowski, conducted between April 24 and 25, 2023. Any additional sources are cited throughout.
[13] "Self-Service Liquor Store Planned," *The Columbian* (Vancouver, WA), December 5, 1979, 12.

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partnership dissolved in 1980 when Herndon decided to pursue employment in a larger design firm for better job security in the midst of the period's stagnating economy.

Roger D. Herndon was born on the family farm near Lebanon, Kansas, in 1947 and moved with his family to Vancouver, Washington, two years later. He earned his architecture degree at Washington State University (WSU) in 1970 and interned for three years at architecture firms in Seattle, San Francisco, Portland, and Vancouver. While interning for Don Cassady and Associates of Portland, Herndon designed the nine-story low-income senior housing tower, now known as Columbia House, at 130 West 24th Street in Vancouver in 1973. After obtaining his Washington State architecture license in 1974, Herndon started an independent practice. One of his first projects was the winning design of a portable, prefabricated, steel-frame bus stop enclosure for a Vancouver City Transit design competition. Leveraging the notoriety he gained from the competition, Herndon secured commissions to design several office buildings for Vancouver developer Albert "Al" C. Angelo (1920–2007) and a row of eight houses on the private road of Nob Hill Drive between East 11th Street and Mill Plain Boulevard in the Harney Heights neighborhood for John Tosti (1920–2004), another Vancouver developer.[14]

After leaving his brief partnership with Gary Rogowski in 1980, Herndon joined Yost Grube Hall Architects (YGH) of Portland. During his time at YGH, he worked on a parking garage with tennis and racquetball courts for Multnomah Athletic Club at 1849 SW Salmon Street, the Portland Red Cross Headquarters at 313 North Vancouver Avenue, and large-scale facilities for Chevron Oil in Lagos, Nigeria. After taking a summer sabbatical in the late 1980s, Herndon then briefly joined the Portland firm of Lee, Ruff, Waddle Architects where he worked on the design of a new campus for Mentor Graphics in Wilsonville, Oregon, south of Portland. For much of the 1990s, Herndon worked for a Portland architecture startup of Boucher-Mouchka-Larson (BML) where he worked on building designs for Kaiser Permanente, Sony, and Hewlett Packard in the Portland-Vancouver area.

Herndon left BML as the economy declined going into the 21st century and returned to YGH where he primarily worked on U.S. Embassy projects for the U.S. State Department including embassies in Ecuador and Turkmenistan, as well as an educational campus for embassy employees at Arlington, Virginia. Herndon's final project was an office building and parking garage for the Port of Portland's airport facility in 2017.

Gary F. Rogowski was born in Toledo, Ohio in 1941 and moved to Burbank, California with his family in ca. 1942.[15] After graduating from Burbank High School in 1959 he enrolled at Glendale Junior College for a time before serving in the U.S. Navy in the early 1960s. Rogowski left the Navy early to complete his education at California Polytechnic State University (CPSU) in San Luis Obispo. While an architecture student at CPSU, Rogowski was a junior designer for Victor Gruen Associates in Los Angeles where he won multiple design awards. In 1968 he married Sharyl Ann Pinson (b. 1947), a student of interior design at CPSU.[16]

[14] "Albert C. Angelo Sr.," *The Columbian* (Vancouver, WA) March 27, 2007, 20; "Obituaries: John Tosti," *The Columbian* (Vancouver, WA) May 26, 2004, 21.
[15] Ancestry.com, "1950 United States Federal Census of Burbank, Los Angeles County, California" [database on-line]. Lehi, UT: Ancestry.com Operations Inc., 2022.
[16] "Central Coast Education Highlights," *Golden Coast News* (Santa Barbara, CA), June 1, 1967, 5; "Architecture Award," *Los Angeles Times* (Los Angeles, CA), August 6, 1967, Section K, Page 6; "Wedding Followed By Home Reception," *The Columbian* (Vancouver, WA), September 3, 1968; "79 From Valley Area Graduated from Cal Poly at San Luis Obispo," *The Van Nuys News* (Van Nuys, CA), June 26, 1969, 66.

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After earning his architecture degree in 1969, Rogowski worked for Kruger Bensen Ziemer Architects (KBZ) in Santa Barbara, California where he did design work for Santa Barbara Community College as well as two Santa Barbara churches, one of which offered drive-thru services. Despite an offer to become a partner in the firm, Rogowski left KBZ in 1976 after deciding to start his own architecture practice and relocate to his wife Sheryl's hometown of Vancouver, Washington, where, they expected, they could better afford to build their own home.

Before and after his partnership with Herndon from 1978 to 1980, Rogowski developed a successful practice centered on educational buildings throughout Portland and Southwest Washington including ones for the Vancouver and Battle Ground school districts, as well as another for Evergreen State College in Olympia.[17] He also designed residential projects for the Vancouver Housing Authority, the Vancouver headquarters of AT&T Communications, and a tower project for Channel 49 in Portland.[18] After retiring in 1996, Rogowski volunteered his design services for the Motorcoach Country Club in Indio, California, which was voted the number one luxury RV resort in the U.S. in 2022.[19] Rogowski passed away at his home on Bainbridge Island, Washington in 2016.

Lawrence O. Pratka – Contractor

Using designs by Herndon/Rogowski & Associates, the WSP District Five Headquarters was constructed by contractor Lawrence "Larry" Oscar Pratka (1923–2023). Pratka was born in Weimer, Texas on July 30, 1923. He moved to Clark County, Washington in 1945 while serving in the U.S. Army. According to his 2023 obituary, he "began as a residential builder, and then spent more than 40 years as a successful commercial contractor building local churches, schools, banks/credit unions, courthouses and jails, community libraries, and civic businesses."[20] After the U.S. Army discharged Pratka from service, he married Shirley A. Reiter (1927–2022) in March 1946.[21] By 1950, Pratka worked as a carpenter for another building contractor while his wife raised their infant son Stephen at their home.[22] They lived on NE Kemp Way (now NE 65th Street) a short distance east of NE St Johns Road, just outside of Vancouver city limits.[23] By 1955, Pratka had formed a short-lived partnership with another carpenter known only as Roaken. During their brief partnership, they built new restrooms at Leverich

[17] "Trustees See Plans For College," *The Oregonian* (Portland, OR), July 27, 1984.
[18] "AT&T Communications Moves Into New Headquarters," *The Columbian* (Vancouver, WA), August 1, 1984, A8.
[19] "Camp Out In Style At The 10 Best Luxury RV Resorts In the US," USA Today, July 31, 2022. Accessed May 1, 2023. https://www.usatoday.com/picture-gallery/travel/10best/awards/2022/07/31/10-best-luxury-rv-resorts-united-states-according-readers/10165397002.
[20] "Lawrence Pratka Obituary," *The Columbian* (Vancouver, WA), January 24, 2023. Accessed April 21, 2023. https://obits.columbian.com/us/obituaries/columbian/name/lawrence-pratka-obituary?id=38734520.
[21] "Couples File Notice," *The Columbian* (Vancouver, WA), March 25, 1946, 1; "Shirley Pratka Obituary," *The Columbian* (Vancouver, WA), November 30, 2022. Accessed April 24, 2023. https://obits.columbian.com/us/obituaries/columbian/name/shirley-pratka-obituary?id=38266509.
[22] Ancestry.com, "1950 United States Federal Census of Vancouver, Clark County, Washington" [database on-line]. Lehi, UT: Ancestry.com Operations Inc., 2022.
[23] Clark County MapsOnline, "Subdivision Details." Accessed April 21, 2023. https://gis.clark.wa.gov/mapsonline/?qlyr=Subdivisions&qval=E50. Note well, the exact location of Pratka's Kemp Way home could not be determined from available records.

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Park located northeast of the East 39th Street interchange with the I-5 freeway.[24] The following year, Pratka founded his own contracting business for which his wife Shirley was accountant, bookkeeper, and secretary.[25] Pratka's earliest credited work in the Vancouver Columbian was a Ranch type residence he constructed in 1956 at 808 NW 53rd Street in Vancouver.[26] In September 1957, he started construction on his own Ranch house just a couple blocks away at 708 NW 53rd Street.[27] According to advertisements at the time, Pratka was often the owner and developer of the houses he built.[28]

In time, Pratka expanded into larger institutional projects starting with the Fort Vancouver Regional Branch Library at 12 West Main Street in Battle Ground, completed in May of 1959.[29] Other larger-scale projects completed throughout his career include the following:

- MacArthur Boulevard Christian Church, 7300 MacArthur Boulevard, Vancouver (1962).[30]
- Physical Education Building at the Washington State School for the Blind, 2214 East 13th Street, Vancouver (1963).[31]
- Memorial Lutheran Church, Grand Boulevard & East 29th Street, (1964).[32]
- Skamania County Jail and Sheriff's Building, 200 Vancouver Avenue, Stevenson Washington, (1966).[33]
- Safeway Grocery Store, 800 NE 3rd Street, Camas, Washington (1967).[34]
- Camas City Hall, 616 NE 4th Avenue, Camas (1967).[35]
- Dwight D Eisenhower School, 9201 NW 9th Avenue, Vancouver (1970).[36]
- Webber Machine Works Remodel (1983).[37]

[24] "Vancouver Plans Work," *The Columbian* (Vancouver, WA), July 15, 1955, 10. (There are no other sources that identify Roeken either before or after this article nor any other projects he and Pratka worked on together.)
[25] "Portrait of Clark County: Birthday Review," *The Columbian* (Vancouver, WA), January 5, 1965, 32; "Shirley Pratka Obituary," *The Columbian* (Vancouver, WA).
[26] "City News In Brief: Home Planned," *The Columbian* (Vancouver, WA), January 12, 1956, 1.
[27] "Zone Change Is Won Via County Planners," *The Columbian* (Vancouver, WA), September 20, 1957, 11; Clark County Assessor, Property Fact Sheet For Account 37918786. Accessed April 21, 2023. https://gis.clark.wa.gov/gishome/propertyReports/?account=37918786.
[28] "Homes For Sale: St. James – Ben Franklin," *The Columbian* (Vancouver, WA), March 10, 1958, 14; "Homes For Sale: Planning on Building," *The Columbian* (Vancouver, WA), May 23, 1958, 16.
[29] "Library Contract Awarded," *The Columbian* (Vancouver, WA), December 2, 1958, 1; "Fort Vancouver Regional Library Has Gains To Record Year Despite Outmoded Facilities," *The Columbian* (Vancouver, WA), January 28, 1960, 35.
[30] "Christian Church Sets Dedication," *The Columbian* (Vancouver, WA), April 27, 1962, 17.
[31] "Vancouver Firms Offer Lowest Bids," *The Columbian* (Vancouver, WA), June 20, 1962, 9; "State Blind School Gym Is Ready," *The Columbian* (Vancouver, WA), August 22, 1963, 2.
[32] "Ceremony to Mark Start for New Unit," *The Columbian* (Vancouver, WA), March 6, 1964, 13.
[33] "Jail Work Set," *The Daily Chronicle* (Centralia, WA), March 3, 1965, 8; "Skamania, Klickitat Rated High," *The Columbian* (Vancouver, WA), March 21, 1967, 12.
[34] "Site Cleared For Market," *The Oregonian* (Portland, OR), March 3, 1967, Section 3, Page 5;
[35] Bob Beck, "Camas to Unveil City Hall in Saturday Ceremonies," *The Columbian* (Vancouver, WA), May 25, 1967, 21.
[36] "Officials Pleased By Building Costs," *The Columbian* (Vancouver, WA), December 24, 1969, 11; Elisabet Van Nostrand, "Education: Fine New Facilities Sprout In Area," *The Columbian* (Vancouver, WA), January 29, 1971, B2.
[37] "Old Building Will Reopen With Offices," *The Columbian* (Vancouver, WA), December 23, 1983, 16.

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Late Modern Style

Constructed in 1979, the WSP District Five Headquarters is placed chronologically on the dividing line between the Modern and Postmodern architectural styles. The characterization of this liminal space has increasingly come to be known as Late Modern which, as the name clearly suggests, is an architectural style rooted in the Modern Movement. The "Modern Movement" is an umbrella term for the many styles of architecture that emerged in the U.S. between the 1930s and 1970s.[38] This movement grew out of "International Style", a name given to the latest architectural trends from Europe when the Museum of Modern Art in New York City first put them on display in its 1932 exhibition "Modern Architecture." International Style first emerged in the 1920s and broke from historical precedent principally by dispatching with ornamentation, emphasizing volume, and elevating function over form through a direct connection with new technologies and materials (like reinforced concrete and aluminum) in a conscious attempt to align with contemporary social, spiritual, and artistic movements. Architects such as Walter Gropius (1883–1969), Ludwig Mies van der Rohe (1886–1969), and Le Corbusier (1887–1965), were the leading practitioners of this style. Early influences in American architecture are also observable through the minimized ornamentation of the Streamline Moderne style of the mid to late 1930s. However, by this point, many of these leading practitioners had relocated to the U.S. and in succeeding years, branched into their own variations on Modern and International design principles, which American architects either followed or further altered into the 1960s.[39]

However, according to architectural journalist Marcus Whiffen (1916–2002), a group of architects known as the "New York Five" looked back to the early careers of Gropius, Mies van der Rohe, and Le Corbusier for inspiration starting in the late 1960s as opposed to the Brutalists who had looked to their latest works for inspiration. Thus, most of what applied to Modern and International Style carried over into Late Modern architecture of the 1970s and early 1980s. However, as Whiffen argues, it differs from tradition in its tendency to be rhetorical rather than rational. That is, Late Modern buildings tend to "embody one or more of the rhetorical devices of exaggeration, repetition, and paradox" and differentiate themselves even further by often possessing an axial symmetry.[40]

The WSP District Five Headquarters building expresses its Modern and International style precedents through its lack of ornamentation, subtle use of window ribbons, the asymmetry of its fenestration and all glass entry, and highly functional form originally designed around its anticipated needs for drive-thru vehicle inspection. However, it differs through its repetition of recesses and stepped massing that responds to the site topography, which because of their repetition, according to Whiffen, lose their "individuality and [become] simply a part of an overall pattern." Lastly, given the building's overall symmetrical T-shaped plan, it possesses the often-present axial symmetry of Late Modern buildings.

The Building's Construction, Use, and Occupants

The WSP District Five Headquarters building is located on the west end of the VNHR NHD in Vancouver, Clark County, Washington. This Late Modern style building was constructed in 1979 for use as a new WSP District Five

[38] https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide.
[39] Marcus Whiffen. *American Architecture since 1780: a Guide to the Styles* – revised edition. (Cambridge, MA: The MIT Press, 1993), 241–253.
[40] Marcus Whiffen. *American Architecture since 1780*: 285–292.

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headquarters.[41] It replaced the previous WSP headquarters building, which was a remodeled duplex that had been purchased by the State of Washington in 1953, and moved to the subject property from the Arnada Neighborhood to make space for the Vancouver Freeway construction (now I-5) (Figure 16).[42] Prior to the construction of the new building, a new 200-foot radio-microwave communications tower was constructed in 1978 to replace the existing obsolete 190-foot tower originally constructed in 1954.[43] The new tower is adjacent to the current building's west elevation. As originally designed, the building included "communications and administrative offices, a squad room, a[n indoor] vehicle inspection lane and garage space for the radio technician to service the patrol cars' communications equipment."[44]

The vehicle inspection lane was likely designed in anticipation of a Washington State law passed in 1980 that restricted Washington residents from keeping their cars licensed in Oregon or another state. As a result, the headquarters received three times the normal number of drivers requesting a new license plate on the first day enforcement went into effect (December 1, 1980).[45] The building's roof was changed from built-up asphalt/composition to a white membrane between 1984 and 1990 (Figures 17 and 18). The WSP also added a radio equipment shelter at the southwest corner of the site in 1996 and continued to use the building for its District Five headquarters until April 2001 (Figures 19 and 20). At that time, WSP moved to the former Farmers Insurance Building at 11018 NE 51st Circle near the intersection of State Route 500 and NE 112th Avenue.[46]

In December 2001, the City of Vancouver purchased the building from the State of Washington for $1.7 million to function as the new headquarters of the Vancouver Police Department (VPD). The VPD moved into the building the following year and have used it as their headquarters up to the present day.[47] During their occupancy, VPD reroofed the building again with a new white membrane in 2007.[48]

National Register of Historic Places Eligibility

The WSP District Five Headquarters is a non-contributing building within the NRHP-listed VNHR Historic District. As such, Willamette Cultural Resources Associates (WillametteCRA) recommends that the WSP District Five Headquarters is individually significant under Criterion C with a period of significance limited to 1979, the year of its construction. As the resource possesses the requisite integrity to communicate its significance under Criterion C it is recommended eligible for listing in the NRHP as an individual historic property.

[41] Allen Thomas, "State Patrol To Build New Offices Here," *The Columbian* (Vancouver, WA), January 24, 1978, 13.
[42] "State Patrol To Get Office," *The Columbian* (Vancouver, WA), September 26, 1952, 1.
[43] "Microwave Maze," *The Columbian* (Vancouver, WA), October 13, 1978, 12; "And Away We Go," *The Columbian* (Vancouver, WA), July 2, 1954, 8. Note that this replacement tower, was and is currently a part of the subject property. Its original purpose was to support radio communications for state troopers.
[44] "Moved In But Not Settled In," *The Columbian* (Vancouver, WA), September 10, 1979, 7.
[45] "License Business Booming," *The Columbian* (Vancouver, WA), December 2, 1980, 1; "State Seeks Prosecutions In Crackdown On Licenses," *The Columbian* (Vancouver, WA), December 8, 1980, 1.
[46] "Public Meetings: Vancouver Project Review Committee," *The Columbian* (Vancouver, WA), July 7, 1996, B6; "Vancouver Police May Occupy Old WSP Office," *The Columbian* (Vancouver, WA), February 5, 2001, C1.
[47] "City Police Will Move Offices To Old State Patrol Building," *The Columbian* (Vancouver, WA), December 19, 2001, C8.
[48] "City of Vancouver Building Permits: Commercial," *The Columbian* (Vancouver, WA), July 23, 2007, E3.

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Based upon WillametteCRA's evaluation of the WSP District Five Headquarters 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 resource is associated with the development of the Vancouver National Historic Reserve, a single resource cannot (by itself) represent the development of an entire neighborhood or area to such an extent that it meets the threshold for NRHP significance.

The WSP District Five Headquarters does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. No such associations with significant persons could be found.

The WSP District Five Headquarters is significant under Criterion C at the local level of significance in the area of architecture. The resource is an example of Late Modern style. The building embodies the distinctive characteristics of its style through its highly functional design, lack of ornamentation, flat roof, glass entry, asymmetrical arrangement of its entry and windows, repetition of its recesses and stepped massing, and the axial symmetry of its T-shaped plan. The period of significance for this criterion is 1979, the year of the resource's initial construction.

Although archaeological districts are located throughout the VNHR, none are associated with the direct history of the WSP District Five Headquarters and do not contribute to its potential historic significance as a historic building. Additionally, the WSP District Five Headquarters itself has not yielded or is considered likely to yield important information about prehistory or history. It is therefore not significant under Criterion D.

In summary, the WSP District Five Headquarters possesses sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion C with an overall period of significance of 1979. It is not recommended eligible under Criteria A, B, and D.

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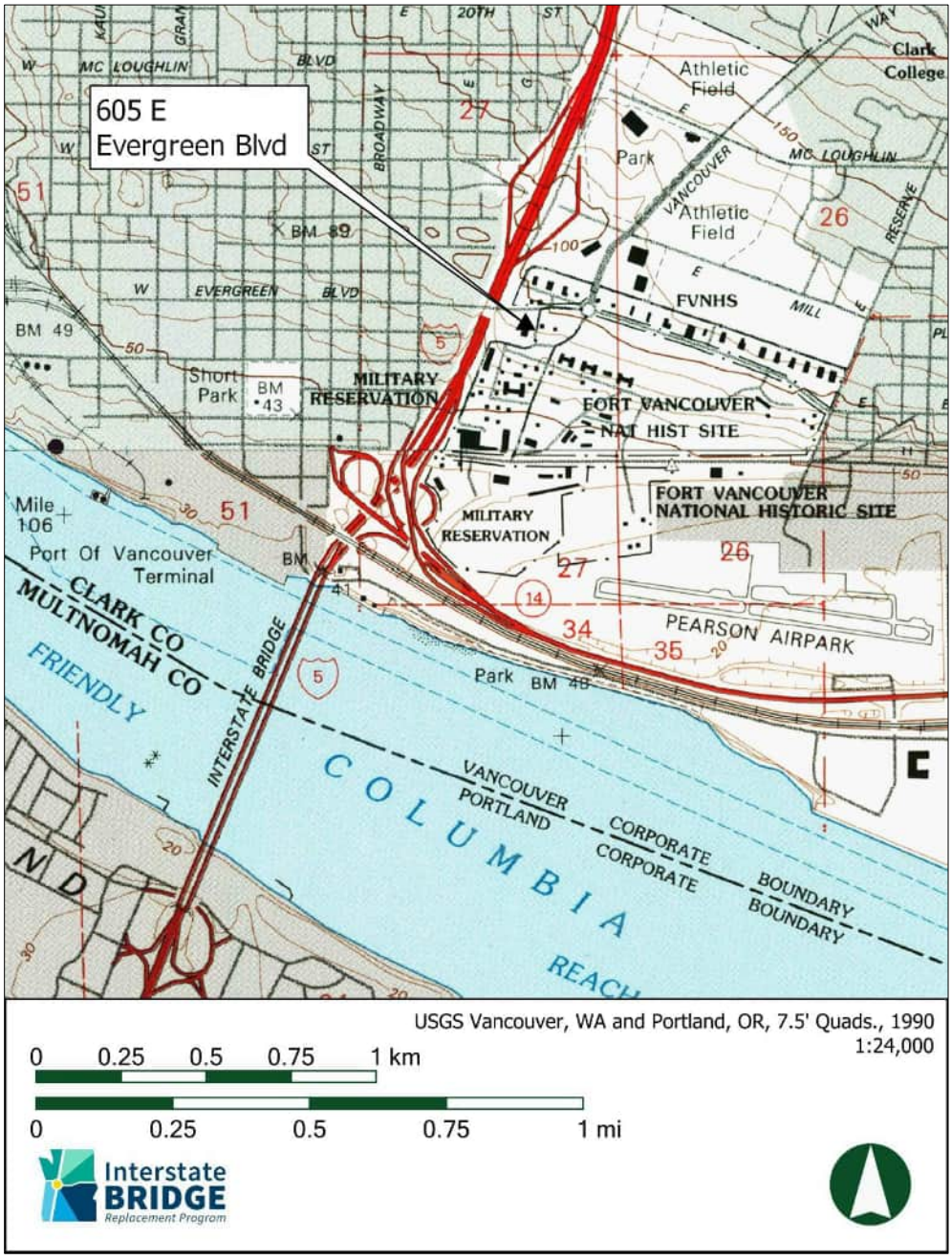


Figure 2. Location map of the WSP District Five Headquarters, Vancouver, Clark County, Washington.

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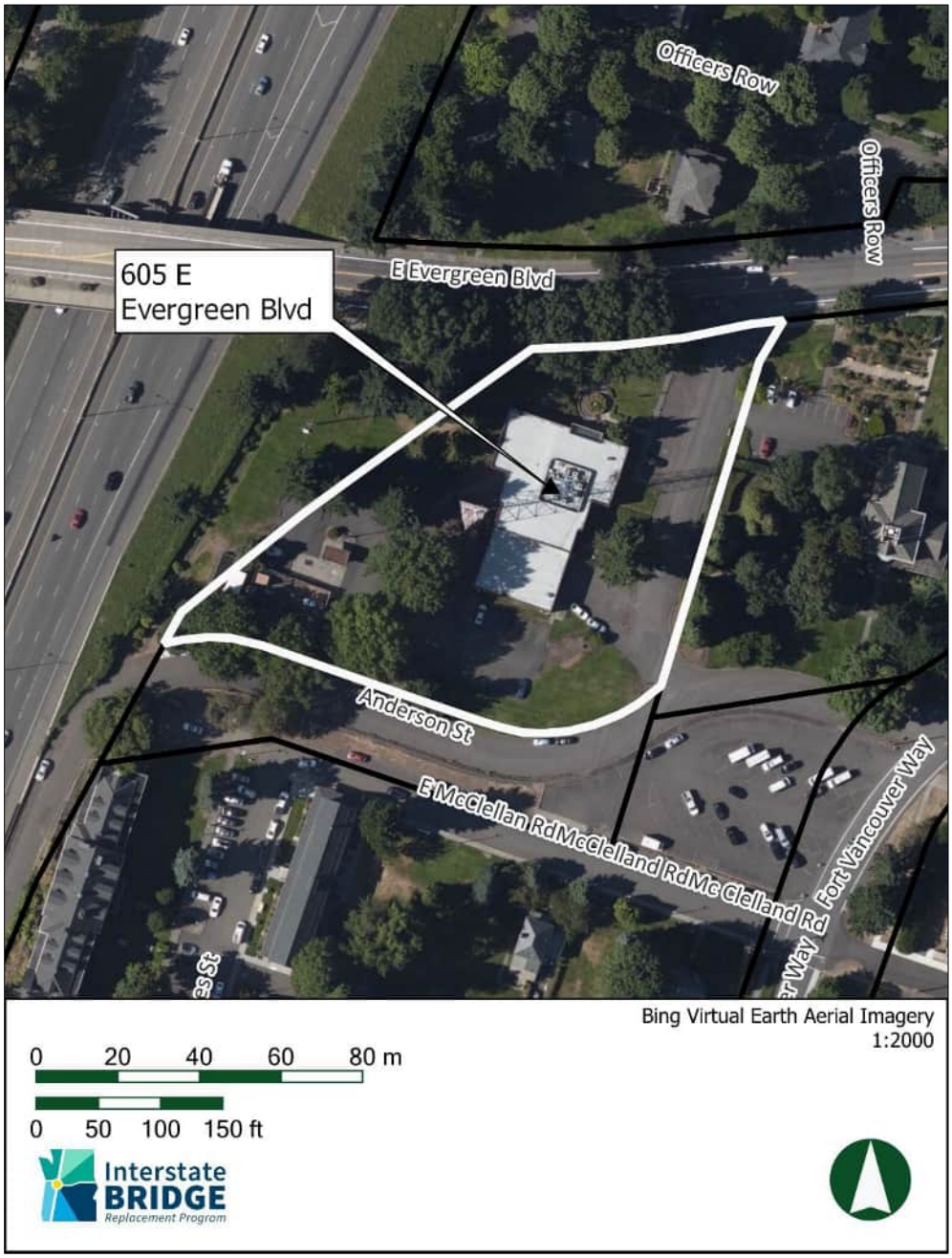


Figure 3. Aerial map of the WSP District Five Headquarters and immediate surroundings, showing the recommended NRHP boundary in white.

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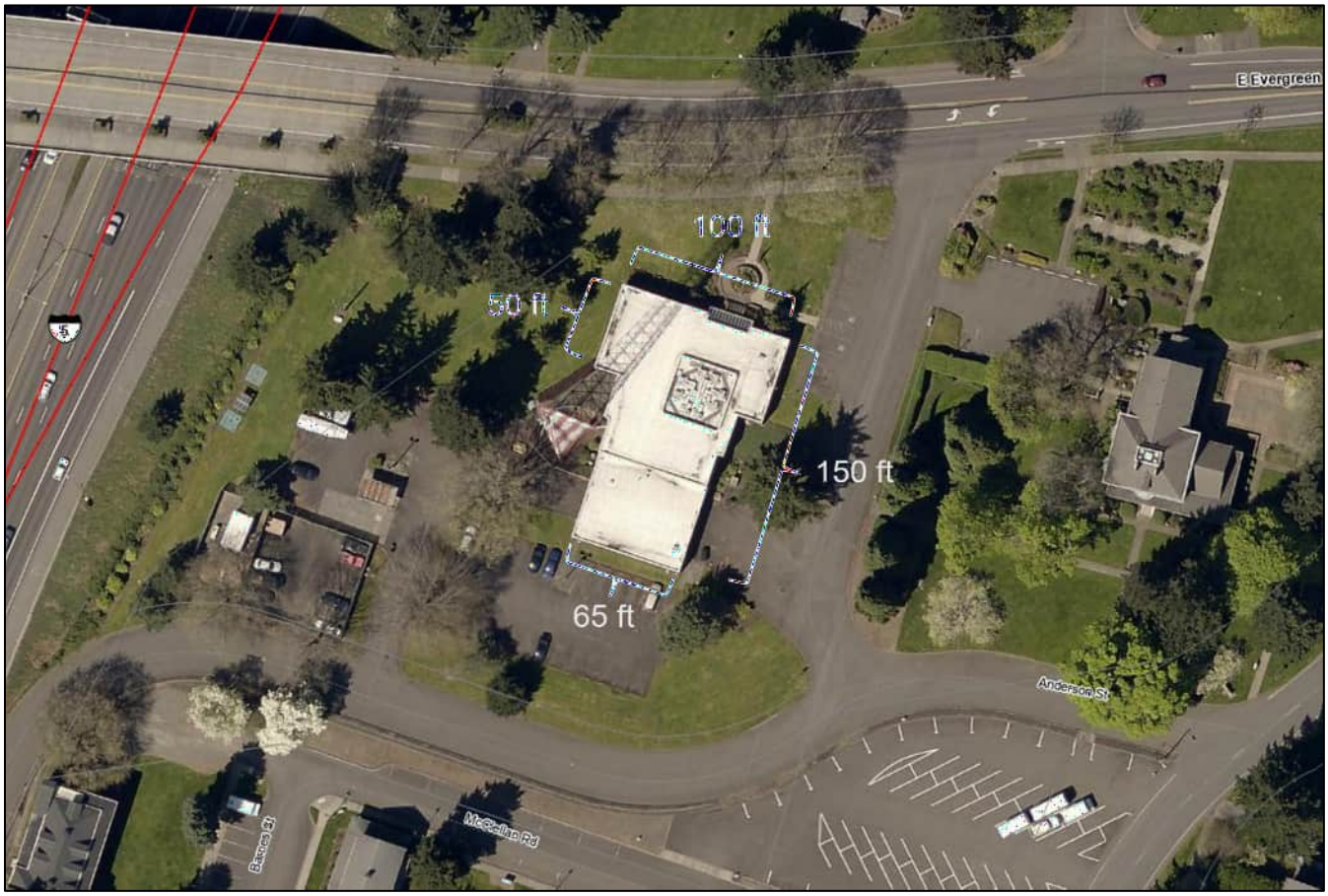


Figure 4. Annotated Winter 2012 aerial view of the WSP District Five Headquarters showing the building's approximate outer dimensions (Clark County MapsOnline, 2012).

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Figure 5. WSP District Five Headquarters, south and east elevations, view facing northwest. The arrow marks one of three secondary entrances (WillametteCRA May 4, 2023).

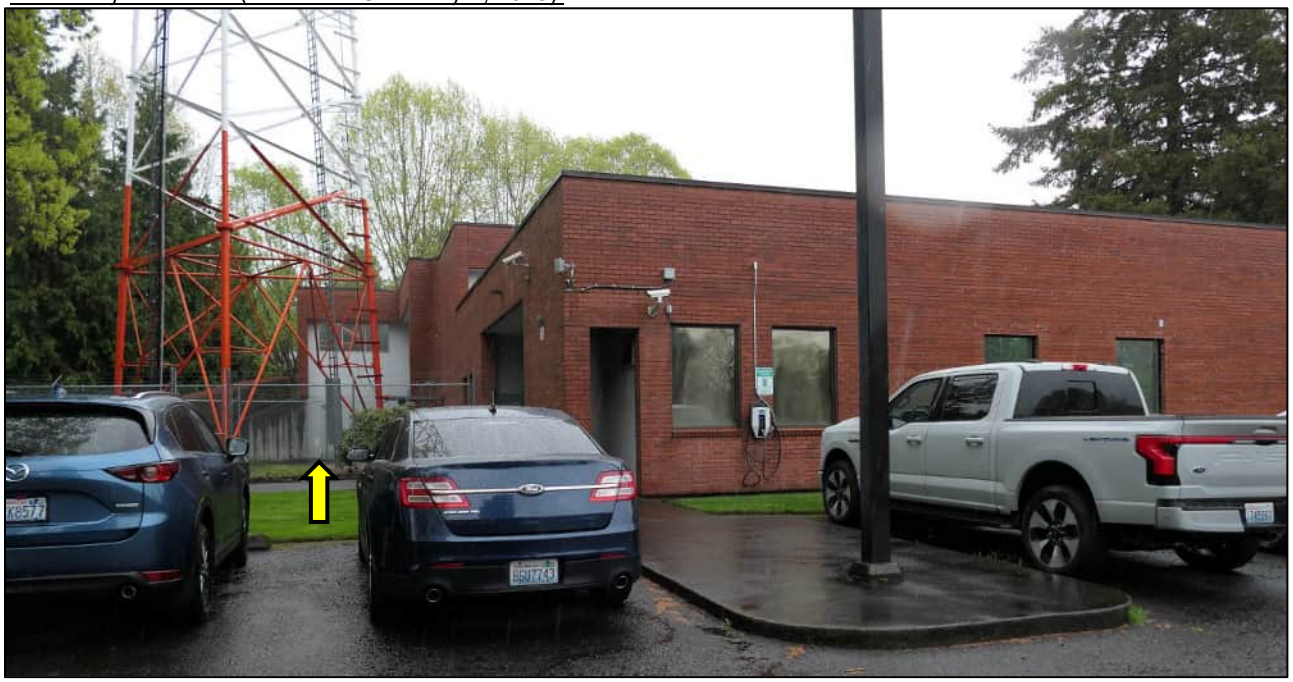


Figure 6. WSP District Five Headquarters, west and south elevation, view facing northeast. The arrow points to the location of a side entrance to the south elevation's west inset corner which is more visible in Figure 7 (WillametteCRA May 4, 2023).

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Figure 7. WSP District Five Headquarters, west elevation and west inset corner of south elevation (marked by the arrow), view facing northeast. The arrow also marks a clearer view of the side entrance noted in Figure 6 (WillametteCRA May 4, 2023).

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Figure 8. WSP District Five Headquarters, north elevation, view facing southwest. Close-up view of recessed plaster panels (WillametteCRA May 4, 2023).

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Figure 9. WSP District Five Headquarters, close-up of main entrance, south elevation, view facing northeast (WillametteCRA May 4, 2023).

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Figure 10. WSP District Five Headquarters, north and west elevations, view facing south (Google Street View, June 2019).



Figure 11. WSP District Five Headquarters, north and east elevations, view facing southwest (Google Street View, June 2019).

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Figure 12. WSP District Five Headquarters, east elevation, view facing northwest. The arrows point to three cottage style windows (Google Street View, June 2019).



Figure 13. WSP District Five Headquarters, south and east elevation, view facing northwest. Note the recessed windows facing south over the rear garage (Google Street View, June 2019).

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Figure 14. WSP District Five Headquarters, west and south elevation, view facing northeast. The arrow points to a half glass metal side entrance door (Google Street View, June 2019).

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Figure 15. Radio equipment shelter and parking lot at WSP District Five Headquarters, view facing northeast. The radio equipment shelter is on the left and the secure automobile impound lot is on the right (Google Street View, June 2019).



Figure 16. Cropped photo of the former Washington State Patrol District Five Headquarters at 605 East 10th Street (now Evergreen Boulevard) facing what is now the I-5 freeway, ca. 1953. Note well the former Lucky Lager Brewery in the background, since demolished (Washington State Archives).

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Figure 17. Aerial view of the WSP District Five Headquarters showing a dark, built-up asphalt /composition roof (Clark County MapsOnline, 1984).



Figure 18. Aerial view of the WSP District Five Headquarters showing a white membrane roof (Clark County MapsOnline, 1990).

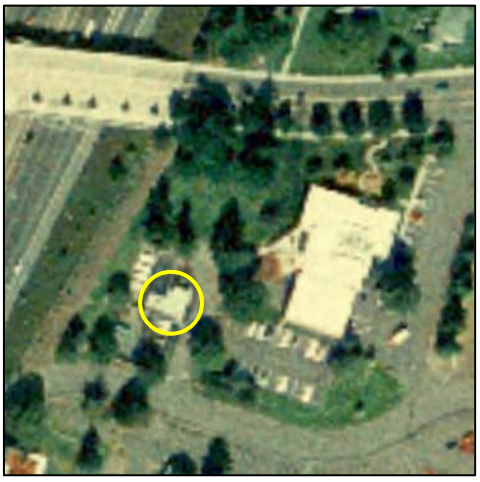


Figure 19. Annotated Aerial view of the WSP District Five Headquarters showing replacement fuel pumping station within the yellow circle (Clark County MapsOnline, 1994).

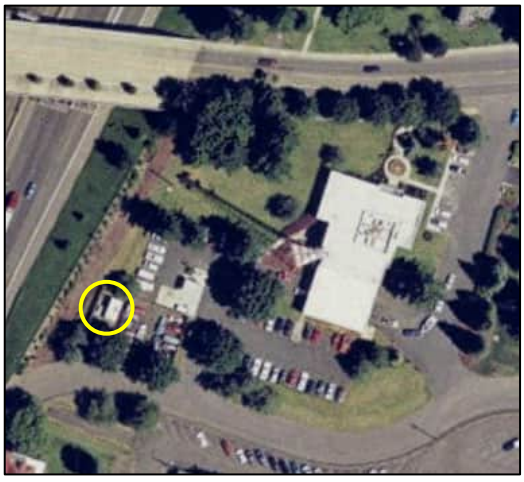


Figure 20. Annotated aerial view of the WSP District Five Headquarters showing the radio equipment shelter within the yellow circle (Clark County MapsOnline, 1998).

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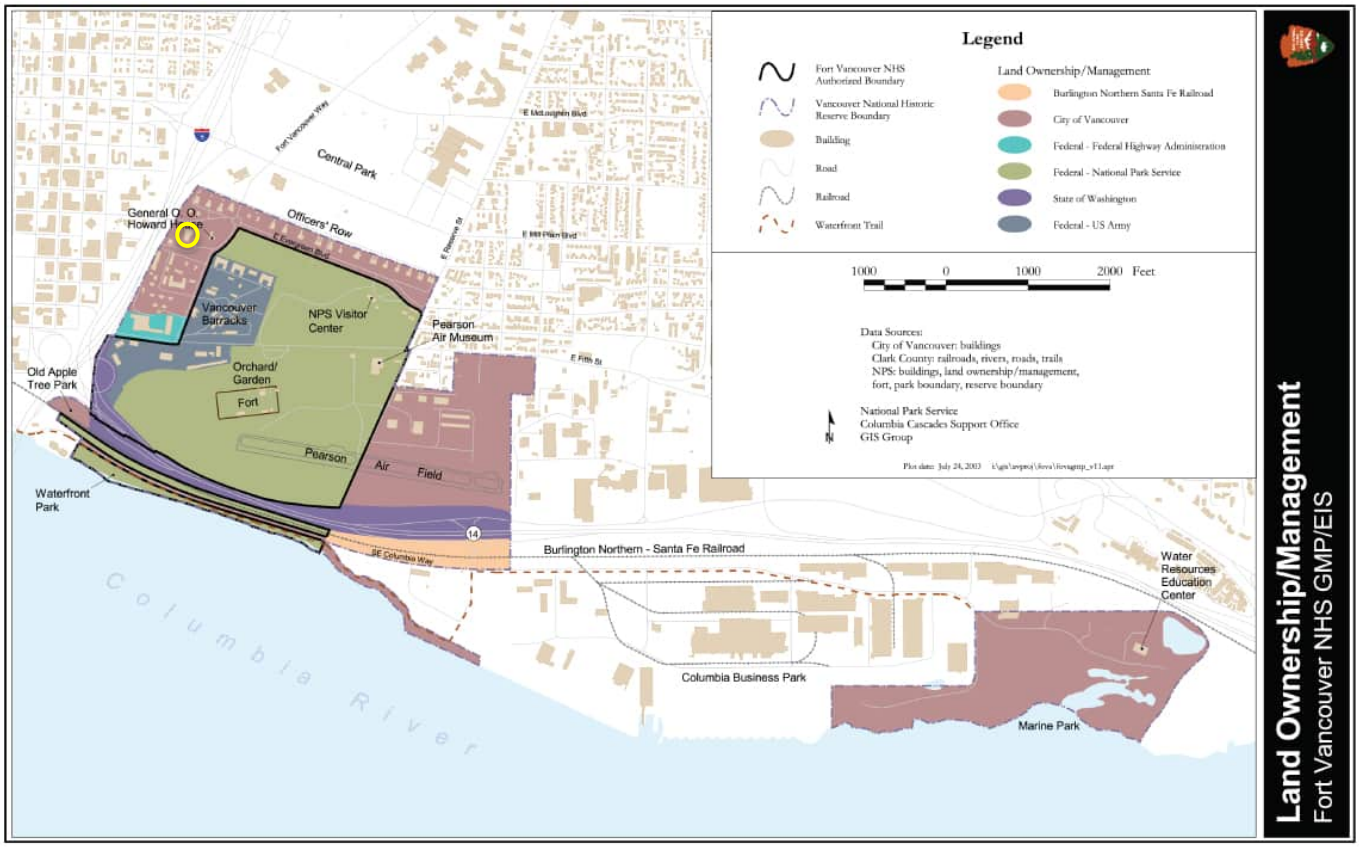


Figure 21. Map of the Vancouver National Historic Reserve and associated properties. The yellow circle added to the map marks the location of the Washington State Patrol District Five Headquarters building (National Park Service, October 2002).

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: Snyder, Bob, Duplex (WA 1162)	WISAARD Property ID: 731283
Street Address: 3601 I Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 14763000	Plat Block Lot: North Coast Heights Block 15 Lot 5
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.64735°, -122.66266°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwelling	Construction Date: 1968
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: 1974, Relocated; ca. 1998, Siding, windows, and doors replaced
Architectural Classification / Resource Type: Other: Contemporary / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Duplex	
Window Type & Material: Sliding & Vinyl, Fixed & Vinyl, Single Hung & Vinyl	Exterior Surface Materials: Primary: Vinyl Siding Secondary: Wood - Shingle Decorative:	
Roof Type & Material: Gable - Side & Asphalt/Composition - Shingle		
Structural System Type: Platform Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Contemporary	Plan	None
	Windows	Extensive
Register Status: Not listed	Cladding	Extensive
	Interior	Extensive
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. The Snyder, Bob, Duplex, west elevation, view facing east (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:

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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PHYSICAL DESCRIPTION

The Bob Snyder Duplex is a Contemporary style duplex located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated to the southwest of the Highway 500 interchange of Interstate 5 (I-5) on a corner parcel at the northeast intersection of 36th Street and I Street. The building faces west onto I Street. The surrounding area is part of a mix of mostly single-family homes and some duplexes defined by a gridiron network of local streets with sidewalks and mature street trees. The building itself is located on a rectangular tax lot and is adjacent to single-family residences to the north, south, and west. The lot includes the principal building, a detached carport, and the surrounding landscaping (Figures 2 and 3).

The building's footprint is rectangular and is constructed atop a concrete slab foundation measuring approximately 37 feet from east to west and 40 feet from north to south (Figure 4).[1] The walls of the building are wood frame and rise one story in height to a low-pitched, swept-back, side-gabled roof (Figures 1 and 5–7). The exteriors of these walls are clad primarily with vinyl siding except for the south gable that faces East 36th Street, which is clad with patterned fishscale vinyl shingles (Figures 6 and 7). The roof is surfaced with asphalt shingles and has a moderate overhang with closed eaves fronted by a thin fascia and bargeboard (Figures 5–8). There is a recessed concrete porch under this roof on the building's primary west elevation. It measures approximately 12 feet wide from north to south and 4 feet deep from east to west. A painted vinyl post and lattice screen divide this porch in half (Figures 5 and 6).

The building's fenestration consists of sliding, single-hung, and fixed vinyl windows with two tripartite "Chicago style" windows on the west elevation (Figures 1 and 5–7). The building's primary entries are located on the north and south walls of the recessed porch. Both entries have a paneled metal door with a fan light as well as a metal screen/storm door (Figures 1 and 6). There are two additional rear entries on the east elevation, each with a paneled metal door and screen/storm door above a small concrete stoop (Figures 7 and 9–11). 2021 real estate photos reveal that the north unit's rear entry had a screened security door at that time (Figures 9 and 10).

Although the interior of the building was not accessible at the time of survey, online real estate photographs of one of its two units from 2021 indicate that its flooring consists of a mix of new carpet, faux wood, and linoleum below gypsum board walls lined with low, painted wood baseboards (Figures 13–21).

The principal building shares the parcel with two accessory outbuildings, a detached carport for two vehicles and a small shed located east of the principal building. The detached carport is constructed atop a concrete slab foundation with a gable roof and measures approximately 20 feet from east to west and 24 feet from north to south. A narrow storage area is located in the center of the concrete slab separating the parking stalls and is constructed of wood frame. Wood posts provide additional support for the roof under its north and south edges and the walls are clad with vinyl siding. A short gravel driveway connects the carport to the alley (Figures 7 and 11–13). The shed is a prefabricated unit apparently set atop a post and pier foundation. Its precise measurements are unknown. It has wood frame walls that rise one story to a gambrel roof with flared eaves. The exterior and double doors consist of T-111 paneling and the roof is surfaced with asphalt/composition shingles (Figure 13).

The grounds surrounding all three structures within the parcel consist primarily of cut grass with a variety of mature shrubs and trees. A concrete walkway extends from the recessed porch on the primary west elevation up to I Street. Additional concrete walkways extend from the rear entries on the east elevation to the carport.

[1] Clark County Assessor, Building Sketch for Account 14763000. Accessed May 11, 2023. https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/PACSImages/3699/3120144.jpg.

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Alterations

Since its construction in 1968 and relocation from its prior address at 3504 J Street in 1974 for the widening of I-5 (1977–1984), the Bob Snyder Duplex appears to have maintained its original footprint, but its interior and exterior have been extensively altered in a neo-traditional mode. Its vinyl siding and windows date to ca. 1998; its patterned fishscale vinyl shingles and metal entry doors likely date to around this time as well.[2] As of 2021, the interior appears entirely remodeled with contemporary cabinetry and fixtures (Figures 13–21).

Boundary Description

The Bob Snyder Duplex is set on a single tax lot (14763000) which includes its footprint, as well as the surrounding ground, walkways, detached carport, and shed. All these features contribute to the resource's historic significance except for the shed whose date of construction is unknown. Therefore, the recommended National Register of Historic Places (NRHP) boundary is defined by the boundary of tax lot (Figure 3).

INTEGRITY

The principal building and associated outbuildings were moved in 1974 from their original site at 3504 J Street (now part of the alignment of I-5), which is approximately 250 feet southeast of their current location at 3601 I Street. The principal building was also reoriented to face west at its current location as opposed to east at its original location. As such, the property's setting has changed with the move. Its broader neighborhood setting also changed significantly after it was moved because of the widening of I-5 between 1977 and 1984. These events resulted in the demolition or removal of houses along the eastern border of Shumway and additional houses immediately east of 3601 I Street (Figures 10–12). However, the setting retained its mixed character of single-family and duplex homes after the interstate reconstruction with such dwellings to the north, across East 36th Street to the south, and across I Street to the west. In addition to the changes to its location and setting, the building itself has also been extensively altered. Its present vinyl siding and windows date to ca. 1998 and its patterned fishscale vinyl shingles and metal entry doors likely date to around this time as well.[3] The interior also appears to be entirely remodeled with new flooring, fixtures, and cabinetry. As a result of these extensive changes, while the resource remains used as a dwelling and retains its integrity of association, its integrity of location, setting, design, materials, workmanship, and feeling have been diminished or lost altogether.

STATEMENT OF SIGNIFICANCE

Development of the Shumway Neighborhood

Local developer and contractor Pruitt Construction Company built the Bob Snyder Duplex for Bob Snyder (1937–2010), owner of Bob Synder Real Estate.[4] The duplex is located in the neighborhood now known as Shumway, which is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and I-5 on the east. In the post-Contact period, this area remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from

[2] "Duplexes, Etc. -Rent," (classified ad) *The Columbian* (Vancouver, WA), January 1, 1998, D9.
[3] "Duplexes, Etc. -Rent," (classified ad) *The Columbian* (Vancouver, WA), January 1, 1998, D9.
[4] "More Obituaries: Robert 'Bob' J. Snyder," *The Columbian* (Vancouver, WA), December 1, 2010, C5.

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Vancouver's urban core and included the southeast corner of the present-day neighborhood.[5] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[6] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[7]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890 precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[8]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[9] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[10] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[11] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[12] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th

[5] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[6] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[7] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.
[8] Freece, 13-46.
[9] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[10] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline.
[11] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[12] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.

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Street) in 1910.[13] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 22–23).

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[14] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[15] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[16]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Speculative developers built modest houses during this period including Lawrence "Larry" O. Collins (1908–1999), a building contractor who also lived in the neighborhood, among others.[17] Additional construction includes St. Luke's Episcopal Church at East 26th and E Streets in 1932.[18] Later, as the Great Depression started to subside going into the 1940s, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[19]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[20] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[21] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[22] Additional institutions

[13] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[14] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.
[15] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929.
[16] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[17] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "Housewarming Party Held At Bailey Home," *The Columbian* (Vancouver, WA), February 19, 1935, 2; "City News In Brief: To Building Home," *The Columbian* (Vancouver, WA), February 13, 1935, 1; "Foundations Poured," *The Columbian* (Vancouver, WA), August 15, 1936, 6; "Larry O. Collins," *The Columbian* (Vancouver, WA), February 17, 1999; 16.
[18] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[19] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.
[20] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[21] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[22] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance

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followed by the construction of the First Methodist Church at 401 East 33rd Street completed in August 1950.[23]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[24] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984. The project resulted in the demolition of J Street, the demolition (or relocation) of several more homes adjacent to the west side of J Street, renaming the alley immediately west of these homes to “East Frontage Road”, and the enlarging the East Fourth Plain Boulevard and East 39th Street interchanges (Figures 24–25).[25]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 26–27). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[26] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[27] In response to these changes, area residents officially adopted the name “Shumway” for its neighborhood when they organized the Shumway Neighborhood (SNA) in 1976 to initially oppose additional commercial development along Main Street.[28] The following year, this group helped lead Vancouver’s local neighborhood movement in the late twentieth century by becoming the city’s second official neighborhood council in 1977.[29]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character “cracker-box duplex[es]” which “absentee landlords” failed to properly maintain thereby making them the “biggest blight” in the neighborhood.[30] The effort resulted in Vancouver’s new comprehensive plan including provisions to make new

Maps,” Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[23]; “Construction of Church Is To Begin,” *The Columbian* (Vancouver, WA), January 9, 1948, 1; “Many Attend First Service In New Church,” *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[24] Alsobrook, et. al, 230-231.
[25] Alsobrook, et. al, 232-233; “Freeway Job has Go-Ahead,” *The Columbian* (Vancouver, WA), March 15, 1977, 1; “Interstate 5 Freeway Work Gets Under Way,” *The Columbian* (Vancouver, WA), September 28, 1977, 9; “The Home Stretch,” *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[26] Brian Cantwell, “Time-worn Rosemere stirs loyalty,” *The Columbian,* July 29, 1985, A5.
[27] Bill Dietrich, “Two Men Fight For Sightly, Neighborhly Neighborhoods,” *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[28] Bob Zeimer, “Market Zone Change Rejected,” *The Columbian* (Vancouver, WA), Arpril 28, 1976, 1; “Shumway Group To Try Again,” *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[29] Lee Rozen, “Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.
[30] Wendy Reif, “Neighborhood Groups Key On Livability,” *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, “Two Men Fight For Sightly, Neighborhly Neighborhoods,” *The Columbian* (Vancouver, WA), September 12, 1980, 7.

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duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[31]

Dating to circa 1968, the Bob Snyder Duplex was constructed just one year before duplex construction reached its peak in the neighborhood. Approximately nine duplexes were constructed in Shumway in 1969, the all-time high within a single year for the neighborhood (Figure 28). Thus, the Bob Snyder Duplex is highly representative of the peak speculation in duplex construction by property investors who hoped to capitalize on the establishment of new rental properties within formerly vacant lots. As approved, the design of the Bob Snyder Duplex interpreted contemporary architectural trends corresponding to the Contemporary style.

Contemporary Style

The word contemporary, one imagines, requires little etymological explanation: that which is contemporary is "with time." This straightforwardness underlaid historian Sigfried Giedion's (1888–1968) use of the term in the 1954 edition of his A Decade of Contemporary Architecture. Giedion pointed to architectural projects that he could identify as "new" or "recent," but he lacked a better descriptor to summarize the new qualities of the buildings that were, in the historian's opinion, related to, and perhaps extensions of, International Style architecture. For Giedion, the contemporary was still related to structure, urbanism, and social improvement; its implied temporality was a counterpoint to Modernism's declaration of the atemporal, a supposed end to style. Some historians, like Sylvia Lavin (ca. 1962–), have marked Giedion's definitional dilemma as the beginning of "contemporaneity" in architecture—Lavin describes it as an environmental affect and architecture's exhibitionism—while others like Lesley Jackson (ca. 1962–) took it at face value, a new starting point for a style that defined American architecture of the 1950s. Even with the benefit of hindsight, however, Jackson's 1994 book 'Contemporary': Architecture and Interiors of the 1950s wasn't able to isolate the qualities of 1950s American architecture from the temporality of the category itself, grouping the visual distinctness of Eero Saarinen's (1910–1961) TWA Terminal (1959), John Entenza's (1905–1984) Case Study House Program (1945–1966), and Philip Johnson's (1906–2005) New Harmony Shrine (1960) under the veil of the "contemporary."

Despite its ambiguity as a descriptor, the architecture described as "contemporary" was clearly different. It was related to International Style architecture—also referred to by an ambiguous descriptor, "Modern"—which, though popular in the prewar era, never resumed its trajectory after the suspension of nearly all construction during the war. Like Modern architecture, "Contemporary" architecture rejected historical styles for the clean and unornamented lines of the functional, but the postwar approach was much more optimistic, more colorful, and more tolerant of those things that fell outside of the rules of objectivity and the abstract. These characteristics appeared in wallpapers and furniture, patterns and collectibles, in what might better be called a sense of style rather than a style per se. These subjective "desires," as Lavin called them, were accommodated by architects working one-on-one with clients. The Contemporary style, Virginia McAlester wrote in *A Field Guide to American Houses,* was a favorite for architects, albeit less popular than other postwar styles like Minimal Traditional, the Ranch, and Split-Level, many of which were not built with a specific client in mind.[32] McAlester designates the shared characteristics of the 1950s buildings not just as "with time," but as defining characteristics of an identifiable style that lasted until 1990: low-pitched gabled roofs, wide overhanging eaves, exposed roof beams,

[31] "Comprehensive Plan To Get Public Airing," *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamiy Plans," *The Columbian* (Vancouver, WA), January 20, 1981, 15.
[32] McAlester contextualizes these American "styles" (she does not differentiate between a building form and a building style) : Minimal Traditional houses were prevalent 1935–1950, usurped by the popularity of the Ranch house, which, though present in the American southwest much earlier, became nearly ubiquitous in the years 1935–1975. The Split-level house was a variation, with half-story wings and sunken garages, and common 1955–1975. See "Contemporary Style," 628.

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natural materials, broad expanses of uninterrupted wall surface typical on the front façade, recessed or obscured entry door, and generally asymmetrical.[33]

The features that have come to define the style for McAlester share many of the features typically attributed to Mid-century Modernist architecture. With open floor plans, plenty of air and light, and unbroken wall space for convenient furniture layouts, both Mid-century Modern and Contemporary styles offered casual, uncluttered living in visually stimulating environments. The style was particularly appropriate for the California climate and spread rapidly in the postwar suburban housing tracts, most notably by builders like Joseph Eichler (1900–1974). Marketed as extremely livable, the style was depicted often in the architectural press and glamorized by photographers such as Julius Schulman (1910–2009). Both Mid-century Modern and Contemporary style homes were eventually incorporated into the pattern and plan books of speculative developers and merchant builders, resulting in the proliferation of low-pitched and wide-eaved variations of standard houses, many with applied stylized features. These variations offered potential homeowners "long, low, and livable" houses, "cleverly zoned," with "comfort and style."[34] As catalogs of house plans inevitably do, the introduction of the "Contemporary" into these pages also expanded the style to incorporate its vernacular interpretation.

The Bob Snyder Duplex embodies some characteristics of the Contemporary style through its low form with a low-pitched, side-gabled roof with overhanging eaves and a swept-back gable. To this extent, it is representative of the style's interpretation during its heyday in the 1960s when it was used by developers to lend modern appeal to a comparatively inexpensive rental unit. However, in its present state, it diverges from the Contemporary style through its abundant use of vinyl siding and windows and especially through the traditionalizing effect of its patterned fishscale shingles on its south-facing gable, its paneled entry doors, and its octagonal louvered vents in the gable peaks. While the building's original architect, if present, remains unknown, it is more likely that the design was adapted from pattern books widely in use at the time.

The Building's Construction, Use, and Occupants

The Bob Snyder Duplex is located on the eastern edge of the Shumway Neighborhood of Vancouver near the Highway 500 interchange on I-5. The building was most likely constructed by Pruitt Construction Company (PCCo) as an investment property for Bob Snyder Real Estate (BSRE). Prior to construction, BSRE and PCCo formed a partnership in September of 1967.[35] A few months later, Larry L. Pruitt (b. 1937) owner of Pruitt Construction Company and his wife Eileen P. (b. 1939) acquired the property on which the duplex was previously located (at 3504 J Street).[36] Pruitt then sold the property to Bob Snyder (1937–2010) and his wife Susan L. (1943–2004) on May 10, 1968, and six days later, *The Columbian* printed a rental advertisement for it for the first time.[37]

[33] McAlester, 628.
[34] Respectively, these ads: Model 50, Thyer Manufacturing's brochure of Pollman Homes, 1955; Design D 1258, Home Planners, Inc., 1963; and "The Shady Lane," from Aladdin Readi-cut homes, 1956.
[35] "Pruitt Construction Co. Proudly Announces Our New Association With Bob Snyder Real Estate," (advertisement), *The Columbian* (Vancouver, WA), September 22, 1967, 25.
[36] Ancestry.com. *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. (Provo, UT, USA: Ancestry.com Operations, Inc., 2012); *Clark County* Official Records Search. "Mortgage #G324701," dated January 31, 1968. Accessed May 11, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index.
[37] *Clark County* Official Records Search. "Statutory Warranty Deed #G513957" dated May 1, 1968. Accessed May 11, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index; "Duplexes: ONE bedroom duplex," *The Columbian* (Vancouver, WA), May 16, 1968, 32.

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Robert "Bob" J. Snyder founded BSRE after obtaining his real estate license in 1964. The Vancouver-Clark County Board of Realtors named Snyder Realtor of the Year in 1972 and Snyder continued to operate his business successfully until the mid-1990s.[38] Larry Lee Pruitt, a native of Iowa, founded PCCo in 1962.[39] At first, his company specialized in building custom, architect-designed, single-family homes, but later shifted into other, more modest types of construction projects like the Bob Snyder Duplex, which likely came not directly from an architect but instead from a plan book, as construction costs increased.[40] Pruitt Construction Company was also reportedly the first construction company in the Pacific Northwest to use reconstituted fiber in the structural components of a single-family house at 14603 NE 7th Street in 1975.[41] By 2008, Pruitt was largely retired from the construction and development business.[42]

As planning was well underway for the eventual widening of I-5, Snyder contracted with American Modernizing Company to move the duplex from its original site at 3504 J Street to its present location at 3601 I Street, in 1974.[43] Snyder owned the property as an investment until his death in 2010, after which it passed to Bob Snyder Real Estate LLC, which owned it for the same purpose until selling it to its current owners in 2021.[44]

Known occupants and known dates of occupation are as follows:

1969: Steven R. Lines (1944–2018), construction laborer and carpet installer.[45]

1970-1971: James H. Allison (b. 1937), occupation unknown.[46]

1974: Curtis Dickerson (1934–1997), carpenter.[47]

1976: Ben R. Frazier (b. 1950) occupation unknown.[48]

[38] Jack Hopkins "Progress Report: Realtor of the Year," *The Columbian* (Vancouver, WA) October 31, 1972, 23; "More Obituaries: Robert 'Bob' J. Snyder," *The Columbian* (Vancouver, WA), December 1, 2010, C5.
[39] Ancestry.com. *1950 United States Federal Census of Vancouver, Clark County, Washington*, [database on-line]. (Lehi, UT, USA: Ancestry.com Operations, Inc., 2022).
[40] "Rossiter Glen, Inc.," *The Columbian* (Vancouver, WA), September 14, 1977, A21.
[41] "Lumberless House Rises," *The Columbian* (Vancouver, WA), May 29, 1975, 23; "Experimental Home Shown," *The Columbian* (Vancouver, WA), June 18, 1975, 11.
[42] "Traffic: 'We Can Live With It,'" *The Columbian* (Vancouver, WA), March 5, 2008, Section E, Page 15.
[43] Alsobrook, Adam, et. al. *Interstate Bridge Replacement*, 231-232; Robert J. Snyder, August 19, 1974. City of Vancouver Permit Number 30799, 3601-03 I Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[44] The current owners are Kenneth F. Warnes and Amy B. Warnes (married) and Tyler Warnes (precise relation unknown). See: Clark County Official Records Search. "Statutory Warranty Deed #4993952" dated November 30, 2021. Accessed May 12, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index.
[45] "Father Charged With Desertion," *The Columbian* (Vancouver, WA), May 14, 1969, 7; "Steven Robert Lines," (obituary), Duyck & Vandehey Funeral Home. Accessed May 15, 2023. http://www.forestgrovefuneralhome.com/obituary/steven-lines.
[46] Ancestry.com, *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. (Provo, UT, USA: Ancestry.com Operations, Inc., 2012); "Marriage Licenses: Allison-Frazier," *The Columbian* (Vancouver, WA), December 15, 1971, 46.
[47] "Obituaries: Curtis L. Dickerson," *The Columbian* (Vancouver, WA), November 18, 1997, 10; "Notice of Names Of Persons Appearing To Be Owners Of Abandoned Property," *The Columbian* (Vancouver, WA), February 26, 1974, 34.
[48] Ancestry.com. *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. (Provo, UT, USA: Ancestry.com Operations, Inc., 2012); "Auto Theft Reported," *The Columbian* (Vancouver, WA), May 28, 1975, 3; R.L. Polk & Company. *Polk's Vancouver Directory*, 1976. Seattle: R.L. Polk & Company, 1976.

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1979–1980: Stanley B. Syverson (b. 1956) and his wife Patsy K. Syverson (b. 1955), occupations unknown, tenants of south unit.[49]

1981: Michael Myers, birth, death, and occupation unknown.

1982: Mrs. Sharon A. Ulrich (b. 1956), occupation unknown.[50]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Bob Snyder Duplex is not significant under Criteria A, B, C, and D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Bob Snyder Duplex 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 resource is associated with the development of Vancouver's Shumway neighborhood and the preponderance of duplexes throughout the city in the late 1960s into the 1970s, a single resource cannot (by itself) represent the development of an entire neighborhood or city to such an extent that it meets the threshold for NRHP significance.

The Bob Snyder Duplex also does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. No such significant personages could be found.

While the Bob Snyder Duplex is an example of a Contemporary style duplex 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.

The Bob Snyder Duplex 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 Bob Snyder Duplex is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.

[49] Ancestry.com. *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. (Provo, UT, USA: Ancestry.com Operations, Inc., 2012); R.L. Polk & Company. *Polk's Vancouver Directory*, 1979–1980. Seattle: R.L. Polk & Company, 1979–1980.
[50] "Marriage Licenses," *The Columbian* (Vancouver, WA) July 16, 1992, 8.

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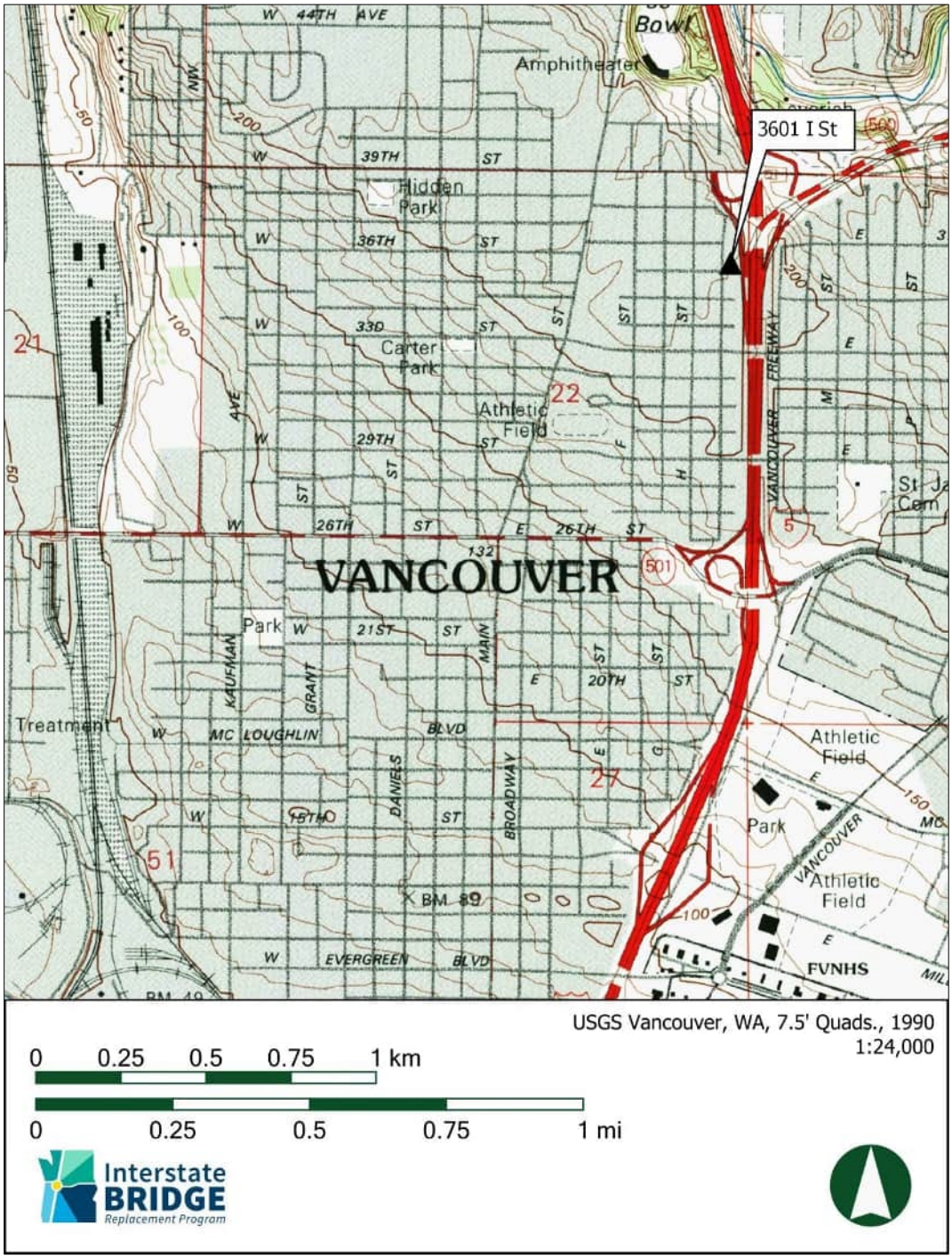


Figure 2. Location map of Bob Snyder Duplex, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of Bob Snyder Duplex, showing NRHP boundary in white.

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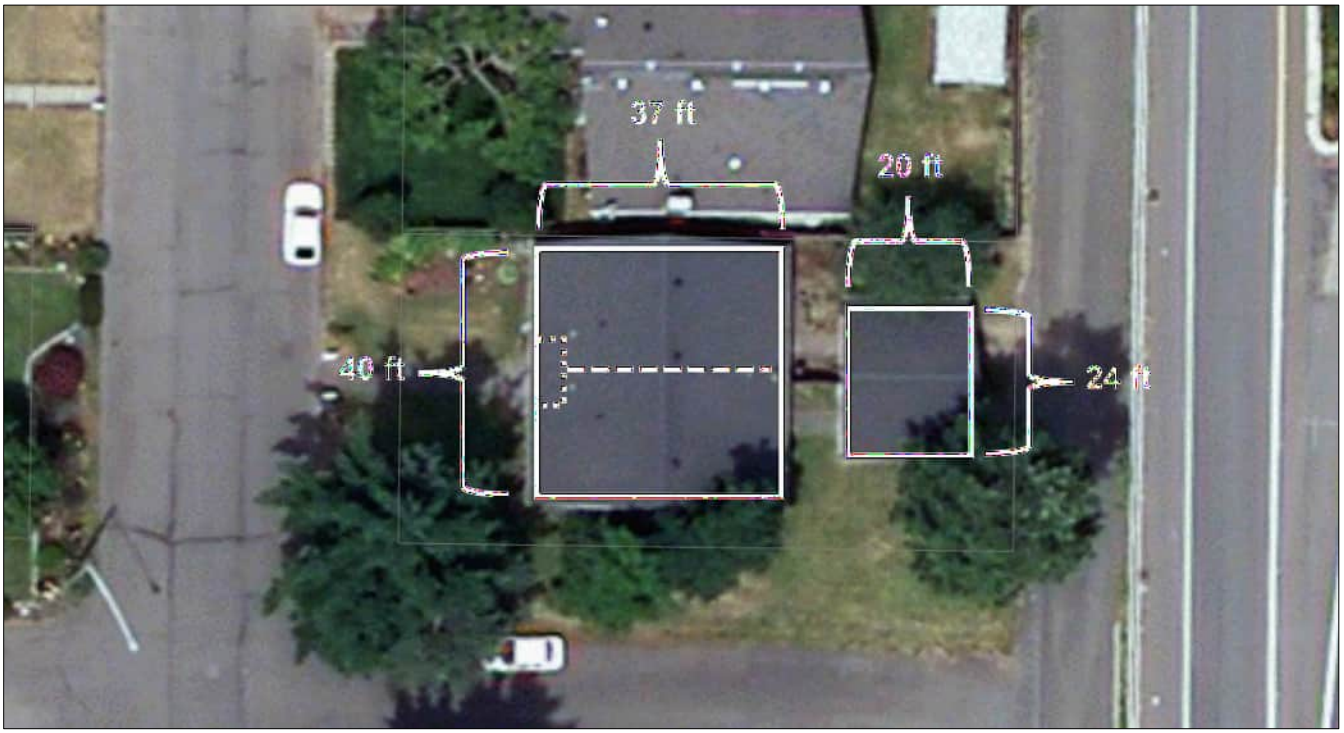


Figure 4. Aerial view of the Bob Snyder Duplex and carport showing approximate footprints and dimensions excluding roof overhangs. Dashed line shows division between duplex units and dotted line indicates the recessed porch (Clark County MapsOnline, 2014).

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Figure 5. Bob Snyder Duplex, north and primary west elevations, view facing southeast (WillametteCRA March 8, 2023).

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Figure 6. Bob Snyder Duplex, primary west elevation and south elevation, view facing northeast (WillametteCRA March 8, 2023).

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Figure 7. Bob Snyder Duplex, south and east elevations, view facing northwest. Associated carport and shed also in view (WillametteCRA March 8, 2023).

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Figure 8. Bob Snyder Duplex, west elevation, recessed porch and entry to north unit, view facing northeast. Note the eave enclosed with a soffit (Redfin 2021).

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Figure 9. Bob Snyder Duplex, part of east elevation and part of associated carport, view facing southwest (Redfin 2021).



Figure 10. Bob Snyder Duplex, part of east elevation, view facing northwest (Redfin 2021).

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Figure 11. Bob Snyder Duplex, east elevation in background and partially obscured by two-vehicle carport in foreground, view facing west (WillametteCRA March 8, 2023).

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Figure 12. Bob Snyder Duplex, north and west elevations of the associated carport, view facing southeast (Redfin 2021).



Figure 13. Bob Snyder Duplex, west and south elevations of the carport and shed view facing northeast (Google Street View, 2022).

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Figure 14. Bob Snyder Duplex, living room of north unit, view facing northeast (Redfin 2021).



Figure 15. Bob Snyder Duplex, living room of north unit, view facing southwest (Redfin 2021).

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Figure 16. Bob Snyder Duplex, kitchen of north unit (Redfin 2021).



Figure 17. Bob Snyder Duplex, dining nook of north unit (Redfin 2021).

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Figure 18. Bob Snyder Duplex, bedroom (Redfin 2021).



Figure 19. Bob Snyder Duplex, same bedroom, alternate view (Redfin 2021).

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Figure 20. Bob Snyder Duplex, second bedroom of north unit (Redfin 2021).



Figure 21. Bob Snyder Duplex, bathroom of north unit (Redfin 2021).

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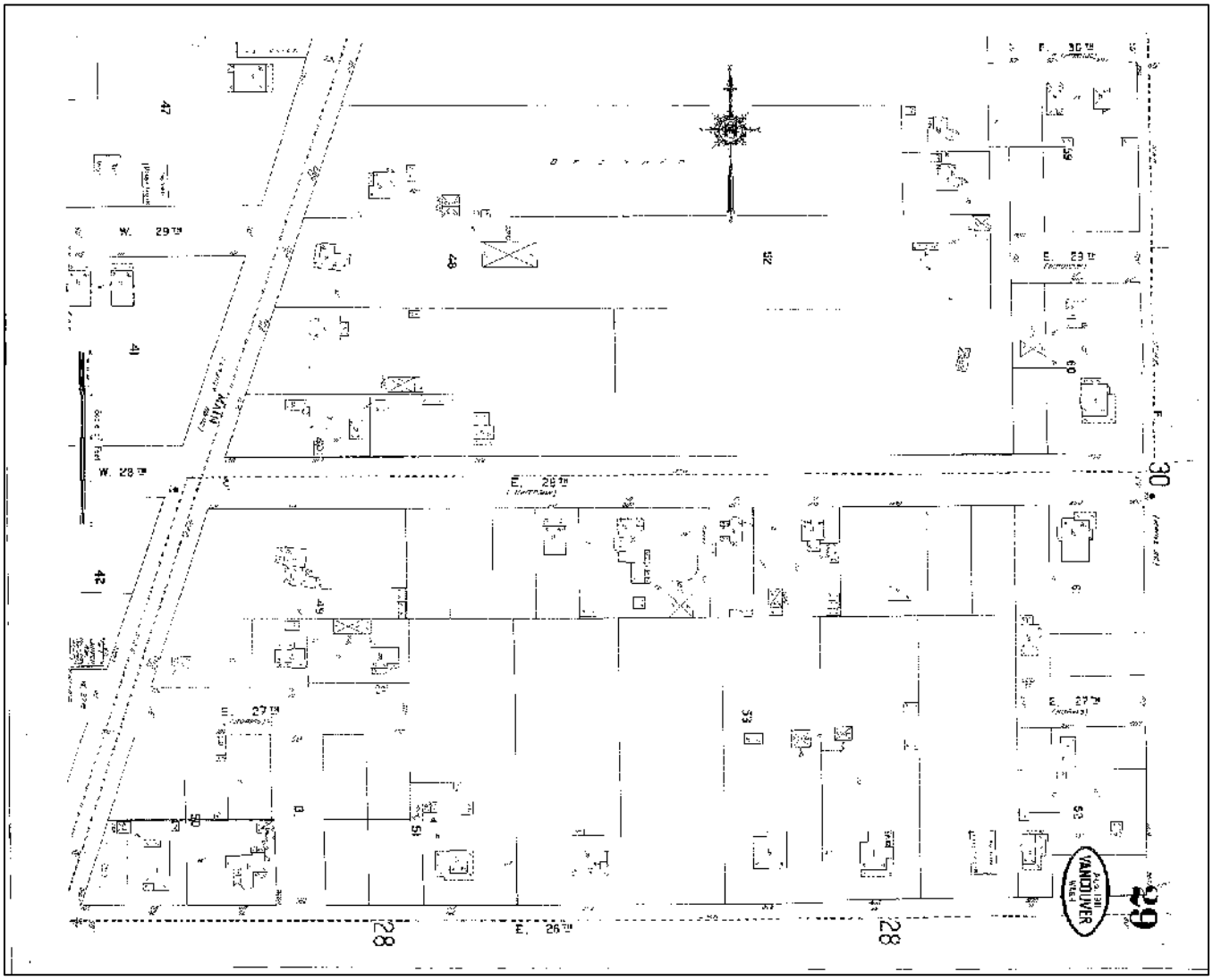


Figure 22. Sheet 29 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southwest corner of the present-day Shumway Neighborhood (Seattle Public Library).

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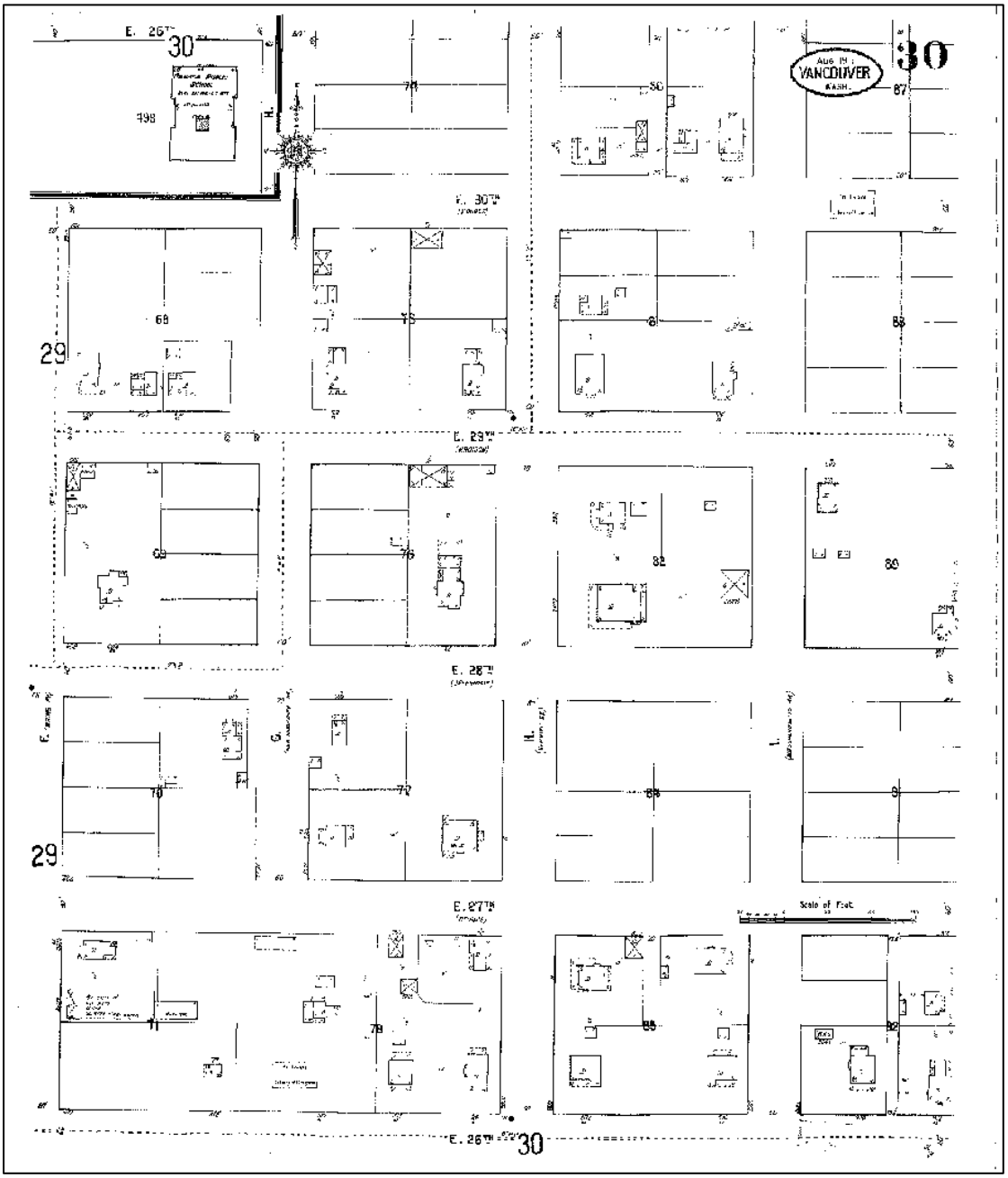


Figure 23. Sheet 30 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southeast corner of the present-day Shumway Neighborhood (Seattle Public Library).

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Figure 24. Aerial view of the Shumway Neighborhood before construction began on the Interstate widening project. The dotted line indicates the approximate area impacted by the widening (Clark County MapsOnline, 1974).



Figure 25. Aerial view of the Shumway Neighborhood after the Interstate widening project (Clark County MapsOnline, 1990).

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Figure 26. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along Main Street (Clark County MapsOnline, 1955.)



Figure 27. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along showing small to large-scale commercial and institutional development along Main Street by the early 1980s (Clark County MapsOnline, 1984.)

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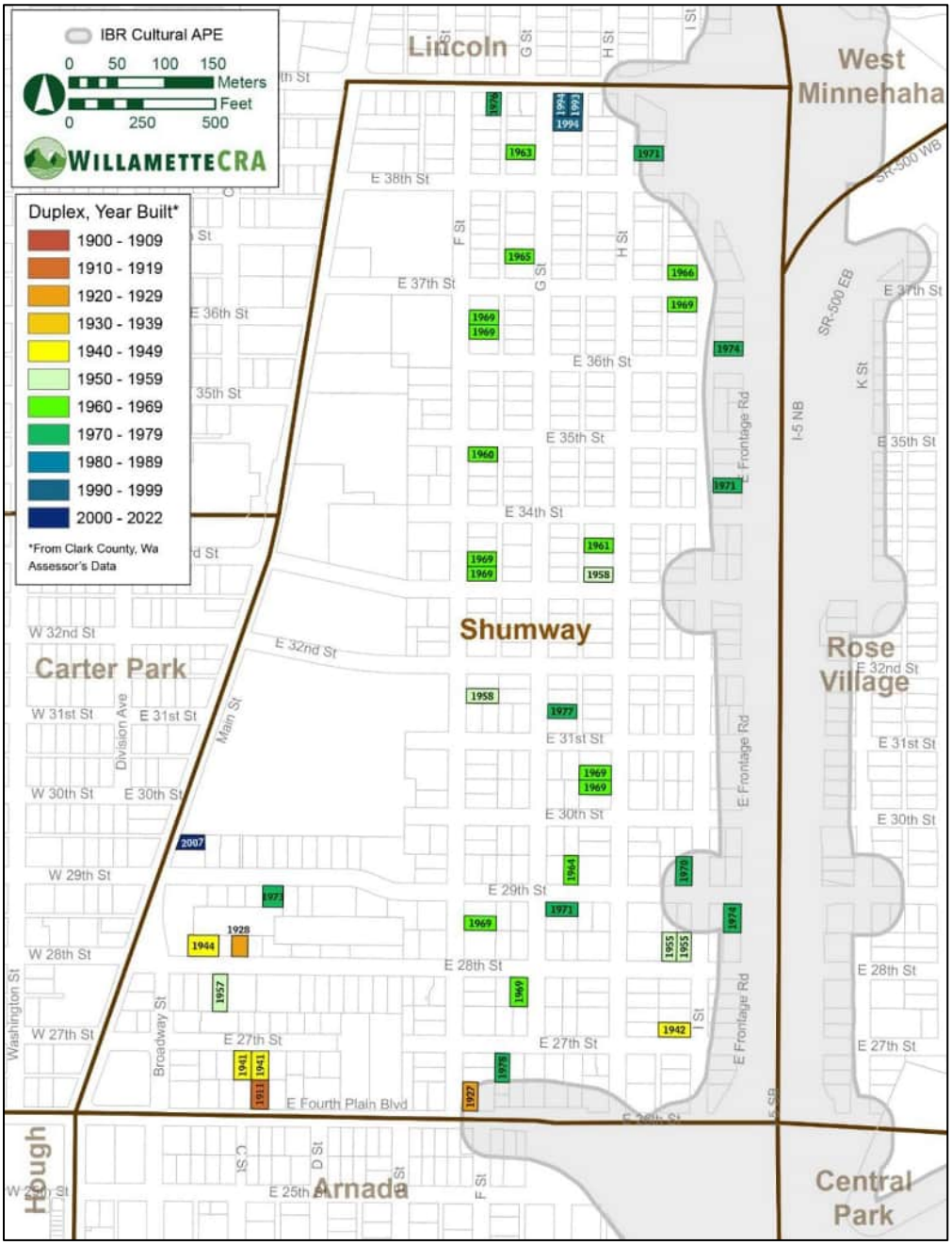


Figure 28. Map of the Shumway neighborhood depicting duplex construction 1900–2022. Note that most duplexes were constructed in the 1960s and 1970s. This map is drawn from the Clark County Assessor's data and may have errors where the data is incomplete. As such, it is representational only. Data accessed April 14, 2023.

5

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: Pierce & Pierce Duplex (WA 1164)	WISAARD Property ID: 731280
Street Address: 2601–2603 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17980000	Plat Block Lot: Vancouver Heights, Block 87, Lots 5 & 6
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.640293°, -122.660641°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwelling	Construction Date: 1979
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: None known
Architectural Classification / Resource Type: No style / Building	Historic Context: Community Planning and Development

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Duplex	
Window Type & Material: Sliding & Aluminum	Exterior Surface Materials: Primary: Wood - T1-11 Secondary: Brick - Stretcher Bond Decorative:	
Roof Type & Material: Side Gable & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 2	Changes to Structures:	
	Category:	Change Level:
Styles: No discernible style	Plan	Intact
	Windows	Intact
Register Status: Unlisted	Cladding	Intact
	(Other)	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☒Excellent ☐Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. View of 2601 K Street from west (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:

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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PHYSICAL DESCRIPTION

The duplex residence at 2601–2603 K Street, hereafter referred to as 2601 K Street, is a building of no discernible style located in the Rose Village neighborhood of Vancouver, Clark County, Washington. Within the neighborhood, the building is located at its southern edge, on the terminal block of K Street where it meets the Vancouver Barracks National Cemetery (the "Post Cemetery"). The primary elevation of the building faces west onto K Street (Figures 1, 2, and 3).

The neighborhood of Rose Village is mostly residential, defined by an orthogonal network of gridded streets. The main thoroughfare of East 33rd Street runs east-west through the center, and St. John's Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets, and the area is shaded by many mature trees. The southern edge of Rose Village, where this property is located, is somewhat isolated from the general character of the neighborhood because it is a result of infrastructural interventions—Interstate 5 (I-5) to the west—as well as preexisting anomalies within the urban grid—Vancouver Barracks National Cemetery to the south and Mother Joseph Catholic Cemetery one block to the east.

The resource is located on the southernmost tax lot on the east side of K Street. A single-family home neighbors the duplex to the north and the landscaped border of the Post Cemetery defines the parcel's southern and eastern edges. Across K Street are three single-family homes; K Street intersects with a short segment of 26th Street to the west before it terminates at I-5 (Figure 3). The lot includes the principal building, its attached garages, as well as the associated landscaping.

The duplex building has an irregularly-shaped footprint built atop a concrete slab-on-grade foundation which measures 78 feet from north to south and, at its widest, 28 feet from east to west. The building is comprised of three attached rectangular volumes: a two-story living space, approximately 46 feet long (each unit of the duplex is 23 feet) and 28 feet deep, a one-story garage that is 26 feet long and 20 feet deep, and a small, one-story shed attached to the garage that measures approximately 6 feet by 12 feet. The walls are wood-framed and rise to distinct side-gabled roofs, one over the two-story volume, and one over the garage. The lower roof, covering the garage and the west pitch of the shed, continues the length of the building and also functions as the roof of the front porch, supported by 4-inch by 4-inch wood posts (Figures 1 and 4). The roof is covered in asphalt shingles. The first level of the living space is clad in variegated brick masonry laid in standard running bond. The second level, as well as the garage and shed, are clad in painted T1-11 siding. Two chimneys, also variegated brick, are visible on the exterior on either side of the main volume's side-gabled roof, rising slightly above the roof peak (Figure 5).

The building's fenestration includes two tripartite sliding aluminum frame windows on the ground level, each of which is duplicated directly above in the second story. The main entry to each unit is through separate solid wooden 8-panel doors on the west elevation, each slightly offset from the midpoint of the main volume. Each garage has a sectional stamped panel (the northern door has eight panels, the southern has fifteen) steel door that retracts overhead. The parcel includes a small grass lawn in front of the building, concrete walkways leading from the front porch to the sidewalk and to the concrete driveway. The landscaping to the south of the building includes various planting beds and a flagpole (Figure 6). The east elevation, as well as the interior, were not accessible at the time of survey.

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Street Address: 2601–2603 K Street	City, County, State: Vancouver, Clark County, Washington	

Alterations

Since its initial construction, the setting, form, and fabric of 2601 K Street appear to have few exterior alterations. Although the neighborhood has continued to develop, the location of this resource has isolated it from any changes that dramatically affect its character-defining features. The building's overall form, fenestration, and most of its materials appear to be intact. Visible changes include the replacement of the northernmost garage, which has a slightly different stamped panel pattern. The building's interior has likely been altered with updates to its materials and finishes based on changing tenancy and ownership.

Boundary Description

The duplex residence resource is located at 2601 K Street in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building's tax lot (17980000) is bounded by an adjacent parcel to the north, the Vancouver Barracks National Cemetery to the east and the south, and K Street to the west. The parcel includes the principal building, attached garages, and shed, as well as associated landscaping, flagpole, and walkways. All of these features contribute to the property's historic significance, with a corresponding period of significance of 1979, the year of construction; the recommended National Register of Historic Places (NRHP) boundary is thus recommended as the resource's parcel (Figure 3).

INTEGRITY

Since its original construction, the duplex residence at 2601 K Street has not changed location and appears to have changed little in form or in use. It is still used as a multi-family dwelling, and the building continues to showcase its original materials, method of construction, and workmanship. The northern garage door was replaced with a compatible and appropriate substitute. In all, the building retains its integrity of location, design, setting, workmanship, materials, feeling, and association.

STATEMENT OF SIGNIFICANCE

The duplex residence at the south end of K Street was built by the husband-and-wife development team Pierce & Pierce Construction in late 1979. Falen Pierce (1939–2022) and his wife Rene (1940–2021), graduates of Hudson Bay High School on Vancouver's east side, married in 1960 and started their design-build construction business seven years later.[1] A small shop, they often developed properties that were located in Vancouver's periphery, like the pair of single-family homes they built on SE 104th Avenue in 1968, a sixteen-unit development of condominiums called the "Boardwalk Garden Homes," near the terminus of NE 14th Street, built in 1976, or the twenty-three duplexes that comprised the 1980 project, "Island Park Condominiums," constructed in a former park off of East 18th Street.[2] The site of the duplex residence at 2601 K Street was rather typical for the company, an irregular lot defined by the anomalous geometry of the cemetery to its south and east, on the terminal block of a street.

The tax lot of 2601 K Street has always been an edge condition, a result of the orthogonal city grid oriented to true north meeting the geometry of the old United States Military Reserve, oriented perpendicularly to the

[1] The Pierce marriage was announced in *The Columbian,* July 12, 1960, 4; an advertisement citing seventeen years in business was posted in the classifieds of the same paper January 27, 1984, 118.
[2] These projects were advertised or referenced in *The Columbian.* Because the peripheral locations were undeveloped, Pierce & Pierce Construction often appeared in reports of planning meetings on account of its requests for zoning variances.

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Columbia River (Figure 7). However, before the construction of the Vancouver Freeway (I-5) in 1955, K Street (formerly known as Connecticut Avenue) had a more vibrant and integrated presence in Vancouver (Figure 8). Running north-south through Rose Village, the street merged into West Reserve at the border of the old military cemetery, just south of the resource's tax lot.[3] The streets on either side of 2601 K Street, 26th to the south and 27th to the north, were thoroughfares in the city, connecting Rose Village to the residential neighborhood directly west, Shumway. Eventually, 26th Street became Fourth Plain Boulevard. The connections—physically, visually, experientially—between Rose Village and Shumway were seamless city fabric.

Pierce & Pierce was issued a demolition permit in March of 1979, removing the single-family home that had been built on the property in the 1930s.[4] In October of 1979, the company was issued the construction permit for the duplex at 2601-2603 K Street, originally estimated at $60,000 (nearly $241,000 in 2023 dollars). It was likely designed by Falen Pierce, who was responsible for many of the company's previous projects, as well as the church building for the Reorganized Church of Jesus Christ of Latter-day Saints, completed in 1966 a few blocks north of Leverich Park.[5] Despite its lack of a discernible style, the building's design incorporates many features of contemporary, late-1970s architecture: Neo-Colonial proportions and elevations intercepted by the horizontality of the ever-popular ranch form. The result is eclectic: the ranch is implied by the ground floor form, articulated by the gable roof over the garage which ran the length of the building and covered the front porch. The main living space, however, reads as a distinct two-story volume, with a primary elevation that evokes a liberal use Neo-Colonial symmetry and materials adapted to the contingencies of the duplex: a larger distance between the second-story windows, and two doors instead of one on the ground floor. The resulting qualities of the interior space are neither Neo-Colonial nor ranch. This was an example of the adaptations contractors and builders made, transforming contemporary trends in American architecture into what has become the dominant vernacular landscape.

The Development of the Washington-Car Barns-Rosemere-Rose Village Neighborhood

The land that eventually became Rose Village was once agricultural: orchards, wheatfields, and pastureland for cattle. The Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's lumber mill, the Michigan Mill, to Brush Prairie, just northeast of the city.[6] The land was platted, for the first time, by the Columbia Land and Improvement Company based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed "a

[3] The Vancouver Barracks Post Cemetery was the designated burial ground of the Vancouver Barracks, the first US Army post in the Pacific Northwest, which operated between 1849–2011. The cemetery contains remains of US military personnel, civilians, foreign personnel, prisoners of war, Native Americans, and multiple "Unknowns." In 2020 operations were transferred from the Department of the Army to the National Cemetery Administration, part of the Department of Veteran's Affairs, and renamed Vancouver Barracks National Cemetery. See "Vancouver Barracks National Cemetery," National Cemetery Administration. Accessed April 17, 2023, https://www.cem.va.gov/cems/nchp/vancouverbarracks.asp.
[4] The building's footprint appears on Sanborn maps dated 1928–1949. From *The Columbian* newspaper records, tenants of the previous residence include R. E. Graves, Ellen Frierson, Mildred Campbell and her son Randy, and Ronald Dewayne McCallister.
[5] "First Service in New Building Set," *The Columbian,* February 18, 1966, 9. The church was largely built with volunteer labor.
[6] David Warren Freece, "A history of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5.

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$125.00 lot at North Coast Heights and a good tent or small bungalow will save money and time" (Figure 9).[7] The adjacent area, east of "K Street" (then Connecticut Avenue), which comprised the rest of what would become Rose Village, was platted between 1907 and 1911.[8] A new streetcar line, owned by the Vancouver Traction Company, extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard, in 1908.[9] A school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who built small, single-family homes in the area in the first few decades of the twentieth century. The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use.[10] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city re-designated the neighborhood as Rose Village in 2005.[11]

Similar to the rest of Vancouver, Rose Village experienced a construction boom during the years of World War II when unprecedented numbers of workers arrived in the city with jobs in the Kaiser Shipyards on the Columbia River. The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[12] The neighborhood was largely impacted by the construction of the Vancouver Freeway in the 1950s, which redefined the area's edges and displaced multiple blocks of residents. By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[13] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[14] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and

[7] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson, "Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.
[8] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.
[9] Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history.
[10] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.
[11] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.
[12] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.
[13] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[14] Chandler, "Worst Areas," 5.

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create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[15]

Most of the neighborhood had been owner-occupied until the 1960s, but more than 800 rental units were built between the years 1960 and 1974, according to the 1980 census.[16] This corresponded to the number and piecemeal location of vacant lots in the area; it also related to the promising returns on investments in the housing market. Developers appealed directly to the owners of unimproved lots: "*WHY PAY TAXE$* on your EMPTY LOT?" (Figure 10). Duplexes sprang up all over Rosemere, saturating the area to the point that in 1968, members of the Rosemere Community Center asked the Vancouver City Council to halt the construction of new duplexes.[17] The request was nearly rhetorical—it wasn't in the city's power unless they undertook a complete re-zoning, but it also wasn't in the city's interest. There was a pressing need for more affordable housing, and even small-scale duplex development mitigated some of the need. Though Rosemere residents were not against the duplexes per se, they were reluctant to see small-scale development occur at the expense and opportunity of a city-sponsored large-scale, low-rent housing complex, which the Vancouver Housing Authority had tentatively suggested.[18] The city continued to issue building permits, and this duplex, along with many others like it, which were emblematic of this era of development in Vancouver, slowly contributed to increasing the neighborhood's density while still presenting the appearance of a single-family home (Figure 11).

Occupants

Other than the current owner, Samuel Peter Levno, who purchased this building in 2003, no data has been found on additional tenants.

National Register of Historic Places Eligibility

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

Based on WillametteCRA's evaluation of the resource within its historic context, the Pierce & Pierce duplex does not possess a sufficiently strong association with an event or pattern of events to qualify as significant under Criterion A. Although the building is associated with the development pattern that emerged from private, small-scale investments in the real estate market in Vancouver—and particularly in the Rose Village neighborhood—this pattern of events is not represented by this individual building and therefore does not meet the threshold for NRHP significance.

The Pierce & Pierce duplex does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

[15] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.
[16] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[17] "Area Fears Duplex rise takes lots," *The Columbian,* April 24, 1968, 2.
[18] Likely, this tentative proposal turned into large, low-rent housing complex known as Van Vista Plaza, which opened to senior residents in 1970, in the Esther Short neighborhood. See The Vancouver Housing Authority, *50 Years of Progress Dedicated to People,* Vancouver, WA (1992). https://vhausa.org/component/edocman/fifty-years-of-progress/

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The resource is a good example of an affordable and adaptable interpretation of late 1970s architectural design trends, particularly the rise of Neo-Colonial elements in new suburban construction. The building's form adapts the horizontal aesthetic of the ranch, a low-pitched roof and attached garage, to a two-story, multi-unit configuration. However, the building 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.

The Pierce & Pierce duplex 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, WillametteCRA does not recommend the Pierce & Pierce duplex eligible for listing in the NRHP under Criteria A, B, C, or D.

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Figure 2. Location map of 2601 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 2601 K Street, showing recommended NRHP boundary in white.

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Figure 4. 2601 K Street, front porch, view facing east (WillametteCRA March 8, 2023).

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Figure 5. 2601 K Street, north elevation, view facing southwest (WillametteCRA March 8, 2023).

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Figure 6. 2601 K Street, west and south elevations, view facing northeast (WillametteCRA March 8, 2023).

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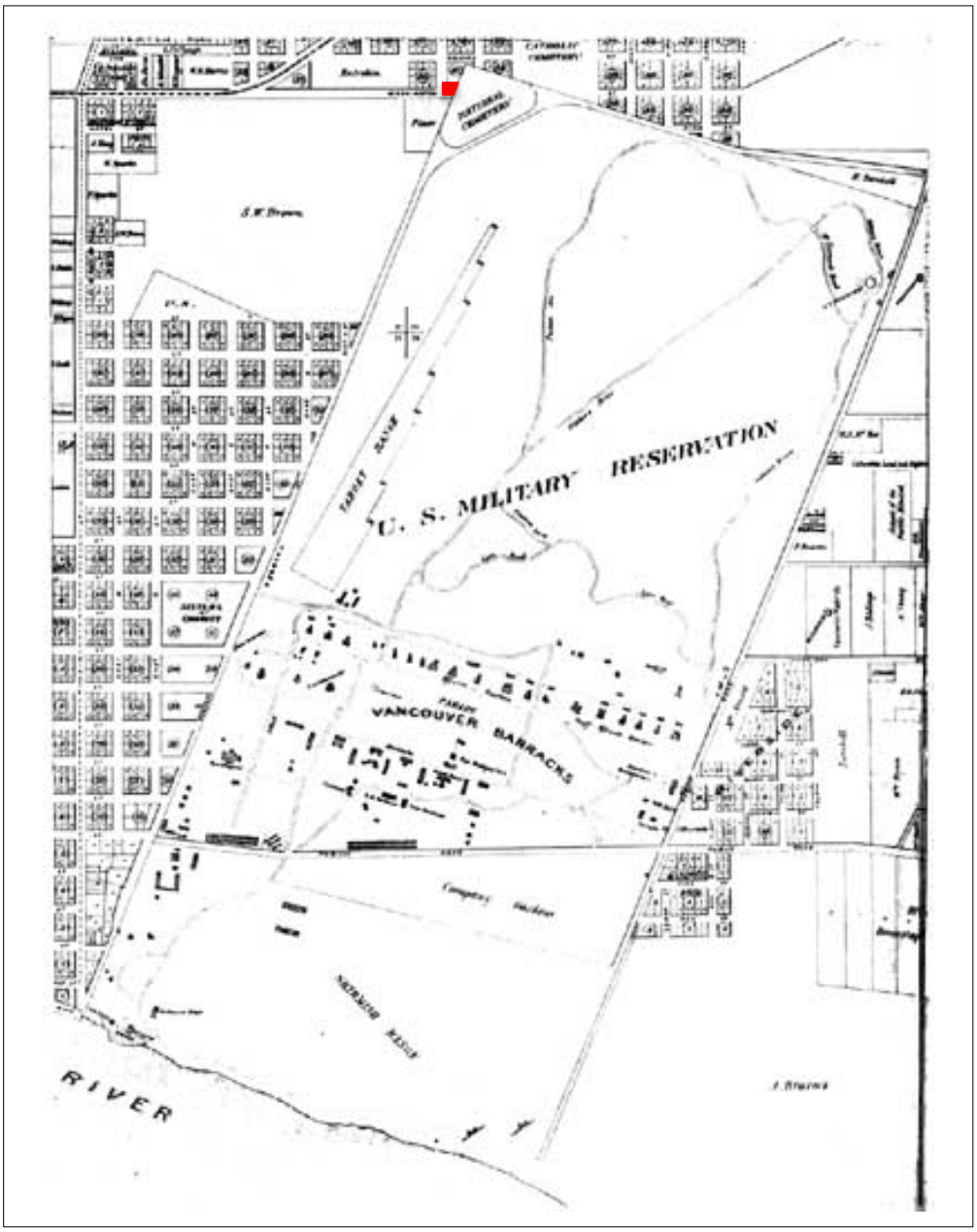


Figure 7. Map of the city of Vancouver and the US Military Reservation, 1891. The tax lot of 2601 K Street is marked in red, at the northwest corner of the reserve (National Park Service and Oregon Historical Society).

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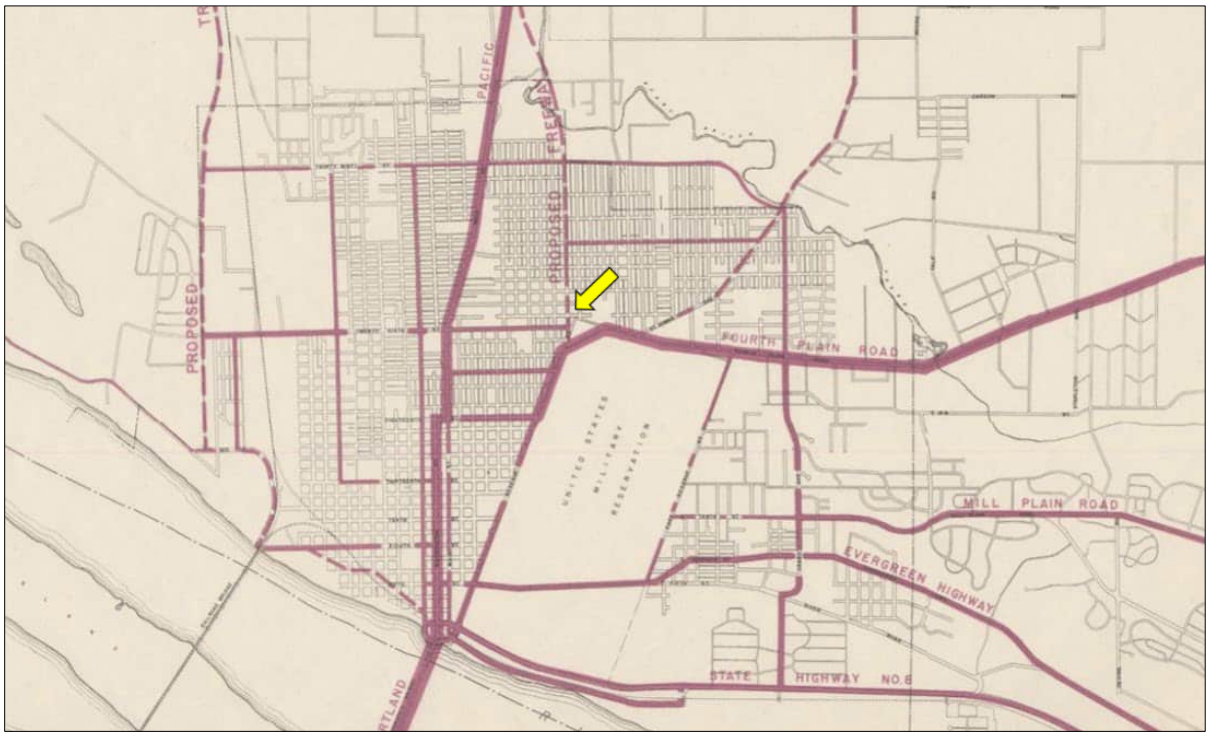


Figure 8. Excerpt of a map of the city of Vancouver, 1944, showing arterial roadways (and proposed freeway). The tax lot of 2601 K Street is marked by the yellow arrow, at the corner of East 26th Street, West Reserve, and K Street (Clark County Historical Museum Map Collection).

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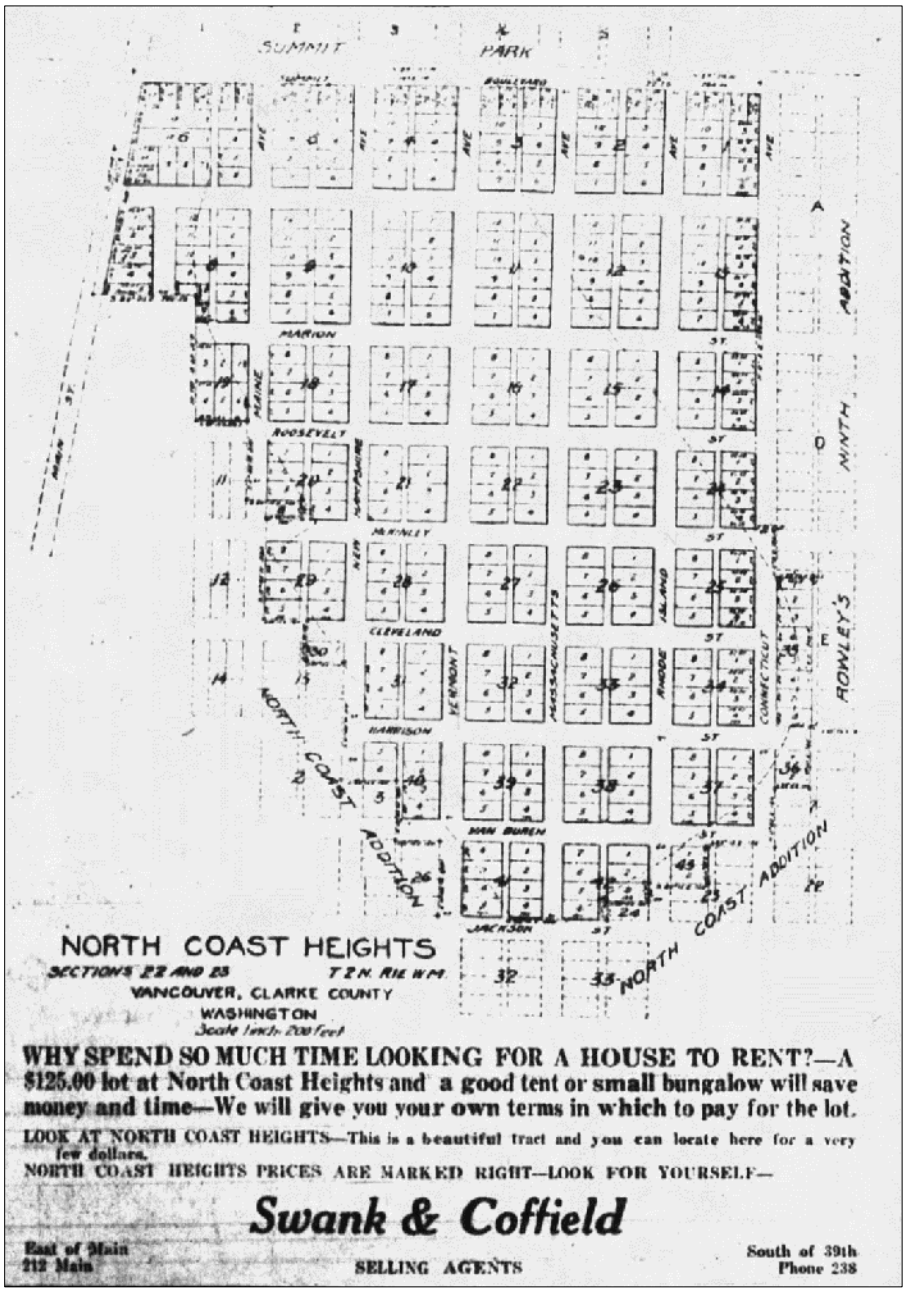


Figure 9. Advertisement selling lots in North Coast Heights. The remnants of the race track can be seen in a dashed line (*The Columbian* [Vancouver, WA] May 22, 1920).

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Figure 10. Economy Certified Homes advertisement appealing to would-be landlords (*The Columbian* [Vancouver, WA] October 12, 1962).

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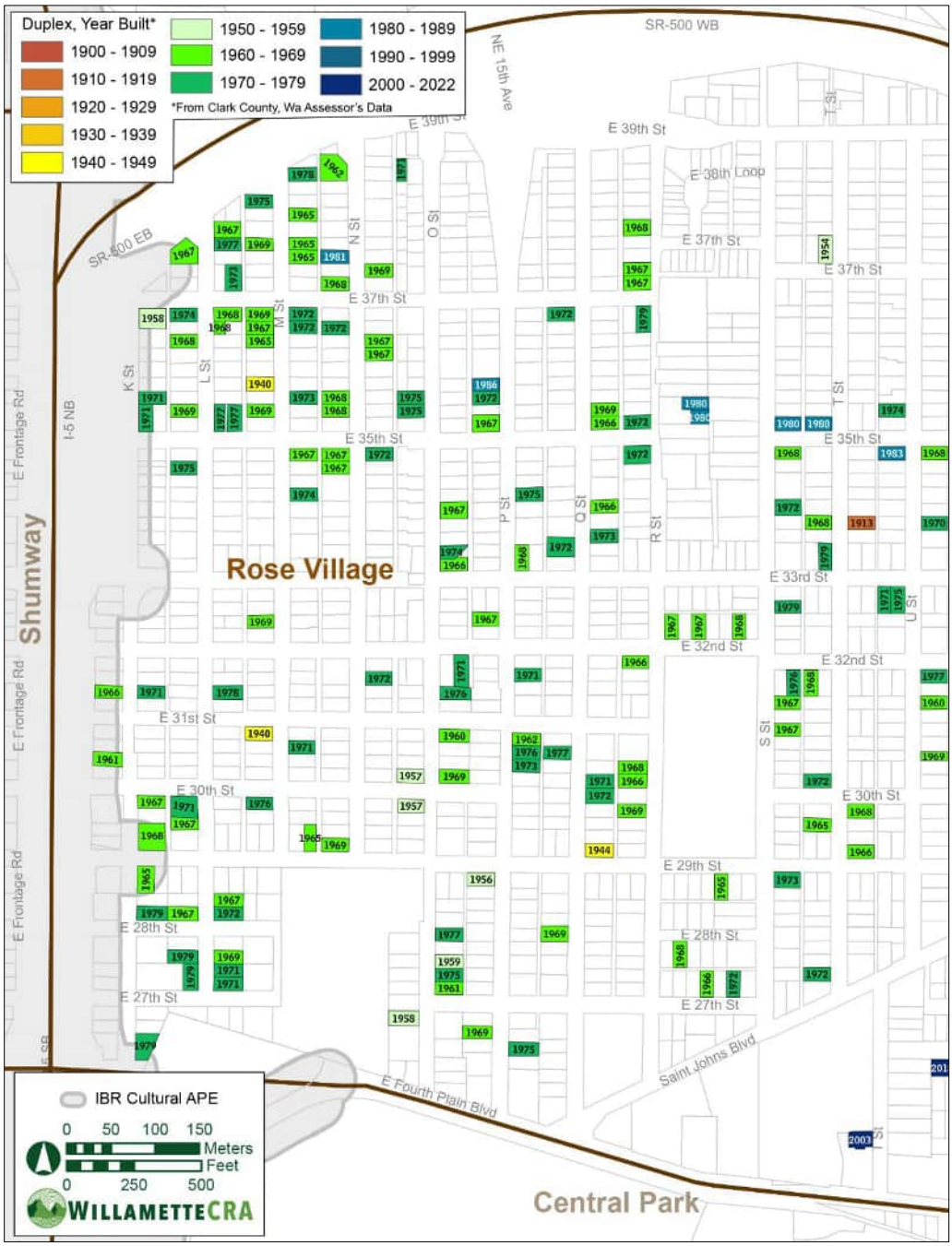


Figure 11. Representational map drawn in 2023 showing duplex construction in western Rose Village between the years 1900 and 2022 (data compiled from Clark County Assessor's Office).

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: Ost Duplex (WA 1166)	WISAARD Property ID: 731281
Street Address: 3505–3507 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 20231000	Plat Block Lot: Rowley's 9th Addition, Block D, Lot 12
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.646943°, -122.660471°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwelling	Construction Date: 1971
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: Pre-2007: Installation of accessibility ramp at east entrance; 2014–2022: Railing at east entry added
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Duplex	
Window Type & Material: Fixed frame aluminum	Exterior Surface Materials: Primary: Wood - T1-11 Secondary: Wood - Clapboard Decorative:	
Roof Type & Material: Gable - Gable-on-Hip & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: L-shape	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Contemporary	Plan	Intact
	Windows	Slight
Register Status: Unlisted	Cladding	Intact
	(Other)	
Condition: ☐Excellent ☐Good ☒Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. Ost Duplex, 3505 K St, south and west elevations, 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:

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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PHYSICAL DESCRIPTION

The building located at 3505–3507 K Street (hereafter referred to by the situs address, 3505 K Street or historic name, the Ost Duplex) is a detached, single-story, Contemporary style multi-family dwelling in the Rose Village neighborhood of Vancouver, Clark County, Washington (Figures 1, 2, and 3). The duplex is located in north Rose Village, on a typical lot on the east side of K Street, just north of East 35th Street. The primary entrances of the building face south; across the street from the building is a landscaped berm bounding the east side of Interstate 5 (I-5).

The area around the duplex is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first few decades of the twentieth century and supplanted by many duplexes built on infill lots in the century's latter half. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfare of East 33rd Street runs east-west through the center, and St. Johns Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. K Street is the west boundary of the neighborhood and runs parallel to I-5; Washington State Route 500, which runs east-west, terminates K Street at the northern end of the 3500 block. Sidewalks line the city streets, and the area is shaded by many mature trees.

The residence is located on a rectangular lot that, like most others on K Street, is oriented east-west, with 50 feet of street frontage on K Street and approximately 100 feet between K Street and the north-south alley that divides the block in half. An identical duplex, also built in 1971, sits on the lot to the south, rotated 90 degrees clockwise to fit its atypical lot orientation. A cottage built in 1930 abuts the property on the north. Several houses in the surrounding blocks were built in the first couple of decades of the twentieth century—small Craftsman-style bungalows and workingman's foursquares—and several others, such as the residence across 35th Street (3415 K Street) were moved to the area during the construction of the Vancouver Freeway (present-day I-5). The lot of this resource includes the principal building, a detached covered carport at the eastern edge of the lot, and the associated landscaping, including a wooden fence enclosing private outdoor space on the west and east sides, and a concrete path connecting the entry doors to both the carport and K Street. Planted shrubs line the base of the building and a small grass lawn defines the southern edge of the property.

The building has an L-shaped footprint. The rectangular dimensions of the main volume measure 58 feet east to west and 26 feet north to south; the leg of the ell, on the southeast corner of the building, measures an additional 9 feet by 20 feet. The foundation of the duplex is made of poured concrete with a low crawlspace. The walls are wood-framed and clad with extra-wide vertical T-11 siding, with accent panels of horizontal lapped wood siding below each window (Figures 4–7). The building has a gable-on-hip roof with wide boxed eaves and lapped wood siding in the gable peaks. The roof is covered in dark 3-tab asphalt shingles. A covered parking area is located at the east end of the tax lot, along the mid-block alley (Figures 3 and 6).

The fenestration of the duplex includes fixed and sliding aluminum frame windows and sliding aluminum frame glass doors. The entry to the western unit—a flush steel door and full glass aluminum storm door, flanked by aluminum-framed windows on either side—is on the south elevation. The entry for the unit on the east, also a flush steel door covered by an aluminum storm door but flanked by a separate and full sidelight, is located on the west side of the ell (Figure 1). There is a sliding door on both the east and the west elevations leading to small outdoor patios (Figures 4 and 7). Various aluminum frame windows define the north elevation (Figure 5). The interior was not available at the time of survey.

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Alterations

Since the date of original construction, the Ost Duplex seems to have undergone few exterior changes. At the west unit's entrance, the original storm door was replaced; the east unit's entrance was modified by an accessible ramp leading to the door. Other changes include general modifications to the landscaping and the addition of the rear carport on the east side of the lot. Overall, the surrounding setting, as well as the building's footprint and detailing, remain unchanged.

Boundary Description

The resource is located at 3505 K Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building's parcel (20231000) is bounded by adjacent parcels to the north and south, K Street to the west, and an alley to the east. The tax lot includes the building, its associated parking, landscaping, and walkway. The recommended National Register of Historic Places (NRHP) boundary is recommended as the boundary of the resource's parcel (Figure 3).

INTEGRITY

The period of significance for 3505 K Street is associated with its significance as a representative example of a Contemporary style duplex on an infill lot, identified by the year of its construction, 1971. The residence has not changed in form, use, or location since 1971, and tenants still make use of the building's original design features, such as the indoor/outdoor living, as intended. The general setting of the neighborhood, Rose Village, has continued to develop, but the specific site of this building on the neighborhood's edge has isolated it from any changes to character-defining features. In addition to retaining integrity of its location, setting, and design, the building showcases its original material and workmanship and retains both feeling and association.

STATEMENT OF SIGNIFICANCE

The construction permits for the duplex residence at 3505 K Street, and its identical neighbor, 3501 K Street, were issued to Albert Ost (1913–2009) in April of 1971.[1] Ost was an award-winning dairy farmer who had retired in 1968, after thirty years of raising Holstein cattle on his 180-acre farm, "Almardon," in Ridgefield, Washington.[2] Ost had been involved in many local organizations throughout his career: he served as the president of the Clark County Dairymen's Board of Directors, as a member of the Clark County Planning Commission, member of the legislative committee of the Washington Equitable Tax Association, chairman of the Clark Skamania Soil Conservation District, and chairman, for thirteen years, of the Clark County Agriculture Stabilization and Conservation Committee.[3] He was a member of the Masonic Lodge and the Elks, the Pioneer and Pomona state

[1] "Building Permits," *The Columbian,* April 22, 1971, 22.
[2] Almardon is likely the combination of the names of Al, his wife Marguerite (née Beherns,1915–2002), and daughter Donna. The family won Dairy Family of the Year in 1963. For an announcement of that accolade, see "Al Osts of Ridgefield Are Named Clark Dairy Farmers," *The Columbian,* July 3, 1963, 14.
[3] Because of his involvement in the local community, Ost's name appeared frequently in the paper. See "Dairy Group Reports Its Year Busy," *The Columbian,* February 22, 1951, 17; "ASC Has Ost as Leader," *The Columbian,* October 26, 1967, 20; "Albert Ost e-elected as head of soil service here," *The Columbian,* September 22, 1970, 16; "Albert Ost in tax group," *The Columbian*, October 23, 1970, 24.

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and national granges, and served three terms with the State Farmers Home Administration.[4] A lifelong resident of Clark County, Ost owned and managed several properties like this one in the area.[5]

The two duplexes at 3505 and 3501 K Street, formally, are ranch-like: long and linear horizontal living. The buildings showcase the adaptability of the form: one situated on a deep lot with minimal frontage, and the other oriented to accommodate the wide and shallow building lot. Lots like these were more common in Rose Village, which, though one of the city's older neighborhoods, was comparatively distant from the city's commercial core and never developed at one time on a large scale like some of the city's closer neighborhoods. The duplexes are predominantly surrounded by single-family homes, many small and datable to the first decades of the twentieth century, before the area was even platted (Figure 8). Several Craftsman-style homes serve as a reminder of the neighborhood's attraction in the 1910s and 1920s; there are many more houses of the "Minimal Traditional" type, assumedly built for the 1940s wartime housing crisis in Vancouver. The neighborhood has largely aged in-place with little turnover—the houses aging alongside their inhabitants. On account of various infrastructural developments in the city, many duplexes were built in this part of Rose Village in the second half of the twentieth century. These duplexes, like the Ost Duplex, were built on infill lots after the Vancouver Freeway was constructed along the neighborhood's western edge, and more than the earliest buildings, have come to define the character of the neighborhood. The "general tone," a *Columbian* article from the early 1980s suggested, was "set by fading duplexes and jammed-in apartment houses strung along broken pavement without curbs, sidewalks, or gutters."[6] The tone of the article might accurately depict the lack of attention the residents of the neighborhood believed they received from the city—largely ignored and therefore rather isolated. As such, it was often built block by block rather than according to a master plan (Figure 9). The neighborhood is, therefore, an excellent depiction of houses built in the contemporaneous styles of the twentieth century, an eclectic collection of architectural ideas executed with modest means.

The Development of the Washington-Car Barns-Rosemere-Rose Village Neighborhood

The land that eventually became Rose Village was once agricultural: orchards, wheatfields, and pastureland for cattle. The Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's downtown lumber mill, the Michigan Mill, to Brush Prairie, just northeast of the city.[7] The land was platted, for the first time, by the Columbia Land and Improvement Company based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed "a $125.00 lot at North Coast Heights and a good tent or small bungalow will save money and time" (Figure 10).[8] The adjacent area, east of "K Street" (then Connecticut Ave), which comprised the rest of what

[4] "Anniversaries: Ost" *The Columbian,* May 11, 1997, Section D4.
[5] Ost's name as owner and manager appears to coincide with his retirement activities. Bob Ziemer, "Donuts win battle over widened street as variance given," *The Columbian,* October 5, 1972, 2.
[6] D. Michael Heywood, "Rosemere: Car barns give way to rosier platitudes," *The Columbian,* September 14, 1982, 17.
[7] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889–1926" (Master's thesis, Portland State University, 1984), 4–5.
[8] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson,

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would become Rose Village, was platted between 1907 and 1911.[9] A new streetcar line, owned by the Vancouver Traction Company, extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard, in 1908.[10] A school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who built small, single-family homes in the area in the first few decades of the twentieth century. The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use.[11] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city re-designated the neighborhood as Rose Village in 2005.[12]

Similar to the rest of Vancouver, Rose Village experienced a construction boom during the years of World War II when unprecedented numbers of workers arrived in the city with jobs in the Kaiser Shipyards on the Columbia River. The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[13] The neighborhood, especially K Street, was largely impacted by the construction of the Vancouver Freeway in the 1950s, which redefined the area's western edge, separated Rose Village from the neighboring residential fabric of Shumway, and displaced multiple blocks of residents in the process.

By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[14] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[15] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[16]

"Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.

[9] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.

[10] Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history.

[11] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.

[12] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.

[13] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.

[14] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.

[15] Chandler, "Worst Areas," 5.

[16] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.

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Most of the neighborhood had been owner-occupied until the 1960s, but more than 800 rental units were built between the years 1960 and 1974, according to the 1980 census.[17] This corresponded to the number and piecemeal location of vacant lots in the area; it also related to the promising returns on investments in the housing market. Developers appealed directly to the owners of unimproved lots: "*WHY PAY TAXE$* on your EMPTY LOT?" (Figure 11). Duplexes sprang up all over Rosemere, saturating the area to the point that in 1968, members of the Rosemere Community Center asked the Vancouver City Council to halt the construction of new duplexes (Figure 9).[18] The request was nearly rhetorical—it wasn't in the city's power unless they undertook a complete re-zoning, but it also wasn't in the city's interest. There was a pressing need for more affordable housing, and even small-scale duplex development mitigated some of the need. Though Rosemere residents were not against the duplexes per se, they were reluctant to see small-scale development occur at the expense and opportunity of a city-sponsored large-scale low-rent housing complex, which the Vancouver Housing Authority had tentatively suggested.[19] The city continued to issue building permits, and many small-scale landlords took advantage of this opportunity, including Albert Ost. Ost's duplexes at 3501 and 3505 K Street, designed as modest examples of the Contemporary style, are emblematic of this era of development in Rosemere.

Contemporary Style

The word "contemporary," one imagines, requires little etymological explanation: that which is contemporary is "with time." This straightforwardness underlaid historian Sigfried Giedion's (1888–1968) use of the term in the 1954 edition of his *A Decade of Contemporary Architecture.* Giedion pointed to architectural projects that he could identify as "new" or "recent," but he lacked a better descriptor to summarize the new qualities of the buildings that were, in the historian's opinion, related to, and perhaps extensions of, International Style architecture.[20] For Giedion, contemporary architecture was still related to structure, urbanism, and social improvement; its implied temporality was a counterpoint to Modernism's declaration of the atemporal, a supposed end to style. Some historians, like Sylvia Lavin (ca. 1962–), have marked Giedion's definitional dilemma as the beginning of "contemporaneity" in architecture—Lavin describes it as an environmental affect and architecture's exhibitionism—while others like Lesley Jackson (ca. 1962–) took it at face value, a new starting point for a style that defined American architecture of the 1950s.[21] Even with the benefit of hindsight, however, Jackson's 1994 book *'Contemporary': Architecture and Interiors of the 1950s* wasn't able to isolate the qualities of 1950s American architecture from the temporality of the category itself, grouping the visual distinctness of Eero Saarinen's (1910–1961) TWA Terminal (1959), John Entenza's (1905–1984) Case Study House Program (1945–1966), and Philip Johnson's (1906–2005) New Harmony Shrine (1960) under the veil of the "contemporary."

Despite its ambiguity as a descriptor, the architecture described as "contemporary" was clearly different. It was related to International Style architecture—also referred to by an ambiguous descriptor, "Modern"—which, though popular in the prewar era, never resumed its trajectory after the suspension of nearly all construction during the war. Like Modern architecture, "Contemporary" architecture rejected historical styles for the clean and unornamented lines of the functional, but the postwar approach was much more optimistic, more colorful, and

[17] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[18] "Area Fears Duplex rise takes lots," *The Columbian,* April 24, 1968, 2.
[19] Likely, this tentative proposal turned into large, low-rent housing complex known as Van Vista Plaza, which opened to senior residents in 1970, in the Esther Short neighborhood. See The Vancouver Housing Authority, *50 Years of Progress Dedicated to People,* Vancouver, WA (1992). https://vhausa.org/component/edocman/fifty-years-of-progress/.
[20] See Sigfried Giedion, *A Decade of Contemporary Architecture* (New York: Wittenborn) 1954.
[21] Sylvia Lavin, "The Temporary Contemporary," *Perspecta* 34 (2003), 128-135 and *Form Follows Libido* (Cambridge: The MIT Press) 2007.

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more tolerant of those things that fell outside of the rules of objectivity and the abstract. These characteristics appeared in wallpapers and furniture, patterns, and collectibles, in what might better be called a sense of style rather than a style per se. These subjective "desires," as Lavin called them, were accommodated by architects working one-on-one with clients. The Contemporary style, Virginia McAlester wrote in *A Field Guide to American Houses,* was a favorite for architects, albeit less popular than other postwar styles like Minimal Traditional, the Ranch, and Split-Level, many of which were not built with a specific client in mind.[22] McAlester designates the shared characteristics of the 1950s buildings not just as "with time," but as defining characteristics of an identifiable style that lasted until 1990: low-pitched gabled roofs, wide overhanging eaves, exposed roof beams, natural materials, broad expanses of uninterrupted wall surface typical on the front façade, contrasting window panels, recessed or obscured entry doors, and generally asymmetrical.[23]

The features that have come to define the style for McAlester share many of the features typically attributed to Mid-century Modern architecture. With open floor plans, plenty of air and light, and unbroken wall space for convenient furniture layouts, both Mid-century Modern and Contemporary styles offered casual, uncluttered living in visually stimulating environments. The style was particularly appropriate for the California climate, and spread rapidly in the postwar suburban housing tracts, most notably by builders like Joseph Eichler (1900–1974). Marketed as extremely livable, the style was depicted often in the architectural press and glamorized by photographers such as Julius Schulman (1910–2009). Both Mid-century Modern and Contemporary style homes were eventually incorporated into the pattern and plan books of speculative developers and merchant builders, resulting in the proliferation of low-pitched and wide-eaved variations of standard houses, many with applied stylized features. These variations offered potential homeowners "long, low, and livable" houses, "cleverly zoned," with "comfort and style."[24] As catalogs of house plans inevitably do, the introduction of the "Contemporary" into these pages also expanded the style to incorporate its vernacular interpretation.

The adaptation of the Contemporary style at 3505 K Street is shown in its horizontal massing, low-pitch gable-on-hip roof, distinct window panels, and the incorporation of outdoor living. Applied to the ranch-like form of this duplex, the Contemporary features contributed to the building's attractiveness as a rental property.

Occupants

Based on newspaper records and the Polk Directory, tenants of the Ost Duplex include the following:

1972–1974: Calvin C. Miske.[25]

1973: Mrs. Travis M. Arian (occupation unknown).[26]

[22] McAlester contextualizes these American "styles" (she does not differentiate between a building form and a building style she does not differentiate between a building form and a building style, as "Ranch" might otherwise indicate): Minimal Traditional houses were prevalent 1935–1950, usurped by the popularity of the Ranch house, which, though present in the American southwest much earlier, became nearly ubiquitous in the years 1935–1975. The Split-level house was a variation, with half-story wings and sunken garages, and common 1955–1975. See "Contemporary Style," 628.
[23] McAlester, 628.
[24] Respectively, these ads: Model 50, Thyer Manufacturing's brochure of Pollman Homes, 1955; Design D 1258, Home Planners, Inc., 1963; and "The Shady Lane," from Aladdin Readi-cut homes, 1956.
[25] R. L. Polk & Company. *Polk's Vancouver Directory*, 1972, 1973, 1974. Seattle: R. L. Polk & Company, 1972–1974. Based on research, this might be a misspelling of Meske. Calvin Meske is a retired machinist living in Puyallup.
[26] *Polk's Vancouver Directory*, 1973. No additional information is available.

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1974: Todd Bramhall, assistant pastor, and his wife, Kathy.[27]

1976–1977: Geraldine Davis (occupation unknown).[28]

1979: M.J. McLeod (occupation unknown), Mich L. Medeiros (occupation unknown).[29]

1981: Mrs. Harriet D. Blanton (occupation unknown).[30]

1985: Shane Roland Bowers (b. 1962, occupation unknown).[31]

1992: Clara L. Mercer (née York, occupation unknown).[32]

1996–2008: Robin J. (b.1965, occupation unknown), Michael Jack Povec (b. 1984, occupation unknown).[33]

2004: Richard Eugene Canterbury (b. 1972, occupation unknown).[34]

2007–2010: Chris Alan Brewster (b. 1961, occupation unknown).[35]

Since at least 2001, Fred N. (born ca. 1948) and Terri M. Haines (née McNew, born ca. 1948) have owned the duplexes at 3501 and 3505 K Street.[36]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Ost Duplex is not significant under Criteria A, B, C, or D. As such, the resource is not recommended eligible for listing in the NRHP.

Based on WillametteCRA's evaluation of the Ost Duplex 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 Ost Duplex does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Despite the involved presence of the original owner, Albert Ost, in the city of Vancouver, this property was one of several owned by him and is not uniquely representative of his ownership. Ost's productive life is better represented by his farm, Almardon.

[27] "Hazel Dell church has new assistant," *The Columbian,* March 8, 1974, 16; *Polk's Vancouver Directory*, 1974.
[28] *Polk's Vancouver Directory*, 1976, 1977.
[29] *Polk's Vancouver Directory*, 1979.
[30] *Polk's Vancouver Directory*, 1981.
[31] "FYI*," *The Columbian,* April 17, 1985, Section A4.
[32] "Navy Petty officer 2nd Class Edward Mercer," *The Columbian,* September 24, 1992, 10.
[33] "Record," *The Columbian,* March 7, 1996, 4; "Traffic stops uncovering more drugs, troopers say," *The Columbian,* December 15, 2005, Section C1; "Vital Statistics," *The Columbian,* January 18, 2008, Section C4.
[34] "Vital Statistics," *The Columbian,* September 29, 2004, Section C5.
[35] "Vital Statistics," *The Columbian*, December 1, 2007, Section C5; July 26, 2008, Section C5; October 16, 2010, Section C5.
[36] Property records suggest that in 2001, Fred and Terri Haines transferred their property to a trust; no information is available to indicate the date they first purchased the property. See Clark County Official Records Search, "Real Estate Excise Tax Affidavit #3388626," dated November 7, 2001. Accessed April 18, 2023; "To be bride," *The Columbian,* June 29, 1966, 36.

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The building is a modest example of a Contemporary style ranch duplex property type. It is, within the Interstate Bridge Replacement Program's designated program area, the most representative and most intact example of Contemporary style ranch duplexes 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.[37]

The Ost Duplex 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, WillametteCRA recommends the resource not eligible for listing in the NRHP under Criteria A, B, C, or D.

[37] The other properties include: 3501 K Street, 2714 K Street, and 2716 K Street. Of these four examples, 3505 K Street is the most intact and retains more of its character-defining features. At both 2714 and 2716 K Street, the fenestration was replaced and the overall integrity of materials diminished; at 3501 K Street, a window was removed, a door replaced, an attached carport added, and the overall integrity of materials diminished. Unlike other examples of neighboring, identical duplexes (2901 K Street), there are no shared design features between 3505 and 3501 K Street, nor are the two tax lots combined.

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Figure 2. Location map of the Ost Duplex, 3505 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3505 K Street, showing recommended NRHP boundary in white.

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Figure 4. 3505 K Street, west elevation, view facing east (WillametteCRA May 4, 2023).

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Figure 5. 3505 K Street, north and west elevation, view facing southeast (WillametteCRA May 4, 2023).

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Figure 6. 3505 K Street, rear parking, view facing northwest (WillametteCRA May 4, 2023).

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Figure 7. 3505 K Street, east elevation, view facing west (WillametteCRA May 4, 2023).

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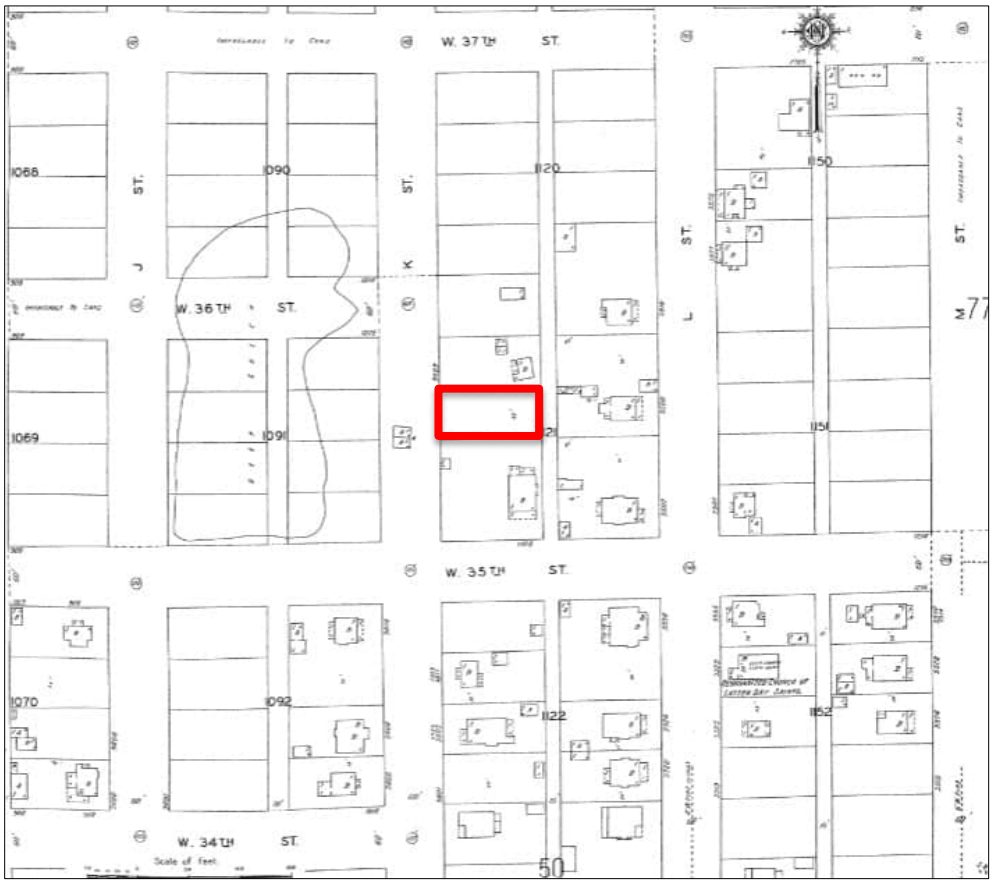


Figure 8. 1928 Sanborn map showing current tax lot. The lot to the south was divided atypically, with the 1912 workingman's foursquare on the east half and the identical 1971 duplex on the west half; the 1930 cottage replaced the dwelling in the lot to the north. Everything west of K Street was transformed into the Vancouver Freeway in 1955 (Sanborn Map Company *Vancouver* [1928], 50).

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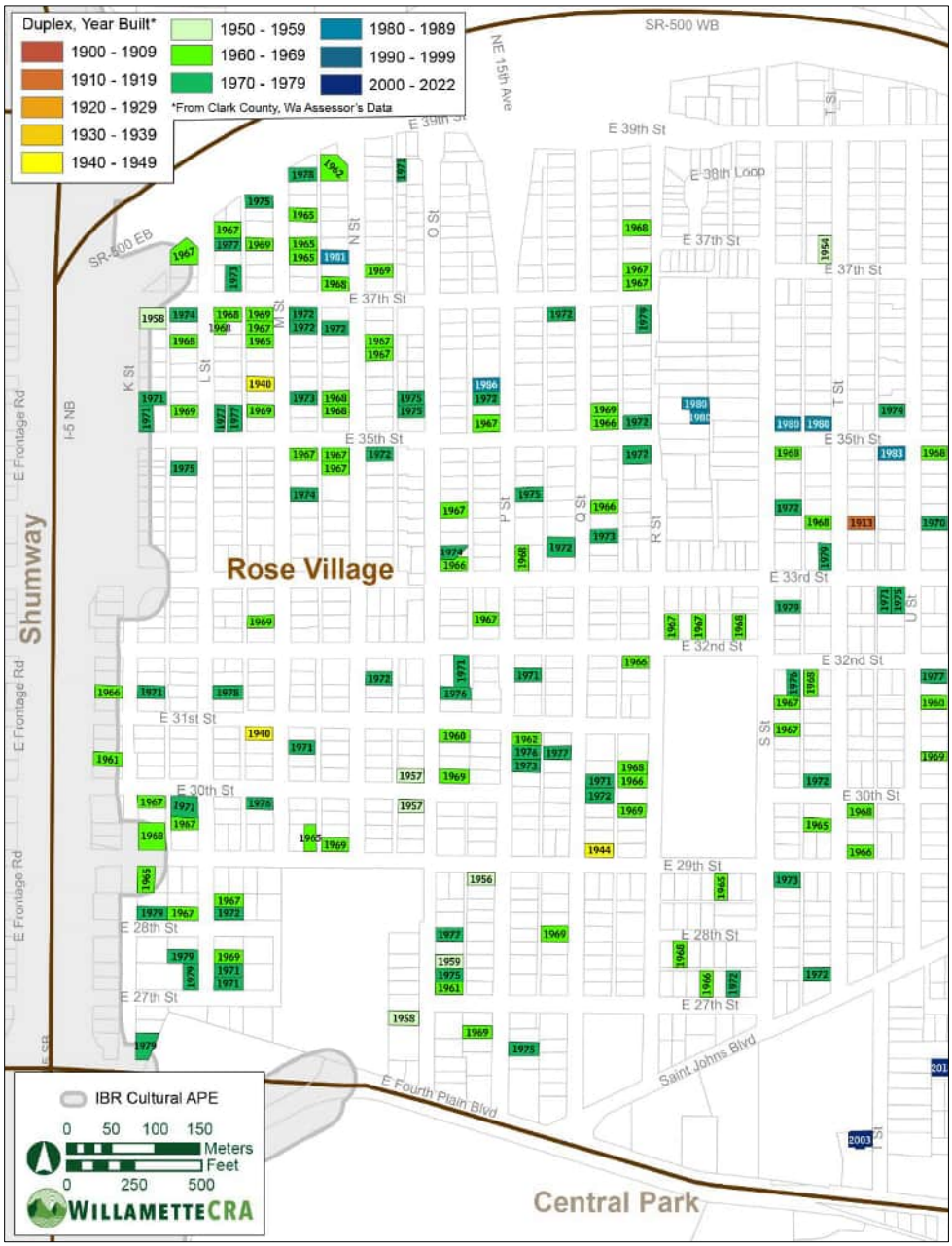


Figure 9. Representational map drawn in 2023 showing duplex construction in western Rose Village between the years 1900–2022 (data compiled from Clark County Assessor's Office).

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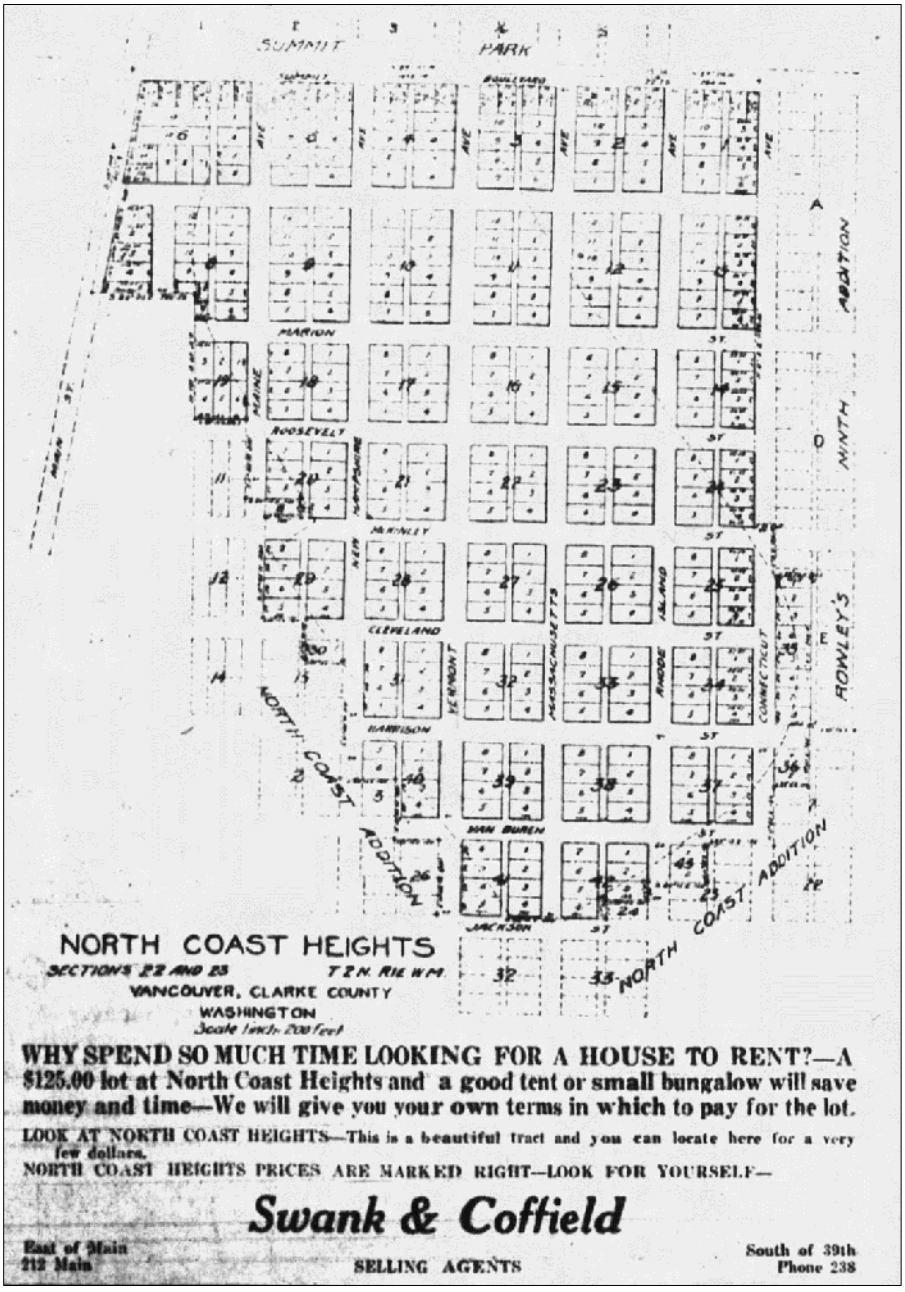


Figure 10. Advertisement selling lots in North Coast Heights. The remnants of the race track can be seen in a dashed line (*The Columbian* [Vancouver, WA] May 22, 1920).

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Figure 11. Economy Certified Homes advertisement appealing to would-be landlords (*The Columbian* [Vancouver, WA] October 12, 1962).

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: Duplex Residences, 2901 K Street (WA 1168)	WISAARD Property ID: 731275, 731276
Street Address: 2901–03 and 2905–07 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 19885000	Plat Block Lot: Rowleys 6th L5 #1 L6 B10, Lays Annex #4 of H
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.642358°, -122.660522°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwelling	Construction Date: 1968
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: None known
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Community Planning and Development

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

Foundation Type: Concrete - Block	Form Type: Multiple Dwelling - Duplex	
Window Type & Material: Fixed & aluminum, sliding & aluminum	Exterior Surface Materials: Primary: Wood - Drop Siding Secondary: Decorative: Brick - Common Bond	
Roof Type & Material: Hip - Hip-on-Gable & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Contemporary	Plan	Intact
	Windows	Intact
Register Status: Unlisted	Cladding	Intact
	(Other)	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☒Excellent ☐Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
Individual Properties

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Figure 1. View of 2901 K Street (situs) looking east (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:

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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PHYSICAL DESCRIPTION

The buildings at 2901–03 and 2905–07 K Street (here referred to as 2901 K Street) are single-story duplexes in the Rose Village neighborhood of Vancouver, Clark County, Washington (Figures 1, 2, and 3). The two buildings are located in south Rose Village, on a lot at the northeast corner of the intersection of East 29th and K Streets. Each duplex has a primary elevation that faces west onto K Street.

The area around the duplex buildings is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first few decades of the twentieth century. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfare of East 33rd Street runs east-west through the center, and St. John's Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets, and the area is shaded by many mature trees.

The mirrored duplexes are located on a rectangular corner lot that is slightly larger than average for the neighborhood: approximately 100 feet of north-south frontage on K Street, and approximately 75 feet of east-west frontage on East 29th Street. An alley that bisects the block runs along the eastern edge of the property, connecting East 29th Street to East 30th Street. The lot includes both duplexes.

Each duplex (2901–03 on the southern half of the lot and 2905–07 on the northern half) is a one-story detached building with a rectangular footprint that measures approximately 30 feet (north-south) by 50 feet (east-west). The foundation of each duplex appears to be made of concrete masonry units. Both duplexes are wood-framed and clad with horizontal lapped wood siding, accentuated by panels of brick masonry veneer below the windows and centered on the east elevation. Four sets of aluminum sliding windows comprise the south elevation of 2901–03 and the north elevation of 2905–07 (Figure 4). The principal entries to both buildings are off of the shared courtyard—the north elevation of 2901–03, and the south elevation of 2905–07 (Figure 1). On each of these elevations, there are two entry doors, flanked by aluminum windows on either side (Figure 5). The roof form of each duplex building is a Dutch gable, which extends slightly over the western elevations as a shallow eave (Figure 6). At the eastern edge of the property, however, the roof extends well beyond the eastern elevations of each duplex, creating two covered parking spaces perpendicular to the adjacent paved alley (Figure 7). The shared courtyard is planted with landscaping, including a large cluster of mature trees in the center; a concrete path that abuts the K Street sidewalk branches around the central courtyard and leads to the principal entrances of the buildings (Figure 1).

Below the extension of each building's main roof form, a detached storage unit is located between the two parking spaces on the east side of the lot. The storage enclosure divides the concrete parking pad and also screens one parking space from the other. A single door on either side of the unit provides entry to private, enclosed storage. The storage unit is separated from the main mass of the building by a concrete walkway, measuring approximately three feet in width (Figure 8). The interiors of the buildings were not accessible at the time of the survey.

Alterations

The duplexes appear to have few—if any—exterior changes to their setting, footprint, or detailing since the date of their original construction.

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Boundary Description

The resources are located at 2901–03 and 2905–07 K Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The buildings' parcel (19885000) is bounded by an adjacent parcel to the north, a paved alley to the east, East 29th Street to the south, and K Street to the west. The parcel includes two buildings, their associated parking spaces and storage units, a shared, internal courtyard, and other associated landscaping and walkways. All of these features contribute to the property's historic significance, and the recommended National Register of Historic Places (NRHP) boundary is the resource's parcel (Figure 3).

INTEGRITY

Since the date of their original construction, 1968, which corresponds to the period of significance, the duplexes at 2901 K Street appear to have changed little in form or in use. They are still occupied by residential tenants who make use of the buildings' original design features—including the shared central courtyard, back parking spaces, and enclosed storage—as intended. The buildings are in their original location, and while development in the Rose Village neighborhood has continued, it is consistent with contemporary community planning and development trends, just as the duplexes were at the time of their construction. The buildings continue to showcase their original materials, method of construction, and workmanship. In all, the buildings retain their integrity of location, setting, design, materials, workmanship, feeling, and association.

STATEMENT OF SIGNIFICANCE

The two Contemporary style ranch duplex buildings were built, in 1968, on the site of a former lumber yard, by local builder Robert L. Taylor (1931–1986).[1] They are predominantly surrounded by single-family homes, many small and datable to the first decade of the twentieth century, many others in the "Minimal Traditional" style and assumedly built for the 1940s wartime housing crisis in Vancouver. There are also several larger Craftsman-style homes built during the 1910s and 1920s. The neighborhood, Rose Village, has largely aged in-place, with little turnover—the houses aging alongside their inhabitants. The late mid-century duplexes in this part of Rose Village, built after the Vancouver Freeway was constructed along the neighborhood's western edge, have come to define the character of the neighborhood: the "general tone," a *Columbian* article from the early 1980s suggested, was "set by fading duplexes and jammed-in apartment houses strung along broken pavement without curbs, sidewalks, or gutters."[2] The tone of the article might accurately depict the attention the residents of the neighborhood felt they received from the city—largely ignored and therefore rather isolated. As such, it was often built block by block rather than according to a master plan. It is, therefore, an excellent depiction of houses built in the contemporaneous styles of the twentieth century: an eclectic collection of architectural ideas executed with modest means.

[1] "Contemporary style" is used by Virginia McAlester to define low-pitched gabled-roof houses with overhanging eaves, built in natural materials, often with broad expanses of uninterrupted wall surfaces on the front façade. See Virginia McAlester, *A Field Guide,* and "Contemporary Style" subsection, below. McAlester also denotes Ranch as a style, which describes many of the features of these duplexes; in order to align with Washington's Department of Archaeology and Historic Preservation, we refer to ranch as a building form rather than architectural style.

[2] D. Michael Heywood, "Rosemere: Car barns give way to rosier platitudes," *The Columbian,* September 14, 1982, 17.

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The Development of the Washington-Car Barns-Rosemere-Rose Village Neighborhood

The land that eventually became Rose Village was once agricultural: orchards, wheatfields, and pastureland for cattle. The Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's lumber mill, the Michigan Mill, to Brush Prairie, just northeast of the city.[3] The land was platted, for the first time, by the Columbia Land and Improvement Company based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed "a $125.00 lot at North Coast Heights and a good tent or small bungalow will save money and time" (Figure 9).[4] The adjacent area, east of "K Street" (then Connecticut Ave), which comprised the rest of what would become Rose Village, was platted between 1907 and 1911.[5] A new streetcar line, owned by the Vancouver Traction Company, extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard, in 1908.[6] A school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who built small, single-family homes in the area in the first few decades of the twentieth century. The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars (and later, buses) were maintained and stored when not in use.[7] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city re-designated the neighborhood as Rose Village in 2005.[8]

Similar to the rest of Vancouver, Rose Village experienced a construction boom during the years of World War II when unprecedented numbers of workers arrived in the city with jobs in the Kaiser Shipyards on the Columbia River. The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[9] The neighborhood was largely impacted by the construction of the Vancouver Freeway in the 1950s, which redefined the area's edges and displaced multiple blocks of residents. By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and

[3] David Warren Freece, "A history of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5.
[4] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson, "Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.
[5] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.
[6] Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history.
[7] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.
[8] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.
[9] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.

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Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[10] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[11] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[12]

Most of the neighborhood had been owner-occupied until the 1960s, but more than 800 rental units were built between the years 1960 and 1974, according to the 1980 census.[13] This corresponded to the number and piecemeal location of vacant lots in the area; it also related to the promising returns on investments in the housing market. Developers appealed directly to the owners of unimproved lots: "*WHY PAY TAXE$* on your EMPTY LOT?" (Figure 10). Duplexes sprang up all over Rosemere, saturating the area to the point that in 1968, members of the Rosemere Community Center asked the Vancouver City Council to halt the construction of new duplexes.[14] The request was nearly rhetorical—it wasn't in the city's power unless they undertook a complete re-zoning, but it also wasn't in the city's interest. There was a pressing need for more affordable housing, and even small-scale duplex development mitigated some of the need. Though Rosemere residents were not against the duplexes per se, they were reluctant to see small-scale development occur at the expense and opportunity of a city-sponsored large-scale low-rent housing complex, which the Vancouver Housing Authority had tentatively suggested.[15] The city continued to issue building permits, and many small-scale landlords took advantage of this opportunity, including the one-time owner of 2901–07, Samuel D. Zimmerly (1929–2019), who rented several small properties in the Vancouver area.[16] The duplexes at 2901–03 and 2905–07 K Street are emblematic of this era of development in Rosemere (Figure 11).

Contemporary Style

The word "contemporary," one imagines, requires little etymological explanation: that which is contemporary is "with time." This straightforwardness underlaid Sigfried Giedion's (1888–1968) use of the term in the 1954 edition of his *A Decade of Contemporary Architecture.* Giedion pointed to architectural projects that he could identify as "new" or "recent," but he lacked a better descriptor to summarize the new qualities of the buildings that were, in

[10] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[11] Chandler, "Worst Areas," 5.
[12] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.
[13] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[14] "Area Fears Duplex rise takes lots," *The Columbian,* April 24, 1968, 2.
[15] Likely, this tentative proposal turned into large, low-rent housing complex known as Van Vista Plaza, which opened to senior residents in 1970, in the Esther Short neighborhood. See The Vancouver Housing Authority, *50 Years of Progress Dedicated to People,* Vancouver, WA (1992). https://vhausa.org/component/edocman/fifty-years-of-progress/.
[16] "Samuel D. Zimmerly Jr." *The Columbian,* https://obits.columbian.com/us/obituaries/columbian/name/samuel-zimmerly-obituary?id=15323609.

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the historian's opinion, related to, and perhaps extensions of, International Style architecture.[17] For Giedion, the contemporary was still related to structure, urbanism, and social improvement; its implied temporality was a counterpoint to Modernism's declaration of the atemporal, a supposed end to style. Some historians, like Sylvia Lavin (ca. 1962–), have marked Giedion's definitional dilemma as the beginning of "contemporaneity" in architecture—Lavin describes it as an environmental affect and architecture's exhibitionism—while others like Lesley Jackson (ca. 1962–) took it at face value, a new starting point for a style that defined American architecture of the 1950s.[18] Even with the benefit of hindsight, however, Jackson's 1994 book *'Contemporary': Architecture and Interiors of the 1950s* wasn't able to isolate the qualities of 1950s American architecture from the temporality of the category itself, grouping the visual distinctness of Eero Saarinen's (1910–1961) TWA Terminal (1959), John Entenza's (1905–1984) Case Study House Program (1945–1966), and Philip Johnson's (1906–2005) New Harmony Shrine (1960) all under the veil of the "contemporary."

Despite its ambiguity as a descriptor, the architecture described as "contemporary" was clearly different. It was related to International Style architecture—which, though popular in the prewar era, never resumed its trajectory after the suspension of nearly all construction during the war—but more optimistic, more colorful, and more tolerant of those things that fell outside of the rules of objectivity and functionalism. These characteristics appeared in wallpapers and furniture, patterns and collectibles, in what might better be called a sense of style rather than a style per se. These subjective "desires," as Lavin called them, were accommodated by architects working one-on-one with clients. The Contemporary style, Virginia McAlester wrote in *A Field Guide to American Houses,* was a favorite for architects, albeit less popular than other postwar styles like Minimal Traditional, the Ranch, and Split-Level, many of which were not built with a specific client in mind.[19] McAlester designates the shared characteristics of the 1950s buildings not just as "with time," but as defining characteristics of an identifiable style that lasted until 1990: low-pitched gabled roofs, wide overhanging eaves, exposed roof beams, natural materials, broad expanses of uninterrupted wall surface typical on the front façade, contrasting window panels, recessed or obscured entry doors, and generally asymmetrical.[20]

The features that have come to define the style for McAlester share many of the features typically attributed to Mid-century Modern architecture. With open floor plans, plenty of air and light, and unbroken wall space for convenient furniture layouts, both Mid-century Modern and Contemporary styles offered casual, uncluttered living in visually stimulating environments. The style was particularly appropriate for the California climate and spread rapidly in the postwar suburban housing tracts, most notably by builders like Joseph Eichler (1900–1974). Marketed as extremely livable, the style was depicted often in the architectural press and glamorized by photographers such as Julius Schulman (1910–2009). Both Mid-century Modern and Contemporary style homes were eventually incorporated into the pattern and plan books of speculative developers and merchant builders, resulting in the proliferation of low-pitched and wide-eaved variations of standard houses, many with applied stylized features. These variations offered potential homeowners "long, low, and livable" houses, "cleverly zoned,"

[17] See Sigfried Giedion, *A Decade of Contemporary Architecture* (New York: Wittenborn) 1954.
[18] Lavin, "The Temporary Contemporary" and *Form Follows Libido* (Cambridge: The MIT Press) 2007.
[19] McAlester contextualizes these American "styles" (she does not differentiate between a building form and a building style) : Minimal Traditional houses were prevalent 1935–1950, usurped by the popularity of the Ranch house, which, though present in the American southwest much earlier, became nearly ubiquitous in the years 1935–1975. The Split-level house was a variation, with half-story wings and sunken garages, and common 1955–1975. See "Contemporary Style," 628.
[20] McAlester, 628.

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with "comfort and style."[21] As catalogs of house plans inevitably do, the introduction of the "Contemporary" into these pages also expanded the style to incorporate its vernacular interpretation.

Robert L. Taylor (1931–1986)

Though born in Oklahoma, Robert L. Taylor had lived in Vancouver for fifty years before his untimely death in an airplane crash in 1986. After serving in the Army from 1952–1954, he began working in the construction industry, as a sheetrock taper, a sales manager for Allied & Snyder builders, and finally, beginning in 1972, as a principal of "Stardust Development Co.," where he was later joined by his sons Larry and Steven and son-in-law, Byron Brocker.[22] The company developed hundreds of acres in Clark County, including residential lots and homes as well as commercial buildings. Taylor was the president of the Clark County Home Builders Association.

While at Alling & Snyder, a "complete home buyers service" company that offered custom homes for private lots or company-owned lots, Taylor served as both the sales manager and the "home planning expert" (Figure 12).[23] He offered consulting services to potential home buyers, planning or designing their homes and assisting with financing, including FHA and GI loans. Many of the homes Alling & Snyder featured were models that informed the buildings Taylor later erected on his own, including the rather innovative use of a storage unit underneath the covered carport (Figures 12 and 13).

Taylor's single- and multi-family homes were always designed in a contemporaneous style and often took advantage of underdeveloped areas and lots in the city. His work, like that of many other developers in the city, was praised by the city and the media for replacing "grotesque" properties—vacant, unfinished, or operated by delinquent landlords—with new, well-built, contemporary housing (Figure 12). The ranch, a long and linear one-story form with a low-pitched roof, was a popular choice of builders and single-family homeowners for much of the twentieth century. Taylor used the ranch duplex often: it was a desirable way of living, a maximized use of the block form if doubled and rotated, and extremely efficient and easy to construct.

Taylor also owned Champion Aircraft Sales and Taylor's Green Mountain Air Park, as well as, with partners, Portland's The Burrito House. He was a member of the Arabian Horse Racing Association and also a private pilot; he was piloting the plane that crashed in 1986, resulting in his death.[24]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the duplex residences at 2901 K Street are significant under Criteria A and C with an overall period of significance of 1968. 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.

Based on WillametteCRA's evaluation of the duplex residences within the historic context, the resource is

[21] Respectively, these ads: Model 50, Thyer Manufacturing's brochure of Pollman Homes, 1955; Design D 1258, Home Planners, Inc., 1963; and "The Shady Lane," from Aladdin Readi-cut homes, 1956.
[22] On Robert Taylor, see his obituary in *The Columbian,* August 10, 1986, Section A Page 6; also Jim Stasiowski, "Pilot dies in crash; three hurt," *The Columbian,* August 06, 1986, Section A Page 1.
[23] See Figure 10 for a description of services offered. *The Columbian,* June 14, 1963, 15.
[24] "Robert L. Taylor," *The Columbian,* August 10, 1986, Section A Page 6.

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significant under Criterion A, at the local level of significance in the area of community planning and development. The duplexes demonstrate how developers maximized available blocks in Rose Village in order to respond to the crisis of affordable housing, as well as the opportunities it offered, particularly as investments for small-scale landlords. The buildings are representative of the pattern of piecemeal private development that occurred in Vancouver in the 1960s in Rose Village. Under Criterion A, the period of significance is limited to the year of construction, 1968.

The duplex residences at 2901 K Street do not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.[25]

The buildings are also recommended eligible under Criterion C at the local level of significance in the area of architecture, as representative examples of ranch duplexes designed in the Contemporary style.[26] The buildings possess distinctive characteristics of both the form and the style, such as the long and linear massing, the Dutch gable roof, covered parking, and a blend of indoor/outdoor space. The broad expanse of the elevation facing K Street, emphasized with a vertical section of masonry, and a window panel defined by a secondary material, as on the north and south elevations, were defining characteristics of the Contemporary style. As a complex of four units, which are still in use as originally designed, the buildings showcase the reproducibility as well as the suitability of this particularly American building form. The Criterion C period of significance is 1968, the year of construction.

The duplex residences are not associated with known archaeological sites, do not contain important information, and are ultimately unlikely to yield important information about prehistory or history. The resource is therefore not significant under Criterion D.

In summary, the resource possesses sufficient integrity to communicate its multiple areas of significance. WillametteCRA, therefore, recommends the Duplex Residences, 2901 K Street, eligible for listing in the NRHP under Criteria A and C with a period of significance of 1968. The resource is not recommended eligible under Criteria B or D.

[25] Based on newspaper records, tenants of the duplexes have included: Ivan N. Johnson and his wife; John Larry Wiseman; Anthony F. Logue; Arthur M. Young, Annette M. Hendrickson; John C. Mitchell; Douglas David Keller; Linda Lloyd and Martin Rodriguez. The property is currently owned by Chaney Investment Group, LLC.
[26] See McAlester, “Modern Houses | Ranch” and “Modern Houses | Contemporary.”

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SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

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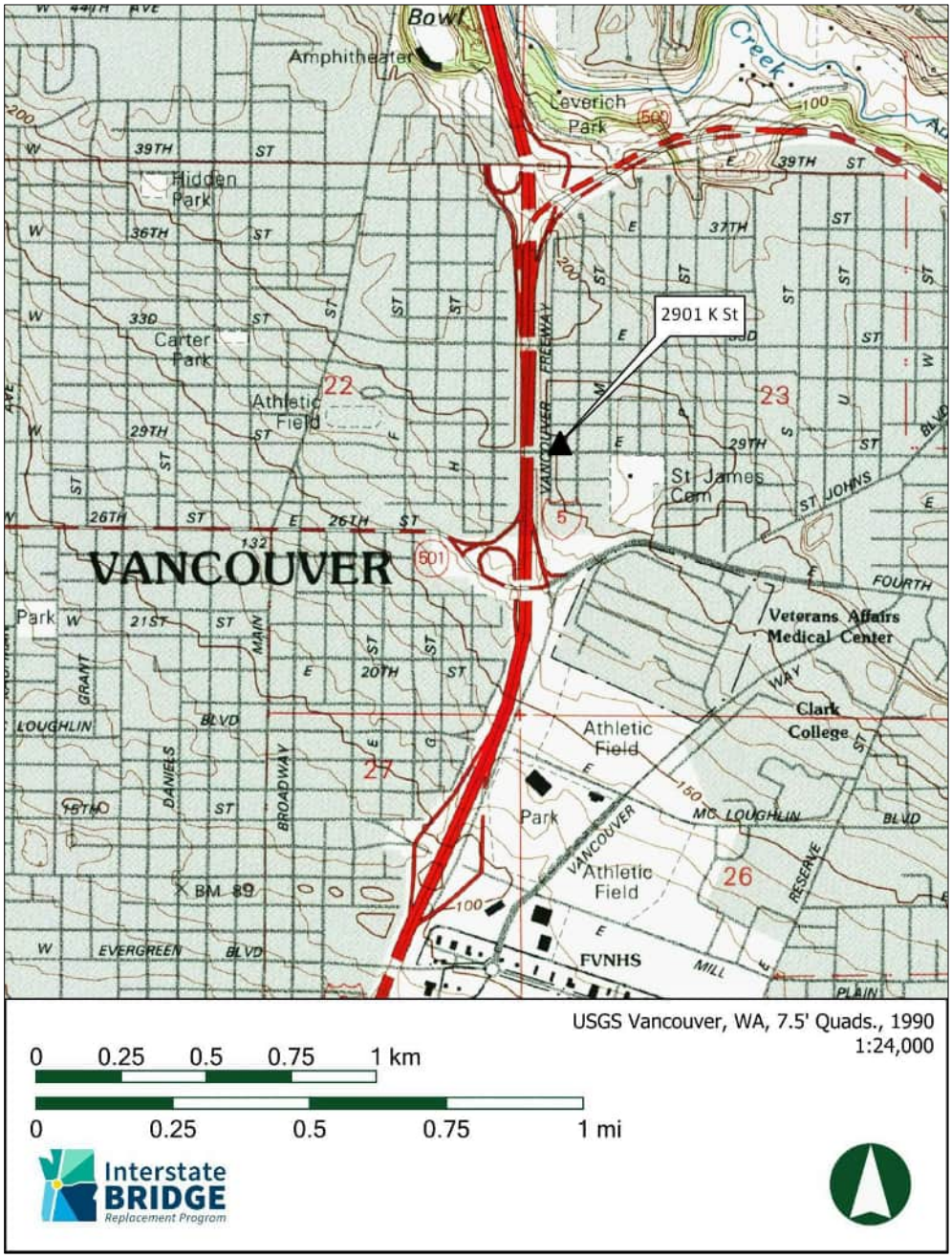


Figure 2. Location map of 2901 K St., Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 2901 K Street, showing recommended NRHP boundary in white.

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Figure 4. View of "2901 K Street," looking north (Google Street View, November 2022).



Figure 5. Main entry to 2907 K Street, located off the shared courtyard. View facing northeast (WillametteCRA March 8, 2023).

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Figure 6. View of “2901 K Street,” looking east. Note the brick detail in the center (WillametteCRA March 8, 2023).

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 7. View of 2901–03 and 2905–07 K Street parking spots, looking northwest (WillametteCRA March 8, 2023).

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 8. View of "2901 K Street," looking north, showing concrete path between exterior enclosed storage and main building (Google Street View, November 2022).

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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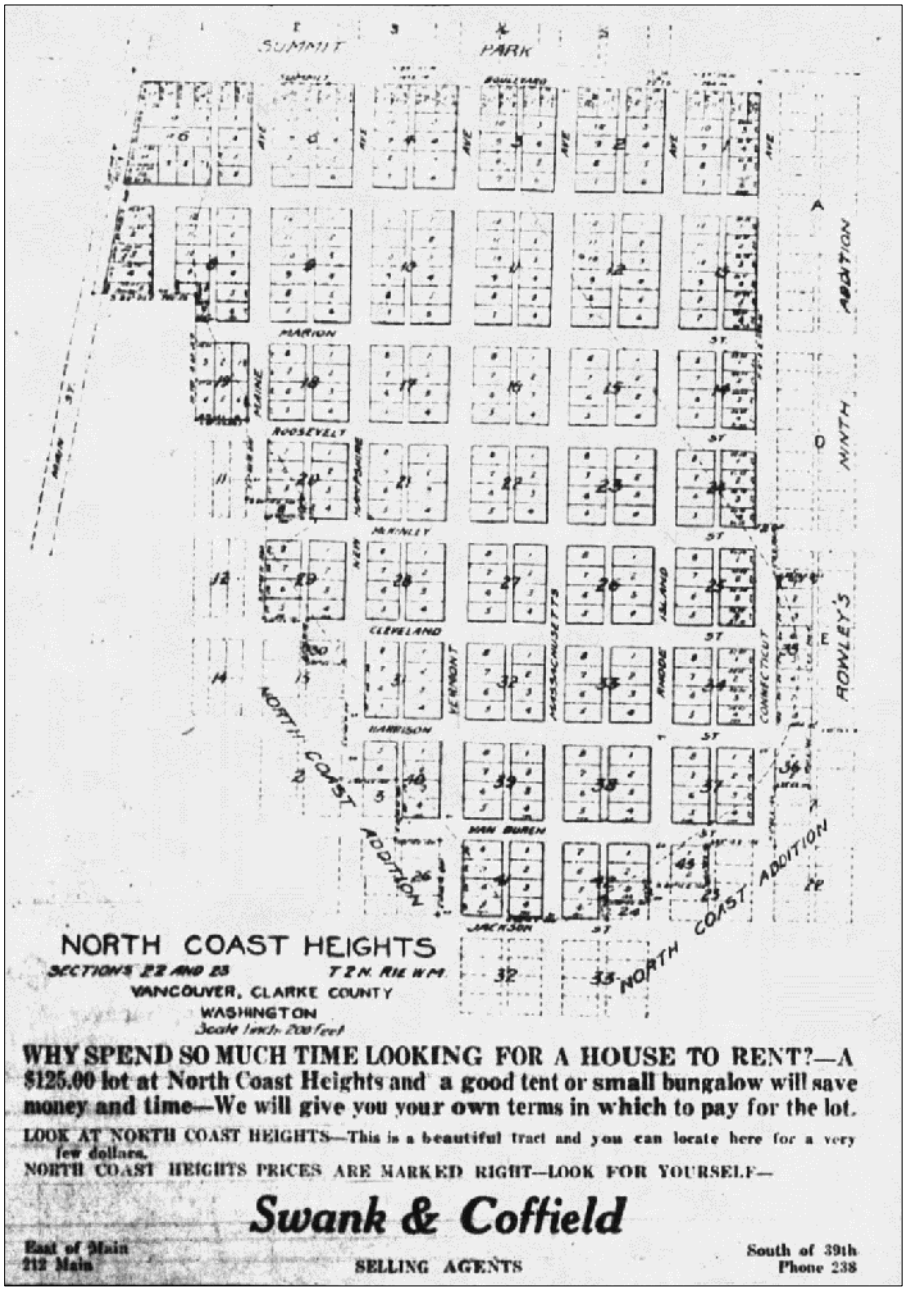


Figure 9. Advertisement selling lots in North Coast Heights. The remnants of the race track can be seen in a dashed line (*The Columbian* [Vancouver, WA] May 22, 1920).

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 10. Economy Certified Homes advertisement appealing to would-be landlords (*The Columbian* [Vancouver, WA] October 12, 1962).

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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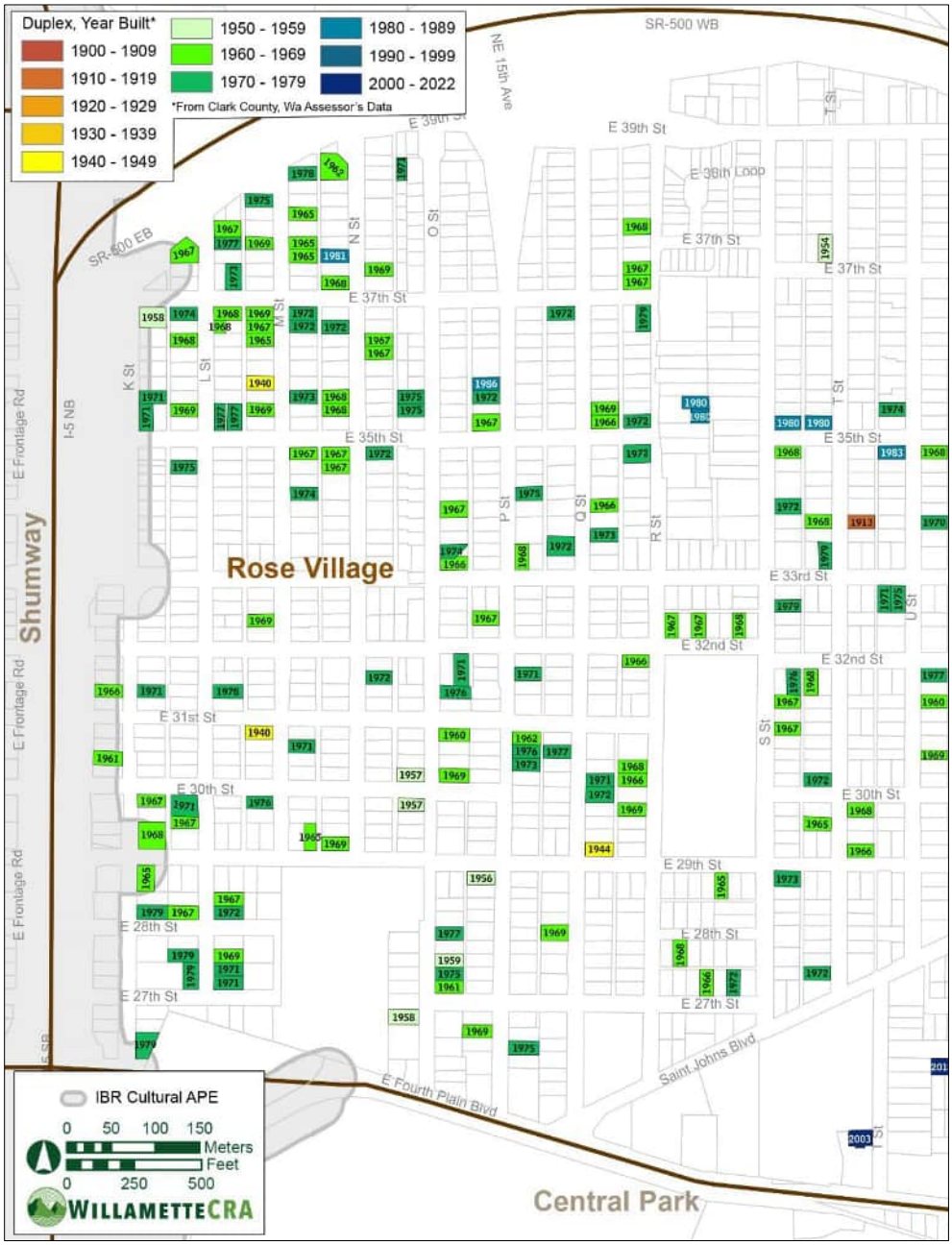


Figure 11. Representational map drawn in 2023 showing duplex construction in western Rose Village between the years 1900–2022 (data compiled from Clark County Assessor's Office).

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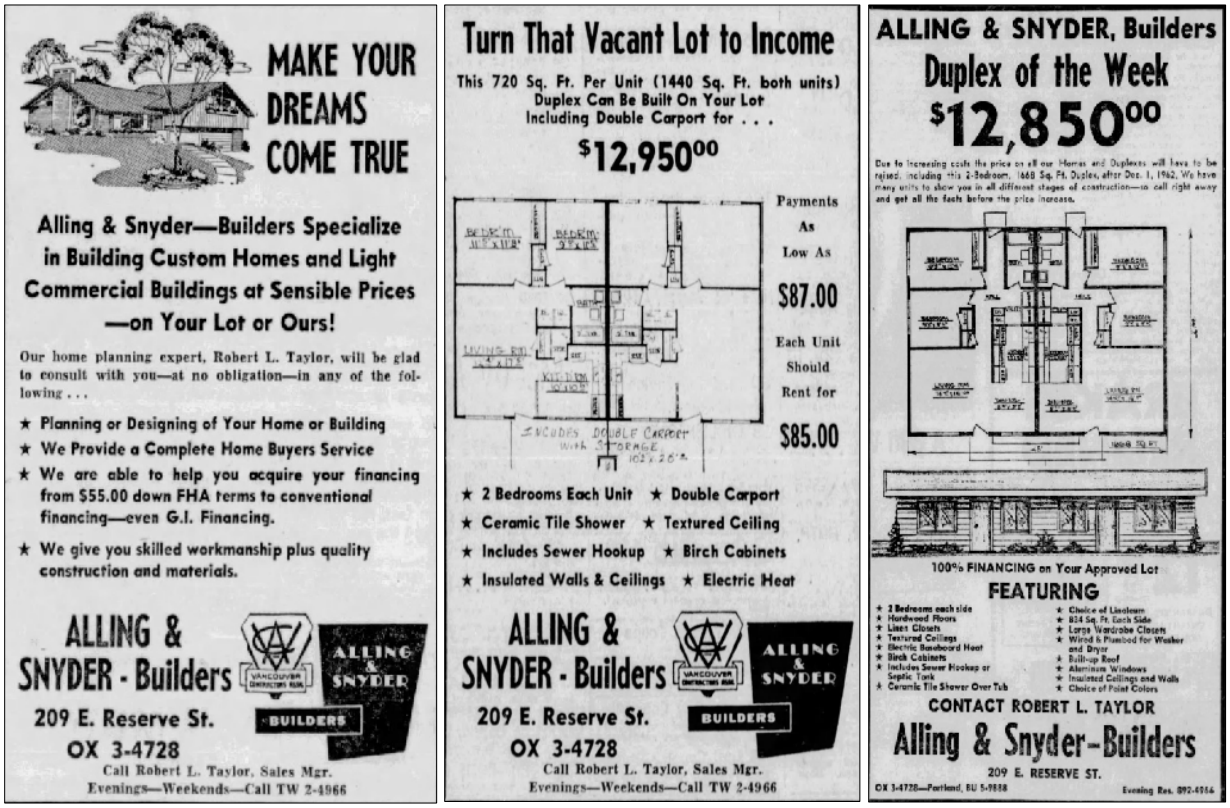


Figure 12. A selection of Alling and Snyder Advertisements; note the design of the "duplex of the week" on the right (*The Columbian* [Vancouver, WA] May 21, 1963, 14; September 11, 1963, 28; and November 20, 1962, 14).

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‘Condemned’ Stamp Can Signal Better Building Future

Declared unsafe for human habitation, the house on the left, at 1014 W. Twentieth St., was demolished by the owner. Robert L. Taylor, builder, purchased the lot and erected the wood frame duplex below, valued at $21,500.

City’s Slap at Antique Dwelling Can Be Spur to Apartment Unit

By DAVID JEWETT
Columbian Staff Reporter

What happens when city inspectors pronounce the “death sentence” on a building?

Does the property owner get left holding an empty lot, with only the demolition bills as unhappy mementoes?

The pictures on this page are cited by the city as bright examples of instances in which crumbling, ramshackle structures were ordered torn down — and handsome new apartments and duplexes have been built in their place.

Admittedly, every condemnation does not have such a happy ending.

But Chief Inspector Al Thomas is able to rattle off a dozen or so instances during the past year in which proud additions for the city were erected in the place of grotesqueries.

ATTRACTIVE SITES?

Thomas says there is a shortage of good rental property lots in areas of the city west of the freeway, which means that lots on which old buildings are condemned and demolished are “very attractive to builders for duplexes and apartment houses.”

The chief inspector continues to emphasize that the city “encourages property owners to make repairs and bring their buildings up to code.” Condemnation is done virtually as a last resort, he says.

In many instances, owners elect to destroy badly deteriorating buildings rather than spend large sums to repair.

Comparatively few orders to demolish are actually issued — about 10 to 15 per cent of all housing code enforcement inspections.

Some of the buildings have been standing empty for eight to 10 years.

Before the city housing code was adopted in 1960, the city had the power to order demolitions under certain conditions, but Thomas said the necessary procedures then were so drawn out and complicated that few actions were taken.

One particular problem before the new housing code was made law concerned building owners living outside the city, frequently in other states. There was virtually nothing that could be done in such cases, Thomas recalls.

Under the present law, the city can proceed with necessary hearings and can then order a building torn down, with the cost assessed to the property.

The four old residences shown in pictures on this page were each ordered torn down by the city. In three of the instances, the vacant properties were then sold to builders, who were happy to obtain property suitable for multi-family dwellings, Thomas says.

OWNER’S PROJECT

In the fourth property shown on this page, the existing owner used the land for an apartment house.

The chief inspector says the city was recently complimented for its housing code work by a representative of the Housing and Home Finance Agency, which oversees such code enforcement projects.

Thomas quotes the HHFA official as saying Vancouver has made more progress along these lines, and has kept better and more complete records of what has been accomplished, than many other cities on the west coast.

But the city building department is not sitting back to bask in the limelight.

“We have a lot of work still ahead in many parts of the city,” says Thomas. “We’re just now beginning to scratch the surface.”

Figure 13. A spotlight on Taylor’s transformation of a condemned building into an attractive duplex. The floorplan is similar to the one in the previous advertisement (*The Columbian* [Vancouver, WA], June 3, 1965, 22).

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: Rudy Luepke Center for Senior Citizens (WA 1182b)	WISAARD Property ID: 731284
Street Address: 1009 East McLoughlin Boulevard	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 38279920	Plat Block Lot: East Vancouver Lots 1 & 2 BLK 74
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 26, 27
Coordinates: 45.633104°, -122.661745°	
This property is part of a ☐ District	

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

Current Use: SOCIAL / meeting hall	Construction Date: 1979
Historic Use: SOCIAL / meeting hall	Alterations & Dates: 1997, Addition and interior remodel
Architectural Classification / Resource Type: Modern Movement / Building	Historic Context: Architecture, Community Planning and Development, Social History

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

Foundation Type: Concrete - Poured	Form Type: Other	
Window Type & Material:	Exterior Surface Materials: Primary: Wood - Vertical Boards Secondary: Wood - Clapboard Decorative: N/A	
Roof Type & Material: Varied Roof Lines		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Northwest Regionalism	Plan	Extensive
	Windows	Intact
Register Status: Not Listed	Cladding	Intact
	Interior	Moderate
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. Luepke Center, southwest corner including main entrance, 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:

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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PHYSICAL DESCRIPTION

The building at 1009 East McLoughlin Boulevard, The Rudy Luepke Center for Senior Citizens (hereafter called the Luepke Center), is a Northwest Regional style building located in the Central Park neighborhood of Vancouver, Clark County, Washington. The building is located within Marshall Park in the southeast corner of the intersection of McLoughlin Boulevard and Interstate 5 (I-5), southwest of the Marshall Center, a community center (Figures 2 and 3).

The area around the Luepke Center is composed primarily of landscaped open space and athletic fields; wandering paths and paved parking lots are scattered between low-density arrangements of nearby buildings, including the Vancouver Medical Center, Clark College, and Hudson's Bay High School, located to the north and east of the Luepke Center. The tax lot (38279920) is irregularly shaped and, in addition to the resource, also includes the Marshall Center, a parking lot to the west of both buildings, and an adjacent section of Marshall Park to the south (Figure 4). Much of the surrounding area is landscaped with mature trees and cultivated grass.

The building possesses an irregular footprint constructed atop a concrete foundation that measures approximately 93 feet from north to south and 164 feet from east to west. The walls are wood-framed and rise a single story in height to an irregular truncated hipped roof. Several gables run through the width of the roof from north to south and a wide low-pitched gable extends outwards from the building's northeast corner (Figure 5). The fenestration of the building is mostly composed of large window walls, which are divided by wide mullions, as well as fixed aluminum-frame windows (Figure 6). High horizontal ribbon windows bracket the southeast corner (Figure 7).

There are multiple entrances to the building, most defined by a pair of full-glass doors. A covered walkway extends from the main building block towards the Marshall Center, directly northeast; a narrow-light door on the north elevation of the Luepke Center provides access (Figures 8 and 9). The interior of the building was not accessible at the time of survey; recent promotional images, however, indicate that its public areas are defined by parquet floors and a vaulted ceiling with exposed wood beams (Figures 10 and 11).

Alterations

Since its original construction, the Luepke Center has been most notably altered by an addition that was completed in 1997, adding a gable-roofed enclosure measuring 70 feet by 52 feet to the building's southeastern corner (Figure 12). Other interior renovations were also completed during this period.

Boundary Description

The building at 1009 East McLoughlin Boulevard is located in the Central Park Neighborhood of Vancouver, Clark County, Washington. The building is located on a parcel (38279920) that is bounded by East McLoughlin Boulevard to the north, I-5 to the west, and adjacent parcels, containing elements of Marshall Park, to the east and the south. The tax lot also includes the Marshall Center, an adjacent parking lot, and a portion of Marshall Park. As these elements were constructed outside of the period of significance (here defined as 1979 for the date of the building's construction), the recommended National Register of Historic Places (NRHP) boundary is contiguous with the building's footprint.

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INTEGRITY

Since its opening in 1979, The Rudy Luepke Center has operated as a senior center for elderly Vancouver citizens. It has not changed in use or location; the most significant alteration to the property was an addition, completed in 1997, which added another 2,000 square feet. The location of the addition and its connection to the original building have slightly diminished the Luepke Center's integrity of design.[1] The area around the Luepke Center—open parkland and athletic fields interspersed with several buildings—has changed little since the building's construction. The Luepke Center retains integrity of location, setting, materials, workmanship, feeling, and association; its integrity of design has been slightly diminished.

STATEMENT OF SIGNIFICANCE

Vancouver's population of elderly citizens steadily rose during the twentieth century—a result, mostly, of earlier population booms as well as advances in healthcare and quality of life. By mid-century in Vancouver, like in many U.S. cities, the demographic of elderly citizens, defined as those aged sixty-two and older, played an important role in the development of local politics and social services.

Senior Centers

"Senior Centers," community centers specifically targeting elderly Americans, proliferated throughout the country in the 1960s and 1970s. Among the first documented was the William Hodson Center in the Bronx, founded in 1943. The issues these centers sought to solve, however, were not regionally specific: older adults who were living alone, and retired from the workforce, had become isolated and bored. The neighborhood center offered food, exercise, crafting, and more importantly, a social network. These centers began to pop up all over the country following two important events in the early 1960s.[2] The first, the 1961 White House Conference on Aging convened approximately 2,500 representatives to address the needs of the elderly population; the conference was followed by the passage of a collection of Social Security Amendments which expanded benefits to an additional 160,000 senior citizens, reduced retirement age, and raised the minimum payment level. [3] Subsequently, the legislature passed the 1965 Older Americans Act, which established the Administration on Aging.[4] These federal actions reflected a nationwide increase in services and facilities specifically for the elderly. By the early 1980s, there were over 8,000 senior centers in the U.S.[5]

In Vancouver in the 1960s, there were a few recreation facilities for seniors, and none had been specifically built for their use. A room in the 1965 Marshall Community Center was allocated for use by senior citizens.[6] Smith

[1] "Luepke Center Expansion Nearly Complete," *Columbian* (Vancouver, WA), July 4, 1997, 13.
[2] Joyce Weil, *The New Neighborhood Senior Center: Redefining Social and Service Roles for the Baby Boom Generation* (New Brunswick: Rutgers University Press, 2014) 25.
[3] Weil, *The New Neighborhood*, 26; Dale Vineyard, "White House Conferences and the Aged," *Social Service Review* 53, no. 4 (December 1979): 662-663.
[4] Weil, *The New Neighborhood*, 26.
[5] Weil, *The New Neighborhood*, 26.
[6] Neil Modie, "Park Director Skeptical Over Rosemere Proposal," *Columbian* (Vancouver, WA); David Jewett, "Spirit, Pace of Programs Demonstrate That Senior Citizens Not Really 'Old,'" *Columbian* (Vancouver, WA), February 7, 1966, 21.

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Tower, an apartment building built specifically to house senior citizens, was completed in 1966. Senior Achievement Corporation (SAC) was formed in September 1968 and they swiftly opened the Downtown Lounge, located above Spellman's Shoe Store at 9th and Main, for senior citizens.[7] These three properties were the main opportunities for senior services and socialization in Vancouver.[8]

The Clark County Coalition of Senior Organizations was formed in October 1974.[9] Composed of six senior citizen organizations, the group sought to "enhance the effectiveness of the older population as a viable element of the community and to encourage the unity of objectives and coordination of efforts to achieve them."[10] Over the next several years the group lobbied for the construction of a senior center in Clark County.[11] The group's efforts were eventually successful and, in 1977, a committee of Vancouver City Council members and Clark County Commissioners approved the project and began to move forward with the construction of a new senior center.[12] Several options were considered for the center's location, including one proposal to purchase the existing First Church of God at 3612 F Street and convert it into a senior center. A site adjacent to the existing George C. Marshall Community Center was eventually selected, as the committee "approved unanimously the overall concept of locating the center at the Marshall Center and tying the new center closely to the activities of the present building."[13]

Marshall Site

In 1950, the federal government deeded 13 acres of the Vancouver Barracks property for use as a park by the city of Vancouver.[14] Though it was promptly named the George C. Marshall Park (Marshall Park) after the noted U.S. military leader and one-time commander of the Vancouver Barracks (1936–1938)—the land remained undeveloped for the twelve following years.[15] The construction of I-5 reduced the footprint, leaving 11.3 acres of usable land.[16] In 1963, noting the lack of action, the Department of the Interior gave the city a hard deadline of June of that year to develop the property or return it to the federal government.[17] In response, the city quickly installed picnic facilities, softball fields, playground equipment, and a rose garden.[18]

The land was briefly considered as the location for a new city hall but was ultimately rejected by a citizen's committee, which believed that the location lacked proper access and was too far from Vancouver's Central Business District.[19] In November 1963, voters approved a bond issue of $480,000 for the construction of a new recreation center facility to be located in Marshall Park.[20]

[7] Elisabeth Rosendahl, "Corporation Has Aid For Elderly," *Columbian* (Vancouver, WA), November 14, 1968, 19.
[8] "Education Avenues Open to Elderly," *Columbian* (Vancouver, WA), September 24, 1969, 4.
[9] "Seniors From Unit," *Columbian* (Vancouver, WA), October 29, 1974, 34.
[10] Quote from Thomas E. Delaney, acting president, "Seniors From Unit," *Columbian* (Vancouver, WA), October 29, 1974, 34.
[11] Rosemary Maynard, "Elders Seek Center," *Columbian* (Vancouver, WA) April 10, 1975, 9; Michael Gowrylow, "Pitch Made For Senior Center," *Columbian* (Vancouver, WA), February 3, 1977, 4.
[12] Allen Thomas, "City, County Agree on Senior Center, *Columbian* (Vancouver, WA). June 21, 1977, 2.
[13] Thomas, "City, County Agree," *Columbian*.
[14] "Park Board Asks Speed to 'Save' Barracks Area," *Columbian* (Vancouver, WA), February 26, 1963, 1.
[15] David Jewett, "City Recreation Center to Rise in Barracks Area," *Columbian* (Vancouver, WA), January 1, 1964, 25.
[16] David Jewett, "Ambitious Plan Drawn to Create Varied Facility Barracks Park," *Columbian* (Vancouver, WA), March 27, 1963, 1.
[17] "Park Board Asks Speed to 'Save' Barracks Area," *Columbian* (Vancouver, WA), February 26, 1963, 1.
[18] "Rain Slows Project on Park Tract," *Columbian* (Vancouver, WA), May 6, 1963, 11.
[19] "Barracks Hall Site Available," *Columbian* (Vancouver, WA), May 1, 1963, 1; "Readying of Park Delayed," *Columbian* (Vancouver, WA), June 5, 1963, 9.
[20] "City Hall Building Bonds Pass Solidly," *Columbian* (Vancouver, WA), November 6, 1963, 2.

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A ribbon-cutting ceremony for The George C. Marshall Community Center (Marshall Center), designed by Vancouver architect Coburn Ackley, was held in July of 1965.[21] Present was a trio of a local child, teenager, and senior citizen, "symbolizing that the recreation complex [was] for the use of all the city's residents."[22] Ackley's design featured elements of the Northwest Regional style such as rough cedar siding, native rock, and glass.[23] Facilities included an L-shaped pool, two basketball courts, and "spacious dressing rooms, with showers, a physical fitness room in the basement and restrooms on both the main floor and second floor."[24] A section of the Marshall Center was allocated as a facility for senior citizens.[25] The room, known as the "Oak and Elm Room," could accommodate 100 people and had an adjoining kitchen (Figure 13).[26]

Rudy Luepke Center

The new recreation center specifically intended for senior citizens was designed by Vancouver architecture firm Nelson, Walla, and Dolle (NWD) in 1977. The firm, well-known for its New Formalist approach to architecture, drew the new center in a style similar to the existing Marshall Center, with vertical wood cladding and parallel gable-on-hip roofs that matched the slope of the Marshall Center (Figures 14, 15).[27] Senior citizens weighed in on the design, which resulted in the replacement of the tile floors with hardwood. The majority of funding for the $648,000 building came from the City of Vancouver, supplemented by a $195,000 contribution from Clark County. Various other smaller sums came from grants and private donations, including $26,000 from senior citizen groups ($10,000 of which was specifically allocated for the building's hardwood floors).[28] In May of 1978, Larry O. Collins Inc. was awarded the $531,000 contract to complete the project, and work began the following July.[29] The center was completed and dedicated in April 1979 (Figure 16).[30] Upon the building's completion, the city assumed responsibility for the center's operation and maintenance.[31]

The Vancouver Parks Commission had recommended that the center be named after former Vancouver mayor Rudy Luepke, who had been a strong advocate for city parks, but shortly after the center's opening a debate arose in response to feedback from senior citizens who believed that the name "Rudy Luepke Center" did not convey the center's purpose because it lacked any reference to seniors.[32] When The Clark County Coalition of Senior Organizations approached the Vancouver Parks and Recreation Commission with the issue, members

[21] "$480,000 Community Center Begins its Service," *Columbian* (Vancouver, WA), July 5, 1965, 10.
[22] Bill O'Neal, "New Facility Dedicated But Not Yet Completed," *Columbian* (Vancouver, WA), July 5, 1965, 10.
[23] Jewett, "City Recreation Center," *Columbian.*
[24] Bill O'Neal, "New Facility Dedicated But Not Yet Completed," *Columbian* (Vancouver, WA), July 5, 1965, 10.
[25] Neil Modie, "Park Director Skeptical Over Rosemere Proposal," *Columbian* (Vancouver, WA); David Jewett, "Spirit, Pace of Programs Demonstrate That Senior Citizens Not Really 'Old,'" *Columbian* (Vancouver, WA), February 7, 1966, 21.
[26] "$480,000 Community Center Begins its Service," *Columbian* (Vancouver, WA), July 5, 1965, 10.
[27] Allen Tomans, "Senior Center Contract Let," *Columbian* (Vancouver, WA), May 25, 1978, 13; "Getting There: Senior Center Progressing," *Columbian* (Vancouver, WA), January 15, 1979, 7.
[28] "Getting There: Senior Center Progressing," *Columbian* (Vancouver, WA), January 15, 1979, 7.
[29] Allen Tomans, "Senior Center Contract Let," *Columbian* (Vancouver, WA), May 25, 1978, 13; "Senior Center Begins," *Columbian* (Vancouver, WA), July 21, 1978, 14.
[30] "Seniors Center Named After Luepke," *Columbian* (Vancouver, WA), April 12, 1979, 13; "'Testing: 1,2,3…'" *Columbian* (Vancouver, WA), April 20, 1979, 9.
[31] Thomas, "City, County Agree," *Columbian*.
[32] "Seniors Center Names after Luepke," *Columbian* (Vancouver, WA), April 12, 1979, 13.

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Street Address: 1009 East McLoughlin Boulevard	City, County, State: Vancouver, Clark County, Washington

noted that explicitly naming it as a "senior center" may discourage its use by other groups.[33] Eventually, in September 1979, a sign reading "Senior Center" was added to the Rudy Luepke Center's main sign.[34]

The Center was officially designated for seniors, but it was available to be rented out for events and was—at the time—one of the only public facilities with adequate event space within the city of Vancouver.[35] This use of the facilities led to a heated debate on whether the Luepke Center would allow alcohol. Many seniors opposed the idea, believing that it would lead to damage to the center, and detract from its identity as a "senior sanctuary."[36] As was noted in a 1981 *Columbian* article on a contentious public meeting, "The subject was alcohol, but the underlying issue at a highly vocal Vancouver City Council meeting Monday night was control of the Rudy Luepke Senior Center."[37] The alcohol issue, like the debate over the center's official name, came down to tensions over the true purpose of the Luepke Center, and whether it was to cater exclusively to seniors or serve as a broader community resource.

Vancouver's senior citizens fought for the Luepke Center again in 1991, when the School Board sought to buy the center's property to build a new Shumway Middle School.[38] Senior citizens packed into a December meeting with signs reading "Save the Luepke Center."[39] The School Board dropped the proposal in January 1992, due, in large part, to the advocacy of Friends of Central Park, a newly formed group composed mainly of senior citizens.[40]

In the mid-1990s, the Luepke Center expanded, partially to accommodate the offices of senior-focused programs that were previously housed in Vancouver's city hall.[41] NWD was called in to design a 2,000 square-foot addition to the building, adding lobby space and a new conference room, expanding the office space, and renovating bathrooms.[42] The project was completed, at a cost of $531,000, in 1997.[43]

Nelson, Walla, and Dolle

The Vancouver-based architecture firm of Nelson, Walla, and Dolle (NWD) operated from 1962 to 1983. Named for its principal architects Don Nelson (1927–2006), Harlow "Ed" Walla (1927–1983), and James Dolle (1931–unknown), the firm came to be known for its versatility, taking on a wide variety of projects across the west coast. During its approximately two decades in operation, NWD designed municipal buildings, hospitals, and schools, as well as shopping centers, residences, restaurants, and hotels.[44] Stylistically, much of NWD's work is categorized by either New Formalism, a style popular in the 1950s through the mid-1970s which embraced classical precedents but with a Modernist architectural language, as well as Northwest Regionalism, a style popular during much of the same period that adapted the tenets of International Modernism to the vernacular forms and materials of the Pacific Northwest.

[33] Scott Peterson, "Senior Citizens Protest Name of Activity Center," *Columbian* (Vancouver, WA), August 22, 1979, 9.
[34] "Luepke Center to Add Senior," *Columbian* (Vancouver, WA), September 12, 1979, 11.
[35] John Harrison, "Alcoholic Beverages Issue Brewing Again," *Columbian* (Vancouver, WA), August 12, 1981, 9.
[36] John Harrison, "Beer, Wine is Approved at Luepke Center," *Columbian* (Vancouver, WA), October 6, 1981, 13.
[37] Harrison, "Beer, Wine is Approved," *Columbian*.
[38] Randy Black, "Seniors Speak Out," *Columbian* (Vancouver, WA). December 10, 1991, 3.
[39] Black, "Seniors Speak Out," *Columbian.*
[40] Ted Van Arsdol, "Park Friends to Remain Alter," *Columbian* (Vancouver, WA), January 16, 1992, 3.
[41] "Luepke Center Expansion Nearly Complete," *Columbian* (Vancouver, WA), July 4, 1997, B3.
[42] "Senior Center Completed," *Columbian* (Vancouver, WA), June 26, 1997, Neighbors Section Page 5.
[43] "Luepke Center Expansion Nearly Complete," *Columbian* (Vancouver, WA), July 4, 1997, B3.
[44] Jack Hopkins, "Progress Report," *Columbian* (Vancouver, WA), September 12, 1972, 20.

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The three architects initially met while students at Washington State College (Washington State University since 1959). After graduation, each worked in the Pacific Northwest: Walla, for eleven years at Day Walter Hilborn's office; Dolle, after a two-year stint at an engineering office in the Air Force, designing and supervising air base projects, spent six years also with Day Walter Hilborn; and Nelson at the offices of L. E. McCoy and Jones, Lovegren, Heims, and Jones.[45] Walla and Dolle also worked evenings designing homes for the builder David H. Christensen, at one point working out of the basement of Dolle's home in Hazel Dell.[46]

In March of 1962, Walla and Nelson opened their firm, joined by Dolle a few months later, and officially renamed Nelson, Walla, and Dolle in April of 1963.[47] The firm's first offices were at 202 West Eighth Street in Vancouver, a 1906 building thought to be the oldest concrete block structure in the city.[48] Nelson and Walla completed a remodel, adding a cedar-lined entry and glass front.[49] NWD remained at that location until 1973 when they designed and moved to a new building at 500 West Eighth Street in Vancouver (today, the West Eight Building). The new office had stained cedar siding and a mansard roof composed of copper-coated stainless steel. Mirror-glass windows were specifically chosen for their efficiency, and Nelson noted in *The Columbian* that they would lead to a reduction in "mechanical requirements for air conditioning."[50] The firm and its subsidiary interior firm, NWD Interiors, occupied all of the first floor and a portion of the open basement level; an addition was constructed in 1979.[51]

The firm was known for its ability to work in multiple sectors. One of its first large jobs was Vancouver's new Civic Center in 1966, which housed the new City Hall and a separate police station, the latter was an adaptation of the old Vancouver Carpenter's Hall. The company also worked extensively with the Red Lion Hotel Chain (also known as the Thunderbird Corporation and later, the Red Lion Inn). It designed many projects in Vancouver, including the Fletcher-Daniels Title Company, the Pacific First Federal Building, Fort Vancouver High School, and the Vancouver Mall. The company gained a reputation for its hospital design, largely on account of Dolle's dedication to understanding the complexities of hospital design requirements.[52]

[45] While at Hilborn's office, Walla designed Vancouver's Immanuel Lutheran Church. Dolle supervised the construction of the Portland Mayflower Milk Building. Nelson, while at JLHJ, coordinated the 1962 Seattle's World Fair and designed several Trader Vic's restaurants. See James F. Fowler, "Designing Trio on Their Way," *Columbian* (Vancouver, WA), March 30, 1965, 15 "Chapel Unit Slated." *Columbian* (Vancouver, WA), June 1, 1956, 6; John F. Gane, ed., *American Architects Directory*, 3rd ed. (New York: R.R. Bowker Company, 1970), 229; Janet Cleavland, "Architect Hilborn Blended Function and Artistry," *Columbian* (Vancouver, WA), May 23, 1986, G1; Hopkins, "Progress Report," September 12, 1972.
[46] Mike McCracken, "A Bare-Knuckles Guy," *Columbian* (Vancouver, WA), January 23, 1983, 29.
[47] "Architectural Firm Adding Associate," *Columbian* (Vancouver, WA), May 17, 1962, 27; "Architects' Firm Name Is Changed," *Columbian* (Vancouver, WA), April 3, 1963, 20.
[48] Sadly, no longer extant.
[49] "Pioneer Concrete Block Structure for Vancouver Repaired and Remodeled for Modern Office." *Columbian* (Vancouver, WA), March 15, 1962, 24.
[50] Hopkins, "Progress Report," July 29, 1973.
[51] Jack Hopkins, "Progress Report: Nelson-Walla-Dolle Office," *Columbian* (Vancouver, WA), July 29, 1973, 16. NWD Interiors was managed by Harry Scott Lovett, and provided planning and design services for institutional and commercial buildings. It operated as a separate entity from NWD. See also "Architects Plan Second Building," *Columbian* (Vancouver, WA), September 21, 1979, 27.
[52] Bob Sisson, "Healthy Interest in Hospitals," *Columbian* (Vancouver, WA), February 24, 1991, 2.

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By the early 1980s, the firm was known as "Nelson/Walla/Dolle & Company" and employed approximately eighteen to thirty architects and draftsmen.[53] Walla passed away in April 1983 at the age of fifty-five.[54] In November of that year, Nelson and Dolle announced that the partnership was ending, as well. Nelson went on to form Don Nelson & Associates before eventually retiring in 2003 and passing away in 2006.[55] Dolle formed an architectural planning firm with NWD's directory of design Larry Swatosh.[56] The Dolle/Swatosh firm, later the Dolle Swatosh Partnership (DSP), remained in the NWD-designed building at 500 West Eighth Street.[57]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Rudy Luepke Center is significant under Criteria A and C with an overall period of significance of 1979. As the resource possesses the requisite integrity to communicate its significance under Criteria A, it is recommended eligible for listing in the National Register of Historic Places.

Based upon WillametteCRA's evaluation of the Luepke Center within its historic context, the resource is significant under Criterion A, at the local level in the areas of community planning and development and social history. The senior center is a manifestation of the advocacy efforts of elderly citizens and the coalitions lobbying on their behalf. The recreation center provided social services specific to Vancouver's senior citizens, improving their quality of life and allowing them to remain a visible, participatory, and vibrant demographic within the city's fabric. The period of significance is associated with the year of the building's completion, 1979. Although the 1997 addition has slightly altered the building's integrity of design, listing the resource under Criterion A relies more on its integrity of setting, feeling, and association, which the building currently retains.

The Luepke Center does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Luepke Center is also significant under Criterion C, at the local level in the area of architecture, architecture, as an example of the work of local architecture firm Nelson, Walla, and Dolle. The building showcases the work of the firm, notable for its generalized approach to design and Northwest Regional adaptations to contemporary trends, particularly in terms of its relation to the pre-existing Marshall Center, directly northeast of the resource. The building embodies the distinctive characteristics of its style and possesses high artistic values. The period of significance for this Criterion is 1979, the year of the building's construction.

Although the Luepke Center is significant under Criterion C, alterations to its integrity of design, materials, and workmanship from the period of significance have diminished its ability to convey its significance under this criterion. The 1997 addition to the Luepke Center is a compatible expansion of the building's original footprint. It does not, however, meet the requirements for National Register of Historic Places (NRHP) eligibility, which are noted in a National Park Service White Paper:

[53] "Pitfalls a-Plenty," *Columbian* (Vancouver, WA), January 29, 1982, A25. The company changed its name in 1972. See Hopkins, "Progress Report," September 12, 1972.
[54] "Harlow 'Ed' Walla dies of leukemia," *Oregonian* (Portland, OR), March 1, 1983, 3MN.
[55] "Don E. Nelson Obituary," *Columbian* (Vancouver, WA), March 12, 2006, C4.
[56] "Architectural partnership breaks up," *Oregonian* (Portland, OR), November 21, 1983, C5.
[57] "Nelson/Walla/Dolle to Split Architecture Firm," *Columbian* (Vancouver, WA), November 18, 1983, 11.

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> Significant additions and alterations are recognized by additional periods of significance (based on their respective construction dates). This means that in order to be contributing a later addition must not only be compatible but also have design significance (either by contributing to the significance of the earlier design or in its own right). Less-than-fifty year old additions will need to demonstrate strong architectural character that ties it to the historic building and, in many cases, qualifies as exceptionally important under Criterion Consideration G.[58]

The addition, which is only twenty-six years old at the time of writing, does not yet have its own design significance and does not possess exceptional importance. Therefore, the addition to the Luepke Center is recommended not eligible for listing on the NRHP under Criterion C.

The Luepke 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.

Overall, the Luepke Center possesses the requisite integrity to convey its significance under Criterion A, and, as such, WillametteCRA recommends the Luepke Center eligible for listing on the NRHP. The resource is recommended not eligible under Criteria B, C, or D.

[58] Linda McClelland, "Evaluating the Significance of Additions and Accretions: A National Register White Paper" National Park Service, April 20, 2008, https://dahp.wa.gov/sites/default/files/White_paper_on_additions_4-09.pdf, 2.

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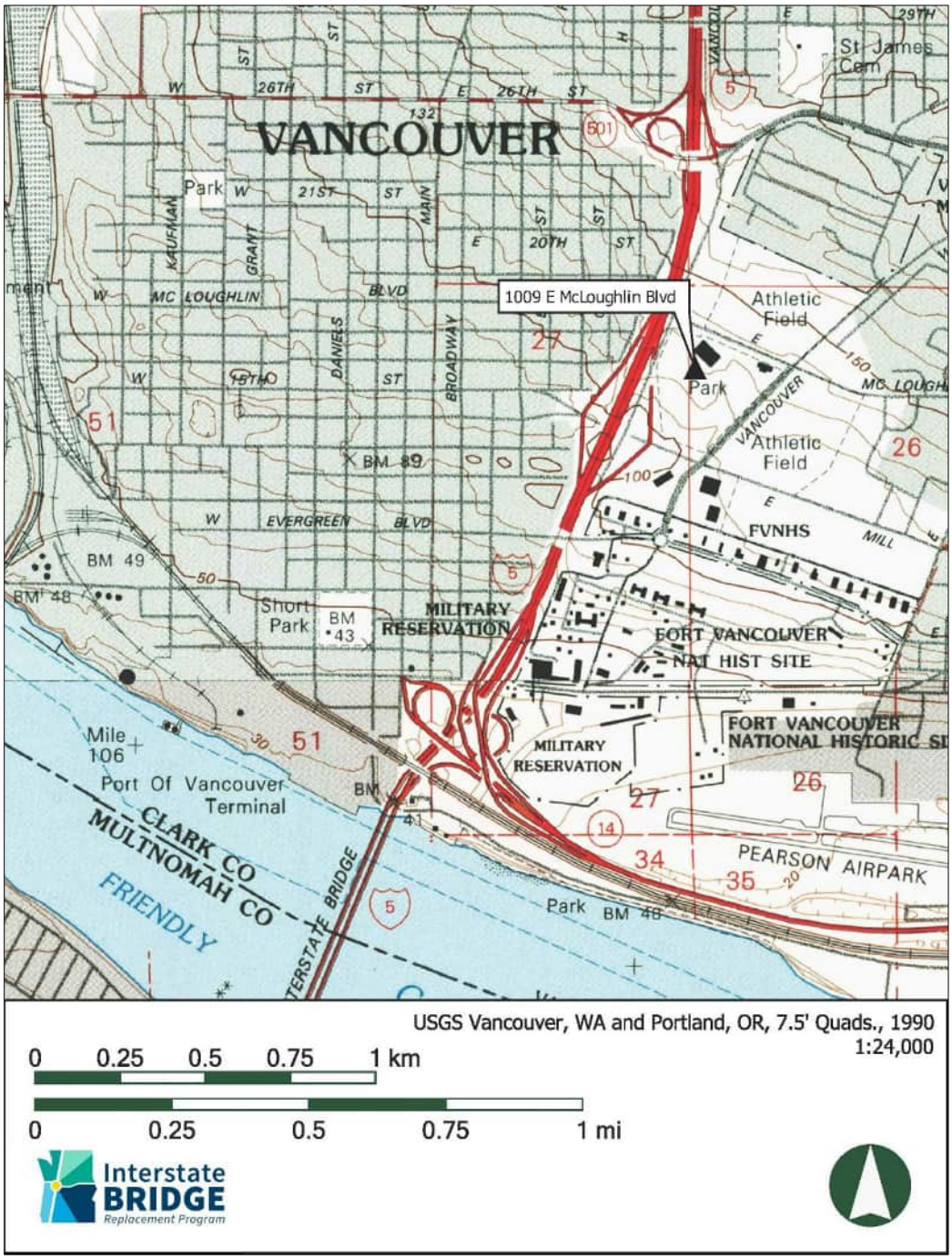


Figure 2. Location map of 1009 East McLoughlin Boulevard, Vancouver, Clark County, Washington.

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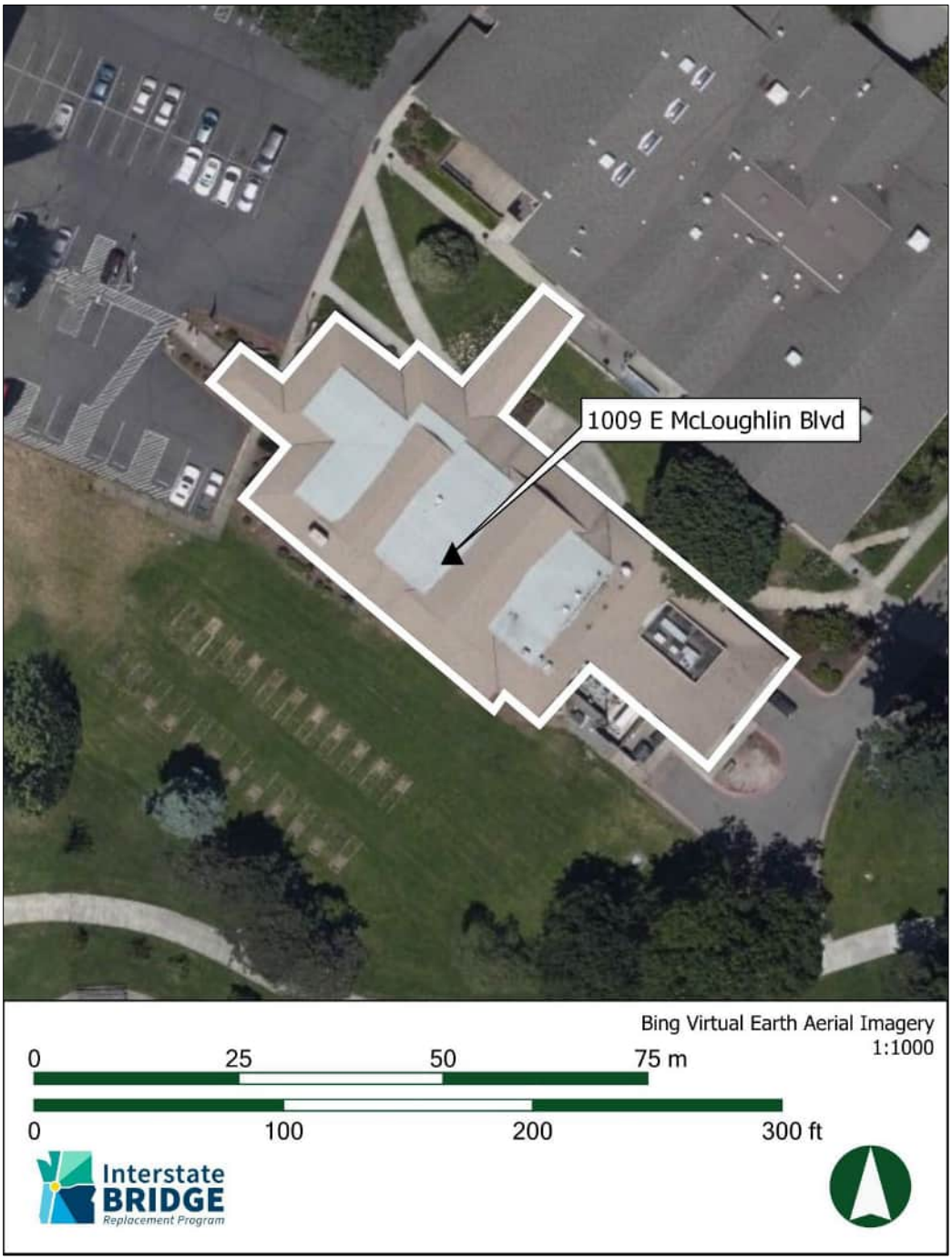


Figure 3. Aerial map of 1009 East McLoughlin Boulevard, showing NRHP boundary in white.

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Figure 4. Contemporary 3D model of Luepke Center from aerial flyover. View of the resource and adjacent Marshall Center (IBR/Bentley Systems May 26, 2022).

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Figure 5. Contemporary 3D model of Luepke Center from aerial flyover, facing northeast. View of the resource's south and east elevations and adjacent Marshall Center (IBR/Bentley Systems May 26, 2022).

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Figure 6. Luepke Center, south elevation, view facing north (WillametteCRA, May 4, 2023).

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Figure 7. Luepke Center, southeast corner of 1997 addition, view facing northwest. (WillametteCRA, May 4, 2023).

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Figure 8. Contemporary 3D model of Luepke Center from aerial flyover, facing south. View of the resource's north elevation and covered walkway linking it to the Marshall Center (IBR/Bentley Systems May 26, 2022).

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Figure 9. Luepke Center, north elevation and walkway, view facing south. (WillametteCRA, May 4, 2023).

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Figure 10. Interior view of the Luepke Center (City of Vancouver).



Figure 11. Interior view of the Luepke Center. (Heffernan, "Seniors Socialize, Exercise at Luepke Center's Weekly Dances).

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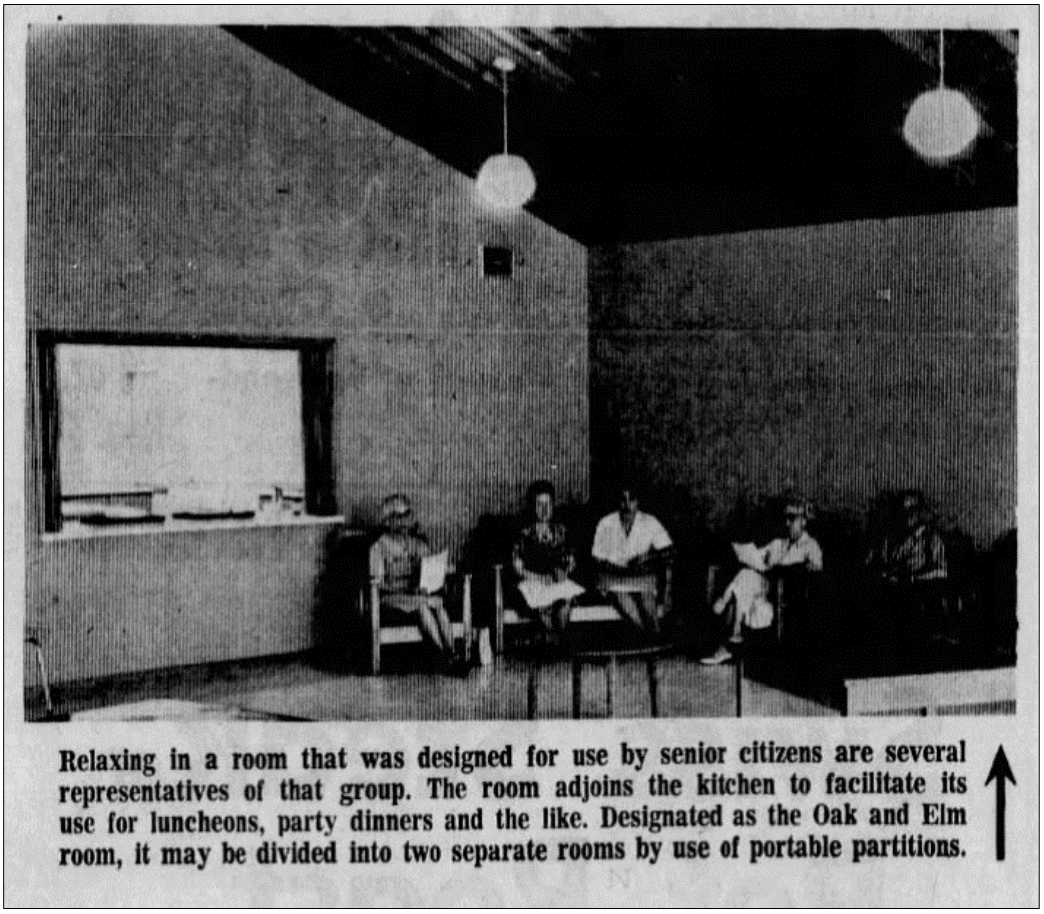
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Figure 12. Contemporary 3D model of Luepke Center from aerial flyover, facing northwest. View of the resource's south and east elevations with the 1997 addition, and adjacent Marshall Center (IBR/Bentley Systems May 26, 2022).

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Relaxing in a room that was designed for use by senior citizens are several representatives of that group. The room adjoins the kitchen to facilitate its use for luncheons, party dinners and the like. Designated as the Oak and Elm room, it may be divided into two separate rooms by use of portable partitions.

Figure 13. Image published in The Columbian in 1965 of the senior-specific facilities at the newly built Marshall Center (*The Columbian*, [Vancouver, WA] July 5, 1965).

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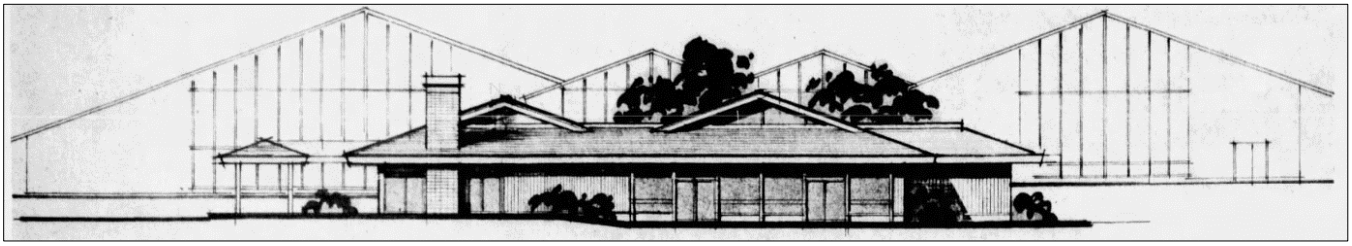


Figure 14. Nelson, Walla, & Dolle's sketch of the new senior center, with the Marshall Community Center in the foreground (*The Columbian*, [Vancouver, WA] April 7, 1978).

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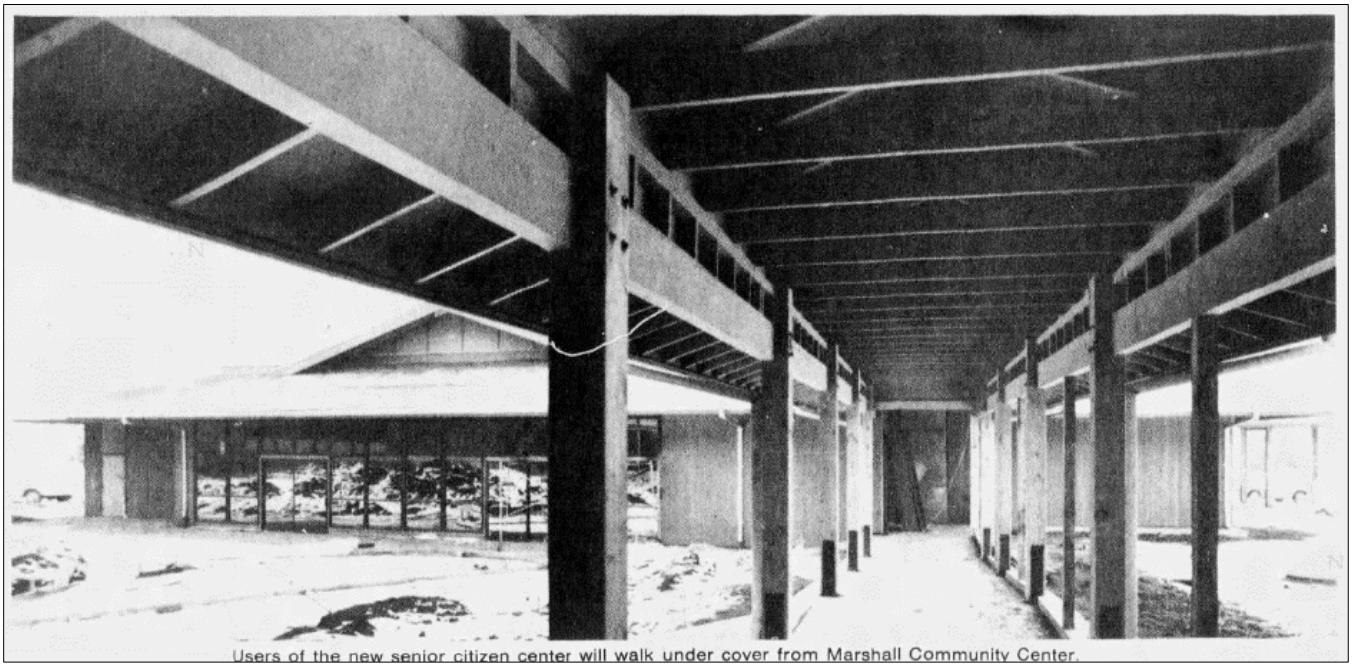


Figure 15. Image published in *The Columbian* in January 1979 of the new senior center's northern elevation (*The Columbian*, [Vancouver, WA] January 15, 1979).

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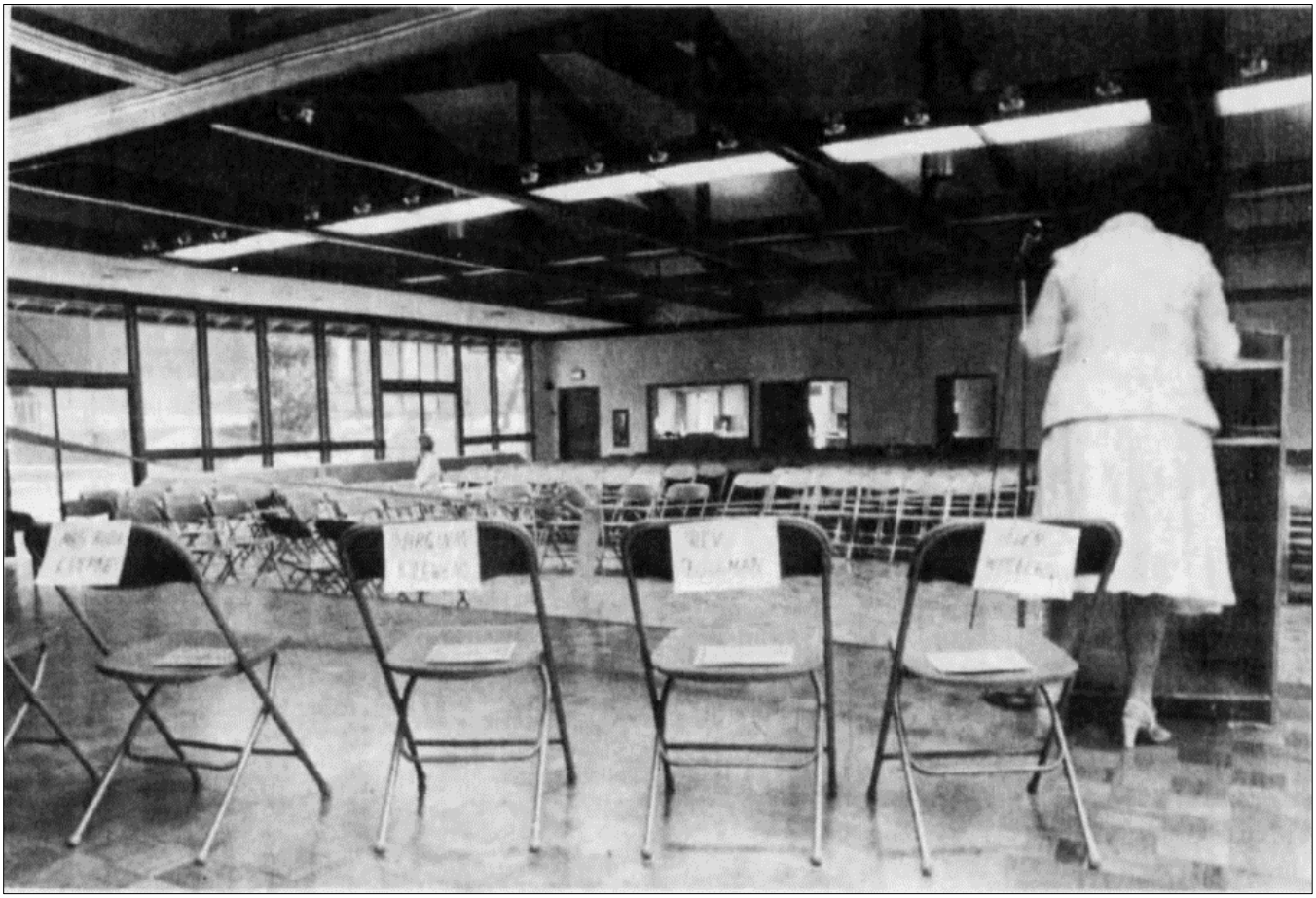


Figure 16. Interior of the newly built senior center. (*The Columbian*, [Vancouver, WA] April 20, 1979).

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: Bridge Substation / Interstate Bridge Transformer House / Portland Electric Power Company (PEPCO) Substation / Clark County Utility Substation (WA 1192)	WISAARD Property ID: 89097
Street Address: 100 SE Columbia Way	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 47580000	Plat Block Lot: West Vancouver, Block 1, Lots 3 and 4
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.621661°, -122.672639°	
This property is part of a ☐ District	

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

Current Use: VACANT / NOT IN USE	Construction Date: 1911, relocated 1913
Historic Use: INDUSTRY / PROCESSING / EXTRACTION / energy facility	Alterations & Dates: 1927, addition
Architectural Classification / Resource Type: No Style / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Articulated Frame - Concrete	
Window Type & Material: Factory sash & metal; Vinyl & fixed; Vinyl & operable sash	Exterior Surface Materials: Primary: Concrete - Poured Secondary: Stucco Decorative: Metal - Standing Seam	
Roof Type & Material: Flat with Parapet; Asphalt/Composition - Built Up		
Structural System Type: Masonry - Poured Concrete	Plan Type: Rectangular	
Number of Stories: 2	Changes to Structures:	
	Category:	Change Level:
Styles: Utilitarian	Plan	Intact
	Windows	Moderate
Register Status: Not listed	Cladding	Slight
	(Other)	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Property Name: Bridge Substation / Interstate Bridge Transformer House / Portland Electric Power Company (PEPCO) Substation / Clark County Utility Substation (WA 1192)	WISAARD Property ID: 89097
Street Address: 100 SE Columbia Way	City, County, State: Vancouver, Clark County, Washington



Figure 1. View of 100 SE Columbia Way from northeast (WillametteCRA June 8, 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

The building at 100 SE Columbia Way, hereafter referred to as the Bridge Substation, is a utilitarian electrical substation building located in Vancouver, Clark County, Washington.[1] The building is situated along the eastern edge of Interstate 5 (I-5) at the north end of the 1917 Interstate Bridge. The Bridge Substation development is located between the Burlington Northern Santa Fe (BNSF) railroad embankment to the north and east, SE Columbia Way to the southeast and south, the 1917 Interstate Bridge to the southwest, and I-5 to the west (Figures 2 and 3).

The immediate surroundings of the Bridge Substation are related to freight rail and interstate highway transportation. Views from the building to the Columbia River are somewhat obscured by trees along the north bank of the river. Views from the building to the adjacent Fort Vancouver National Historic Reserve to the northeast are obscured by the BNSF railroad embankment, while the views from the building toward downtown Vancouver are somewhat obscured by I-5. The Bridge Substation development generally feels cutoff from its historic surroundings, and the development of the freight rail and interstate transportation infrastructure have almost completely erased the original Vancouver street grid to the north of the building, and only a short section of former First Street remains present (Figure 3). The first changes to the setting of the Bridge Substation began with the completion of the Vancouver Freeway in 1955, and the setting was further eroded when the reconfiguration of the I-5/State Route 14 interchange was completed in 1984.[2]

The Bridge Substation has an L-shaped footprint constructed atop a reinforced-concrete foundation. The building measures approximately 40 feet overall from north to south and 90 feet overall from east to west. The two-story east portion of the building measures approximately 40 feet overall from north to south and 40 feet from east to west, and the one-story west portion of the building measures approximately 20 feet from north to south and 50 feet from east to west (Figure 3). The east portion of the building rests upon a reinforced-concrete foundation over an enclosed basement. The west portion of the building includes an enclosed office area at the lower level, which was originally a partially enclosed storage area.

The public-facing north, east, south, and west elevations of the Bridge Substation are reinforced-concrete frames with reinforced-concrete infill panels (Figures 4–14). The concrete is board-formed and has been painted. There is a stucco-clad entrance pavilion addition at the west end of the one-story, west portion of the building. This entrance pavilion is capped with a front gabled roof and there is a circular vent in the gable end. The gabled roof is clad with standing seam metal roofing which has been painted blue. There are typical anodized aluminum finish double doors protected by the overhanging roof of the entrance pavilion (Figure 13). The two structural bays to the east of the entrance pavilion each have reinforced-concrete infill. Each window opening has a replaced window unit topped with a louvered vent. Applied segmented arch motifs have been added to each of these two structural bays as decorative elements and recall the design of the segmented arches at the cornice line of the two-story portion of the building (Figures 1, 4, and 14).

[1] Note: This building has had several different owners and several different names during its lifetime. Clark County Utilities referred to this building as the “Bridge Substation,” and this brief, accurate moniker is used throughout this document for concision and clarity.
[2] Adam Alsobrook, et al. Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington, (Portland, OR: WillametteCRA, 2023), 231–232.

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The north elevation of the two-story portion of the Bridge Substation is divided into three equal structural bays. There are pilasters at the easternmost and westernmost corners of the two-story elevation. There is a large metal rollup door at the ground level. There are three small openings with metal louvers to the west of this door and a large steel factory sash window to the east. There are three large equally spaced steel factory sash windows at the second level of the two-story portion of the north elevation. There are six small wall openings above the west window at the second level and two small wall openings above the east window at the second level. These openings appear to be abandoned electrical cable penetrations. Three segmental arches are located at the cornice line and there is a simplified corbelled overhang at the top of the parapet (Figures 1, 4, 5, and 14).

The east elevation of the two-story portion of the Bridge Substation is divided into three equal structural bays. Four equally spaced pilasters are at each outer corner and at the divisions between the three structural bays. The southernmost bay has an entry door protected with steel bars. Large steel factory sash windows are located in each of the two other structural bays at the ground level. There are three steel factory sash windows at the second level of the east elevation. Three segmental arches are located at the cornice line and there is a simplified corbelled overhang at the top of the parapet (Figures 1, 5, 6, and 7).

The south elevation of the two-story portion of the Bridge Substation is divided into three equal structural bays. There are pilasters at the easternmost and westernmost corners of the two-story elevation. There is a large metal rollup door at the ground level. Two large steel factory sash windows are located in the two easternmost bays of the main level of the building. Three large steel factory sash windows are located at the upper level. The lower level of the one-story west portion of the building was formerly open on the south side, but this area has been infilled with vertical wood siding and modern windows. The upper level of the one-story mass above is divided into three equal structural bays. There is a large window opening centered within each structural bay. Each of these three windows has a modern vinyl window unit with a horizontal slider bottom sash and fixed upper sash. Painted smooth plywood panels are located above each window (Figures 7–11).

There is no fenestration on the west elevation of the one-story west portion of the Bridge Substation. There is a metal roof access ladder mounted to the wall (Figure 12). Both the one-story and two-story building masses are capped with flat built-up roofs surrounded by low parapet walls. A cylindrical vertical vent pipe is mounted to the west elevation of the two-story portion of the building. Metal scuppers are mounted at each upper corner of this elevation, which connect to drain leaders and downspouts (Figure 14).

Alterations

Based on available documentation, the two-story east portion of the Bridge Substation was originally constructed in 1911 and relocated to this current location in 1913 (Figures 15–21). The Interstate Bridge transformer house and superintendent's office building was built in 1918 at the western end of the current one-story west portion of the Bridge Substation (Figures 22–27). Finally, the current one-story west portion of the Bridge Substation was built in 1927 (Figures 22–29). The Interstate Bridge transformer house and superintendent's office building addition were demolished between 1959 and 1963 (Figures 27, 28, and 29).

The most recent alterations to the Bridge Substation include the replacement of the windows on the north and south elevations of the one-story west portion of the building and the infilled office space at the lower level of this part of the building. Also, the entrance pavilion was added to the north elevation of the one-story west portion of the building between about 1987 and 2003.The applied segmental arch motifs were also likely added during this

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same time period. The north garage door has also been replaced with a smaller, modern roll-up steel unit, though the exact date of this change is not known.

Boundary Description

The Bridge Substation is located at 100 SE Columbia Way and is currently vacant. The building is situated on an irregularly shaped, 0.14-acre tax lot (47580000) located on the north bank of the Columbia River in Vancouver, Clark County, Washington (Figures 2 and 3). The tax lot is bounded by the BNSF railroad embankment to the north and east, SE Columbia Way to the southeast and south, the 1917 Interstate Bridge to the southwest, and I-5 to the west. The boundaries of the tax lot have been successively altered based upon changes in the surrounding infrastructure and its immediate surroundings, including a surface parking lot and surrounding vegetation, do not contribute to its significance. The 1927 addition was also constructed outside the period of significance and is not considered a contributing element. Therefore, the identified boundary of the NRHP-eligible Bridge Substation is defined by the original, eastern portion of the building located at its present site since 1913.

INTEGRITY

The two-story portion of the Bridge Substation was originally constructed in 1911 as the Mount Hood Railway and Power Company (MHRP) Vancouver Substation. This substation was located at a site approximately one mile to the east of 100 SE Columbia Way. The two-story former MHRP Vancouver Substation was relocated to its present location in 1913. Even though the two-story substation building was originally located elsewhere, the period of significance begins with 1913, the year the building was relocated, and ends in 1926, the year prior to when the one-story addition to the west was added in 1927. Therefore, the Bridge Substation still retains its integrity of location. The building retains most of its character-defining features indicative of its utilitarian style and electrical substation building type. However, five windows on the one-story, west portion of the building have been changed, and an entrance pavilion was added to the same part of the building. The primary setting of the building consists of the BNSF railroad embankment to the north and east, SE Columbia Way to the southeast and south, the 1917 Interstate Bridge to the southwest, and I-5 to the west. The setting has changed little from the 1960s and is consistent with the period of significance. The building is currently vacant and is no longer used as an electrical utility substation. In summary, the building retains its integrity of location, setting, workmanship, and feeling from within its recommended period of significance of 1913 to 1926. Its integrity of materials, design, and association has been somewhat diminished.

STATEMENT OF SIGNIFICANCE

Originally constructed in 1911 and relocated to its current site in 1913, the Bridge Substation at 100 SE Columbia Way is believed to be the first electrical utility substation constructed in Clark County.[3] The building is also one of the last remaining physical links to the development of electrical utility infrastructure in Vancouver during the late 1800s and early 1900s.

[3] "14 landowners control shore's destiny," *Columbian* (Vancouver, WA), August 16, 1987, 37; "Utility's conservation program moves into old substation near I-5 bridge," *Columbian* (Vancouver, WA), January 22, 2003, 19.

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The first step toward the introduction of electric light in Vancouver occurred during the summer of 1888, when the Vancouver Electric Light and Power Company was incorporated to furnish Vancouver with an electric streetlighting system.[4] However, conflicts between the patents of competing inventors Thomas Alva Edison (1847–1931) and Charles Francis Brush (1849–1929) apparently prevented the first iteration of the Vancouver Electric Light and Power Company from completing their electric lighting system.[5]

In late December 1888, the California Electric Light Company won the city contract to construct an electric generating station and install a Brush arc lighting system, which were both completed by February 1889.[6] The first Vancouver City Electric Light Station was located at the southwest corner of present-day West 8th and Washington Streets (no longer extant).[7] At this electric generating station, wood was burned in boilers to produce steam. The steam was fed into a piston engine, which turned a flywheel. A belt connected the flywheel to the spinning armature of a dynamo and produced electric current, which was then distributed to forty-five Brush arc streetlights situated throughout Vancouver.[8] The entire electric lighting system was wholly owned and controlled by the City of Vancouver.[9]

In 1890, the electric generating station was upgraded, and additional arc lights were installed throughout the city.[10] By 1893, income proved insufficient to cover the ever-increasing costs of running the system, so the City of Vancouver decided to privatize the day-to-day operation and maintenance of the electric generating station. In 1895, the city leased the station to Joseph R. Harvey (1868–1952) and DeWitt Jenkins (dates unknown).[11] By 1901, the Vancouver Independent newspaper complained about the service provided by the city's antiquated electrical system and demanded that it be fully privatized and upgraded. In April 1902, the City of Vancouver received two bids for the municipal electric generating station: one from Harvey and the other from the Portland, Vancouver, and Yakima Railway.[12] Revised bids were received from the two bidders in May 1902, and in late May 1902, Harvey won a twenty-five-year franchise from the City of Vancouver to provide electric light and power, of which the first ten years were exclusive.[13] Harvey also purchased the existing electric generating station from the City of Vancouver.[14]

[4] "New Corporations," *Electrical Review* (New York, NY), August 25, 1888, 3.
[5] Martin Middlewood, "Clark County History: First electric plant," *Columbian* (Vancouver, WA), September 11, 2022, accessed April 13, 2023, https://www.columbian.com/news/2022/sep/11/clark-county-history-first-electric-plant/.
[6] "Vancouver," *Tacoma Daily Ledger* (Tacoma, WA), December 29, 1888, 6; Middlewood, "Clark County History: First electric plant."
[7] Sanborn Map Company, Vancouver, Washington, February 1892, 3.
[8] "All About the Busy City," *Oregonian* (Portland, OR), December 21, 1888, 9. Note: Each of the Brush arc lights were reportedly 1,200 candlepower, which is approximately 15,000 lumens, or about 100 times the brightness of a typical 100-watt incandescent light bulb.
[9] "Ordinance No. 291," *Columbian* (Vancouver, WA), July 22, 1892, 2.
[10] R. Kenneth Evans, "Best Electric Utility Service Is Provided Vancouver by the Portland General Electric Co.," *Columbian* (Vancouver, WA), November 16, 1937, 3.
[11] "City Council," *Columbian* (Vancouver, WA), February 22, 1895, 5; "Contract," *Columbian* (Vancouver, WA), March 29, 1895, 2.
[12] "Bids on City Lighting Plant," *Oregonian* (Portland, OR), April 23, 1902, 4.
[13] "Bids for Light Plant," *Oregonian* (Portland, OR), May 20, 1902, 4; "Council Holds A Session," *Columbian* (Vancouver, WA), May 29, 1902, 5.
[14] "Around City and County," *Columbian* (Vancouver, WA), July 17, 1902, 5.

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In July 1902, Joseph Harvey incorporated the Vancouver Electric Light and Power Company (VELP) in association with his brother, John Harvey (1860–1910), and brother-in-law Alfred Charles Chumasero (1861–1923).[15] This new incarnation of the VELP wasted little time in upgrading electric utility service in Vancouver. The company purchased property at the southwest corner of present-day West 8th Street and Lincoln Avenue, where they constructed a new electric power plant for a reported cost of $50,000 (no longer extant).[16] The new power plant was completed in the fall of 1902 and began producing power by December 1902.[17] In addition to supplying electric power to both public and private customers in Vancouver, the VELP also won a lucrative government contract in June 1904 to furnish power to the new electrical system at Vancouver Barracks.[18]

In January 1906, the Portland General Electric Company (PGE) purchased the VELP.[19] In June 1906, just a few months after PGE purchased the VELP, the Portland Railway Light and Power Company (PRLP) was created through a massive merger of power generation utilities and transportation companies.[20] Considered the largest merger in Oregon at the time, the PRLP conglomerate served as a holding company for several electric utility and street railway companies serving Portland, Salem, and Vancouver, including PGE, the Portland Railway Company, the Oregon Water Power and Railway Company, the Citizen's Light and Traction Company, and the Union Light and Power Company.[21]

In 1906, following the creation of the PRLP, one of its subsidiaries, the Portland Railway Company, upgraded the existing electric interurban railway service between Portland and Vancouver when the company completed a new trestle over the Columbia River bottoms. This new railway trestle connected to a new ferryboat landing on the north shore of Hayden Island. Interurban passengers headed to Vancouver from Portland would detrain at the new landing and board a steam ferryboat, which would carry them across the Columbia River.[22]

[15] Middlewood, "Clark County History: First electric plant."
[16] "Electric Light Machinery Coming," *Columbian* (Vancouver, WA), June 5, 1902, 8; "Around City and County," *Columbian* (Vancouver, WA), July 17, 1902, 5; "Around City and County," *Columbian* (Vancouver, WA), July 24, 1902, 7; Sanborn Map Company, Vancouver, Washington, December 1907, 6.
[17] "The New Electric Light Plant," *Columbian* (Vancouver, WA), September 11, 1902, 7; "Electric Lights Soon, *Columbian* (Vancouver, WA), 3.
[18] "Clark County Man Appointed," *Oregon Daily Journal* (Portland, OR), June 30, 1904, 12.
[19] "Sale of Vancouver Light Plant Consummated," *Oregon Daily Journal* (Portland, OR), January 8, 1906, 7; "Buys Vancouver Plant" *Oregonian* (Portland, OR), January 9, 1906, 9.
[20] George Kramer, "Portland Railway Light and Power," Oregon Encyclopedia, accessed April 13, 2023, https://www.oregonencyclopedia.org/articles/portland_railway_light_and_power/; Labbe, *Fares, Please!*, 122–123.
[21] Labbe, *Fares, Please!*, 122–123.
[22] Adam Alsobrook, et al. Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Multnomah County, Oregon, (Portland, OR: WillametteCRA, 2023), 74–77; "New Trestle Open," *Columbian* (Vancouver, WA), July 5, 1906, 1.

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In late 1906, the PRLP also increased the electric generating capacity of their Vancouver power plant.[23] In November 1908, the PRLP installed a 10,000-volt electric cable between their ferry landing on Hayden Island and Vancouver. The cable was carried across the Columbia River on the Spokane, Portland, and Seattle Railway railroad bridge, which opened earlier that year.[24]

By 1911, the Mount Hood Electric Company (MHE) emerged as a serious competitor to PRLP over the Vancouver electric power market.[25] The MHE was incorporated on August 3, 1904, as a direct competitor to PGE over Portland's electric light and power market. In 1906, the MHE constructed a hydroelectric power station at Bull Run, a town in eastern Clackamas County situated on the Bull Run River, a tributary of the Sandy River.[26] The MHE also proposed an electric railway between Portland and Mount Hood, and on October 29, 1906, the MHE incorporated the Mount Hood Railway and Power Company (MHRP).[27] In addition to offering electric power, the MHRP also planned to construct an over 100-mile-long electric railway line between Portland and Wasco County, Oregon via the western slope of Mount Hood.[28]

In March 1911, the City of Vancouver granted a 50-year electric utility franchise to the MHRP, which the company apparently won by offering lower electric power rates than the PRLP.[29] The MHRP and PRLP were close competitors. In April 1911, the MHRP announced that they would construct a new electrical substation in Vancouver.[30] Shortly thereafter, in May 1911, the MHRP won a government contract to supply electric power to Vancouver Barracks by underbidding the PRLP by one-tenth of a cent per kilowatt hour.[31]

Beginning in May 1911, the MHRP laid a high voltage electric cable across the bottom of the Columbia River to connect their proposed Vancouver substation to their Terminal Station "A" in North Portland. This underwater cable was completed by July 1911.[32] The MHRP transmitted power from their hydroelectric generating station on Bull Run through overhead lines to Terminal Station "A." Terminal Station "A" was a 70-foot by 40-foot, two-story-tall, reinforced-concrete building that housed transformers and switchgear. This building is no longer extant and was located at the present-day intersection of North Vancouver Avenue and North Farragut Street, which is currently occupied by an electrical utility switchyard.[33]

[23] "Double Capacity," *Columbian* (Vancouver, WA), November 8, 1906, 1.
[24] "New Electric Cable," *Columbian* (Vancouver, WA), November 30, 1908, 1.
[25] "Mt. Hood Co. Seek Franchise," *Columbian* (Vancouver, WA), February 9, 1911, 1.
[26] John Labbe, *Fares, Please! Those Portland Trolley Years* (Caldwell, ID: The Caxton Printers, Ltd., 1980), 135.
[27] Labbe, *Fares, Please!*, 137–138.
[28] Labbe, *Fares, Please!*, 135–137.
[29] "Grants Four Franchises," *Columbian* (Vancouver, WA), March 9, 1911, 1.
[30] "Will Build Sub-Station," *Columbian* (Vancouver, WA), April 6, 1911, 7; "Substation To Be Built," *Oregonian* (Portland, OR), April 11, 1911, 7.
[31] "Mt. Hood Company Gets Light Contract," *Columbian* (Vancouver, WA), May 4, 1911, 1.
[32] "Rival To Use Cable," *Oregonian* (Portland, OR), July 3, 1911, 4.
[33] "Station To Furnish Power Direct To Sub-station Here," *Columbian* (Vancouver, WA), July 20, 1911, 4. Note: This switchyard is owned by Pacific Power. According to Labbe, the Pacific Power and Light Company is a corporate descendant of the MHRP.

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The MHRP Vancouver substation was located east of Vancouver Barracks at the present-day intersection of East Reserve Street and East 5th Street.[34] Construction of the substation (which is the two-story portion of the Bridge Substation) began in early May 1911 and was completed later that year.[35] The building was constructed of reinforced concrete and occupied a rectangular footprint measuring approximately 30 feet by 40 feet. The building was 42 feet tall and had walls 18 inches thick. The building contained electrical transformers and switchgear to handle the incoming power from the underwater cable (Figure 15).[36]

In April 1912, the relatively brief rivalry between the MHRP and the PRLP ended when the MHRP Bull Run plant was sold to PGE. As a result, PRLP acquired all of the MHRP electrical generation and transmission infrastructure, along with the section of railway line the MHRP completed between Portland and Bull Run.[37] In February 1913, the PRLP announced plans to construct a new office building and streetcar waiting room at the intersection of First and Washington Streets in Vancouver.[38] As part of this project, the PRLP decided to move the former MHRP Vancouver substation approximately one mile west, where it would comprise part of their new building.[39]

In March 1913, the PRLP hired the Pacific Bridge Company to move the reinforced-concrete former MHRP Vancouver substation, complete with its internal equipment, which had been fully installed and ready to handle electricity, though the substation had not yet been energized. Seattle contractors Gerrick and Gerrick were engaged as subcontractors for the project.[40] After the contractors cut the building from the foundation, ten timber needle beams measuring 16 inches square and 38 feet long were inserted horizontally under the detached structure. Over 100 jackscrews were then placed under the needle beams and used to lift the entire building, estimated to weigh between 550 and 850 tons, off its old foundation. The building, now resting upon the ten needle beams, was then lowered down onto two timber loading beams, which each measured 20 inches square and 48 feet long. After two timber and steel horizontal tracks were constructed under the elevated loading beams, steel shoes were mounted on the underside of the loading beams and steel rollers placed under the shoes. The entire building and its contents, now supported entirely on the two layers of timber beams, were then carefully

[34] "Will Build Sub-Station," *Columbian* (Vancouver, WA), April 6, 1911, 7; "Substation To Be Built," *Oregonian* (Portland, OR), April 11, 1911, 7; C.A. Homan, city engineer, *Map of the City of Vancouver, Washington, and Environs*, Clark County Historical Museum Map Collection, Washington State University Vancouver Library, accessed April 14, 2023, https://content.libraries.wsu.edu/digital/collection/vanhist/id/360/rec/3.
[35] "Actual Work Will Begin Tomorrow On Sub-station," *Columbian* (Vancouver, WA), May 2, 1911, 1; "New Sub-station Begun," *Oregonian* (Portland, OR), May 5, 1911, 7; "Advertisement: Mount Hood Railway and Power Co.," *Oregon Daily Journal* (Portland, OR), January 1, 1912, 29.
[36] "Shift To Be Made," *Oregonian* (Portland, OR), February 23, 1913, 7.
[37] Labbe, *Fares, Please!*, 139-140.
[38] "Start Work On Big Building," *Columbian* (Vancouver, WA), February 21, 1913, 1.
[39] "Shift To Be Made," *Oregonian* (Portland, OR), February 23, 1913, 7.
[40] "Shift To Be Made," *Oregonian* (Portland, OR), February 23, 1913, 7; R.L. Polk and Company, Inc., Seattle City Directory, 1913, 1862. Note: Early newspaper accounts of this building relocation project erroneously referred to Gerrick and Gerrick as "Garrett and Garrett."

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lowered down onto steel rollers placed under each of the four shoes. Each of the four bearing points supported one-quarter of the entire weight of the building (Figures 16–20).[41]

After several weeks of work, contractors Gerrick and Gerrick reportedly resigned from the job and abandoned the work, apparently due to either labor issues or lack of expertise in moving large buildings. Though Gerrick and Gerrick successfully detached the building from its foundation, they had not yet started to move the building. In mid-April 1913, the PRLP hired Portland house mover Andrew Duncan Moodie (1860–1949) to finish the building relocation project.[42] The former MHRP Vancouver substation first moved on April 24, 1913, when Moodie's crew rolled the building westward by about 60 feet and completely blocked Fifth Street.[43] Between late April and late May 1913, contractors gradually rolled the building westward along Fifth Street across the Vancouver Barracks until it rested just north of the Spokane, Portland, and Seattle Railway's "North Bank Road," which ran on top of an embankment along the Columbia River (Figures 18 and 19).[44]

The building sat on the north side of the embankment for about a week while the PRLP sought permission from the Spokane, Portland and Seattle (SP&S) Railway to temporarily move the railroad's timber truss bridge across Fifth Street. This move was originally scheduled for May 29, 1913, but was delayed until early June. On June 4, 1913, the PRLP contractors, in conjunction with contractors working for the SP&S Railway, moved the building from the north side to the south side of the North Bank Road. After the railroad tracks were dismantled, two large cranes lifted the bridge, moved it out of the way, and laid it down temporarily upon the railroad embankment. The PRLP contractors then pushed the building through the cleared opening. After the building safely came to rest on the south side of the embankment, the bridge was lifted back into place and the tracks repaired. The entire process from start to finish reportedly only took a few hours and did not disrupt railroad traffic (Figure 20).[45] The relocation of the former MHRP Vancouver substation was completed by August 1913.[46]

While the building was being moved, contractors poured new concrete foundations at the southeast corner of First and Washington Streets (Figure 17). The easternmost foundation had a rectangular plan which measured approximately 30 feet by 40 feet to correspond with the footprint of the former MHRP Vancouver substation. An additional concrete foundation was laid to the west of the new substation slab. This foundation had a rectangular plan which measured approximately 20 feet by 50 feet. It consisted of a concrete slab roughly level with the grade of the adjacent streets which extended out over a sloped embankment. This slab was supported on four square columns. Reports in contemporary trade journals indicate that the PRLP planned to construct a two-story building

[41] "Shift To Be Made," *Oregonian* (Portland, OR), February 23, 1913, 7; "P.R.L. and P. Co. Plant Affair of Magnitude," *Columbian* (Vancouver, WA), March 22, 1913, 1; "Moving Concrete Building Proves Herculean Task," *Columbian* (Vancouver, WA), April 14, 1913, 1.
[42] "Moving Concrete Building Proves Herculean Task," *Columbian* (Vancouver, WA), April 14, 1913, 1; R.L. Polk and Company, Inc., Polk's Portland City Directory, 1913, 861. Note: Early newspaper accounts of this building relocation project erroneously referred to Moodie as both "Mooney" and "Moody."
[43] "Concrete Power Station Moved," *Oregonian* (Portland, OR), April 25, 1913, 7.
[44] "800 Ton Building Halts Not Trains," *Oregonian* (Portland, OR), June 5, 1913, 7.
[45] "Substation Crosses Bridge May 29." *Oregon Daily Journal* (Portland, OR), May 28, 1913, 10; "800 Ton Building Halts Not Trains," *Oregonian* (Portland, OR), June 5, 1913, 7.
[46] "P.R.L. and P. Co. To Move," *Columbian* (Vancouver, WA), August 25, 1913, 1; "Light Company Moves To Elks Building," *Columbian* (Vancouver, WA) September 10, 1913, 1.

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upon this foundation, with a waiting room on the first floor and administrative offices on the second floor.[47] The waiting room appears to have been intended for arriving ferry passengers while they waited for the Vancouver streetcar.

However, the PRLP abandoned their plans to have an office and waiting room in conjunction with the relocated substation building and opted instead to open their new office at the Benevolent and Protective Order of the Elks (BPOE) Building at the southwest corner of Tenth and Main Streets in downtown Vancouver.[48] The concrete slab to the west of the relocated substation remained vacant after the PRLP decided to not build the office and waiting room at that location.

Even after the PRLP went to great expense and effort to relocate the former MHRP Vancouver substation to its new location, the company apparently did not use the building for its intended purpose. The PRLP reportedly controlled the power supply in Vancouver remotely from their other switching stations in Portland, which often resulted in service disruptions to the PRLP's 1,800 customers in Clark County.[49] In the summer of 1916, the PRLP announced that they were installing equipment at their substation at First and Washington Streets and preparing to use it as their Vancouver electrical switching station. Both of the PRLP electrical power cables supplying Vancouver would terminate at the station, where the power would then be routed across the PRLP distribution network.[50]

Following the opening of the Interstate Bridge on February 14, 1917, the PRLP ran electric streetcars on the new span between Portland and Vancouver. The increased number of streetcars running over the Interstate Bridge threatened to exceed the available capacity of the PRLP electrical system, and the bridge engineers became concerned that the PRLP would not be able to reliably supply sufficient power for raising and lowering the bridge's lift span, even though the PRLP Vancouver substation was located immediately adjacent to the north approach of the Interstate Bridge.[51]

By mid-August 1917, the engineers' concerns over power for the lift span were confirmed when the bridge failed to lift during a trial test conducted by the Interstate Bridge Commission (IBC). During this test, not only was there insufficient line voltage available for the lift operation, but a gasoline-powered emergency backup generator installed on the bridge also failed to produce sufficient power to raise the lift span. This defect sparked a minor scandal and Chairman Rufus C. Holman (1877–1959) of the IBC ordered an investigation into the circumstances which led to the malfunction.[52]

[47] "Power Houses and Substations," *Electric Railway Journal* (New York, NY), March 8, 1913, 447; "Current Electrical News: Lighting and Power," *Electrical Review and Western Electrician* (Chicago, IL), March 15, 1913, 577.
[48] "P.R.L. and P. Co. To Move," *Columbian* (Vancouver, WA), August 25, 1913, 1; "Light Company Moves To Elks Building," *Columbian* (Vancouver, WA) September 10, 1913, 1.
[49] Craig Brown, "Bridge Sub's moving history in Vancouver," *Columbian*, accessed April 14, 2023, https://www.columbian.com/news/2022/nov/28/bridge-subs-moving-history-in-vancouver/.
[50] "New Sub-station To Be Used This Coming Summer," *Columbian* (Vancouver, WA), May 25, 1916, 4; "Preparing To Use Juice Through Transformer," *Columbian* (Vancouver, WA), June 29, 1916, 3.
[51] "Additional Power Obtained for Draw," *Oregon Daily Journal* (Portland, OR), July 28, 1917, 2; "Vancouver Help Sought," *Oregonian* (Portland, OR), July 29, 1917, 5.
[52] "Inquiry Is Ordered," *Oregonian* (Portland, OR), August 18, 1917, 6.

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In late August 1917, the IBC ordered the construction of an entirely new electric generating system to power the lift span.[53] In early July 1918, the IBC awarded a contract to contractors Parker and Banfield to build an electric generating plant on the bridge embankment adjacent to the PRLP substation. The plans called for a concrete building to shelter the electrical equipment and a new office for the bridge superintendent.[54] General contractors Parker and Banfield received a building permit for the work in mid-July 1918.[55] Despite extensive research, plans for the transformer house and bridge superintendent's office have not been located. Based on the written descriptions of the work from articles in both the Columbian and Oregonian newspapers, it appears that the transformer house was most likely located within a building formerly located at the extreme west end of the existing building at 100 SE Columbia Way. Based on these press accounts and available historic photographs, it appears that the bridge superintendent's office was also located within this building (Figures 22–27).

By the early 1920s, the PRLP faced increased competition from the Northwestern Electric Company (NEC), its sole rival in the Vancouver electrical utility market. NEC was incorporated in 1911 by paper mill owners in Camas, Washington. In 1913, the NEC completed a dam and hydroelectric generating station on the White Salmon River. Electricity from this hydroelectric plant was transmitted to Camas to power the paper mill, and the NEC sold the surplus power in Portland at lower rates than those of the PRLP.[56] The NEC transmission line between Camas and Vancouver initially terminated at a transformer yard located at East 20th and G Streets, but in 1923, the company built a state-of-the-art electrical substation and transformer yard at the southwest corner of West 8th and King Streets in Vancouver. The new NEC substation was constructed in preparation for a new high-voltage transmission line from Camas, slated for completion in 1924.[57] A reinforced-concrete substation building was built on this property in 1925 and expanded in 1929, though this building is no longer extant.[58] Pacific Power and Light Company purchased NEC in 1947.[59]

In addition to competition from the NEC during the early 1920s, the increasingly widespread use of private automobiles undercut the PRLP's income from their electric streetcar and interurban network. In 1924, the PRLP corporation was reorganized, with the electrical generation and distribution divisions of the PRLP renamed the Portland Electric Power Company (PEPCO).[60] In 1927, PEPCO received a building permit to construct an addition to their existing substation at the southeast corner of First and Washington Streets. It appears that the

[53] "More Power Is Ordered," *Oregonian* (Portland, OR), August 30, 1917, 6.
[54] "New Generating Plant Will Supply Current for Bridge Operation," *Columbian* (Vancouver, WA), May 28, 1918, 1; "Notice," *Columbian* (Vancouver, WA), June 6, 1918, 4; "Notice," *Columbian* (Vancouver, WA), July 2, 1918, 2; "Generating Plant To Be Located On Bridge Fill," *Columbian* (Vancouver, WA), July 5, 1918, 1.
[55] "Building Permits," *Columbian* (Vancouver, WA), July 18, 1918, 1.
[56] Craig Wollner, *Electrifying Eden: Portland General Electric, 1889-1965*, (Portland, OR: Oregon Historical Society Press), 97, 124.
[57] "Electric Company Is Erecting Sub-Station Here," *Columbian* (Vancouver, WA), February 22, 1923, 1; "Electric Company Will Complete Sub-Station," *Columbian* (Vancouver, WA), June 16, 1923, 1; "Transformers Being Put In At Sub-station," *Columbian* (Vancouver, WA), September 21, 1923, 1.
[58] Sanborn Map Company, Vancouver, Washington, 1928, 5; Sanborn Map Company, Vancouver, Washington, 1928-November 1949, 5.
[59] Wollner, *Electrifying Eden*, 215.
[60] George Kramer, "Portland Railway Light and Power," Oregon Encyclopedia, accessed April 14, 2023, https://www.oregonencyclopedia.org/articles/portland_railway_light_and_power/.

one-story, reinforced-concrete 1927 PEPCO addition was built on top of the vacant concrete slab originally constructed in

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1913 by the PRLP located immediately to the west of the relocated MHRP Vancouver substation building.[61] PEPCO was again reorganized in 1930 and became the Portland General Electric Company (PGE).[62]

In the late 1920s, the Washington State Grange, a populist agricultural organization, led a statewide movement to create publicly owned utilities in rural communities. In 1930, a successful statewide ballot initiative in Washington State allowed rural communities to create their own publicly owned utilities.[63] In 1938, a Public Utility District (PUD) was created in Clark County.[64] In January 1946, the Clark County PUD assumed ownership and control of the former PGE properties in Vancouver, including the Bridge Substation at First and Washington Streets.[65] Following the acquisition of the former PGE properties, Clark County PUD connected its electrical grid to the Bonneville Power Administration's transmission lines, and the new line terminated at the Bridge Substation.[66] In addition to the ongoing use of the building as a substation, Clark County PUD also operated a laboratory at the Bridge Substation to test electric meters and transformer oil.[67]

Clark County PUD decommissioned the Bridge Substation in 1979 and used the building for office space.[68] Clark County PUD put the property up for sale in late 1984.[69] The City of Vancouver initially expressed interest in purchasing the property and removing the Bridge Substation in order to expand adjacent parkland, however, this plan did not move past the planning stage and the building remained the property of Clark County PUD.[70] Around this same time, some local residents suggested that the building would be eligible as a local landmark worthy of preservation.[71] In late December 1986, it was announced that the Columbia River Economic Development Council (CREDC) would move its offices into the Bridge Substation building. After completing renovations to the building, the CREDC moved into the building in May 1987.[72] The Clark Public Utilities residential conservation

[61] "P. E. P. To Have Substation," *Columbian* (Vancouver, WA), October 29, 1927, 1; "Building Permits," *Columbian* (Vancouver, WA), October 31, 1927, 2.
[62] George Kramer, "Portland Railway Light and Power," Oregon Encyclopedia, accessed April 14, 2023, https://www.oregonencyclopedia.org/articles/portland_railway_light_and_power/.
[63] Washington Public Utility Districts Association, "History of PUDs in Washington," accessed April 14, 2023, https://www.wpuda.org/pud-history.
[64] Brown, "Bridge Sub's moving history in Vancouver."
[65] "Take-over Of P.G.E. Is Completed," *Columbian* (Vancouver, WA), January 11, 1946, 1; "Take-over Of P.G.E. Is Accomplished," *Columbian* (Vancouver, WA), January 11, 1946, 6.
[66] "Clark County P.U.D. Is Starting Second Decade," *Columbian* (Vancouver, WA), January 12, 1956, 25.
[67] "P.U.D. Plans '49 Expansion Program: Selling Of More Bonds Held Needed," *Columbian* (Vancouver, WA), August 30, 1948, 1.
[68] "Utility's conservation program moves into old substation near I-5 bridge," *Columbian* (Vancouver, WA), January 22, 2003, 19.
[69] "PUD ponders lower budget for 1985," *Columbian* (Vancouver, WA), October 31, 1984, 15.
[70] "Vancouver wants PUD land," *Columbian* (Vancouver, WA), February 12, 1985, 6.
[71] "Old bridge substation has value as landmark," *Columbian* (Vancouver, WA), February 13, 1985, 6.
[72] "CREDC moving to bridge substation," *Columbian* (Vancouver, WA), December 25, 1986, 37; "CREDC sets move into new offices," *Columbian* (Vancouver, WA), May 8, 1987, 25.

program moved its offices into the building in 2003 and was the last occupant of the Bridge Substation before it was vacated in 2019. At the writing of this report, the building remains vacant.[73]

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Electrical Power Generation and Distribution

In 1879, American inventor Thomas Alva Edison (1847–1931) introduced a reliable incandescent light bulb, and three years later, in 1882, he opened the world's first commercial power generation station in New York City. Edison's electrical power generation and transmission system was based on direct current (DC). However, DC power had two major problems: DC power experienced significant voltage drops when transmitted over long distances and it was also difficult to convert DC power to higher and lower voltages. These limitations generally meant that users of DC power needed to be located either very close to either a natural waterpower source or a power generating station.[74]

After immigrating to the United States in 1884, inventor Nikola Tesla (1856–1943) briefly worked for Edison but quickly left to develop his own independent mechanical and electrical inventions. Tesla's groundbreaking electrical engineering work during the 1880s made alternating current (AC) power generation and transmission systems possible. In 1888, the engineer, inventor, and industrialist George Westinghouse (1846–1914) licensed Tesla's polyphase AC patents, which served as the basis for Westinghouse's AC electrical power generation and transmission systems. The revolutionary Westinghouse AC systems made it possible to transmit higher voltages over long distances, thus allowing the end users of AC power to be located far away from where the power was generated. In 1893, Westinghouse won the contract to furnish an AC electrical lighting and power system for the World's Columbian Exposition in Chicago, Illinois. The Westinghouse AC system cost less than the DC system proposed by Edison and also amply demonstrated the wide range of advantages that AC had over DC. In 1895, Tesla and Westinghouse constructed a hydroelectric power plant at Niagara Falls, which successfully demonstrated the extensive capabilities of AC power generation and transmission over long distances. Despite Edison's lengthy and frequently macabre attempts to discredit AC power during the 1890s and early 1900s, the Westinghouse model of polyphase AC power generation and transmission quickly became standard across the United States. As a result, the modern electrical power industry was created virtually overnight.[75]

In 1885, the first hydroelectric generating plant in the Pacific Northwest was built on the Spokane River by entrepreneur George A. Fitch (dates unknown). This project used a DC system and powered a rudimentary streetlighting system in downtown Spokane, Washington.[76] Four years later, in June 1889, the first long-distance transmission of electric power in the Pacific Northwest began, when direct current was transmitted from a hydroelectric power plant at Willamette Falls in Oregon City to downtown Portland. Westinghouse AC generators were installed shortly thereafter, and the first transmission of alternating current between Willamette Falls and Portland is estimated to have occurred in September 1890.[77]

[73] "Utility's conservation program moves into old substation near I-5 bridge," *Columbian* (Vancouver, WA), January 22, 2003, 19; Brown, "Bridge Sub's moving history in Vancouver."
[74] Wollner, *Electrifying Eden*, 16–19.
[75] Wollner, *Electrifying Eden*, 16–20.
[76] Northwest Power and Conservation Council, "Hydropower," accessed April 16, 2023, https://www.nwcouncil.org/reports/columbia-river-history/hydropower/.
[77] Wollner, *Electrifying Eden*, 24-27.

The MHRP's electrical generation and transmission system is but one example of an AC power system constructed in Oregon and Washington during the early twentieth century. In 1906, the MHE built a hydroelectric power station at Bull Run, a town in eastern Clackamas County situated on the Bull Run River, a tributary of the Sandy River.[78] The MHE incorporated the MHRP in 1906, and the MRHP assumed ownership and control of this

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plant.[79] In 1911, the MHRP built the Columbia Substation at the present-day intersection of North Vancouver Avenue and North Farragut Street (no longer extant).[80] The MHRP transmitted AC power from their hydroelectric electric generating station on Bull Run through overhead lines to the Columbia Substation. From there, the MHRP transmitted power through a high-voltage electric cable laid across the bottom of the Columbia River to their new Vancouver substation, which was also completed in 1911 (this was the substation that was relocated and became part of the Bridge Substation).[81]

While the MHRP was building its system, its competitor, the PRLP, was also constructing their own AC power generation and transmission system. The PRLP used hydropower from Willamette Falls but also used steam-powered power plants to generate electricity. One of the PRLP steam-powered plants was located in Vancouver at the southwest corner of present-day West Eighth Street and Lincoln Avenue.[82]

Electrical Substation Buildings

In general, there are three primary stages of an AC electrical power system: generation, transmission, and distribution. After AC current is generated either by hydropower or by steam power, a transformer is used to "step-up" the current to a higher voltage. The high-voltage AC current is then carried on transmission lines to a substation, where another transformer "steps-down" the current for distribution to individual customers.[83] High voltage current in an AC power system is also referred to as "high-tension" to describe the powerful flow of energy through the grid. During the early 1900s, the National Electric Code defined high-tension as a circuit with high electric pressures above 3,000 volts [3 kilovolts (kV)].[84] The upper limits of high voltage changed rapidly as electrification spread across the United States: in 1896, the typical new AC transmission line was 11 kV, by 1912 the typical transmission line voltage was 150 kV, which increased to 240 kV by 1930.[85]

During the late 1890s and early 1900s, electrical engineers tackled a seemingly endless number of practical problems related to the entirely new field of high-tension power transmission. Some of these challenges were related to the transformers used to step-up and step-down AC current, others were related to controlling the flow of current through the system, while still other problems were caused by natural phenomena, such as lightning. The specialty devices invented to control AC power during the transmission process included a dizzying array of

[78] John Labbe, *Fares, Please! Those Portland Trolley Years* (Caldwell, ID: The Caxton Printers, Ltd., 1980), 135.
[79] Labbe, *Fares, Please!*, 137–138.
[80] "Station To Furnish Power Direct To Sub-station Here," *Columbian* (Vancouver, WA), July 20, 1911, 4. Note: This switchyard is owned by Pacific Power. According to Labbe, the Pacific Power and Light Company is a corporate descendant of the MHRP.
[81] "Will Build Sub-Station," *Columbian* (Vancouver, WA), April 6, 1911, 7; "Substation To Be Built," *Oregonian* (Portland, OR), April 11, 1911, 7; "Rival To Use Cable," *Oregonian* (Portland, OR), July 3, 1911, 4.
[82] Sanborn Map Company, Vancouver, Washington, December 1907, 6.
[83] Wollner, 12–13.
[84] "High Tension Materials and Fittings," *Electrical Record* (New York, NY), February 1915, 41.
[85] National Council on Energy Policy, Electricity Transmission: A Primer, accessed April 16, 2023, https://www.energy.gov/oe/articles/electricity-transmission-primer, 2.

breakers and fuses, oil-filled switches and transformers, ceramic and glass insulators, lighting arrestors, meters, and other controls.

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Early high-tension electrical control apparatus, also sometimes collectively referred to as switchgear, typically required shelter from the elements. This necessity led to the development of the substation building. Some of the earliest power plants and substations in the Pacific Northwest, such as the 1902 VELP power plant at the southwest corner of present-day West 8th Street and Lincoln Avenue, were wood frame structures; however, due to the high risk of fire at these facilities, fire-resistive materials such as brick, clay tile, and stone masonry became preferred for power plants and substations.[86] For example, several of the PRLP substations built between 1900 and 1910, such as the ones at Eagle Creek, Gresham, and Sellwood, were made with either brick or stone masonry (Figures 30 and 31).[87]

By 1910, reinforced concrete emerged as a preferred material for substations.[88] The modern concept of reinforced concrete was pioneered by French engineer and builder François Hennebique (1842–1921). During the late 1890s and early 1900s, American engineer Ernest Leslie Ransome (1844–1917) further refined Hennebique's methods and devised a simplified system of reinforced-concrete construction techniques.[89] During this same time period, American architect Albert Kahn (1869–1942) also perfected a system of reinforced-concrete construction methods, which became known as the Kahn System.[90] Electrical engineers were attracted to the strength, stability, and fire-resistant qualities of reinforced concrete.[91] Additionally, reinforced-concrete frame buildings allowed for larger windows to provide natural lighting and ventilation, which increased safety for working inside the building and also helped to dissipate heat generated by the transformers and switchgear.[92] Reinforced concrete was also an economical alternative to traditional masonry building construction.[93]

The fire-resistive qualities of reinforced-concrete construction were vividly demonstrated in June 1911, when the 1902 VELP power plant at the southwest corner of present-day West 8th Street and Lincoln Avenue in Vancouver was destroyed by fire.[94] The PRLP, which acquired the wood-framed power plant when it purchased the VELP in 1906, had constructed a reinforced-concrete transformer house at this power station in 1909.[95] The 1909 transformer house survived the 1911 conflagration, but the 1902 wood-framed power plant burned to the ground and heavily damaged the equipment inside the building (Figure 32).

The MHRP built two of the earliest reinforced-concrete electrical substations in the Pacific Northwest. The MHRP Columbia Substation was completed in 1911 and built according to the Kahn System (Figure 33).[96] The MHRP

[86] "Electric Light Machinery Coming," *Columbian* (Vancouver, WA), June 5, 1902, 8; "Around City and County," *Columbian* (Vancouver, WA), July 17, 1902, 5; "Around City and County," *Columbian* (Vancouver, WA), July 24, 1902, 7; Sanborn Map Company, Vancouver, Washington, December 1907, 6.
[87] "Portland Railway, Light and Power," *Journal of Electricity, Power and Gas* (San Francisco, CA), January 4, 1913, 15.
[88] C.F. Adams, "Fireproof Substations," *Journal of Electricity, Power and Gas* (San Francisco, CA), February 11, 1911, 129.
[89] Betsy Hunter Bradley, *The Works: The Industrial Architecture of the United States* (Oxford University Press: New York and London, 1999), 155–158.
[90] Bradley, *The Works*, 160.
[91] C.F. Adams, "Fireproof Substations," *Journal of Electricity, Power and Gas* (San Francisco, CA), February 11, 1911, 129.
[92] "Modern Sub-Stations," *Modern Building* (Detroit, MI), December 1915, 12.
[93] Bradley, *The Works*, 155.
[94] "Fire Destroys Big Electric Station; To Rebuild At Once," *Columbian* (Vancouver, WA), June 5, 1911, 5.
[95] "Lay Cable Under River," *Columbian* (Vancouver, WA), February 3, 1909, 1.
[96] "Modern Sub-Stations," *Modern Building* (Detroit, MI), December 1915, 14.

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Vancouver Substation (part of the Bridge Substation and subject of this DOE) was also completed in 1911.[97] Electric interurban railway companies, including the Oregon Electric (OE) and the Southern Pacific Company's "Red Electric" system, also constructed some of the first reinforced-concrete electrical power substations in the Pacific Northwest. Between 1907 and 1909, the OE built four reinforced-concrete combination passenger depot and substation buildings in Oregon at Donald, Multnomah, Tonquin, and Waconda.[98] By 1913, the OE built four additional reinforced-concrete substations in Oregon at Cartney, Lasen, Orville, and Pirtle (Figure 34).[99] The Red Electric completed five reinforced-concrete substations in Oregon between 1914 and 1916, which included buildings at Dundee, Forest Grove, McCoy, Oswego, and Wellsdale (Figure 35).[100]

The Architecture of the Bridge Substation

The Bridge Substation is a notable and increasingly rare example of an early twentieth-century reinforced-concrete electrical utility building in Washington State and the Pacific Northwest. The Bridge Substation is notable for its early use of reinforced-concrete construction techniques and is also a relatively rare surviving example of the electrical substation building type constructed between the late 1880s and early 1920s—an era of rapid growth and development of electrical power generation and transmission infrastructure throughout the Pacific Northwest. The electrical substation was also a specialized building type that evolved to address the technical demands of high-tension electrical transmission and distribution.

The Bridge Substation has a rectangular plan and a utilitarian form. The two-story elevations of the original 1911 MHRP substation building feature Beaux Arts symmetry, and the severely restrained detailing is evocative of the Classical Revival style. As a building type, the Bridge Substation represents a turning point in the design and construction of electrical utility buildings in the Pacific Northwest. Early electrical utility buildings constructed in Oregon and Washington between the 1880s and early 1900s were often built either with brick or stone masonry. However, by about 1910 reinforced concrete emerged as the preferred material for electrical power plants and substation buildings.

The construction techniques and detailing of the building represent two distinct eras, revealing the shift away from using brick and stone masonry for electrical utility buildings to the use of reinforced concrete. The three segmental arches along the cornice on each of the four elevations are strongly reminiscent of other electrical utility buildings constructed by the PRLP during the first decade of the twentieth century, particularly those completed at Eagle

[97] "Will Build Sub-Station," *Columbian* (Vancouver, WA), April 6, 1911, 7; "Substation To Be Built," *Oregonian* (Portland, OR), April 11, 1911, 7; "Rival To Use Cable," *Oregonian* (Portland, OR), July 3, 1911, 4.
[98] Roy Bonn, "The Oregon Electric Railway," *Transfer* (Portland, OR: Oregon Electric Railway Historical Society, Winter 2012), 3; "The Oregon Electric Railway," *Electric Railway Journal* (New York, NY), June 14, 1913, 1053. Note: Of these initial four substations, only the buildings at Donald, Tonquin, and Waconda are still extant. The Donald substation is reportedly used for agricultural storage, and the Tonquin and Waconda substations are abandoned and in ruin.
[99] "The Oregon Electric Railway," *Electric Railway Journal* (New York, NY), June 14, 1913, 1053; Edwin D. Culp, *Stations West: The Story of Oregon Railways* (New York: Bonanza Books, 1978), 212; Roy Bonn, "The Oregon Electric Railway: Part 3" *Transfer* (Portland, OR: Oregon Electric Railway Historical Society, Fall 2012; Note: Of these four, only the Pirtle substation survives.
[100] Tom Dill and Walter R. Grande, *The Red Electrics: Southern Pacific's Oregon Interurban* (Pacific Fast Mail: Edmonds, WA, 1994), 26, 36-37, 115-116; Richard Thompson, *Willamette Valley Railways* (Arcadia Publishing: Charleston, SC, 2008). Note: Of these five buildings, the substation at Dundee is used as a garage, the substation at McCoy is abandoned and in ruin, and the Oswego substation was converted to apartments. The Forest Grove and Wellsdale buildings have been lost.

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Creek and Gresham.[101] Also, the slight corbel at the cornice recalls examples of brick and stone masonry electrical utility buildings constructed by the PRLP between 1900 and 1910. Additionally, of the power plants and substations which the MHRP constructed in Portland and Vancouver, only the 1911 MHRP Vancouver Substation is still extant, though it was moved to its current location in 1913.

Other Examples of Electrical Substations in Washington State: 1898 to 1925

The author compiled the following list of other electrical substation buildings while researching the history of the Bridge Substation. Information about each of the following resources was obtained from the Washington Department of Archaeology and Historic Preservation (DAHP) Washington Information System for Architectural and Archaeological Records Data (WISAARD) system. This information is current as of August 14, 2023.

- Renton Substation, Snoqualmie Falls Power Company, 1017 South 3rd Street, Renton, King County (1898, extant; DAHP Property ID 700109). This two-story, brick masonry building was listed in the Washington Heritage Register (WHR) in 1982.

- Puget Sound Electric Railway Substation – Puyallup, 454 East Main Street, Puyallup, Pierce County (ca. 1907, extant; DAHP Property ID 54778). This one-and-two-story, brick masonry building was recommended eligible for listing in the NRHP in 2007 as part of a survey of downtown Puyallup.

- Washington Water Power Company Substation, 302 South First Street, Rockford, Spokane County (1908, extant; DAHP Property ID 22282). The NRHP status of this one-and-two-story, brick masonry building has not been determined as of August 2023.

- Washington Water Power Company Interurban RR – Jamieson Substation, 8924 West Electric Avenue, Spokane, Spokane County (1905, demolished; DAHP Property ID 677682). This one-and-two-story brick masonry building was determined not eligible for listing in the NRHP in 2015 and subsequently demolished.

- Abandoned Concrete Substation, Meyers Falls Power Plant, Kettle Falls, Stevens County (ca. 1915-1916, extant; DAHP Property ID 731070). This one-story, poured concrete building was listed in the NRHP and WHR in 1995 as a contributing resource in a historic district.

- Hanford Electrical Substation, Hanford, Benton County (1916, extant; DAHP Property ID 711714): This one-and-two-story, poured concrete building was recommended eligible for listing in the NRHP in 2017 under Criterion A.

- Seattle City Light – Ballard Substation, 1415 NW 49th Street, Seattle, King County (1918, extant; DAHP Property ID 342178). This two-story building was designed by noted Seattle architect Daniel Huntington and determined eligible for listing in the NRHP in 2021 under Criteria A and C.

[101] "Portland Railway, Light and Power," *Journal of Electricity, Power and Gas* (San Francisco, CA), January 4, 1913, 15.

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- Chicago, Milwaukee, St. Paul RR Electric Substation, 803 Milwaukee Avenue, Cle Elum, Kittitas County (1919, extant; DAHP Property ID 4094). This massive, two-story brick masonry building was listed in the NRHP and WHR in 2003 as a contributing resource in a historic district.

- Taunton Milwaukee Road Substation, Taunton Heights Lane, Othello, Adams County (1919, extant; DAHP Property ID 716809). The NRHP status of this massive, two-story brick masonry building has not been determined as of August 2023.

- Cushman Substation – Tacoma, 3713 North 19th Street, Tacoma, Pierce County (1925, extant; DAHP Property ID 31650). This massive, two-story, poured concrete building was listed in the NRHP and WHR in 2014.

Of the ten electrical substations identified above, the Bridge Substation is most similar in form, massing, and materiality to the electrical substation buildings at Kettle Falls (ca. 1915-1916), Hanford (1916), and Seattle (1918).

Additionally, extensive research did not reveal any other comparable electrical substation buildings still extant in Clark County. As of August 2023, the only other known electrical substation building comparable to the Bridge Substation was located at the southwest corner of West 8th and King Streets in Vancouver. The NEC built this one-story, reinforced concrete substation building in 1925, however, this building no longer exists.[102]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Bridge Substation is significant under Criterion C. As the resource possesses the requisite integrity to communicate its significance under Criterion C, it is recommended eligible for listing in the NRHP with an overall period of significance of 1913 to 1926.

Based upon an evaluation of the Bridge Substation 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 directly associated with the rapid growth and development of electrical power generation and transmission infrastructure throughout the Pacific Northwest during the early twentieth century, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Bridge Substation does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Bridge Substation is significant under Criterion C, at the local level in the area of architecture. The Bridge Substation The building is significant as a relatively rare surviving example of the electrical substation building type constructed between the late 1880s and early 1920s and is one of the last remaining physical links to early

[102] Sanborn Map Company, Vancouver, Washington, 1928, 5; Sanborn Map Company, Vancouver, Washington, 1928-November 1949, 5.

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electrification efforts in Vancouver and Clark County. The two-story portion of the Bridge Substation was originally constructed in 1911 as the MHRP Vancouver Substation. This substation was located at a site approximately one mile to the east of 100 SE Columbia Way. The two-story former MHRP Vancouver Substation was relocated to its present location in 1913. This significance is best conveyed within the period of 1913 to 1926, which demarcates the year that the Bridge Substation was relocated to its present location and the year prior to when the one-story addition to the west was added in 1927.

The Bridge Substation 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 Bridge Substation possesses sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion C with an overall period of significance from 1913 through 1926. It is not recommended eligible under Criteria A, B, or 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	
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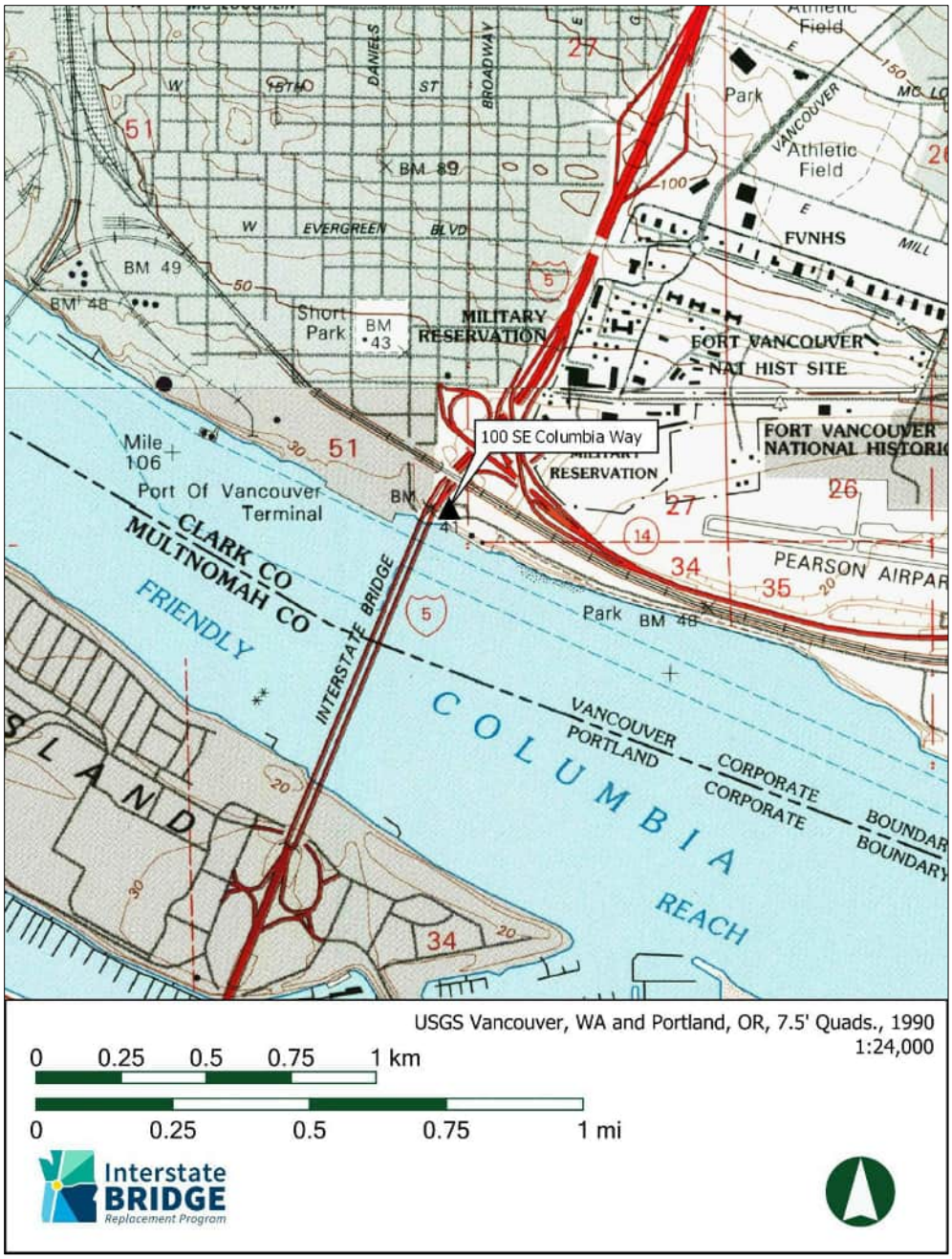


Figure 2. Location map of 100 SE Columbia Way, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 100 SE Columbia Way, showing tax lot in white and recommended NRHP boundary with white line.

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Figure 4. View of 100 SE Columbia Way from north (WillametteCRA March 8, 2023).

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Figure 5. View of 100 SE Columbia Way from northeast (WillametteCRA March 8, 2023).

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Figure 6. View of 100 SE Columbia Way from east (WillametteCRA March 8, 2023).

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Figure 7. View of 100 SE Columbia Way from southeast (WillametteCRA March 8, 2023).

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Figure 8. View of 100 SE Columbia Way from south (WillametteCRA March 8, 2023).

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Figure 9. Closeup view of 100 SE Columbia Way from southeast (WillametteCRA March 8, 2023).

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Figure 10. Closeup view of 100 SE Columbia Way from southeast (WillametteCRA March 8, 2023).

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Figure 11. View of 100 SE Columbia Way from southwest (WillametteCRA March 8, 2023).

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Figure 12. View of 100 SE Columbia Way from west (WillametteCRA March 8, 2023).

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Figure 13. Closeup view of 100 SE Columbia Way from north (WillametteCRA March 8, 2023).

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Figure 14. View of 100 SE Columbia Way from northwest (WillametteCRA March 8, 2023).

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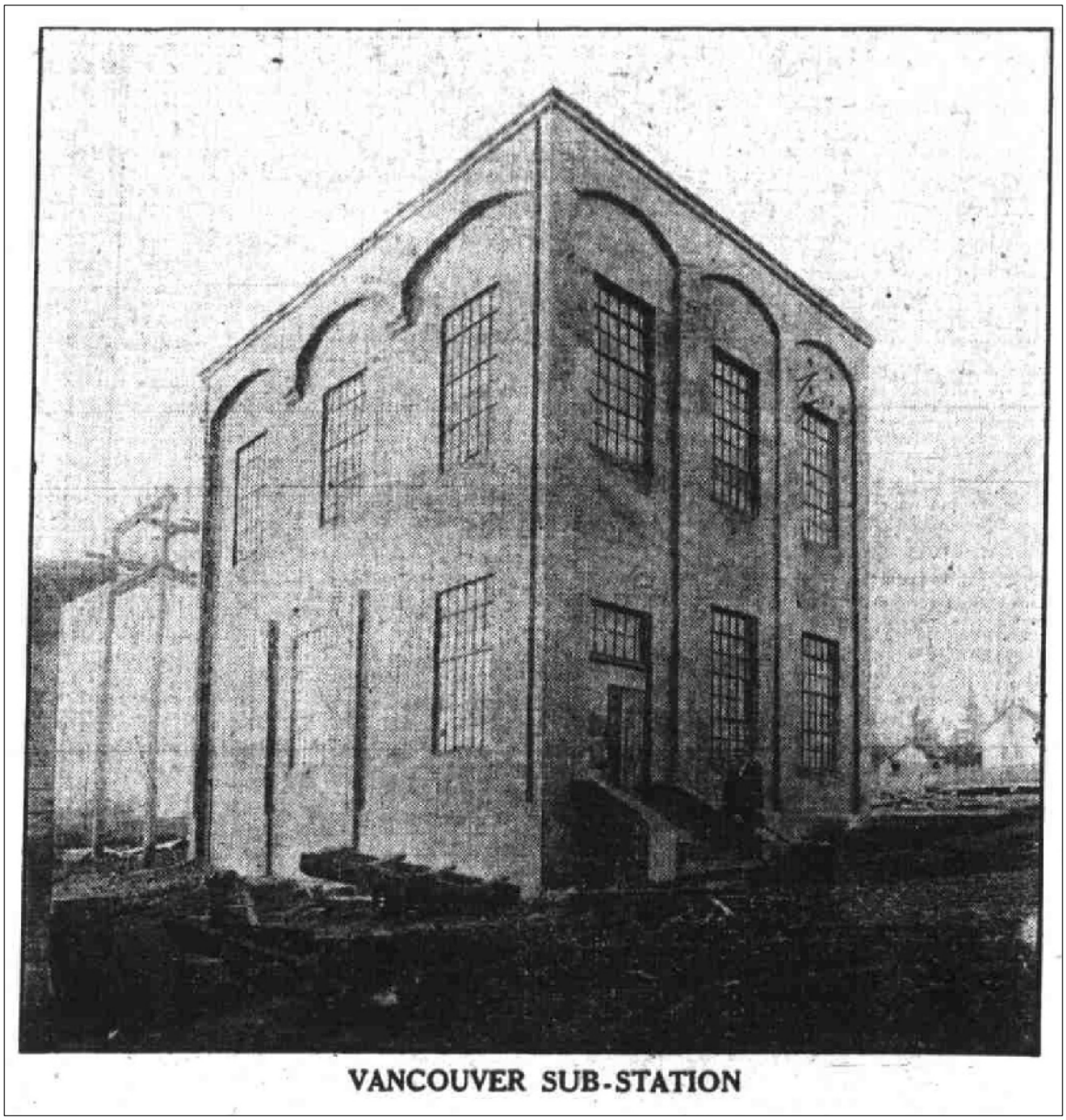


Figure 15. Historic photograph of 100 SE Columbia Way in its original location, showing the present-day south elevation (left) and east elevation (right) (*Oregon Daily Journal* [Portland, OR], April 3, 1912, 46).

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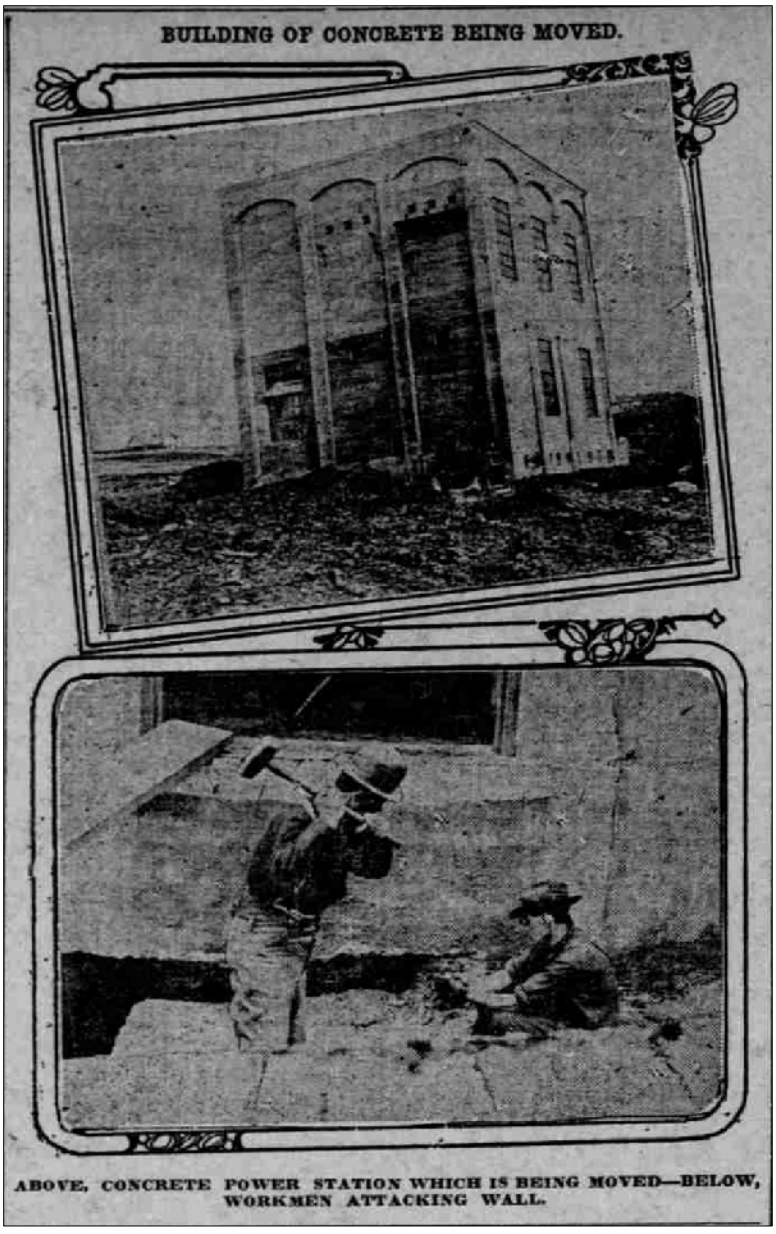


Figure 16. Top image: historic photograph of 100 SE Columbia Way in its original location, showing the present-day west elevation (left) and south elevation (right). Bottom image: historic photograph of workers detaching the building from its original foundation (*Oregonian* [Portland, OR], February 23, 1913, 7).

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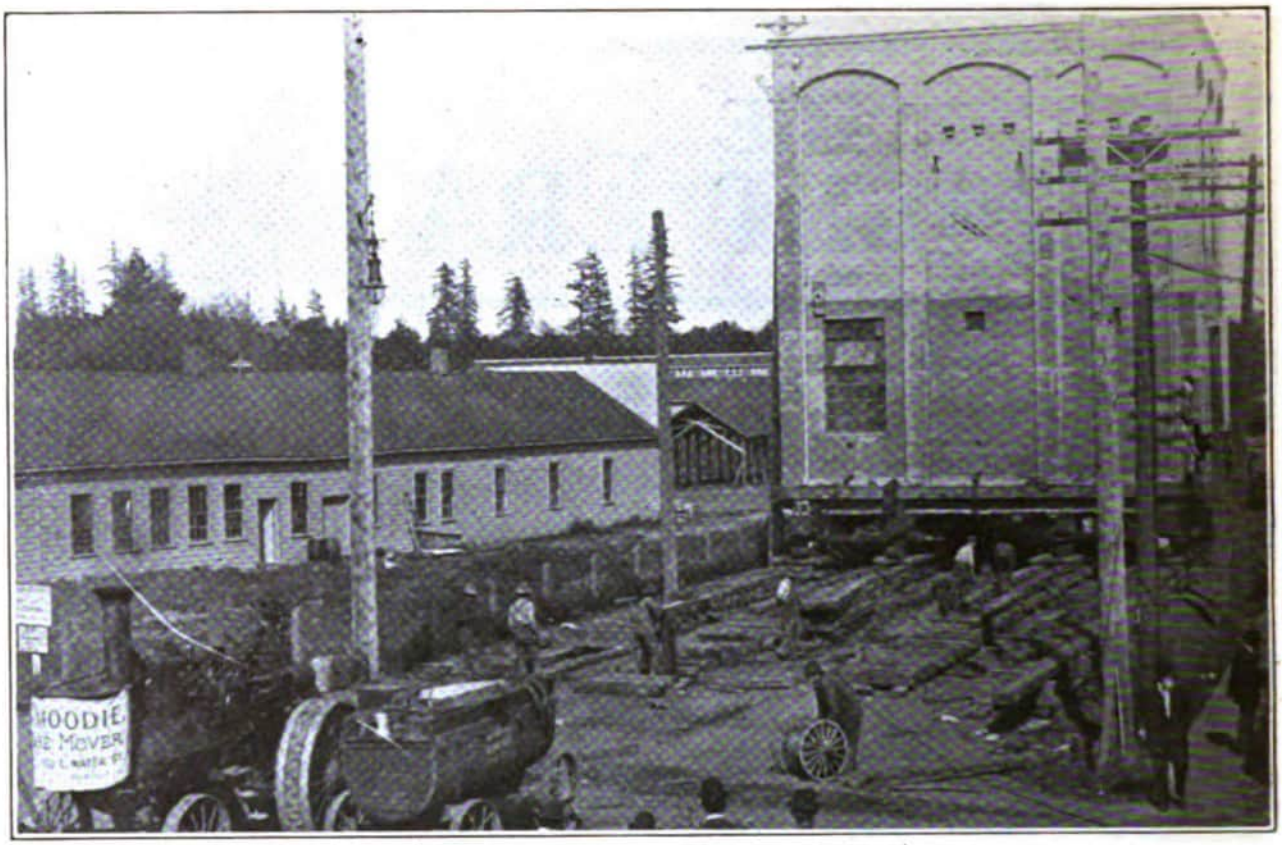
Figure 17. Historic photograph of the foundation for 100 SE Columbia Way, 1913. This view is looking east from the west end of the existing building at 100 SE Columbia Way (Oregon Historical Society).

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Figure 18. Historic photograph showing 100 SE Columbia Way during its move, 1913. (Oregon Historical Society).

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Moving an 800-ton Concrete Building at Vancouver, Wash.

Figure 19. Historic photograph showing 100 SE Columbia Way during its move, 1913 (*Cement Era*, June 1913, 56).

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Street Address: 100 SE Columbia Way	City, County, State: Vancouver, Clark County, Washington

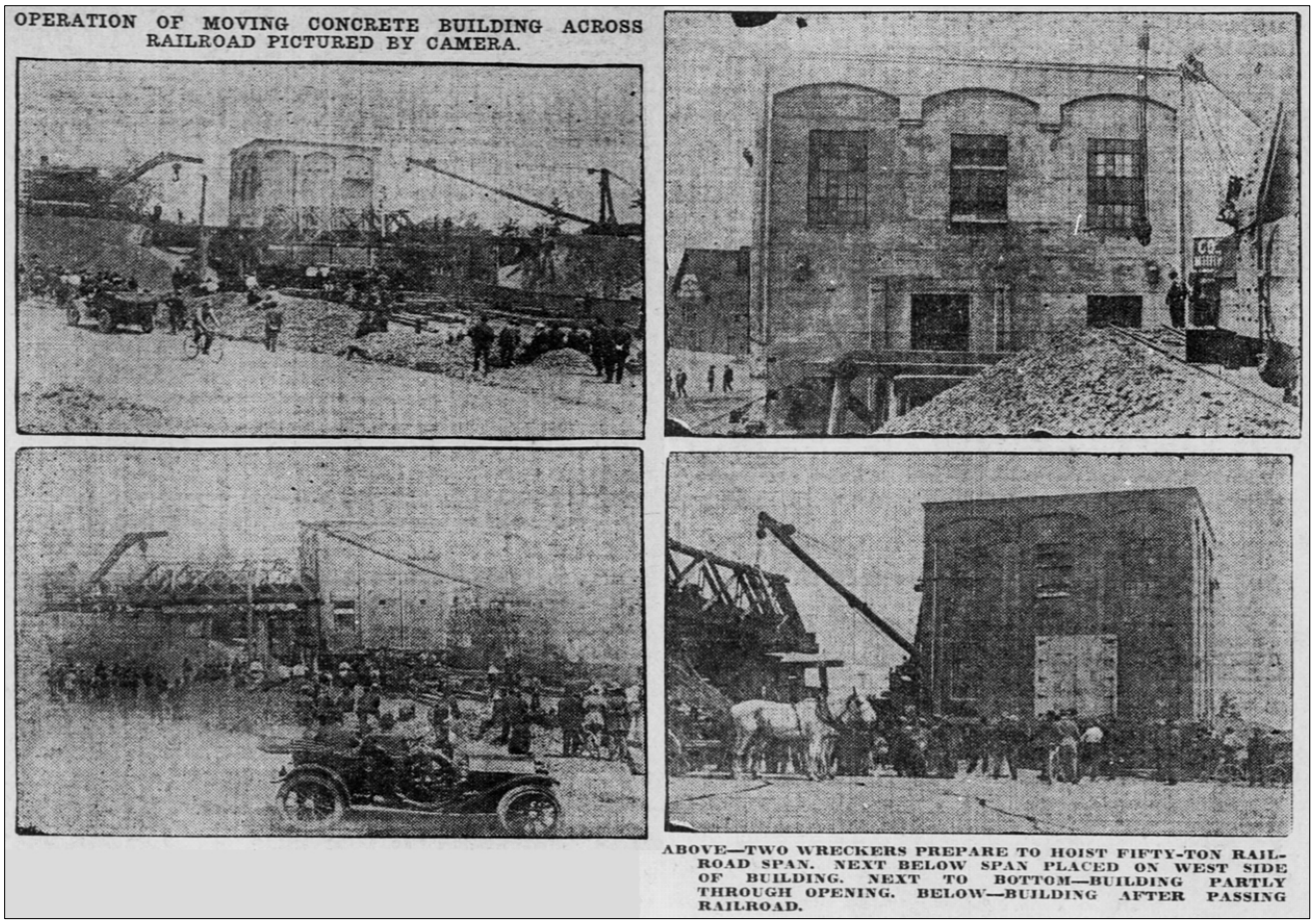


Figure 20. Historic photographs showing 100 SE Columbia Way during its move, 1913 (*Oregonian* [Portland, OR], June 5, 1913, 7).

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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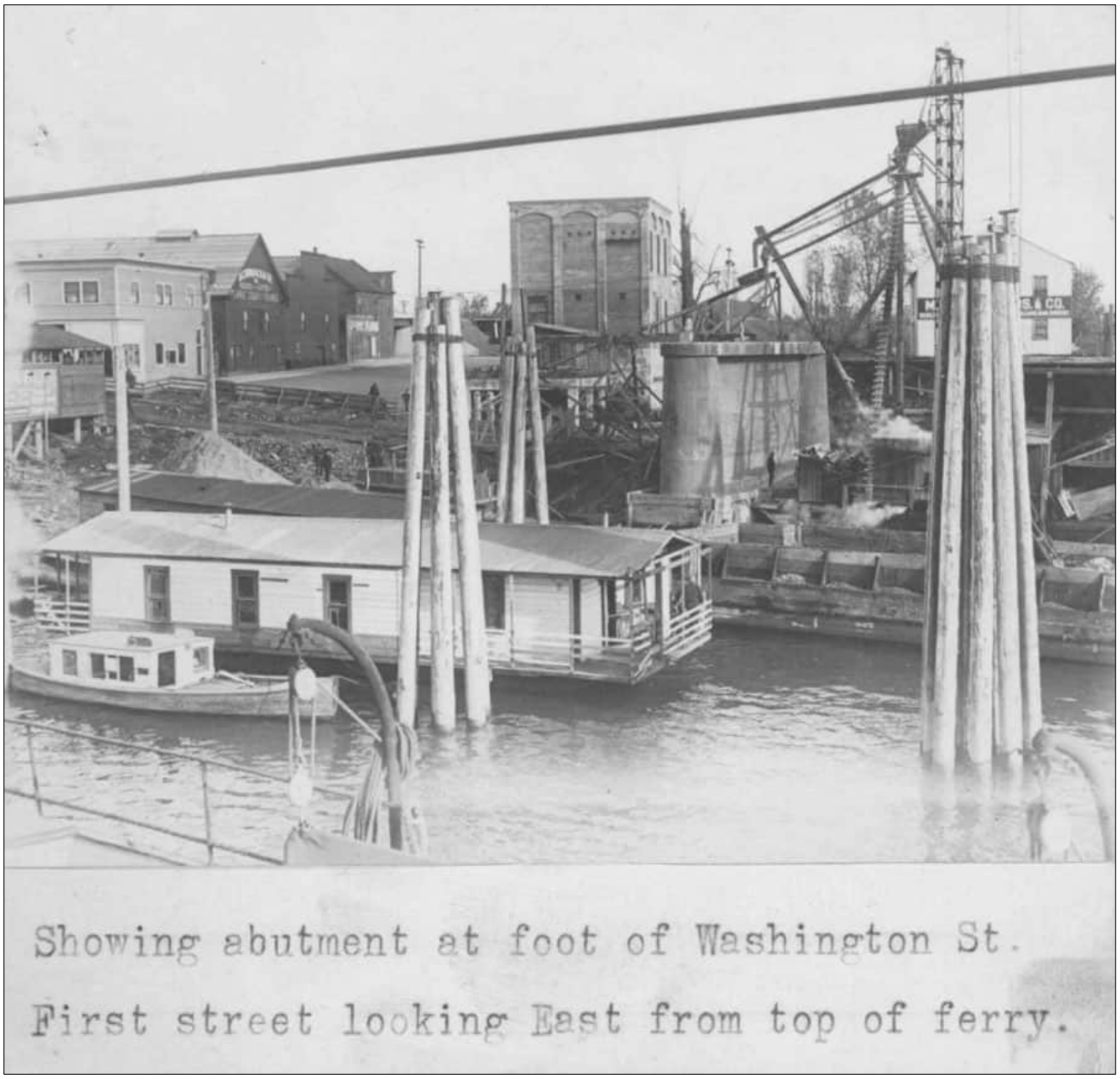


Figure 21. Historic photograph of 100 SE Columbia Way, 1915. View looking east from the old Vancouver ferry landing toward the relocated substation building (*The Columbian* [Vancouver, WA], November 28, 2022, online).

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 22. Historic photograph showing the north elevation of 100 SE Columbia Way, 1942 (Washington State Archives).

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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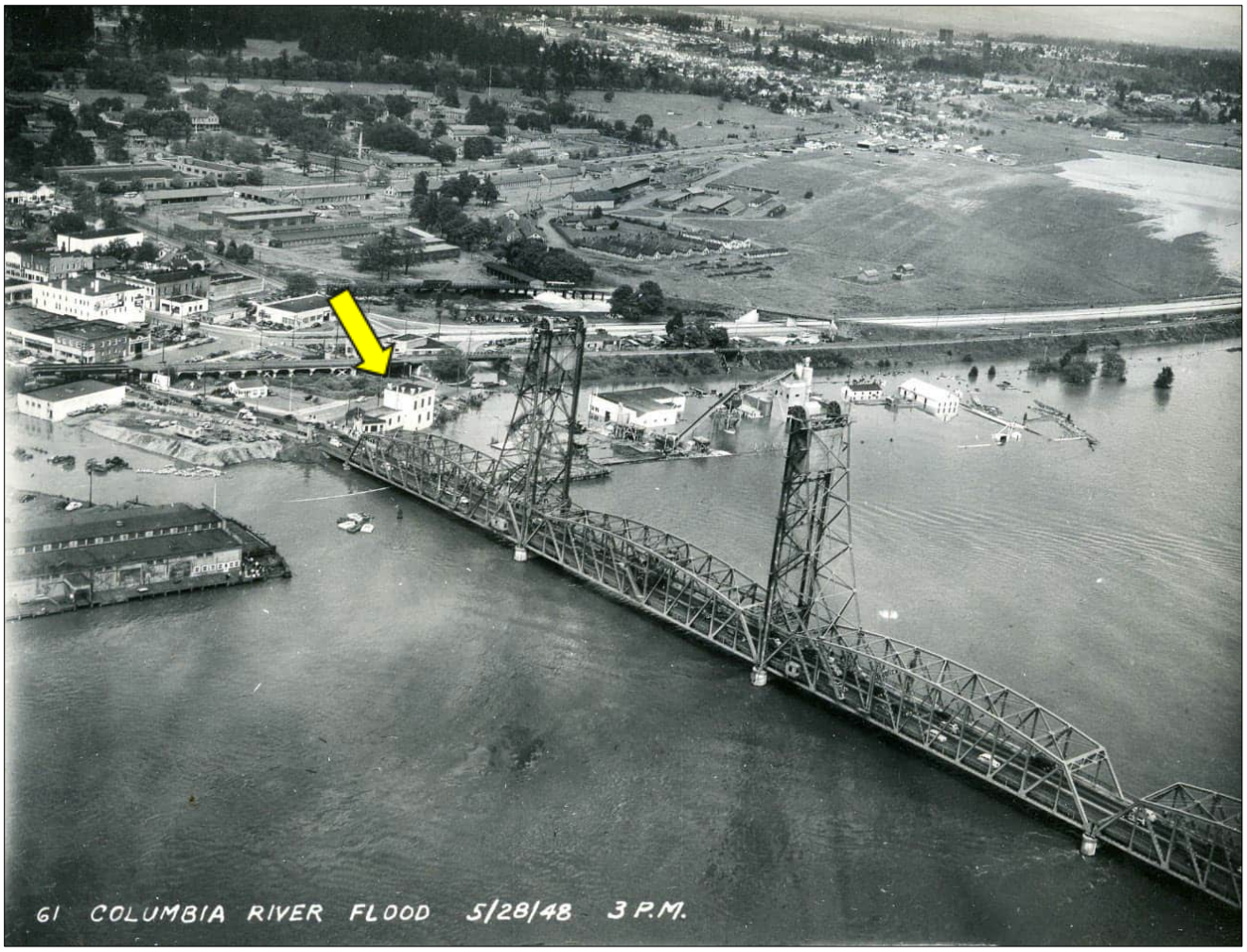
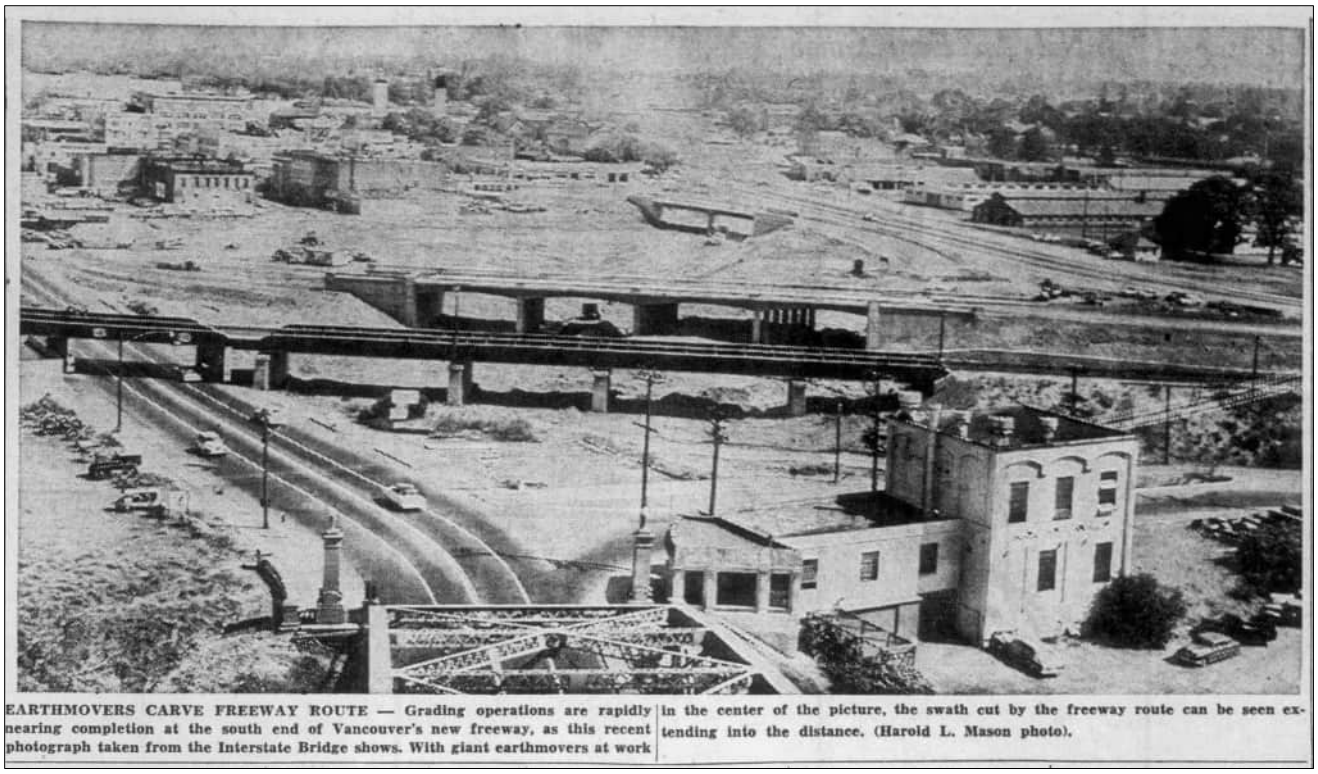


Figure 23. Historic photograph showing 100 SE Columbia Way during the Vanport Flood of 1948 (Portland State University).

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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EARTHMOVERS CARVE FREEWAY ROUTE — Grading operations are rapidly nearing completion at the south end of Vancouver's new freeway, as this recent photograph taken from the Interstate Bridge shows. With giant earthmovers at work in the center of the picture, the swath cut by the freeway route can be seen extending into the distance. (Harold L. Mason photo).

Figure 24. Historic photograph of 100 SE Columbia Way, August 1953 (*The Columbian* [Vancouver, WA], August 19, 1953, 13).

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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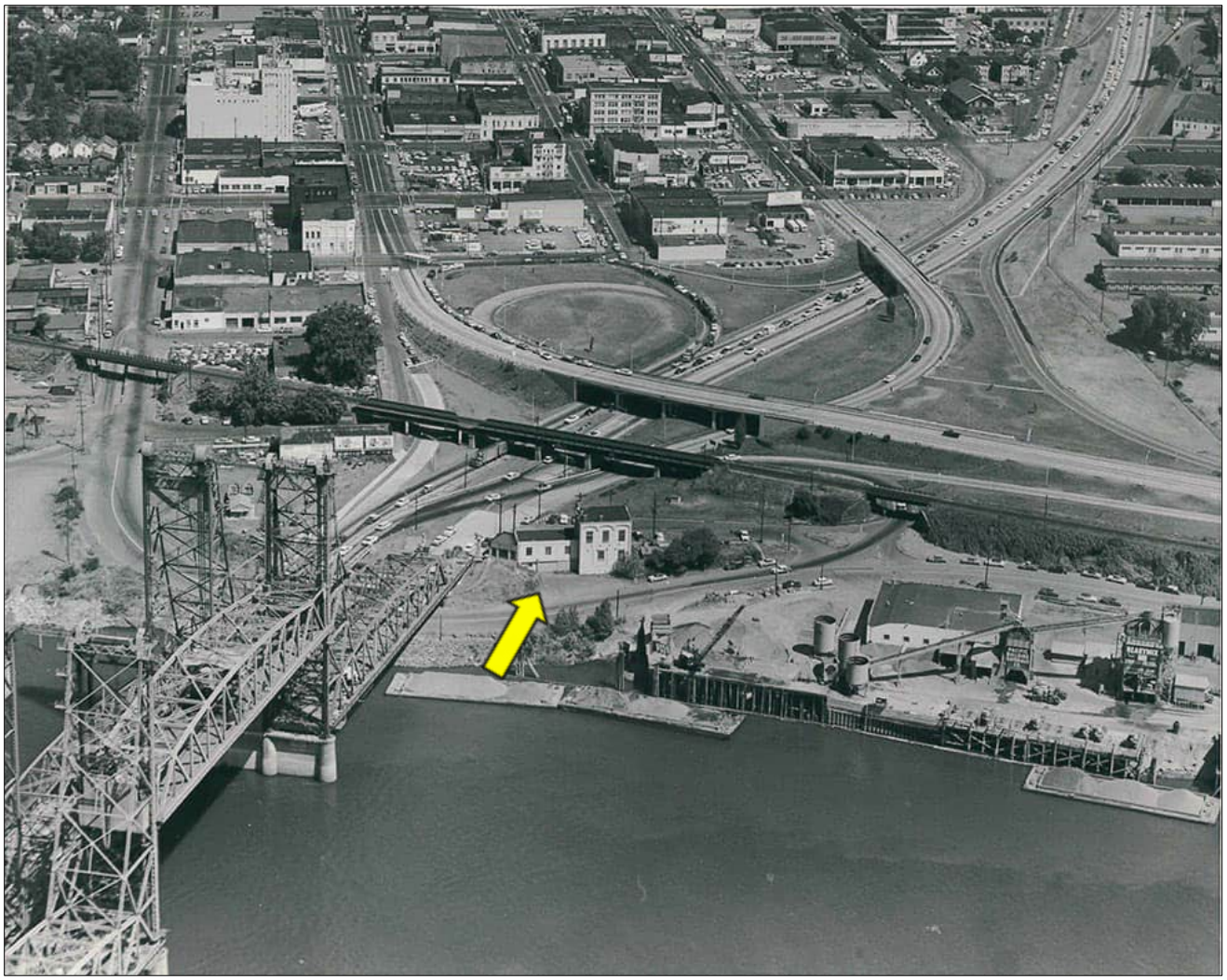


Figure 25. Historic photograph of 100 SE Columbia Way, circa 1959 (Washington State Archives).

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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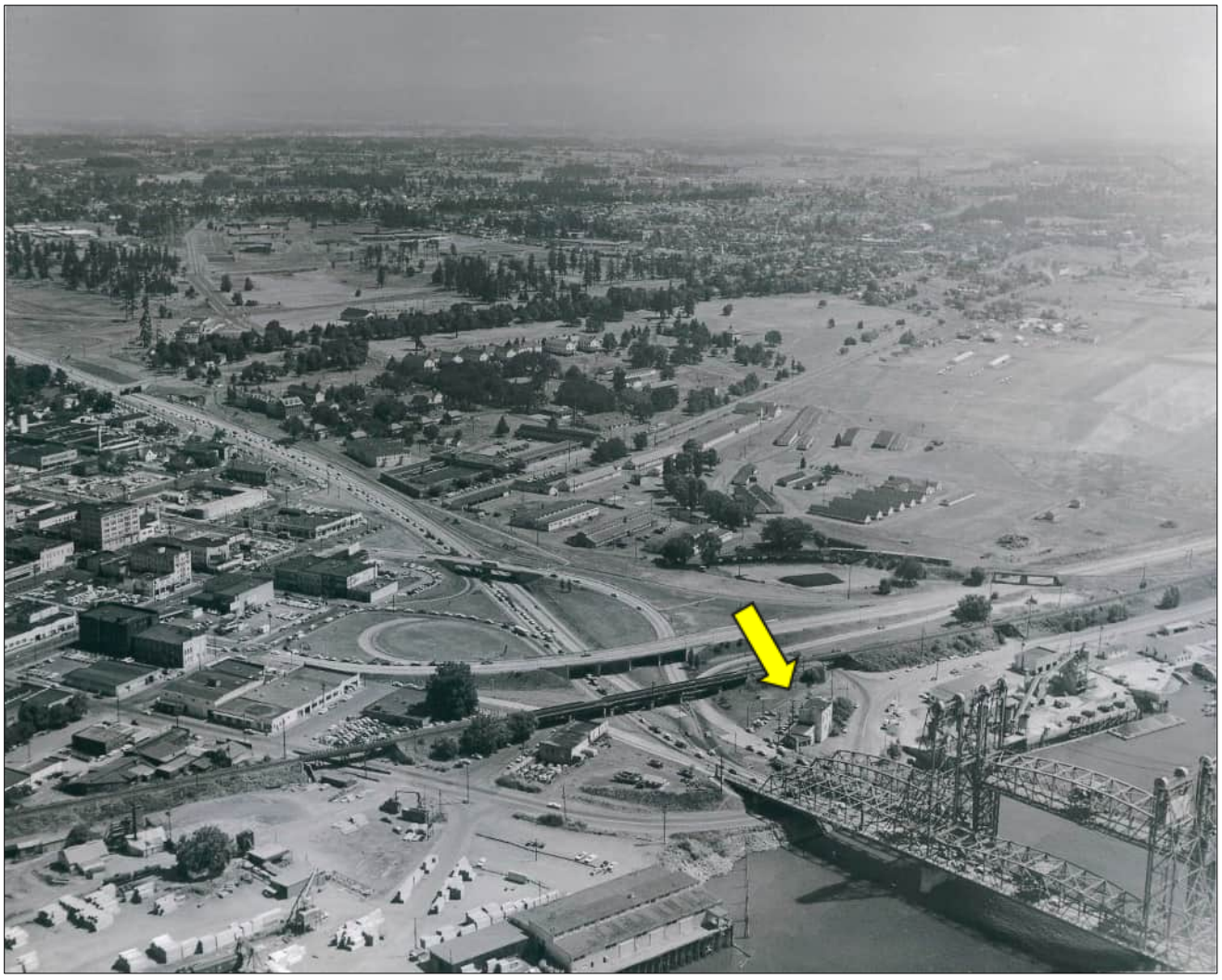


Figure 26. Historic photograph of 100 SE Columbia Way, circa 1959 (Washington State Archives).

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 27. Historic photograph of 100 SE Columbia Way, circa 1959 (Washington State Archives).

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 28. Historic photograph of 100 SE Columbia Way, 1963 (Washington State Archives).

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 29. Historic photograph of 100 SE Columbia Way, 1981 (*The Columbian* [Vancouver, WA], November 28, 2022, online).

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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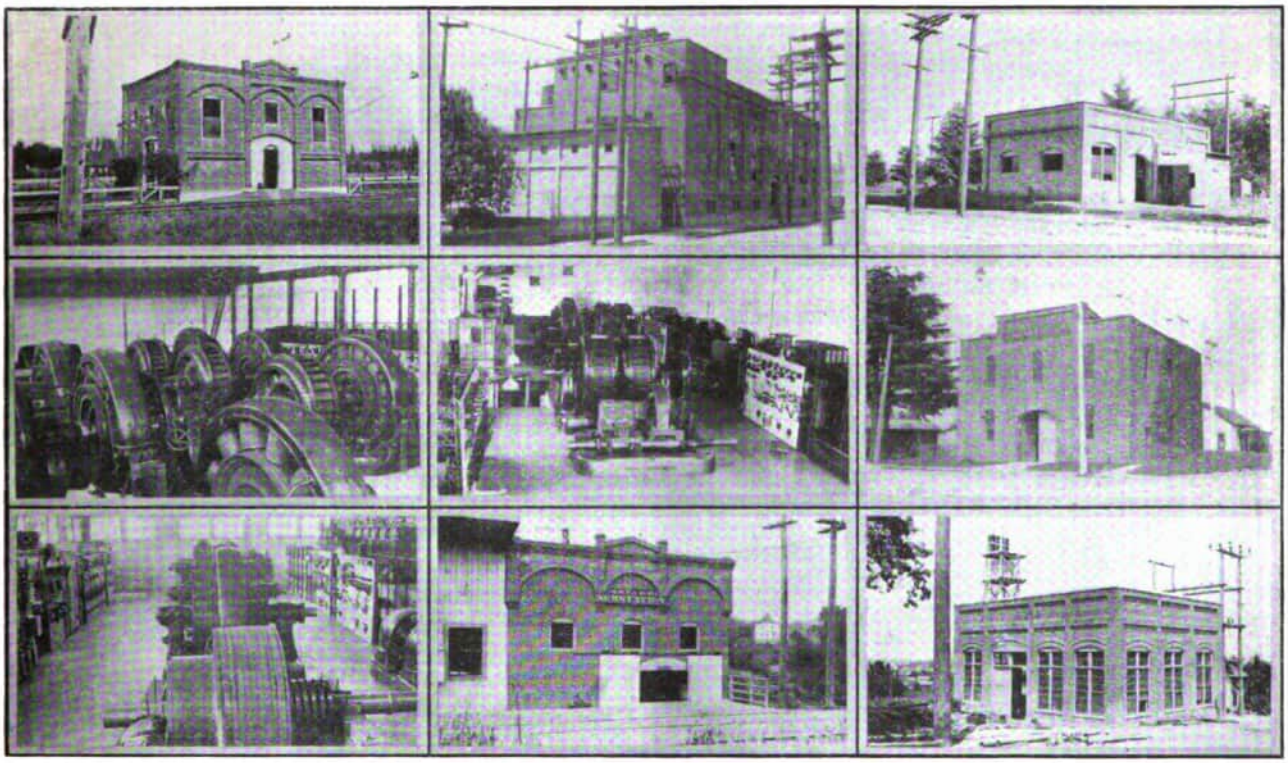


Figure 30. Portland Railway, Light and Power (PRLP) substations, including the buildings at Eagle Creek (top row, left) and Gresham (bottom row, center), 1913 (*Journal of Electricity, Power and Gas*, January 4, 1913, 15).

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 31. Portland Railway, Light and Power (PRLP) substation at Gresham, undated. Note the three segmental arches at the top of the substation, which recall the segmental arches on the exterior of the Bridge Substation (Oregon Historical Society).

5

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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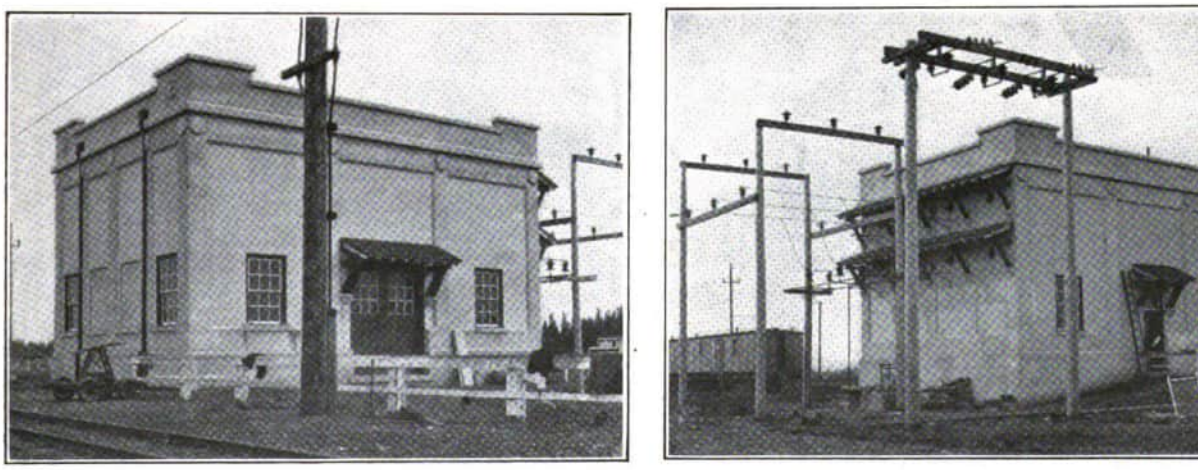
Figure 32. Portland Railway, Light and Power (PRLP) power station at Vancouver, destroyed by fire in June 1909. Only the reinforced-concrete transformer house remains standing (Oregon Historical Society).

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 33. Portland Railway, Light and Power (PRLP) Columbia Substation, circa 1915 to 1920 (Oregon Historical Society).

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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Oregon Electric Railway—Exterior Views of Substation at Pirtle

Figure 34. Oregon Electric substation at Pirtle, Oregon, 1913 (*Electric Railway Journal*, June 14, 1913, 1053).

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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Exterior Dundee Substation.

Figure 35. Southern Pacific "Red Electric" substation at Dundee, Oregon, 1914 (*Journal of Electricity, Power and Gas*, May 9, 1914, 399).

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: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd Street / 300 Washington Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 48420000, 48430000	Plat Block Lot: West Vancouver, Block 15, Lots 6, 7, and 8
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.623605°, -122.673302°	
This property is part of a ☐ District	

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

Current Use: COMMERCE/TRADE / business	Construction Date: 1930
Historic Use: COMMERCE/TRADE / specialty store	Alterations & Dates: 1965, Remodel; 1972, Remodel; 2016, Remodel
Architectural Classification / Resource Type: Building / No Style	Historic Context: Commerce

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

Foundation Type: Concrete - Poured	Form Type: Commercial - One-Part Block	
Window Type & Material: Retail Storefront & Metal	Exterior Surface Materials: Primary: Fiber Cement Board Secondary: Metal - Corrugated Decorative:	
Roof Type & Material: Flat with Parapet & Asphalt/Composition		
Structural System Type: Masonry - Poured Concrete and Wood - Post and Beam	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: No style	Plan	Extensive
	Windows	Extensive
Register Status: Not listed	Cladding	Extensive
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

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: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington



Figure 1. 210 West 3rd Street / 300 Washington Street, south and east elevations, view facing northwest (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:

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: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The building at 210 West 3rd Street/300 Washington Street is a one-part block commercial building with no discernable style located in Vancouver, Clark County, Washington. The building is situated on two rectangular-shaped tax lots in downtown Vancouver. The tax lots are bounded by an adjacent tax lot to the north, Washington Street to the east, West 3rd Street to the south, and an adjacent tax lot to the west (Figures 2 and 3).

The area immediately north, southeast, and west of the building is characterized by asphalt paved surface parking lots and surface transportation facilities. The original construction of the Vancouver Freeway (present-day Interstate 5) in the 1950s obliterated the original street grid and two blocks of buildings immediately to the northeast and east of the building, where the Interstate 5/State Highway 14 interchange is currently located. The embankment for the Burlington Northern Santa Fe Railway (BNSF) line is located to the southwest. A six-story commercial office building is located across West 3rd Street immediately to the south of the building. A two-story commercial office building is located immediately to the northwest of the building at the southeast corner of West 4th Street and Columbia Street.

The footprint of the building is generally rectangular and measures approximately 100 feet from north to south and approximately 150 feet from east to west (Figure 3). The building is constructed atop a poured concrete foundation slab. The walls of the building are constructed of poured concrete and rise one story in height. The north and west elevations of the building are exposed board-formed concrete which has been painted black (Figures 4, 5, and 9). Volumetrically, the easternmost one-third of the building is approximately 3 feet taller than the westernmost two-thirds of the building. Painted fiber cement panels clad the lower half of the east and south elevations of this section of the building, and a flat, unadorned entablature of corrugated metal panels wraps the upper half. The metal panels are laid up with the corrugations running horizontally. The overall wall height at the westernmost two-thirds of the building is shorter, and painted fiber cement panels clad the lower two-thirds of the south elevation and the continuous corrugated metal entablature wraps the upper one-third of the south elevation (Figures 5–8).

The main pedestrian entrance to the building is located at the west end of the south elevation (Figures 7 and 8). The entrance is flanked to the west by a vertical element. This vertical element extends out perpendicularly from the south elevation by about 18 inches at the base and flares to about 3 feet wide at about 12 feet above the sidewalk grade. The vertical element supports the west end of an angled horizontal canopy that protects the pedestrian entrance. The floor elevation of the building is approximately 6 inches above the grade of the sidewalk, and this difference in elevation is handled with a single concrete step and an accessible sloped concrete ramp running parallel to the south elevation of the building. The entrance door is a modern, commercial-grade storefront door painted green. The door is flanked on both sides by dark anodized metal storefront windows which extend to the floor level and rise to the underside of the projecting canopy. A small, landscaped planter box is located to the west of the entrance and contains the building's mailbox as well as potted plants.

There are two painted metal slab pedestrian doors on the north elevation (Figure 5). There is a large painted metal slab vehicular door at the north end of the east elevation, which is flanked by a painted metal slab pedestrian door with a glazed transom above. There is a modern, commercial-grade storefront door painted black toward the south end of the east elevation. This door is flanked to the north by two large dark anodized metal windows, which are each divided into six equal horizontal lights (Figures 6 and 7). Six additional examples of this window type are also found on the south elevation of the building. There is a modern, commercial-grade storefront door painted black toward the east end of the south elevation. Also, a large roll-up garage door with

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
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Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington

dark anodized metal and clear glazed panels is located at the approximate midpoint of the south elevation (Figures 7 and 8). There are no doors or windows located at the west elevation of the building (Figure 9).

The interior of the building was not accessible at the time of the survey.

Alterations

The building at 210 West 3rd Street/300 Washington Street was originally constructed in 1930.[1] Since its original construction, the setting of the building at 210 West 3rd Street/300 Washington Street has changed dramatically. While the building is still in its original location and its general overall form is intact, several major renovation campaigns, including one completed in 2017 have completely destroyed the historic integrity of the original fenestration patterns and materials. The building was originally used as an automobile sales and service establishment.[2] As originally constructed, a "drive-in" automobile filling station was located in a sheltered space at the southeast corner of the building. This space measured approximately 70 feet from north to south and 40 feet from east to west and was open on the east and south sides (Figures 11–14).[3] This notable and distinctive feature of the building is no longer extant due to several remodeling campaigns. The interior of the building was remodeled in 1950 and 1965.[4] Both the interior and exterior of the building were extensively remodeled in 1972.[5] Most recently, both the interior and exterior of the building were completely remodeled yet again in 2016–2017.[6]

Boundary Description

The building located at 210 West 3rd Street/300 Washington Street is currently a commercial office building. The building is situated on two rectangularly shaped tax lots (48420000 and 48430000). The tax lots contain an aggregate land area of 0.34 acres (Figures 2 and 3). The tax lots are bounded by an adjacent tax lot to the north, Washington Street to the east, West 3rd Street to the south, and an adjacent tax lot to the west. The boundary of the tax lots has remained unchanged since the end of the most likely period of significance, which spans 1930 to 1974. If eligible, the recommended National Register of Historic Places (NRHP) boundary of 210 West 3rd Street/300 Washington Street would be defined by the tax lot boundaries. Within these boundaries, only the building would contribute to the significance of the resource.

[1] "$20,000 Building To Be Erected On Washington," *Columbian* (Vancouver, WA), March 17, 1930, 1.
[2] "Lineham Motor [sic] Doing Business In New Home," *Columbian* (Vancouver, WA), June 14, 1930, 4.
[3] "Large Girders In New Building," *Columbian* (Vancouver, WA), June 20, 1930, 8; "Vancouver's New One Stop Service Station," *Columbian* (Vancouver, WA), June 20, 1930, 8.
[4] "Church, Auto Sales Firm Plan Major Construction Jobs," *Columbian* (Vancouver, WA), August 22, 1950, 2; Lineham Motor Company. August 21, 1950. Report of Inspection, City of Vancouver Permit Number A-2623, 300 Washington Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.; James F. Fowler, "Progress Report," *Columbian* (Vancouver, WA), August 19, 1965, 7; Hannah Motors. July 29, 1965. City of Vancouver Permit Number B-14879, 300 Washington Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[5] Jack Hopkins, "Progress Report: Hannah buys Odd Fellows Hall," *Columbian* (Vancouver, WA), December 21, 1972, 36; Hannah Motors. September 28, 1972. City of Vancouver Permit Number B-27346, 300 Washington Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[6] Clark County, Property Information Center, 300 Washington Street, Property Identification Number 48430000, accessed May 4, 2023, https://gis.clark.wa.gov/gishome/Property/?pid=findSN&account=48430000; "Office: Pacific Energy Concepts," Talents Construction, accessed May 4, 2023, https://talentsconstruction.com/project/pacific-energy-concepts/.

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INTEGRITY

The Lineham Motor Company is in its original location at 210 West 3rd Street/300 Washington Street in Vancouver, Clark County, Washington. However, the setting of the building has changed dramatically since the end of its suggested period of significance (recommended as 1920 to 1974). Additionally, the building no longer possesses any character-defining features related to its original construction, nor does it possess any features related to subsequent alterations completed during the period of significance, which may have been potentially significant. In total, the loss of these features has destroyed the building's integrity of design, workmanship, materials, and feeling. Also, the building is now used as an office building and is no longer used as an automobile sales and service establishment, which has further reduced its integrity of feeling and association. In summary, the building retains its integrity of location; however, it has completely lost all integrity of design, setting, materials, workmanship, feeling, and association.

STATEMENT OF SIGNIFICANCE

The building at 210 West 3rd Street/300 Washington Street was originally constructed in 1930.[7] The building was designed and constructed by Hart and Hart, general contractors of Portland, who described the design of the building to the local press as "semi-modernistic."[8] Between 1930 and 1952, the Lineham Motor Company used the building as a sales and service establishment for Studebaker automobiles (Figure 12).[9] In September 1952, the Lineham Motor Company changed its name to Hannah Motor Company.[10] Founded by William V. "Bill" Hannah (1910–1993), the Hannah Motor Company initially sold Studebaker automobiles and later, Lincoln and Mercury automobiles at this location. In 1974, following a major remodel of the building two years prior, the Hannah Motor Company sold Honda automobiles at this location.[11] In 1993, the company began selling Mitsubishi automobiles at 210 West 3rd Street/300 Washington Street, however, it appears that Hannah Motor Company sold the property and stopped selling automobiles at this location shortly thereafter.[12] By 2008, Eagle Street Automotive operated in the former Hannah Motor Company building.[13] In 2016–2017, the building was redeveloped into commercial office space and is today the headquarters of Pacific Energy Concepts (PEC), a building efficiency consulting firm.[14]

Automobile Sales and Service in Vancouver

By the time the Interstate Bridge opened in February 1917, the route of the Pacific Highway through Vancouver was already well established. From the ferry landing at the foot of Washington Street, motorists traveled north to 6th Street, turned right, and then turned left onto Main Street. Motorists continued north to 26th Street (present-

[7] "$20,000 Building To Be Erected On Washington," *Columbian* (Vancouver, WA), March 17, 1930, 1.
[8] "Large Girders In New Building," *Columbian* (Vancouver, WA), June 20, 1930, 8.
[9] "Lineham Motor [sic] Doing Business In New Home," *Columbian* (Vancouver, WA), June 14, 1930, 4; "Vancouver's New One Stop Service Station," *Columbian* (Vancouver, WA), June 20, 1930, 8.
[10] "Advertisement: A New Name For An Old Firm," *Columbian* (Vancouver, WA), September 4, 1952, 18.
[11] "Hannah Motor Co. founder dies at 82," *Columbian* (Vancouver, WA), June 1, 1993, 27–28.
[12] "Mitsubishi moves downtown," *Columbian* (Vancouver, WA), September 1, 1993, 31.
[13] "Bridge impact: In the path of progress," *Columbian* (Vancouver, WA), September 7, 2008, 37.
[14] "Reimagining Functionality: Pacific Energy Concepts," LSW Architects, accessed May 4, 2023, https://lswarchitects.com/projects/pacific-energy-concepts.

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day Fourth Plain Boulevard) before veering slightly right to 39th Street.[15] The Evergreen Highway (formerly named the Columbia River Road, also designated State Road No. 8), the primary east-west route along the north bank of the Columbia River, intersected the Pacific Highway at 5th and Main Streets. Automobile service garages and gasoline filling stations proliferated in this area of lower downtown Vancouver during the 1920s and 1930s in response to this increased traffic. These establishments persisted in this area until the early 1950s, when most of the automobile service garages and filling stations in the lower downtown Vancouver area were demolished for the construction of the Vancouver Freeway and I-5.

Frank Wilcox at 406 Main Street and C.J. Moss at 605 Washington Street were two of the first proprietors of automobile repair shops in Vancouver, both established by 1909.[16] Wilcox was a Maxwell agent and Moss represented Buick, Pope-Hartford, and Thomas Flyer automobiles, as well as Indian motorcycles.[17] J. T. McMahan's repair shop at 109–113 Washington Street opened around 1912.[18] By 1914, Ben Youmans operated a service garage and Ford agency at 707 Washington Street.[19]

In 1914, R. R. Matthews opened Matthews' Ford Garage at 301 Main Street, the former location of the Pickett Brothers Livery Stable.[20] Matthews' Garage relocated to 207 Washington Street by 1916 and by 1918 had been renamed the Washington Street Garage.[21] By 1916, motorists could get their tires repaired at the Interstate Vulcanizing Works at 215 Washington Street; though renamed the McCoy Auto Company, it operated at this location for the next thirty years.[22]

By the mid-1930s, there were fourteen dealers of new and used automobiles in downtown Vancouver, conveniently located along or near the major highway junction at Washington and 5th Streets. Four of the more prominent dealers were located on Washington Street, including the McCoy Auto Company at 215 Washington Street (White trucks and busses), the Lineham Motor Company of the subject building at 300 Washington Street (Studebaker), Smith and Henderson at 900–904 Washington Street (Buick and Pontiac), and Shattuck–Dickson Motor Company at 1004 Washington Street (Ford). Nearby, the Columbia Chevrolet Company was located at 200 East 5th Street, and the Wilde Motor Company (Oldsmobile) and Sparks Motor Car Company (Plymouth and Dodge) both at 115 East 7th Street. These dealers also typically repaired the specific brands of automobiles they sold.[23]

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[15] The Automobile Blue Book Publishing Company, *Official Automobile Blue Book,* Vol. 9: *Oregon, Washington, British Columbia, Idaho and Western Montana, with extension routes into Wyoming, Utah and Northern California*, (New York: The Automobile Blue Book Publishing Company, 1919), 82; Sanborn Map Company. Vancouver, Clark County, Washington, 1928. New York: Sanborn Map Company, 1928. "Sanborn Fire Insurance Maps," Sheet 1. Date Accessed May 4, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45547/47698/643130?accountid=1135.

[16] R.L. Polk and Company, Inc., *Polk's Vancouver Directory* (Seattle: R.L. Polk and Company, Inc., 1907), 184; R.L. Polk and Company, Inc., *Polk's Vancouver Directory* (Seattle: R.L. Polk and Company, Inc., 1909), 239.

[17] R.L. Polk and Company, Inc., *Polk's Vancouver Directory* (Seattle: R.L. Polk and Company, Inc., 1909), 234, 239, 241.

[18] R. L. Polk and Company, *Polk's Vancouver Directory* (Seattle: R. L. Polk and Company, 1912), 368, 377.

[19] "Gasoline," *Columbian* (Vancouver, WA), February 16, 1914, 2.

[20] "Pickett Bros. Livery Stable," *Columbian* (Vancouver, WA), January 28, 1909, 3.

[21] R. L. Polk and Company, *Polk's Vancouver Directory* (Seattle: R. L. Polk and Company, 1916), 302; R. L. Polk and Company, *Polk's Vancouver Directory* (Seattle: R. L. Polk and Company, 1918), 308.

[22] R. L. Polk and Company, *Polk's Vancouver Directory* (Seattle: R.L. Polk and Company, 1916), 302; "Local News," *Columbian* (Vancouver, WA), September 4, 1920, 5; "Where McCoy Auto Co. Started," *Columbian* (Vancouver, WA), April 27, 1951, 13.

[23] R.L. Polk and Company, *Polk's Vancouver (Washington) City Directory* (Seattle: R.L. Polk and Company, 1934), 305.

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During the same period, the lower downtown area closer to the Columbia River also served as Vancouver's automobile wrecking center. In 1934, two such companies were located on lower Washington Street: Pacific Highway Auto Wreckers at 111 Washington Street and the Vancouver Auto Wrecking Company at 214 Washington Street. The Columbia Auto Wreckers were located at 207 Main Street.[24]

The construction of the Vancouver Freeway in the early 1950s obliterated many of the automobile sales and service establishments in the lower downtown area: the McCoy Auto Company at 215 Washington Street was demolished in 1951; Knapp's Tractor Company at 213 Main Street and the Pearson Motor Company at 309 Main Street the following year. [25] The auto sales and repair shop on the ground floor of the Empress Hotel at 305 Main Street also disappeared from city maps.[26] By 1954, a highway interchange occupied the entire portion of lower downtown Vancouver south of 4th Street and east of Washington Street (Figures 14–17). By the luck of geography, the Lineham Motor Company was one of only a few businesses from the former automotive district to survive.

Lineham Motor Company

Thomas Lochead Lineham (1896–1967) established the Lineham Motor Company in November 1921.[27] Lineham was born August 1, 1896, in Ontario, Canada. He served in the United States Navy during World War I, and he apparently settled in the Vancouver, Washington, area after the war's end.[28] Thomas Lineham was president of the Lineham Motor Company.[29] Ernest Harold Swayze (1895–1990) and Edward Ira Laver (1882–1966) co-owned the company with Lineham.[30] The Lineham Motor Company was originally located at 707 Washington Street, approximately four blocks north of the building at 210 West 3rd Street/300 Washington Street.[31] In 1923, the company moved to another building at 215 West 4th Street.[32] In 1930, the Lineham Motor Company moved into the building at 210 West 3rd Street/300 Washington Street (the subject property), which was constructed expressly for them.[33]

[24] R.L. Polk and Company, *Polk's Vancouver (Washington) City Directory* (Seattle: R.L. Polk and Company, 1934), 306.
[25] "McCoy Auto Co., Born Out of Purchase of Car on Time Back In 1915, in $300,000 New Home," *Columbian* (Vancouver, WA), April 25, 1951, 11; "Where McCoy Auto Co. Started," *Columbian* (Vancouver, WA), April 27, 1951, 13.
[26] "Old Buildings To Vanish Soon." *Columbian* (Vancouver, WA), January 18, 1952, 1.
[27] Ancestry.com, Family Tree for Thomas L. Lineham (1 August 1896–3 February 1967), accessed May 4, 2023, https://www.ancestry.com/family-tree/person/tree/492890/person/24049977906/facts; "Lineham Takes Over Studebaker Agency," *Columbian* (Vancouver, WA), November 1, 1921, 8.
[28] "Obituaries: Death Takes Auto Man Thomas Lineham, 70," *Columbian* (Vancouver, WA), February 8, 1967, 11.
[29] R.L. Polk and Company, Inc., *Polk's Vancouver (Washington) Directory* (Seattle: R.L. Polk and Company, 1934), 145.
[30] "Lineham Motors, Studebaker, Open Service Building," *Columbian* (Vancouver, WA), June 20, 1930, 8; Ancestry.com, Family Tree for Ernest Harold Swayze (23 June 1895 – 2 July 1990), accessed May 4, 2023, https://www.ancestry.com/family-tree/person/tree/15808910/person/19154110063/facts; Ancestry.com, Family Tree for Edward Ira Laver (1 May 1882 – 23 February 1966), accessed May 4, 2023, https://www.ancestry.com/family-tree/person/tree/82320470/person/30549944675/facts.
[31] "Lineham Takes Over Studebaker Agency," *Columbian* (Vancouver, WA), November 1, 1921, 8.
[32] "Lineham Motors, Studebaker, Open Service Building," *Columbian* (Vancouver, WA), June 20, 1930, 8; R.L. Polk and Company, Inc., *Polk's Vancouver City (Washington) Directory* (Seattle: R.L. Polk and Company, 1928-29), 235. Note: The building at 215 West 4th Street, located immediately to the northwest of the building at 210 West 3rd Street/300 Washington Street, is also known as the Hankel Building or the Lucky Lager Warehouse.
[33] "Lineham Motor [sic] Doing Business In New Home," *Columbian* (Vancouver, WA), June 14, 1930, 4.

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William V. "Bill" Hannah (1910–1993) bought the Lineham Motor Company in 1950.[34] In 1952, the Lineham Motor Company became known as the Hannah Motor Company.[35] Thomas Lineham moved to California in 1962 and died in San Diego, California in 1967 at the age of 70.[36]

Hannah Motor Company

William V. "Bill" Hannah was born September 3, 1910, in Phillipsburg, Montana. His family moved to Vancouver in 1921. Bill Hannah's father, Archer Hannah, bought the Vancouver National Bank, which failed during the Great Depression. Bill Hannah graduated from Vancouver High School in 1928 and from the University of Washington in 1933. After college, he worked as a messenger for the Bank of California and then became district manager with the General Motors Acceptance Corporation in Yakima, Washington. Bill Hannah became office manager of an Oldsmobile-GMC dealership in Yakima in 1940 and later was general manager of that company. He bought the Lineham Motor Company in 1950.[37]

The Hannah Motor Company initially sold Studebaker automobiles and later, Lincoln and Mercury automobiles at 210 West 3rd Street/300 Washington Street. Bill Hannah's son, Richard "Dick" Hannah joined the family business in 1964. In 1974, following a major remodel of the building two years prior, the Hannah Motor Company sold Honda automobiles at this location.[38] In 1993, the company began selling Mitsubishi automobiles at 210 West 3rd Street/300 Washington Street, however, it appears that Hannah Motor Company sold the property and stopped selling automobiles at this location shortly thereafter.[39] Bill Hannah died in May 1993 at the age of 82.[40]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Lineham Motor Company is significant under Criterion A with an overall period of significance of 1930 to 1974. 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 National Register of Historic Places (NRHP).

Based upon WillametteCRA's evaluation of the Lineham Motor Company building within its historic context, the resource is significant under Criterion A, at the local level in the area of commerce. The Lineham Motor Company is strongly associated with the growth of Vancouver's once-flourishing automotive center that existed prior to the construction of Interstate 5. Other buildings able to communicate this association were removed or heavily altered during the course of midcentury urban renewal efforts leaving the Lineham Motor Company as one of the few extant resources that speaks to this period of vehicular commerce. The period of significance for this criterion is 1930 to 1974, which demarcates the completion of the building through its sale to a large corporate Honda dealership. Although the Lineham Motor Company is significant under Criterion A, alterations to its integrity of setting, design, workmanship, feeling, and association have diminished its ability to convey its significance under this criterion.

[34] "Hannah Motor Co. founder dies at 82," *Columbian* (Vancouver, WA), June 1, 1993, 27–28.
[35] "Advertisement: A New Name For An Old Firm," *Columbian* (Vancouver, WA), September 4, 1952, 18.
[36] "Obituaries: Death Takes Auto Man Thomas Lineham, 70," *Columbian* (Vancouver, WA), February 8, 1967, 11.
[37] "Hannah Motor Co. founder dies at 82," *Columbian* (Vancouver, WA), June 1, 1993, 27–28.
[38] "Hannah Motor Co. founder dies at 82," *Columbian* (Vancouver, WA), June 1, 1993, 27–28.
[39] "Mitsubishi moves downtown," *Columbian* (Vancouver, WA), September 1, 1993, 31.
[40] "Hannah Motor Co. founder dies at 82," *Columbian* (Vancouver, WA), June 1, 1993, 27–28.

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The Lineham Motor Company 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 Thomas L. Lineham and William V. “Bill” Hannah, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Lineham Motor Company is an example of an automotive dealership in a vernacular industrial mode, however, it does not sufficiently embody distinctive characteristics of a type, period, or method of construction; represent the work of a master; or possess sufficiently high artistic values to qualify as significant under Criterion C.

The Lineham Motor Company 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 Lineham Motor Company 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 not recommended eligible under Criteria B, C, or D.

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——. *Polk’s Vancouver Directory*. Seattle: R. L. Polk and Company, 1912.

——. *Polk’s Vancouver Directory*. Seattle: R. L. Polk and Company, 1916.

——. *Polk’s Vancouver Directory*. Seattle: R. L. Polk and Company, 1918.

——. *Polk’s Vancouver (Washington) Directory*. Seattle: R.L. Polk and Company, 1934.

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5 Talents Construction. "Office: Pacific Energy Concepts," Accessed May 4, 2023, https://talentsconstruction.com/project/pacific-energy-concepts/.

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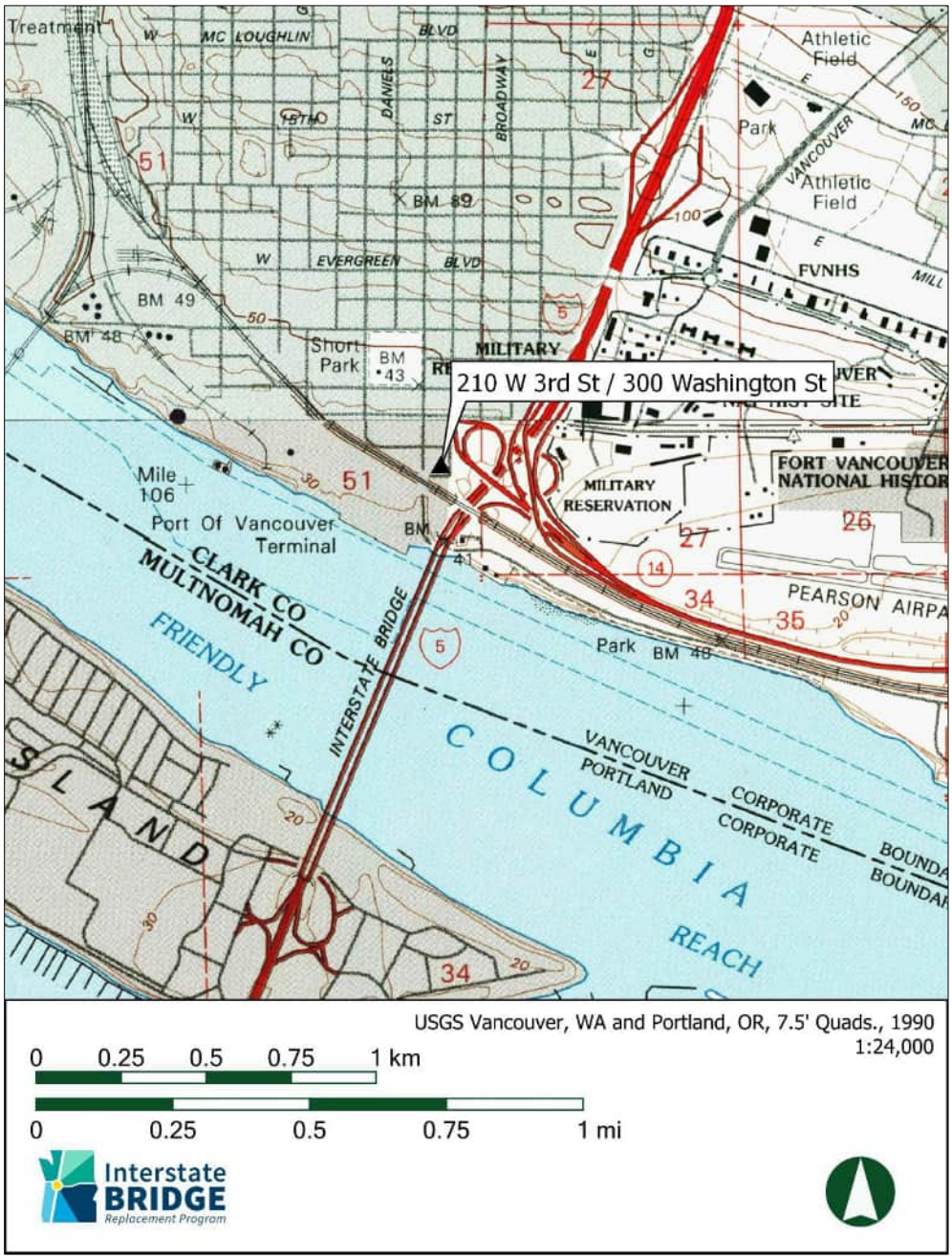


Figure 2. Location map of 210 West 3rd Street / 300 Washington Street, Vancouver, Clark County, Washington.

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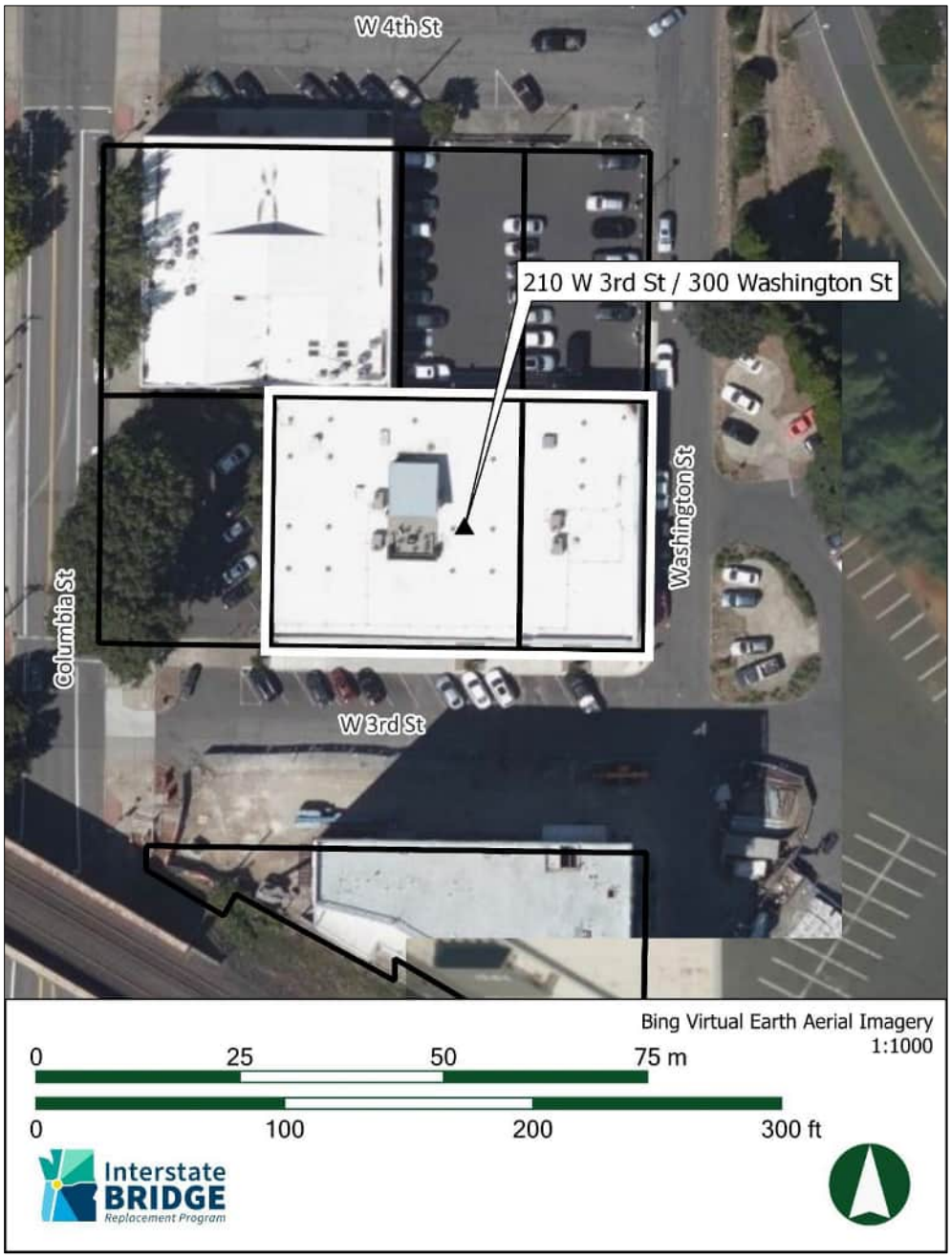


Figure 3. Aerial map of 210 West 3rd Street / 300 Washington Street, showing recommended NRHP boundary in white.

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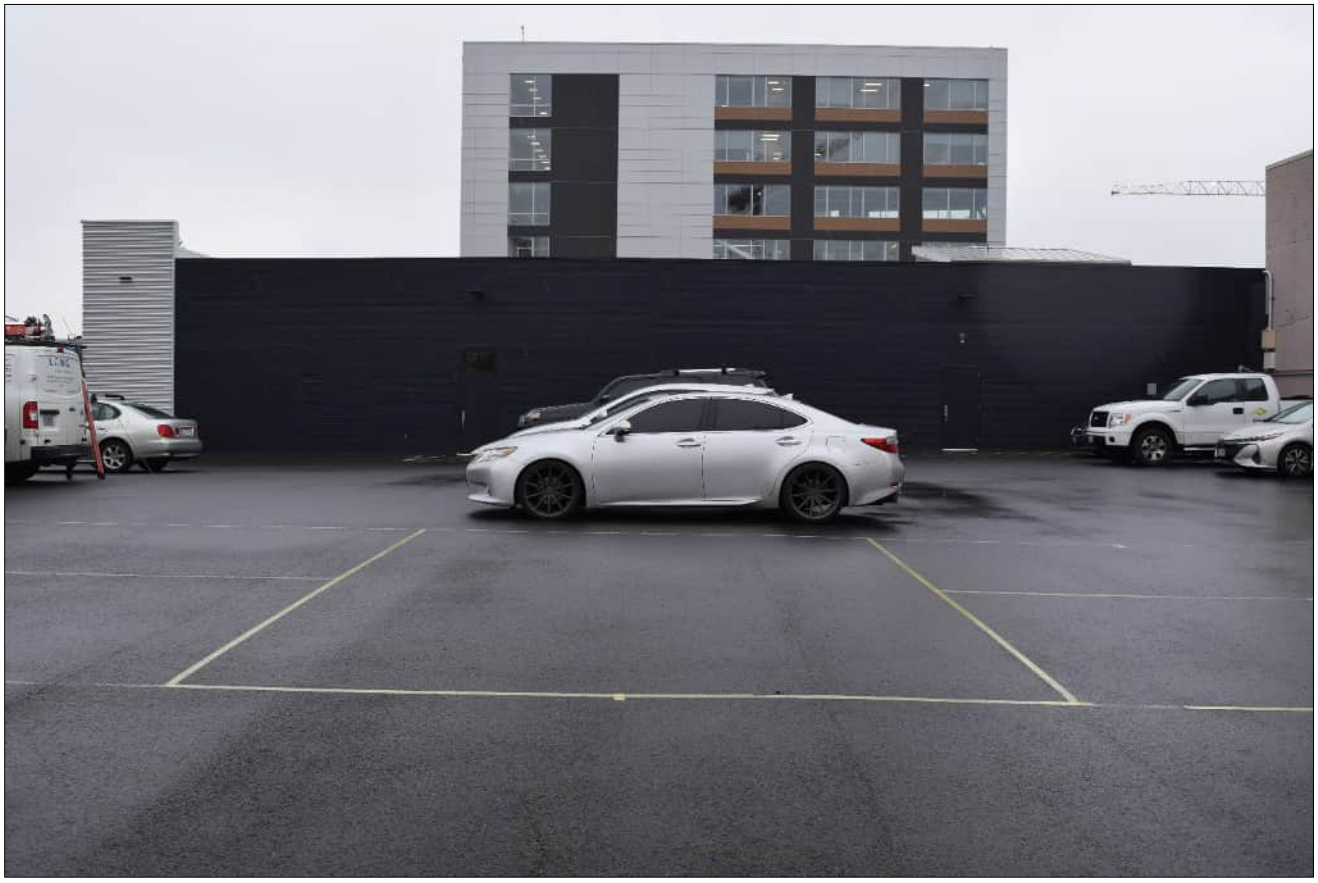


Figure 4. 210 West 3rd Street / 300 Washington Street, north elevation, view facing south (WillametteCRA March 8, 2023).

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 5. 210 West 3rd Street / 300 Washington Street, north elevation, view facing southeast (WillametteCRA March 8, 2023).

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Figure 6. 210 West 3rd Street / 300 Washington Street, east elevation, view facing northwest (WillametteCRA March 8, 2023).

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Figure 7. 210 West 3rd Street / 300 Washington Street, south and east elevations, view facing northwest (WillametteCRA March 8, 2023).

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Figure 8. 210 West 3rd Street / 300 Washington Street, south elevation, view facing northeast (WillametteCRA March 8, 2023).

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Figure 9. 210 West 3rd Street / 300 Washington Street, west elevation, view facing east (WillametteCRA March 8, 2023).

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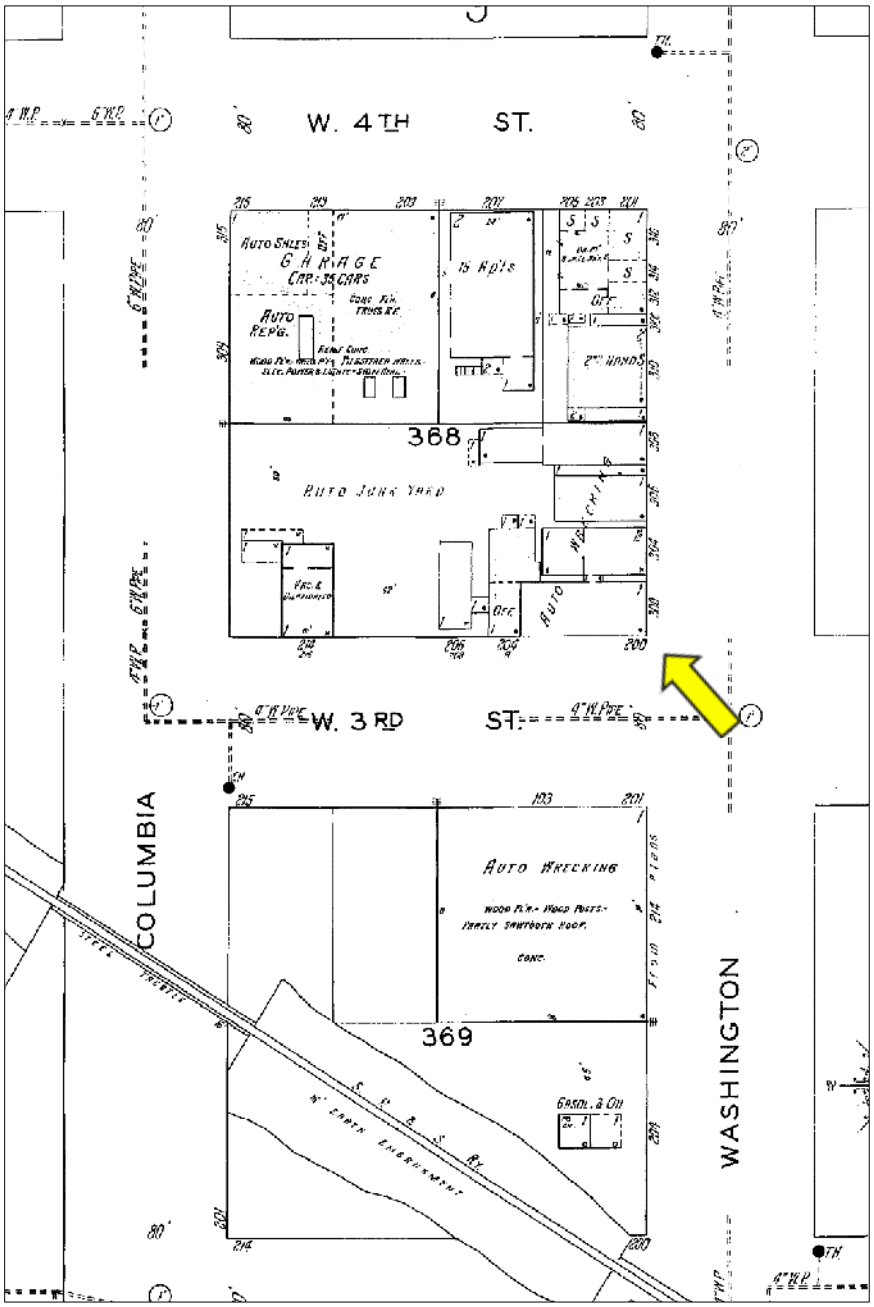


Figure 10. 210 West 3rd Street / 300 Washington Street, 1928 (Sanborn Map Company, *Vancouver* [1928]).

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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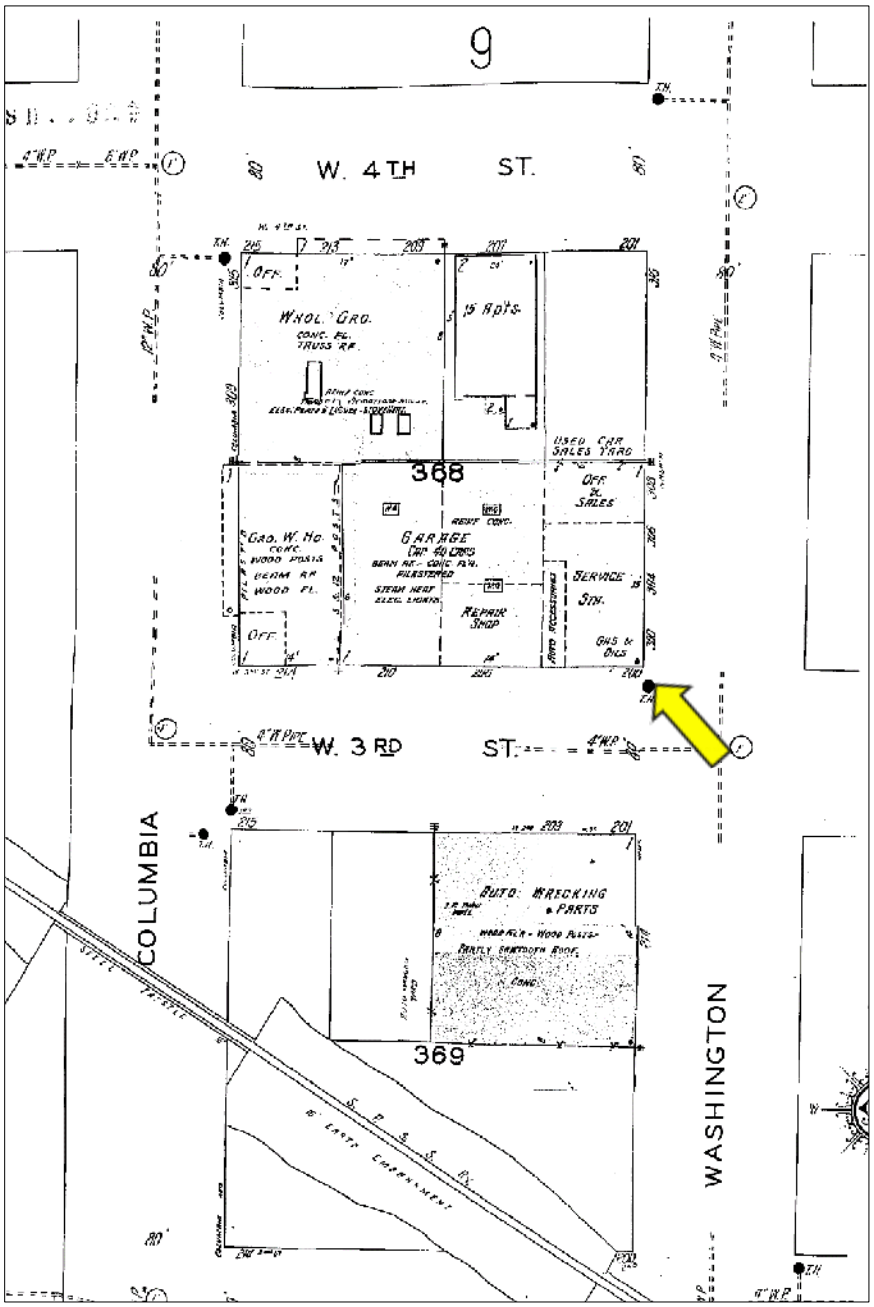


Figure 11. 210 West 3rd Street / 300 Washington Street, 1928–November 1949 (Sanborn Map Company, *Vancouver* [1928–1949]).

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Figure 12. 210 West 3rd Street / 300 Washington Street, 1930 (*The Columbian*, [Vancouver, WA] June 20, 1930).

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Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington

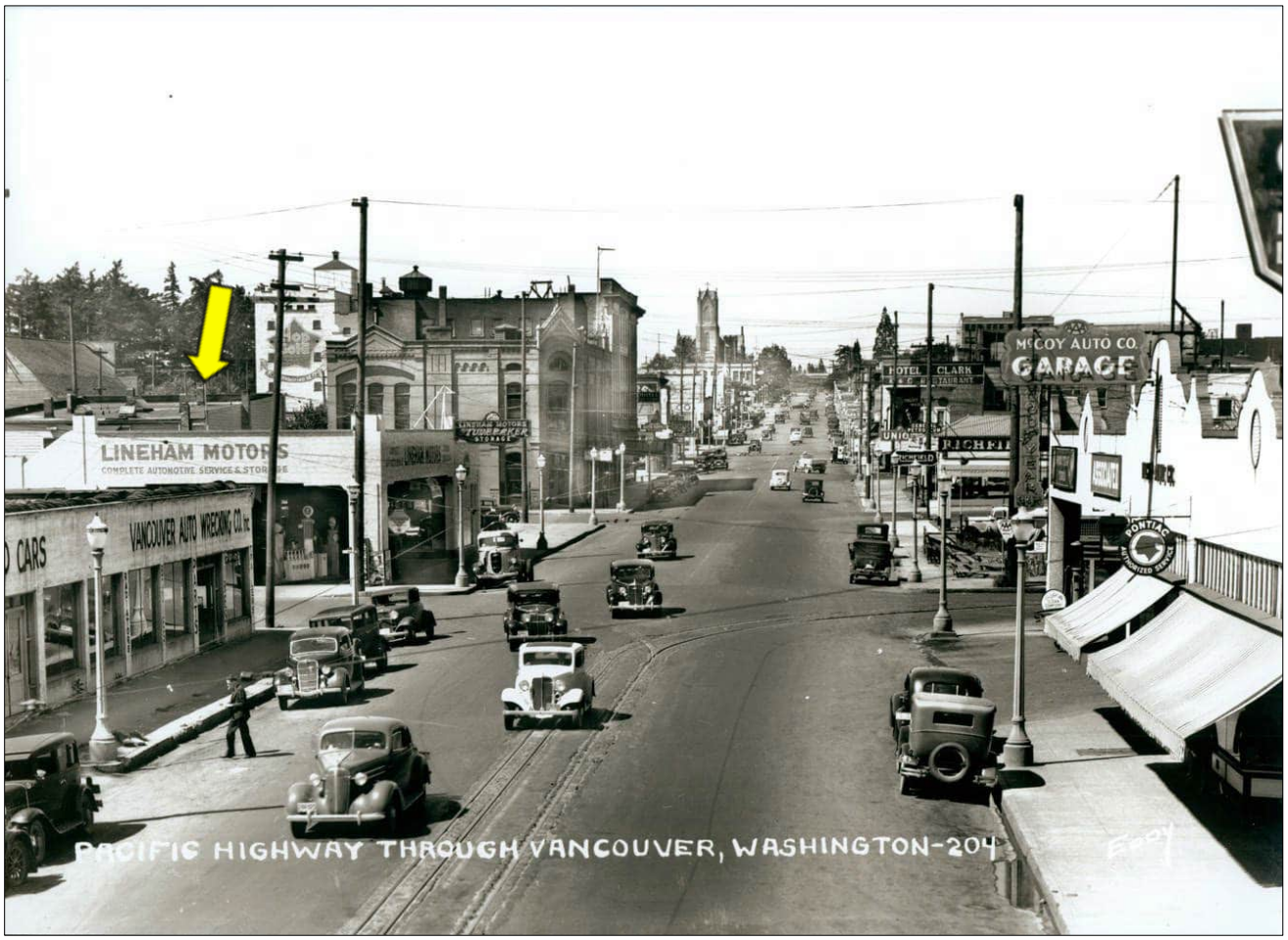


Figure 13. 210 West 3rd Street / 300 Washington Street, 1936 (Washington State University - Vancouver).

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: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington



Figure 14. 210 West 3rd Street / 300 Washington Street, 1955 (Washington State Archives).

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: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington

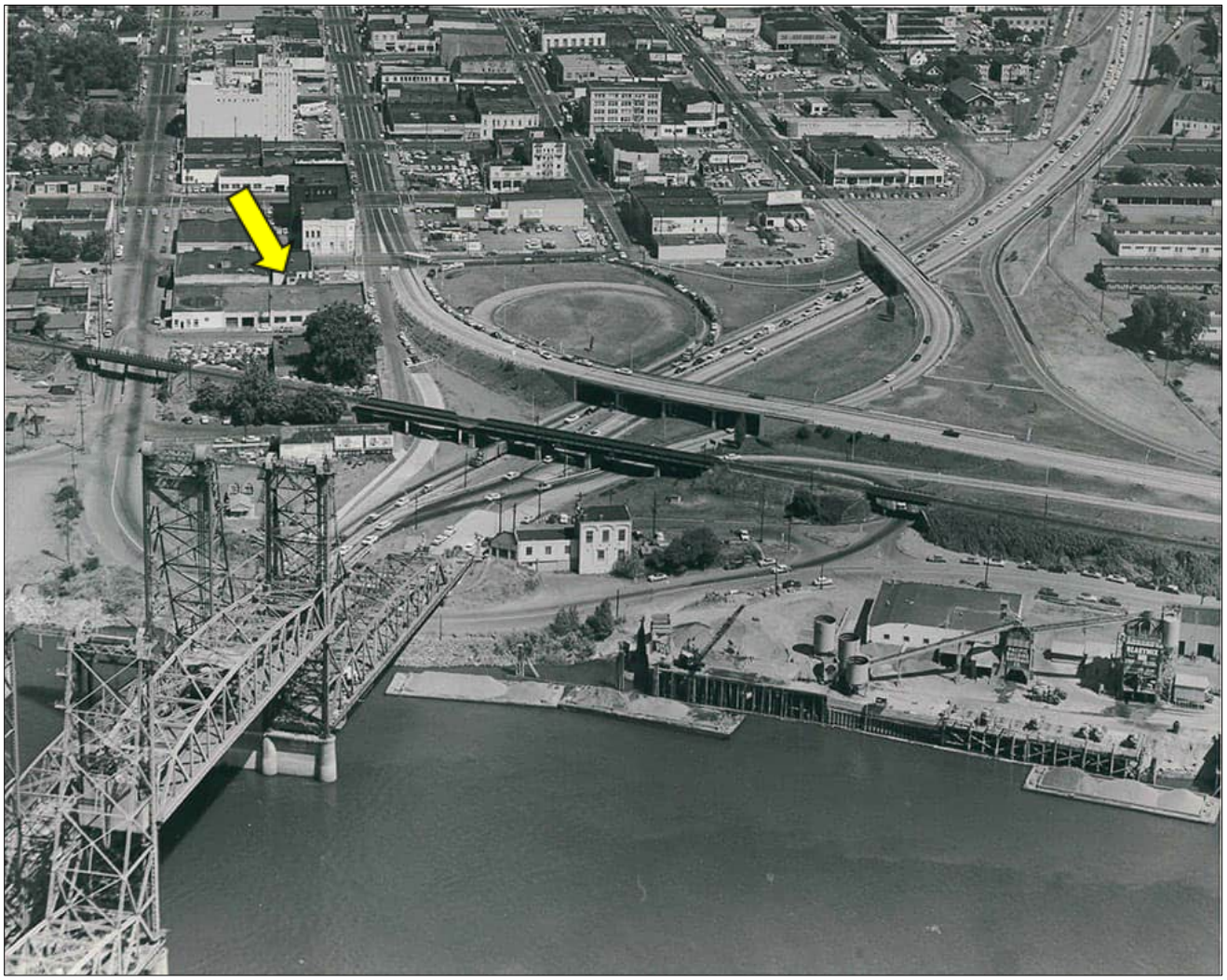


Figure 15. Historic photograph of 210 West 3rd Street / 300 Washington Street, circa 1959 (Washington State Archives).

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: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington

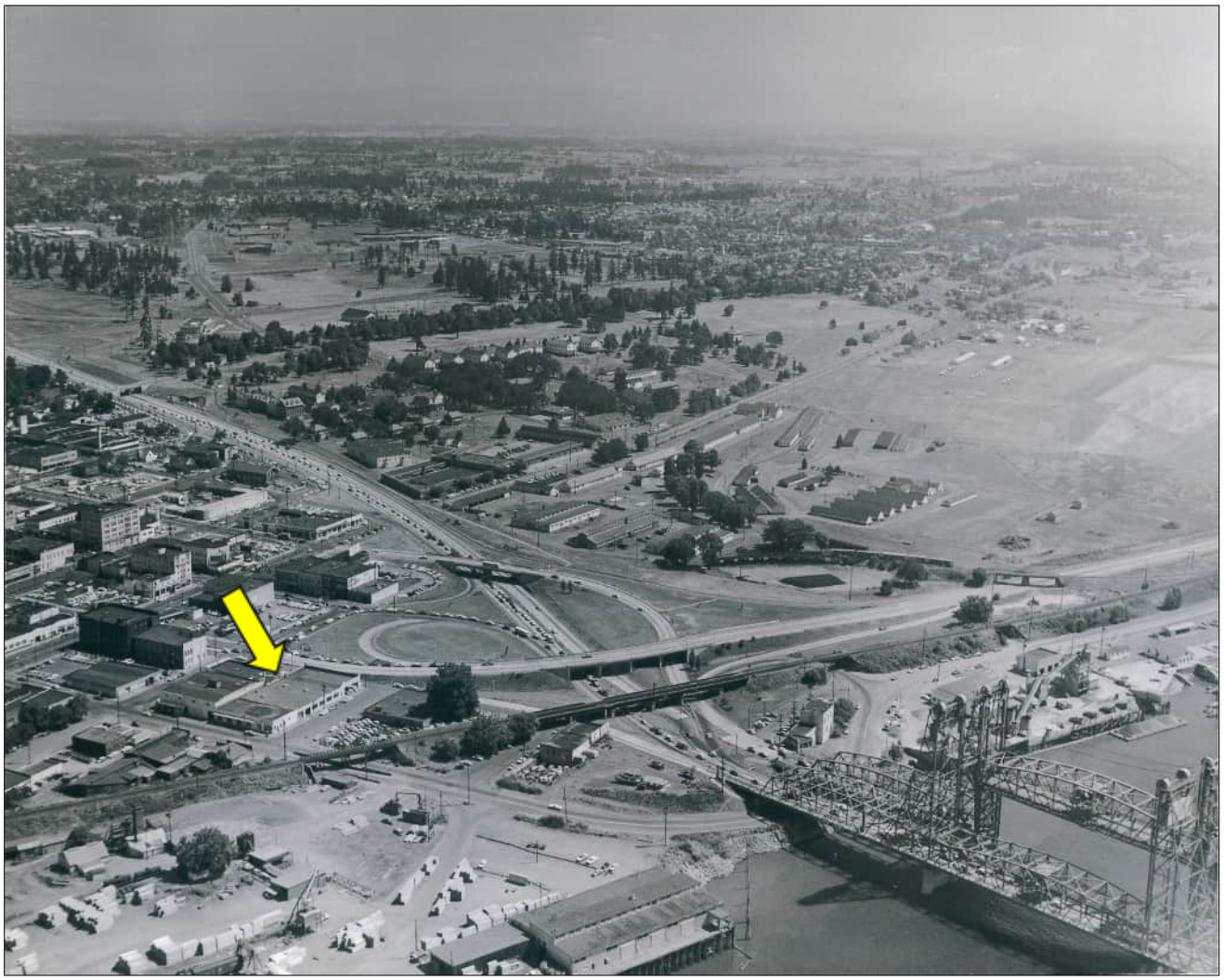


Figure 16. Historic photograph of 210 West 3rd Street / 300 Washington Street, circa 1959 (Washington State Archives).

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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Property Name: Lineham Motor Company (Hannah Motor Company) (WA 1200)	WISAARD Property ID: 33607
Street Address: 210 West 3rd St / 300 Washington St	City, County, State: Vancouver, Clark County, Washington



Figure 17. Historic photograph of 210 West 3rd Street / 300 Washington Street, circa 1959 (Washington State Archives).

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: Webber Machine Works (WA 1203)	WISAARD Property ID: 33638
Street Address: 400 Columbia Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 487500000	Plat Block Lot: West Vancouver, Block 24, Lots 7 & 8
USGS Quad Name: Portland Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.624393°, -122.674225°	
This property is part of a ☐ District	

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

Current Use: COMMERCE / TRADE / professional	Construction Date: 1919–1920
Historic Use: INDUSTRY / PROCESSING / EXTRACTION / manufacturing facility	Alterations & Dates: 1928, Expansion; 1962, Expansion; 1984, Extensive renovation, including replacement of windows
Architectural Classification / Resource Type: Commercial Style / Building	Historic Context: Architecture, Industry

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: Brick - Common Bond Secondary: Concrete - Poured Decorative:	
Roof Type & Material: Flat with parapet		
Structural System Type: Masonry – Brick; Masonry - Poured Concrete; Wood - Post and Beam	Plan Type: Rectangular	
Number of Stories: 2	Changes to Structures:	
	Category:	Change Level:
Styles: Commercial	Plan	Extensive
	Windows	Extensive
Register Status: Not listed	Cladding	Extensive
	(Other)	Moderate
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

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	
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Figure 1. Webber Machine Works, south and east elevations, 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:

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: Webber Machine Works (WA 1203)	WISAARD Property ID: 33638
Street Address: 400 Columbia Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The Webber Machine Works is a former manufacturing facility located in the Esther Short neighborhood of Vancouver, Clark County, Washington. The building is situated on a rectangular shaped, 0.23-acre tax lot (48750000), which is bounded by an adjacent tax lot to the north, Columbia Street to the east, West 4th Street to the south, and a paved parking lot to the west. Beyond its immediate neighbors, the building is surrounded by a rapidly growing section of Vancouver's urban core located south of the historic downtown. The character of the area is in transition from one defined by paved parking lots, vacant lots, and low-rise industrial and professional buildings, to high-rise mixed-use buildings. Although originally constructed as a machine shop, the building is currently used as a professional office space (Figures 2 and 3).

In its current, extensively altered configuration, the Webber Machine Works is a two-story building with a rectangular footprint measuring approximately 80 feet from east to west and approximately 100 feet from north to south (Figure 3). The original Webber Machine Works building was constructed at the northwest corner of Columbia Street and West 4th Street in 1919–1920. This two-story, brick masonry building had a rectangular footprint which measured approximately 50 feet from east to west and approximately 50 feet from north to south (Figure 9).[1] In 1928, a two-story, brick masonry and reinforced concrete addition was constructed to the north of the original building. This addition measured approximately 80 feet from east to west and approximately 50 feet from north to south (Figure 10).[2] The south and east elevations of the original 1919–1920 building and the east elevation of the 1928 addition were designed in the Commercial Style. After the 1928 addition was completed, the building had an L-shaped footprint until 1962, when a one-story addition was constructed east of the original 1919–1920 building and south of the 1928 addition. The 1962 addition measured approximately 30 feet from east to west and approximately 50 feet from north to south (Figure 13).[3] In 1984, the 1962 addition was either completely removed or was altered into its present two-story configuration. The building's original core and 1928 expansion were both constructed from wood posts, likely set into reinforced concrete footings. It is currently unclear what type of structural system was used for the 1984 addition.

The east (principal) elevation of the building faces Columbia Street and is composed of a polychrome brick masonry façade with buff-colored bricks accented by darker rust-colored bricks. The east elevation is divided into two halves which correspond to the building's earliest phases of construction: the first phase, built in 1919–1920, comprises the south half of the east elevation, while the second phase, completed in 1928, comprises the north half of the elevation. Primary fenestrations are vertically oriented aluminum frame windows topped with lintels. All windows are single-light with reflective glass. A pair of brick-lined recessed entryways lie at the center of the elevation. Within these entryways sit pieces of historic machinery, likely from the former machine shop (Figures 1, 4, and 8).

The north elevation and party wall of the 1928 expansion are constructed from reinforced concrete. The north elevation is finished in poured concrete and features five window openings on the lower level, all of which have been infilled with concrete masonry units (CMU) (Figure 5).

[1] "Local News Briefs: Building New Shop," *Columbian* (Vancouver, WA), December 31, 1919, 5.
[2] "Machine Plant Builds Addition," *Columbian* (Vancouver, WA), March 5, 1928, 3; "Webber Machine Plant Expands," *Columbian* (Vancouver, WA), May 10, 1928, 1; "Webber Machine Works Builds on Columbia," *Columbian* (Vancouver, WA), May 21, 1928, 4; "Webber Machine Works Growing," *Columbian* (Vancouver, WA), May 29, 1928, 59.
[3] "Building Permits," *Columbian* (Vancouver, WA), June 29, 1962, 18.

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: Webber Machine Works (WA 1203)	WISAARD Property ID: 33638
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The west elevation of the building is finished in either smooth stucco plaster or synthetic stucco plaster (also known by trade names such as Dryvit) and features unadorned plate glass windows. A two-story recessed entryway lies roughly at the center of the elevation (Figures 6, 8, and 15).

The south elevation displays a clear divide between the original 1919–1920 building and the 1984 addition. The western portion of the elevation is separated by a recessed entryway and is finished in a style similar to the west elevation (Figures 7, 8, and 15). The eastern portion of the elevation is finished in the same brick as the east elevation. The southeastern corner of the elevation features a door reading "Webber Works."

The building is topped by a flat roof surrounded by a parapet, with a gabled monitor roof centered in the building's north half. A smaller gabled roof is located on the south half of the building, but the purpose of this structure is unknown. The interior of the building was not accessible at the time of survey. However, a photograph published in the Vancouver *Columbian* newspaper in 1984 shows the interior of part of the building following renovations (Figure 16).

Alterations

Alterations to the original 1919–1920 Webber Machine Works building include the 1928 addition to the north of the original building and the 1962 addition to the west of the original building and south of the 1928 addition. An extensive renovation was undertaken in 1984 to transform the building into commercial offices. This included replacing the original windows and altering the entrances on the eastern elevation, as well as completely remodeling and restructuring the building's interior (Figures 1, 4, 6–8, 14–16).[4]

Boundary Description

The Webber Machine Works sits within tax lot (48750000) which includes the building footprint, as well as associated landscaping and pedestrian walkways along its western elevation. The tax lot's boundary is defined by an adjacent tax lot to the north, Columbia Street to the east, West 4th Street to the south, and another adjacent tax lot to the west. As the associated landscape improvements were added after the end of the period of significance and so do not contribute to the building's significance, its National Register of Historic Places (NRHP) boundary is recommended as the building footprint (Figure 3).

INTEGRITY

The Webber Machine Works remains in its original location but has undergone extensive renovations since the end of its historic association with the Webber Family and Vancouver's industrial development.[5] Subsequently, the building's use changed from an industrial machine shop to a commercial office building which included the construction of a new rear addition, the replacement of the original fenestration, the reconfiguring of the interior, and the re-orientation of the building's main entry to its rear for parking accessibility. Other notable changes include the building's surroundings, which were once defined by similar industrial buildings but have atrophied due to urban renewal, highway expansion, and ongoing development. Overall, the Webber Machine Works

[4] "Remodeling to be started on old plant," *Columbian* (Vancouver, WA), February 11, 1982, 20; "Old building will reopen with offices," Columbian (Vancouver, WA), December 23, 1983, 16; Julie Anderson, "Machine shop turns to offices," *Columbian* (Vancouver, WA), February 17, 1984, 8.
[5] Julie Anderson, "Machine shop turns to offices," *Columbian* (Vancouver, WA), February 17, 1984, 8.

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retains its integrity of location, however, its integrity of setting, design, materials, workmanship, feeling, and association has been heavily diminished or lost altogether.

STATEMENT OF SIGNIFICANCE

The Webber Machine Works building at 400 Columbia Street housed one of the best-known and most highly regarded businesses in downtown Vancouver during the early to mid-twentieth century. Joseph Andrew "Joe" Webber (1865–1946) and his son Harry A. Webber (1894–1973) established Webber Machine Works at the northwest corner of Columbia and West 4th Streets between 1916 and 1918.[6] Joe Webber was a blacksmith, and his son Harry was a machinist; the company accepted custom metalworking jobs from customers both large and small, ranging from small backyard do-it-yourselfers to building contractors and large industrial customers. The company quickly established a reputation for high-quality blacksmithing, welding, and metal fabrication work, which over the years included such diverse projects as street sign brackets for the City of Vancouver, fire escape ladders, electrical transformer anchors, and bearings for the press of the Vancouver *Columbian* newspaper.[7] Webber Machine Works also repaired both small household appliances and heavy industrial equipment.[8]

Harry A. Webber operated the machine shop business until 1972, when it was sold to Frank L. Luther (1917–1993). Luther continued to operate the Webber Machine Works until he closed it in 1980.[9] Due to the longevity of the company, the uniqueness of its work, and its generally positive reputation, Webber Machine Works was the subject of numerous newspaper articles over the sixty-three years it was in operation. The company also became the subject of local lore and legend, as evidenced by some residents fondly recalling how "Webber's could do it" over forty years after the business closed.[10]

Due to both the number of newspaper articles and the inaccuracies of personal recollections, many incorrect dates have circulated, especially around the shop's origins and the construction of the original building. For example, research found building construction dates ranging from 1917 to 1930. Also, it has often been assumed that the northern portion of the building is the oldest section, most likely because it features distinctive signage for Webber Machine Works. However, Sanborn Insurance Maps and newspapers from the time of construction indicate that the southern portion of the building, built 1919–1920, was in fact the original section. The northern section, which features the "Webber Machine Works" sign, was added in 1928 (Figures 1, 4–5, 7–10, 14–15).[11]

[6] R.L. Polk & Company, *R.L. Polk & Co's Vancouver City and Clarke* [sic] *and Cowlitz Counties Directory, 1916* (Seattle, WA: R.L. Polk & Company, 1916), 305, 333; R.L. Polk & Company, *Polk's Vancouver Directory, 1918-1919* (Seattle: R.L. Polk & Company, 1918-1919) 330; "Local News Briefs: Building New Shop," *Columbian* (Vancouver, WA), December 31, 1919, 5.
[7] "Porcelain Signs Ordered by City," *Columbian* (Vancouver, WA), September 27, 1930, 1; "Here's Partial List of Industries in Vancouver," *Columbian* (Vancouver, WA), November 9, 1939, 16; "No Routine In Machine Shop's Day," *Columbian* (Vancouver, WA), November 14, 1958, 27.
[8] "Machine Shop Here Used To Handling Job Variety," *Columbian* (Vancouver, WA), November 15, 1957, 35.
[9] John Harrison, "Memories of gears gone by," *Columbian* (Vancouver, WA), August 6, 1981, 13.
[10] Holly Chamberlain, *Webber Machine Works Building Cultural Resource Evaluation* (Vancouver, WA: The Historic Trust, 2020), 4.
[11] "Sturdy Structure Being Built By J. A. Webber," *Columbian* (Vancouver, WA), June 18, 1928, 3.

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Building History

Vancouver city directories indicate that the Webber family began operating a machine shop at the northwest corner of Columbia and West 4th Streets by 1918.[12] These facilities were demolished, and construction of a new building on the site began in late 1919.[13] The two-story brick building measured 50 feet by 50 feet and rose 24 feet in height (Figure 9).[14] The architect is unknown.

In 1928, a concrete and brick addition measuring 50 feet by 80 feet was added to the north side of the existing building.[15] The addition, built at a cost of $20,000, was designed to match the existing structure, with a brick front and concrete back walls.[16] A thirty-ton crane was housed in an enclosure rising an additional ten feet above the roofline.[17] The ground floor of the addition featured an earth floor, while the second-story floor was composed of wood (Figures 9 and 10).[18] Lee Wingfield (1881–1950) laid the brickwork and Peter Johnson was the contractor.[19] The steel work, which included a system of support beams for the roof, was installed by Webber Machine Works.[20] Concrete was supplied by Schultz and Hall Builders' Supplies.[21] Three I-beams, each weighing three tons, were supplied by Pacific Iron Works of Portland.[22]

In 1962, a one-story addition was constructed east of the original 1919–1920 building and south of the 1928 addition.[23] Vancouver architect George J. Dokos (1924–1987) designed this addition, which was used for storage and measured approximately 30 feet from east to west and approximately 50 feet from north to south (Figure 13).[24]

In 1981, Vancouver structural engineer Don Kramer (1924–2007) purchased the building and carried out an extensive renovation to convert the building into office space.[25] Work was completed by early 1984.[26] Portland architect Jackson Wong designed the remodel, and the *Columbian* noted that he "used simple geometric lines,

[12] R.L. Polk & Company, *Polk's Vancouver Directory, 1918-1919* (Seattle: R.L. Polk & Company, 1918-1919) 330.
[13] "Local News Briefs: Building New Shop," *Columbian* (Vancouver, WA), December 12, 1919, 5.
[14] "Local News Briefs: Building New Shop," *Columbian* (Vancouver, WA), December 12, 1919, 5; "Machine Plant Builds Addition," *Columbian* (Vancouver, WA), March 5, 1928, 3; Sanborn Map Company, *Vancouver, Washington* (New York: Sanborn Map Company, 1928-1949), 8.
[15] "Machine Plant Builds Addition," *Columbian* (Vancouver, WA), March 5, 1928, 3.
[16] "Webber Machine Plant Expands," *Columbian* (Vancouver, WA), May 10, 1928, 1.
[17] "Sturdy Structure Being Built by J.A. Webber," *Columbian* (Vancouver, WA), June 18, 1928, 3; Sanborn Map Company, *Vancouver, Washington* (New York: Sanborn Map Company, 1928-1949), 8.
[18] Sanborn Map Company, *Vancouver, Washington* (New York: Sanborn Map Company, 1928-1949), 8.
[19] "Webber Machine Works Builds on Columbia," *Columbian* (Vancouver, WA), May 21, 1928, 4.
[20] "Webber Machine Works Builds on Columbia," *Columbian* (Vancouver, WA), May 21, 1928, 4; Sanborn Map Company, *Vancouver, Washington* (New York: Sanborn Map Company, 1928-1949), 8.
[21] "Schultz and Hall Furnish Concrete for Webber Shop," *Columbian* (Vancouver, WA), July 2, 1928, 5.
[22] "Sturdy Structure Being Built by J.A. Webber," *Columbian* (Vancouver, WA), June 18, 1928, 3.
[23] "Building Permits," *Columbian* (Vancouver, WA), June 29, 1962, 18; Webber Machine Shop, June 25, 1962. City of Vancouver Permit Number B-9313, 400 Columbia Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[24] "Obituaries: George Dokos," *Columbian* (Vancouver, WA), February 24, 1987, 4; Dokos, George J. Addition to Webers [sic] Machine Shop, Vancouver, Washington. May 1962. Drawings by George J. Dokos, Architect, City of Vancouver Permit Number B-9313, 400 Columbia Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[25] Anderson, "Machine Shop Turns to Offices."
[26] Anderson, "Machine Shop Turns to Offices."

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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white walls, and oak trim. Steel grey carpet was used in main areas, main level entryways are covered with a tan tile."[27] This renovation included the replacement of the building's multi-light windows, which had been a character defining feature. The rear addition, which occupies the southwestern corner of the lot, was likely added at this time (Figures 3, 6–8, 15).

Lee Wingfield (1881–1950)

Lee Walter Wingfield was an architectural brick mason who spent most of his career in Vancouver. Other examples of Wingfield's work in Vancouver include the Vancouver National Bank, located at 518 Main Street, which he finished in terra cotta in 1926; the Day Walter Hilborn-designed Arts Building, located at 1104 Main Street, which he laid the brickwork for in 1928; and the brick highway shaft marker located at the city's former northern limits, which he completed in 1931.[28]

Webber Machine Works

Illinois-born Joseph A. "Joe" Webber (J.A. Webber) (1865–1946) moved to Vancouver between 1898 and 1900.[29] Webber was originally a blacksmith. Vancouver's 1909 and 1911 city directories list J.A. Webber at 109 West 4th Street and 311 Main Street as "[manufacturers of] Farm Implements, Carriages and Wagons, General Blacksmithing and Repairing"[30] As time progressed, Webber's clientele relied less on horse-powered equipment and the business became more oriented towards machinery.

J.A. Webber moved his shop to the corner of West 4th Street and Columbia Street around 1918.[31] Construction of a new building on the site began in late 1919 and was likely completed in 1920.[32] It was around this time that the company's name changed to "Webber Machine Shop," and eventually "Webber Machine Works."[33] The shop was a family operation. Harry (H.A.) Webber (1894–1973), Joseph's son, began working in the shop as early as

[27] Anderson, "Machine Shop Turns to Offices."
[28] "Reconstruction of Bank Building Will Start Soon," *Columbian* (Vancouver, WA), July 23, 1926, 1; "Lee Wingfield Back on Local Brick Work," *Columbian* (Vancouver, WA), May 7, 1928, 5; "Will Complete Highway Maker in Two Weeks," *Columbian* (Vancouver, WA), August 3, 1931, 4.
[29] The exact date of Webber's arrival in the area is unknown. He is listed in Vancouver in the 1900 census, and the 2020 report on the Webber Machine Works notes that he was in the area by 1898. Ancestry.com, "1900 United States Census, Vancouver, Clark County, Washington, "Joseph Webber." Accessed February 28, 2023. https://www.ancestry.com/imageviewer/collections/7602/images/4118871_00464?treeid=&personid=&usePUB=true&_phsrc=xTJ149&_phstart=successSource&pId=79961857; Holly Chamberlain, *Webber Machine Works Building Cultural Resource Evaluation*. (Vancouver, WA: The Historic Trust, 2020), 2.
[30] R.L. Polk & Company, *Polk's Vancouver Directory, 1909* (Seattle: R.L. Polk & Company, 1909), 157; R.L. Polk & Company, *Polk's Vancouver Directory, 1911* (Seattle: R.L. Polk & Company, 1911), 171.
[31] The first listing of the Webbers at the current location are in the 1918-1919 city directory. The 1917 directory was not available in this scope of study. Later advertisements for Webber Machine Works note "Established 1918." R.L. Polk & Company, *Polk's Vancouver Directory, 1918-1919* (Seattle: R.L. Polk & Company, 1918-1919), 330; [Webber Machine Works Advertisement], *Columbian* (Vancouver, WA), August 28, 1957, 19.
[32] The building's address appears as 400 Columbia Street and 300 West 4th Street somewhat interchangeable throughout the 1920s and early 1930s. After 1936 the address is consistently listed as 400 Columbia Street. R.L. Polk & Company, *Polk's Vancouver Directory, 1936* (Seattle: R.L. Polk & Company, 1936); "Local News Briefs: Building New Shop," *Columbian* (Vancouver, WA), December 12, 1919, 5.
[33] The 1921 directory lists "Webber Machine Shop," while the 1928 and all subsequent directories list "Webber Machine Works." R.L. Polk & Company, *Polk's Vancouver Directory, 1921* (Seattle: R.L. Polk & Company, 1921), 142.

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1912.[34] By 1921, Vancouver directories list H.A. Webber and J.A. Webber as the co-operators of the machine shop.[35] Jim Webber, another son, began working in the shop around 1926.[36] In 1946, H.A. Webber became the company's main proprietor following J.A. Webber's death.[37]

J.A. Webber held a 1925 patent for a "Log-Splitting Gun," an apparatus he designed to split wood with a contained explosive charge.[38] The device proved to be popular and soon found a substantial market both nationally and abroad.[39] In 1926, the Webber Machine Works manufactured 500 splitting guns per month, and had plans to increase production to 700 or 800.[40]

The focus of Webber Machine Works was custom metalworking jobs.[41] Projects completed in the shop included designing and manufacturing the metal brackets to hold Vancouver's porcelain enamel street signs and cutting the stoneware piping for the local Becco plant.[42] The Webber Machine Works was known for its commitment to old-fashioned craftsmanship. A 1972 *Seattle Times* profile noted "In the world of the Webber brothers, the era of instant corporations, quick deals and rapidly changing technology simply does not exist."[43] Into the 1970s most of the shop's tools were run by a system of cables and pulleys powered by a pair of electric motors suspended from the ceiling (Figure 17).[44]

In 1972, structural engineer Frank L. Luther (1917–1993) purchased the shop from the Webber family and continued to operate it for nine years.[45] Luther closed the business in 1980, and sold the building to structural engineer Don Kramer in 1981.[46] Kramer carried out an extensive renovation to convert the building into office space, and it has been used as such ever since.

National Register of Historic Places Eligibility:

Previous Recommendations:

In 1997, Archaeological and Historical Services (AHS) and Eastern Washington University prepared a cultural resource study on the Esther Short Redevelopment Project Area, a thirty-block area that included the Webber

[34] R.L. Polk & Company, *Polk's Vancouver Directory, 1912-1913* (Seattle: R.L. Polk & Company, 1912-1913), 153.
[35] R.L. Polk & Company, *Polk's Vancouver Directory, 1921* (Seattle: R.L. Polk & Company, 1921), 142.
[36] "Some Things Never Change (Like the Webber Machine Works)," *Seattle Times* (Seattle, WA), March 5, 1972, Pictorial Page 8.
[37] "Some Things Never Change (Like the Webber Machine Works)," *Seattle Times* (Seattle, WA), March 5, 1972, Pictorial Page 8.
[38] Joseph A. Webber, "Log Splitting Gun," United States Patent Office, 1533579, filed October 28, 1924 and issued April 14, 1925, https://patentimages.storage.googleapis.com/16/2b/f0/f697dddd778ca9/US1533579.pdf.
[39] "Local Machine Plant Kept Busy," *Columbian* (Vancouver, WA), November 19, 1926, 1.
[40] "Local Machine Plant Kept Busy," *Columbian* (Vancouver, WA), November 19, 1926, 1.
[41] "Machine Shop Marks Fiftieth Anniversary," *Columbian* (Vancouver, WA), October 30, 1956, 37.
[42] "Porcelain Signs Ordered by City," *Columbian* (Vancouver, WA), September 27, 1930, 1; "Webber Machine Ends 70th Year," *Columbian* (Vancouver, WA), January 1, 1962, B27.
[43] "Some Things Never Change (Like the Webber Machine Works)," *Seattle Times* (Seattle, WA), March 5, 1972, Pictorial Page 8.
[44] "Shop Owner Believes 'Old Ways' Often Best," *Columbian* (Vancouver, WA), August 21, 1971, 19.
[45] Harrison, "Memories of Gears Gone By."
[46] Harrison, "Memories of Gears Gone By."

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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Machine Works. The report included a list of resources potentially eligible for listing in the NRHP, however, this list did not include the Webber Machine Works.[47]

The Webber Machine Works was surveyed in 2004 for the Esther Short Neighborhood Reconnaissance Survey and again in 2007 for the Columbia River Crossing Project, but official NRHP eligibility recommendations were not made in either case.[48]

In 2020, the resource was evaluated for the Clark County Historic Register (CCHR) as part of the Waterfront Gateway Project. Regarding its eligibility for the CCHR, which has standards similar to the NRHP, the report concluded that the resource possesses the necessary historic significance but lacks architectural integrity. It explained that the building retains its integrity of location, design, and feeling but does not retain its integrity of setting, materials, workmanship, or association.[49] On the significance the report notes, "The historical associations of the Webber Building with the overall development of downtown are very strong. The business was an enduring and well-respected one which is still remembered by long-time residents. Webber Machine Works represents a civic tradition of family-owned businesses which provided needed services over generations in an ethical and efficient manner."[50]

Current National Register of Historic Places Eligibility Recommendation:

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Webber Machine Works is significant under Criteria A and C with an overall period of significance of 1919 through 1980. As the resource does not possess the requisite integrity to communicate its significance under both criteria, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Webber Machine Works within its historic context, the resource is significant under Criterion A, at the local level in the area of industry. The Webber Machine Works is strongly associated with a period of industrial growth in Vancouver and maintained consistent operation throughout its time as a machine shop. The period of significance for this criterion is 1919 to 1980, which demarcates the time during which it was operated as a machine shop. Although the Webber Machine Works is significant under Criterion A, alterations to its integrity of setting, design, materials, workmanship, feeling, and association from the period of significance have diminished its ability to convey its significance under this criterion.

The Webber Machine Works 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 the Webber family

[47] Stephen Emerson and Craig Holstine, "A Cultural Resources Discipline Report for the Esther Short Redevelopment Plan, Vancouver, Washington," Archaeological and Historical Services, Eastern Washington University, Submitted to the City of Vancouver, Washington, September 1997, http://www.cityofvancouver.us/sites/default/files/fileattachments/community_and_economic_development/page/20974/cultural_resources_discipline_report.pdf, 8.
[48] Washington State Department of Archaeology and Historic Preservation, Washington Information System for Architectural and Archeological Records Data (WISAARD), "Property ID: 33638, 400 Columbia St, Vancouver, WA 98660," accessed June 28, 2023, https://wisaard.dahp.wa.gov/Resource/27282/PropertyInventory/11756.
[49] Holly Chamberlain, *Webber Machine Works Building Cultural Resource Evaluation* (Vancouver, WA: The Historic Trust, 2020), 6.
[50] Chamberlain, *Webber Machine Works*, 6.

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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of Vancouver and specifically Joseph A. “Joe” Webber and his son Harry A. Webber, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Webber Machine Works is also significant under Criterion C, at the local level in the area of architecture. The Webber Machine Works is a rare surviving example of an industrial building in the Commercial style within a segment of Vancouver’s historic core that the city dramatically altered through urban renewal efforts. The building embodies the distinctive characteristics of its style and is one of the few remaining brick masonry buildings south of 5th Street in downtown Vancouver. The period of significance for this criterion is 1919, the year of the building’s construction through 1962, when the Webber family completed their last addition. Although the Webber Machine Works is significant under Criterion C, alterations to its integrity of design, materials, and workmanship from the period of significance have diminished its ability to convey its significance under this criterion.

The Webber Machine Works 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, Webber Machine Works 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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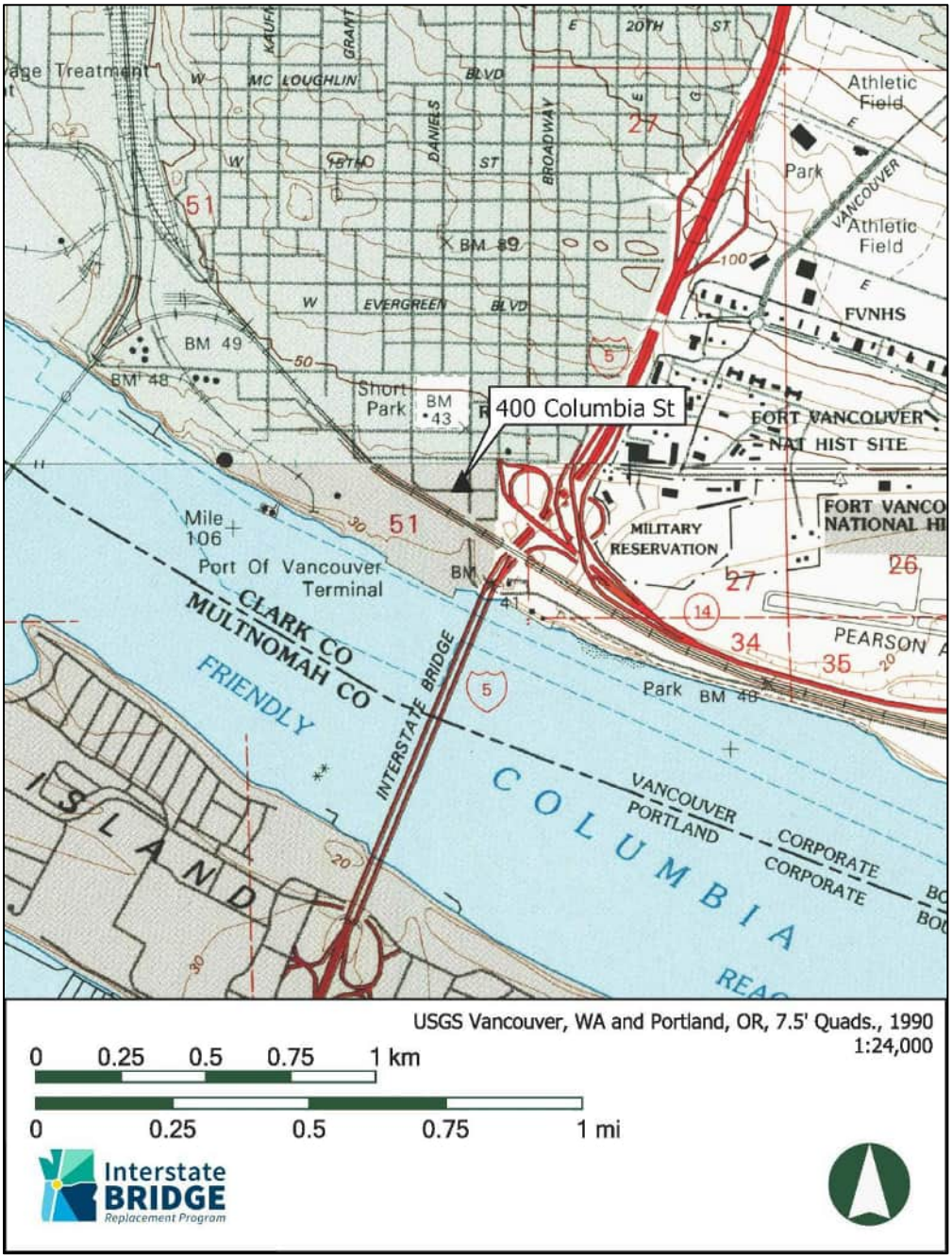


Figure 2. Location map of the Webber Machine Works, 400 Columbia Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Webber Machine Works, showing NRHP boundary in white.

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Figure 4. Webber Machine Works, east elevation, view facing northwest (WillametteCRA January 16, 2023).

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Figure 5. Webber Machine Works, east and north elevations, view facing southwest (WillametteCRA January 16, 2023).

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Figure 6. Webber Machine Works, west and south elevations, view facing northeast (WillametteCRA January 16, 2023).

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Figure 7. Webber Machine Works, south elevation, view facing north (WillametteCRA January 16, 2023).

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Figure 8. Webber Machine Works, south and east elevations, view facing northwest, 2004 (Clark County Assessor).

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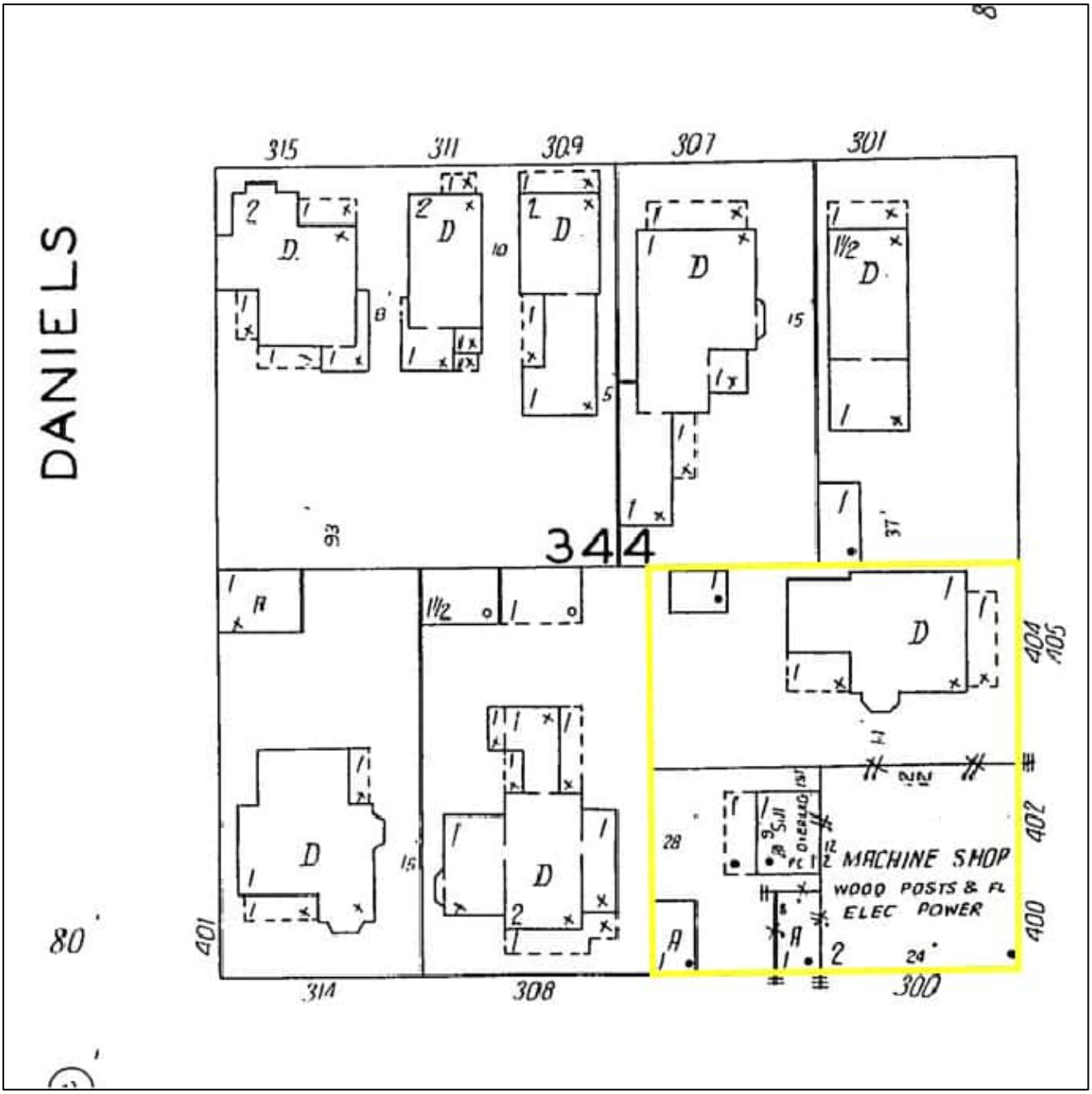


Figure 9. Webber Machine Works, 400 Columbia Street, Vancouver, Clark County, Washington, 1928. Current tax lot boundaries indicated in yellow (Sanborn Map Company).

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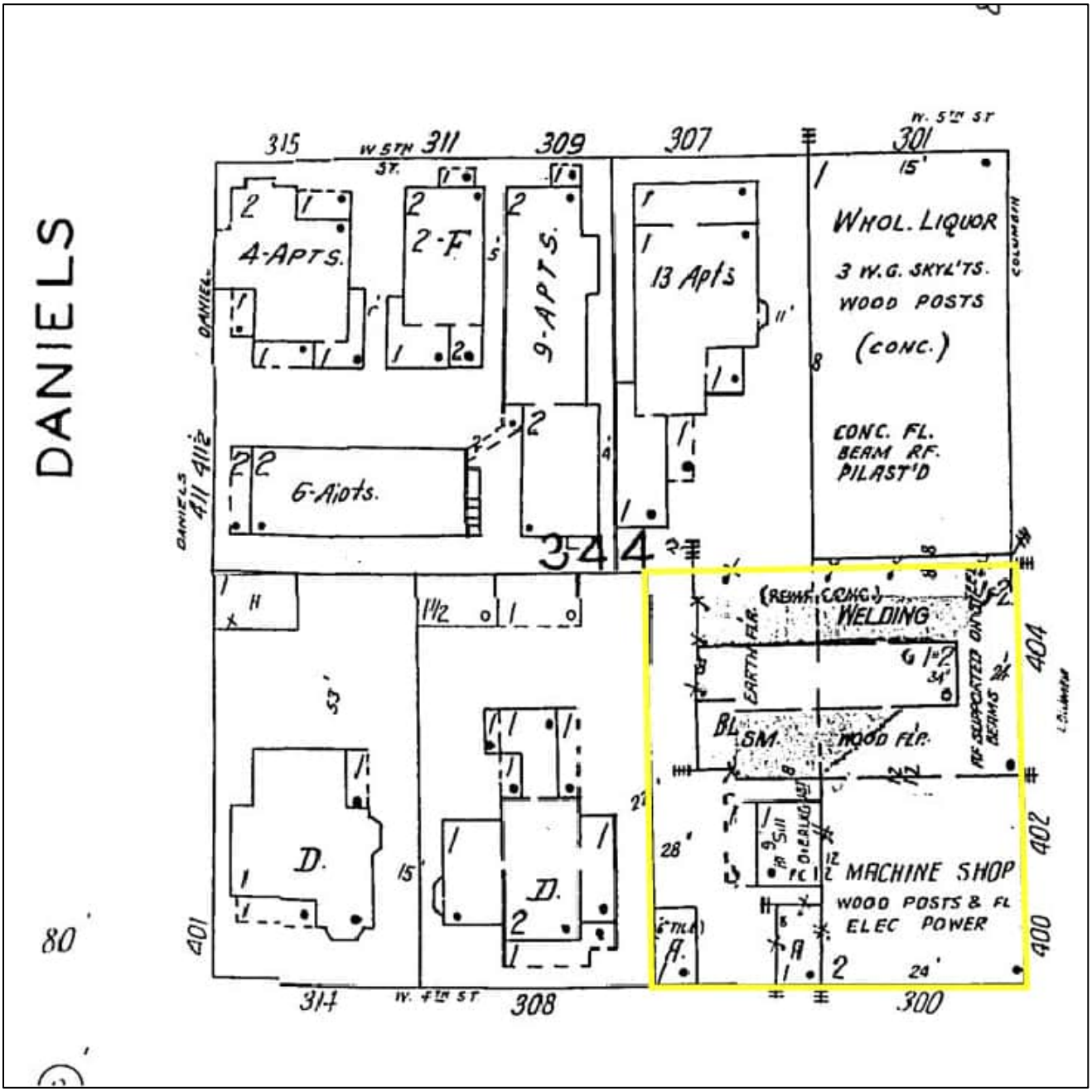


Figure 10. Webber Machine Works, 400 Columbia Street, Vancouver, Clark County, Washington, 1949. Current tax lot boundaries indicated in yellow (Sanborn Map Company).

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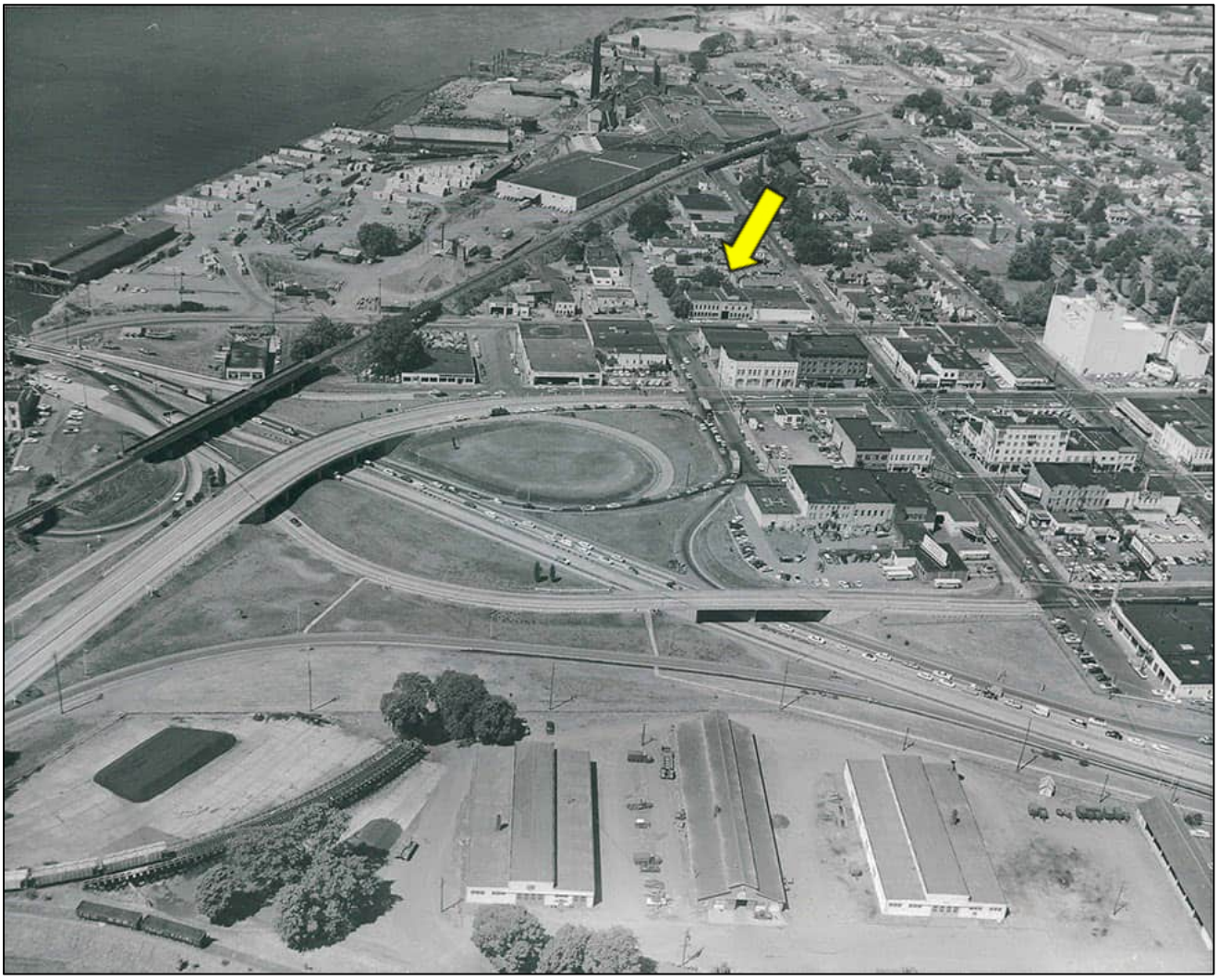


Figure 11. Oblique aerial photograph of downtown Vancouver with the Webber Machine Works indicated by the yellow arrow, circa 1959 (Washington State Archives).

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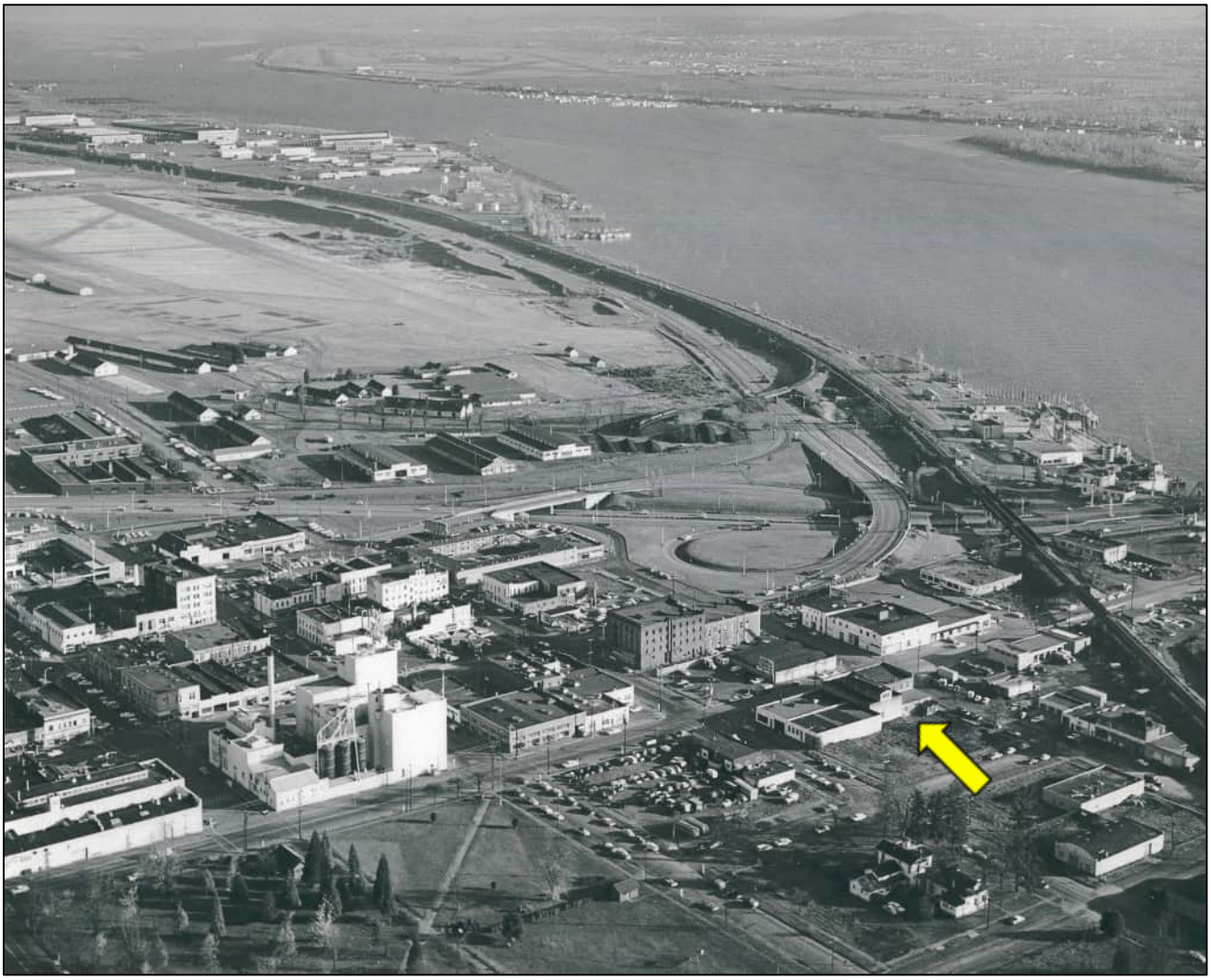


Figure 12. Oblique aerial photograph of downtown Vancouver with the Webber Machine Works indicated by the yellow arrow, 1963 (Washington State Archives).

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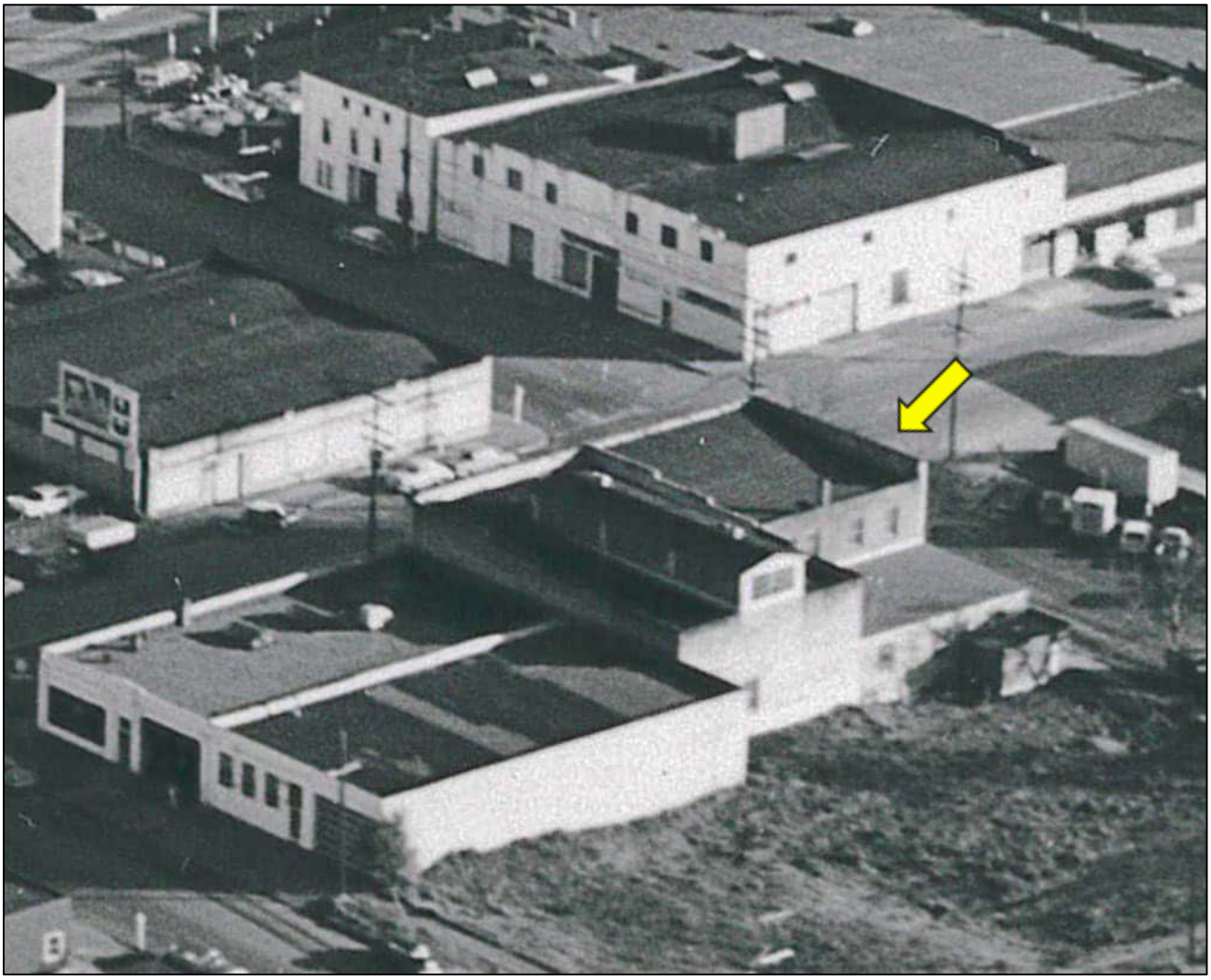


Figure 13. Oblique aerial photograph of downtown Vancouver with the Webber Machine Works indicated by the yellow arrow, 1963 (Washington State Archives).

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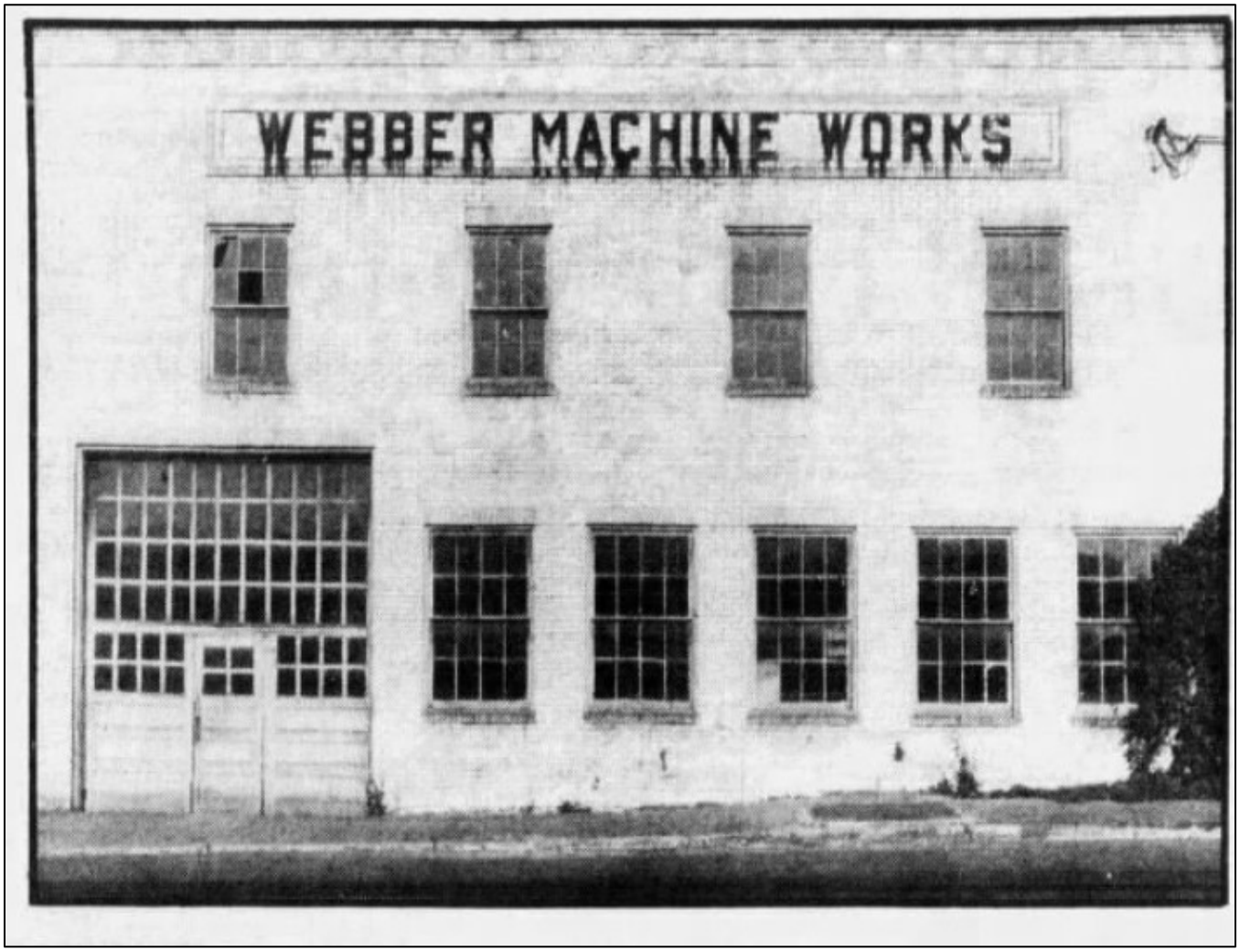


Figure 14. Image of the north half of the east elevation of the Webber Machine Works (the 1928 addition), date unknown (*The Columbian* [Vancouver, WA] August 6, 1981, 13).

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Figure 15. Image of the completed renovation, 1984 (*The Columbian* [Vancouver, WA], February 17, 1984, 8).

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Figure 16. Image of the completed renovation, 1984 (*The Columbian* [Vancouver, WA], February 17, 1984, 8).

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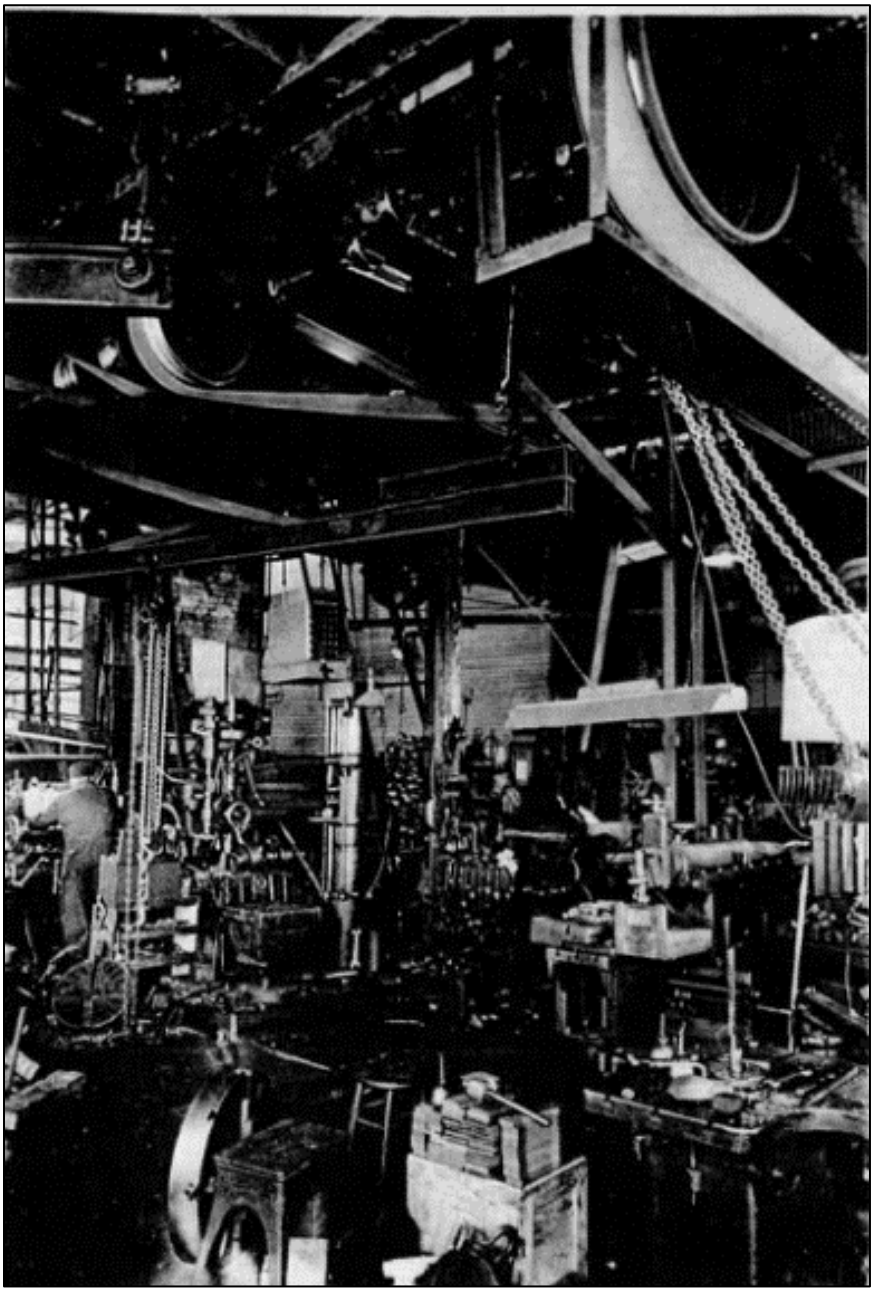


Figure 17. Interior image of Webber Machine Works, 1972 (*The Columbian* [Vancouver, WA] August 21, 1972, 19).

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: Residence, 705 E 17th Street (WA 1216)	WISAARD Property ID: 49649
Street Address: 705 East 17th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 40630000	Plat Block Lot: East Vancouver, Block 74, Lots 2 & 3
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 27
Coordinates: 45.633770°, -122.664550°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1943
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1949–1950, Addition; 1964, Porch roof
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material: Double hung sash & wood; Casement sash & wood	Exterior Surface Materials: Primary: Wood - Horizontal Tongue and Groove Secondary: Decorative:	
Roof Type & Material: Gable - Front & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Moderate
	Windows	Intact
Register Status: Not listed	Cladding	Intact
	(Other)	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

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: Residence, 705 E 17th Street (WA 1216)	WISAARD Property ID: 49649
Street Address: 705 East 17th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. The 705 East 17th Street, east and north 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:

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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Street Address: 705 East 17th Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The building at 705 East 17th Street was constructed in 1943 and is a Minimal Traditional single-family dwelling located in Vancouver, Clark County, Washington. The building is situated on a trapezoidal-shaped tax lot (40630000) in the Arnada neighborhood of Vancouver. The tax lot is bounded by East 17th Street to the north, Reserve Street to the east, an adjacent tax lot to the south, and an adjacent tax lot to the west (Figures 2 and 3).

The immediate area to the north, south, and west of the building is predominantly single-family residential in character. The original construction of the Vancouver Freeway (present-day Interstate 5 [I-5]) in the 1950s physically disconnected this area from the northern part of the Vancouver Barracks property across Reserve Street to the east. Subsequent expansions of I-5 between the 1960s and early 1980s further eroded the eastern edge of the Arnada neighborhood situated along Reserve Street between East McLoughlin Boulevard and East Mill Plain Boulevard.

The single-family residential buildings in the immediate vicinity are generally placed in the center of the lot and are surrounded by grass lawns, trees, and other vegetation typically found in well-established residential neighborhoods of the early twentieth century. The streets in the vicinity are paved with asphalt. Nearby property developments constructed during the past decade have further eroded the single-family residential character of the neighborhood. An example of this trend is the large, two-story residential building located at the southeast corner of East McLoughlin Boulevard and G Street, about one block to the north of 705 East 17th Street.

The footprint of the building is located in the west half of the trapezoidal tax lot (Figure 3). The building is surrounded by grass lawn on the north and sides. There are several trees located north of the building (Figures 4 and 5). The building is the only structure located on the tax lot. An asphalt-paved parking pad is located to the east of the building along Reserve Street (Figures 6 and 7).

The main footprint of the building is rectangular and measures approximately 24 feet from north to south and 20 feet from east to west (Figures 5 and 6). An addition at the south end of the main footprint measures approximately 8 feet from north to south and 13 feet from east to west (Figures 6 and 7). A half-story lean-to addition is located at the west elevation of the south addition. This addition measures approximately 8 feet from north to south and 5 feet from east to west (Figure 8). The building is constructed atop a poured concrete foundation wall. The walls of the building are constructed from wood frame and rise one story in height. All the building elevations are clad with painted wood tongue and groove siding (V-groove rustic siding). The building corners are capped with flat painted corner boards. Both the main building and south addition are capped with front-gabled roofs clad with asphalt composition shingles. The roofs have slightly overhung boxed eaves with painted wood soffits and fascia. The roof rakes at the gable ends have minimal overhangs which are practically flush with the exterior walls (Figures 1, 4–9).

The main entrance to the building is on the north elevation (Figures 1, 4, and 5). The front entry porch extends out from the north elevation by approximately 4 feet and is about 7 feet wide from east to west. There are square painted wood posts at each corner supporting a front gabled roof clad with asphalt composition shingles. The porch floor is concrete and raised approximately 18 inches above the grade level. The porch is accessed by three concrete steps.

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Fenestration on the north, east, and west elevations consists of painted wood double-hung windows with two horizontal light upper sashes over two horizontal light lower sashes. The windows on the east and south elevations of the south addition are painted wood casements with divided light sashes. The three casement windows on the south elevation of the south addition are mulled together. Both the front door on the north elevation and rear door on the east elevation of the south addition appear to be original (Figures 1, 4–9).

The interior of the building was not accessible at the time of the survey.

Alterations

The building at 705 17th Street was originally constructed in 1943.[1] According to available documentation, the south addition was most likely constructed circa 1949–1950.[2] In 1964, a shed roof was constructed over the rear porch located to the east of the south addition (Figures 6 and 7).[3] However, it is not known when the half-story lean-to addition at the west end of the south addition was constructed (Figure 8). Additionally, since its original construction, the setting of the residence has also changed somewhat, particularly with the construction of the adjacent highway to the east.

Boundary Description

The building at 705 East 17th Street is currently a single-family residence. The building is situated on a trapezoidal-shaped, 0.17-acre tax lot (40630000) located in Vancouver, Clark County, Washington (Figures 2 and 3). The tax lot is bounded by East 17th Street to the north, Reserve Street to the east, an adjacent tax lot to the south (1601 G Street), and an adjacent tax lot to the west (701 East 17th Street). The recommended National Register of Historic Places (NRHP) boundary of the 705 East 17th Street property is defined by the tax lot boundaries which have remained unchanged since the end of the period of significance (defined as 1943 to 1955). Within the boundaries are the residence itself, associated exterior circulation paths, and mature vegetation. These elements contribute to the significance of the resource and are included within the boundary.

INTEGRITY

The building is in its original location at 705 East 17th Street in Vancouver, Clark County, Washington. The building retains all of its character-defining features indicative of the Minimal Traditional style and possesses strong integrity of workmanship, feeling, association, and materials. The workmanship and materials are exemplified by the wooden windows and wood cladding, which appear to be original and representative of past craftsmanship. The dwelling continues to serve as a single-family residence and is still associated with Vancouver's working-class, suburban roots. The primary setting of the building consists of single-family dwellings

[1] "City News: Permits for Homes Given," *Columbian* (Vancouver, WA), May 13, 1943, 2; "Houses for Sale," *Columbian* (Vancouver, WA), January 5, 1944, 7; "Houses for Sale," January 28, 1944, 9.
[2] Sanborn Map Company. Vancouver, Clark County, Washington, 1928–November 1949. New York: Sanborn Map Company, 1928–November 1949. "Sanborn Fire Insurance Maps," Sheet 28. Date Accessed April 29, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/643216?accountid=1135; State of Washington Department of Highways. Primary State Highway No. 1, [Vancouver] Barracks to Leverich Park in Vancouver, Clark County, Sheet 3 of 5. Approved July 25, 1950. Courtesy Washington Department of Transportation (WSDOT).
[3] Willhite, R. A. May 7, 1964. City of Vancouver Permit Number 13015, 705 East 17th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.

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to the north, south, and west. The setting of the resource has changed somewhat from when it was originally constructed, primarily due to the construction of I-5 to the east.

The building is still used as a single-family residence and therefore maintains its integrity of association. In summary, the building retains its integrity of location, design, materials, workmanship, feeling, and association, however, it has somewhat diminished integrity of setting.

STATEMENT OF SIGNIFICANCE

The Minimal Traditional single-family dwelling at 705 East 17th Street was built in 1943 by Conrad Kaiser (1900–1985).[4] The building was expanded circa 1949–1950.[5] The building at 705 East 17th Street is a representative example of infill development of vacant tax lots located within Vancouver's Arnada neighborhood between the late 1930s and the mid-1950s (Figures 10, 11, and 12).

East Vancouver Plat of 1858

The vacant tax lot selected by Kaiser for the building at 705 East 17th Street was originally located within the East Vancouver plat of 1858.[6] Located to the north of the original Town of Vancouver plat of 1855, the East Vancouver plat was originally surveyed by Levi Farnsworth (1804–1884) and was bounded by East 19th Street to the north, the United States Military Reservation to the east, East 10th Street to the south, and Main Street to the west.[7] Notably, the name of this subdivision appears to have been frequently confused with historic developments to the east of Vancouver Barracks, which were also referred to as East Vancouver.[8]

Most of the blocks within the East Vancouver subdivision in the immediate vicinity of 705 East 17th Street were developed prior to 1907. The developments on the blocks to the north, south, and west of Block 74 of the East Vancouver subdivision, where the subject property is located, were generally one-story or one-and-one-half story

[4] "City News: Permits for Homes Given," Columbian (Vancouver, WA), May 13, 1943, 2; "Houses for Sale," Columbian (Vancouver, WA), January 5, 1944, 7; "Houses for Sale," January 28, 1944, 9.
[5] Sanborn Map Company. Vancouver, Clark County, Washington, 1928–November 1949. New York: Sanborn Map Company, 1928–November 1949. "Sanborn Fire Insurance Maps," Sheet 28. Date Accessed April 29, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/643216?accountid=1135; State of Washington Department of Highways. Primary State Highway No. 1, [Vancouver] Barracks to Leverich Park in Vancouver, Clark County, Sheet 3 of 5. Approved July 25, 1950. Courtesy Washington Department of Transportation (WSDOT).
[6] Clark County, Property Information Center, 705 East 17th Street, Property Identification Number 40630000, accessed April 30, 2023, https://gis.clark.wa.gov/gishome/Property/?pid=findSN&account=40630000.
[7] Clark County Auditor, *Re-plat of the Original Plat of the Town of Vancouver.* No date, Book "A" of Deed Records of Clarke [sic] County, Washington, Page 84. Plat map, no scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; Clark County Auditor, *East Vancouver*, April 4, 1914. Plat map, no scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; Sanborn Map Company. Vancouver, Clark County, Washington, December 1907. New York: Sanborn Map Company, December 1907. "Sanborn Fire Insurance Maps," Sheet 1. Date Accessed April 30, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45545/47696/643040?accountid=1135.
[8] Sanborn Map Company. Vancouver, Clark County, Washington, December 1907. New York: Sanborn Map Company, December 1907. "Sanborn Fire Insurance Maps," Sheet 1. Date Accessed April 30, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45545/47696/643040?accountid=1135; Sanborn Map Company. Vancouver, Clark County, Washington, August 1911. New York: Sanborn Map Company, August 1911. "Sanborn Fire Insurance Maps," Sheet 1. Date Accessed April 30, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643069?accountid=1135.

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single-family residences of wood frame construction.[9] By 1928, all the available lots in the blocks to the north, west, and northwest of the subject property were occupied. However, the building at 701 East 17th Street, located immediately to the west of the subject property, was the only substantial development on Lots 2 and 3 of Block 74 prior to the construction of the single-family dwelling at 705 East 17th Street in 1943. Two small accessory buildings were located on the subject property, but both their uses and associations are unknown.[10]

The development of these underused tax lots for new housing during World War II was an example of the infill development noted in other Vancouver neighborhoods during the same time period, such as the Arnada subdivision to the north of the East Vancouver subdivision. The Arnada Park subdivision north of East 19th Street and east of Main Street was platted in May 1906, and over time, properties located within the East Vancouver plat became associated with the greater Arnada neighborhood as it is currently delineated by the City of Vancouver.[11]

Development of Arnada Neighborhood

The building at 705 East 17th Street is now considered to be located within the Arnada Neighborhood—one of the city's oldest. The Arnada Neighborhood dates to the first decade of the twentieth century when, in May 1906, advertisements in the Vancouver *Columbian* called attention to lots available for purchase in the newly platted neighborhood of Arnada Park.[12] The new subdivision was located at the north of the city's historic core at the northeast corner of 19th Street and Main Street and was advertised by the Elwell Realty company as "[t]he biggest, prettiest, and most sightly residence addition ever put on the market in Vancouver."[13] The name "Arnada" was a combination of the names of three local women: Margaret Ranns, Anna Eastham, and Ida Elwell. Ida Elwell's husband, John, was the namesake and operator of Elwell Realty, the originator of the advertisements and the subdivision's principal realtor. In 1909, the neighborhood was enlarged with one plat block on 19th Street, called Steward's Addition, and a multi-block area deeded by Kitt Odell and M.W. Odell, called the Arnada Park Annex.[14]

By the summer of 1910, the neighborhood had grown enough to merit the construction of a school to serve its residents' children.[15] Seated upon "an eminence overlooking the city," the Arnada Park School building was a handsome three-story masonry building with classical detailing, constructed by Reese & Henrichsen (contractors) and Nichols & Carpenters (architects) in the spring of 1910.[16] With the arrival of the railroad and planned

[9] Sanborn Map Company. Vancouver, Clark County, Washington, December 1907. New York: Sanborn Map Company, December 1907. "Sanborn Fire Insurance Maps," Sheet 20. Date Accessed April 30, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45545/47696/643059?accountid=1135; Sanborn Map Company. Vancouver, Clark County, Washington, December 1907. New York: Sanborn Map Company, December 1907. "Sanborn Fire Insurance Maps," Sheet 25. Date Accessed April 30, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45545/47696/643064?accountid=1135.
[10] Sanborn Map Company. Vancouver, Clark County, Washington, 1928. New York: Sanborn Map Company, 1928. "Sanborn Fire Insurance Maps," Sheet 28. Date Accessed April 30, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45547/47698/643130?accountid=1135.
[11] Clark County Auditor, *Arnada Park Addition*, May 17, 1906. Plat map, no scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; City of Vancouver, "Arnada," accessed April 30, 2023, https://www.cityofvancouver.us/cmo/neighborhood/arnada.
[12] [Advertisement for Arnada Park] *The Columbian* (Vancouver, WA), May 10, 1906, 6.
[13] "Arnada Park," *The Columbian*, May 10, 1906, 6.
[14] [Advertisement for Steward's Addition], *The Columbian* (Vancouver, WA), April 5, 1909, 3.
[15] "Board Accepts Arnada school" *The Columbian* (Vancouver, WA), June 17, 1910, 1.
[16] "Arnada Park School Almost Finished," *The Columbian* (Vancouver, WA.), May 20, 1910, 4.

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construction of the Interstate Bridge, Arnada continued to grow; by 1914, new homes were under construction throughout the neighborhood. An article in the Columbian noted that "[w]hile the houses in the main are not large, are not expensive, they are good and tastely [sic] built and best of all they are homes."[17]

In the early 1920s, an influx of new workers came to the city to work in two shipyards that were constructed in response to the needs of World War I. Even more people moved west upon the construction of the Bonneville Dam in 1938, some for work, and some to take advantage of the city's subsequent cheap electrical power—an opportunity manufacturing businesses were quick to put to use. The city's development during the 1930s corresponded with a nationwide decrease in home-building due to the ravaging effects of the Great Depression, and the shortage of housing was felt in most American cities, including Vancouver. Federal intervention in the building industry—the creation of the Federal Housing Administration (FHA) and passing of the National Housing Act in 1934, specifically—attempted to ameliorate the common problems in the housing market, namely financing, insurance, and a uniform building code that established minimum standards of quality.

The 1930s, therefore, was an era characterized by small-scale and standardized residential construction brought about by an ascendancy of standardized stock plans such as was likely used for the building at 705 East 17th Street. These standardized homes were made available to a much wider market of prospective homeowners by virtue of the Housing Act of 1934, which functioned, among other aims, to provide mortgage insurance for small homes.[18]

Postwar Arnada

In the post-WWII period, Vancouver experienced a population shift as hastily constructed wartime housing was progressively dismantled and the city's permanent residential population moved away from the city's historic west side neighborhoods to its expanding suburbs such as the new neighborhoods of South Cliff and Northcrest.[19] The shift was also encouraged when the first iteration of the I-5 (then named Vancouver Freeway) was dedicated in 1955 and a new interchange severed a major connection between downtown Vancouver and the Vancouver Barracks and other neighborhoods to the east.[20] The next decade brought the expansion of I-5 and the construction of a second Interstate Bridge, both of which brought greater visibility and commerce to the city but simultaneously contributed to the fragmentation and decline of its historic downtown commercial core.[21]

In 1958, the City of Vancouver applied for funding from the federal Department of Housing and Urban Development (HUD) to inspect and remove "blighted" properties throughout the city, intending to modernize and "renew" affected neighborhoods.[22] The 1960s was a decade of tremendous physical growth in Clark County, with subdivisions and commercial developments popping up "like corn kernels exploding into popcorn."[23] Indeed, as the decade waned, Vancouver's central neighborhoods gained a perception that their neighborhoods were being

[17] "Many New Houses are Being Built in Arnada Park," *The Columbian* (Vancouver, WA), September 28, 1914, 1.
[18] "Federal Housing Policy Developments, 1932-50," *Monthly Labor*, 682.
[19] Peter Meijer Architect, PC "Clark County: Mid-Century Development (1950-1965)," (Portland, OR: Peter Meijer Architect, PC, no date), 6–7. Accessed March 2, 2023 https://dahp.wa.gov/sites/default/files/Clark_County_MCM_REPORT.pdf.
[20] "Fifth Street Battle Plan To Be Laid, *The Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision on 5th," *The Columbian* (Vancouver, WA), February 25, 1954, 1; Pat Jollota, "Vancouver – Thumbnail History," HistoryLink.org Online Encyclopedia of Washington State History, posted August 7, 2009, https://historylink.org/File/9101.
[21] "Photograph of Interstate Highway 5," *The Columbian* (Vancouver, WA), November 10, 1958, 6.
[22] "City Sets Plan for Renewal," *The Columbian* (Vancouver, WA), April 23, 1958, 15.
[23] "Growth rate slows down temporarily," *The Columbian* (Vancouver, WA), January 30, 1970, B18.

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encroached with commercialization and high-density housing. Continued expansion of the I-5 in the mid-1970s also affected the city's central neighborhoods. To combat the perceived threat of ongoing changes to the built environment, neighborhood residents formed activist associations; in 1976, the city council formally recognized the Arnada Neighborhood Association as the first such group to gain the right to review and comment on any city proposal affecting projects within the neighborhood boundaries.[24]

The Minimal Traditional Style

Houses built in the "Minimal Traditional" style as employed by Kaiser were mainly constructed during the period of 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 possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and subsequent creation of the 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.[25]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[26] 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 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.[27]

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] 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 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"

[24] Lee Rozen, "City Council Sets Sights on 1977 Annexations," *The Columbian* (Vancouver, WA). Dec 21, 1976, 3; Scott Peterson, "City Enjoying Neighborhood Renaissance," *The Columbian* (Vancouver, WA), May 27, 1979, Section 3, Page 31.
[25] "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.
[26] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[27] 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).
[28] Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.

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inspired by the work of Frank Lloyd Wright. With its low cost and wide appeal, the style remained popular after the 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, later, "WWII Era Cottages."[29]

Despite its development effectively ending in 1950, the ubiquity and quality of construction of the Minimal Traditional style meant that it had an outsized influence on speculative 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 and were most commonly constructed by speculative builders such as Kaiser, who built the subject property in 1943.[30] The building at 705 East 17th Street is emblematic of the style because of its characteristic elements, particularly its single-story height, small square footage, minimally ornamented wood cladding, and front gabled roof with minimal eaves and lack of roof rake overhangs.

Conrad Kaiser, Probable builder of 705 East 17th Street

Available records indicate that Conrad Kaiser (1900–1985) most likely built the single-family dwelling at 705 East 17th Street in 1943.[31] Kaiser was born on December 26, 1900, in Russia.[32] He immigrated to the United States with his parents in 1907. By 1910, the Kaiser family was living in Garden City, Kansas and by 1920, the family had moved to Billings, Montana. In May 1924, Conrad Kaiser married Pauline Michaels (1903–1961) in Vancouver, Washington.[33] Between 1928 and 1940, Conrad and Pauline Kaiser lived in at least four different residences in Vancouver. In 1928, Conrad worked as a chainman at the Columbia River Paper Mills, and he and Pauline lived at 200-1/2 West 8th Street.[34] By 1931, Conrad was still working at the Columbia River Paper Mills, but they had moved to 2005 East 29th Street.[35] By 1934, Conrad and Pauline were living at 708 Franklin Street, and he was working as a laborer at the Vancouver Paper and Veneer Company.[36] Conrad became a naturalized citizen in July 1938.[37] By 1940, he was working at a sawmill and he and Pauline lived at 1715 Broadway in Vancouver.[38]

[29] 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.
[30] "City News: Permits for Homes Given," Columbian (Vancouver, WA), May 13, 1943, 2; "Houses for Sale," Columbian (Vancouver, WA), January 5, 1944, 7; "Houses for Sale," January 28, 1944, 9.
[31] "City News: Permits for Homes Given," Columbian (Vancouver, WA), May 13, 1943, 2; "Houses for Sale," Columbian (Vancouver, WA), January 5, 1944, 7; "Houses for Sale," January 28, 1944, 9.
[32] Ancestry.com, Family Tree for Conrad C. Kaiser (26 December 1900–6 April 1985), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/88556216/person/302006508202/facts; "Obituaries: Conrad Kaiser," *Columbian* (Vancouver, WA), April 9, 1985, 4.
[33] Ancestry.com, Family Tree for Conrad C. Kaiser (26 December 1900–6 April 1985), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/88556216/person/302006508202/facts.
[34] R.L. Polk and Company, Inc., *Polk's Vancouver City (Washington) Directory* (Seattle, WA: R.L. Polk and Company, Inc., 1928-29), 117; "Obituaries: Conrad Kaiser," *Columbian* (Vancouver, WA), April 9, 1985, 4.
[35] R.L. Polk and Company, Inc., *Polk's Vancouver City (Washington) Directory* (Seattle, WA: R.L. Polk and Company, Inc., 1931), 143.
[36] R.L. Polk and Company, Inc., *Polk's Vancouver City (Washington) Directory* (Seattle, WA: R.L. Polk and Company, Inc., 1934), 132.
[37] "Citizenship Received By Record Group," *Columbian* (Vancouver, WA), July 16, 1938, 4.
[38] Ancestry.com. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012. Original data: United States of America, Bureau of the Census. Sixteenth Census of the United States, 1940.

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Despite extensive research, Conrad and Pauline Kaiser cannot be definitively identified as residents of the existing single-family dwelling at 705 East 17th Street. Conrad Kaiser's World War II draft registration card, dated February 15, 1942, indicates that he and Pauline lived at 705 East 17th Street.[39] However, available documentation indicates that the existing single-family dwelling at 705 East 17th Street was constructed in 1943, the year after the Kaisers reported living at this street address. No directory information is available for Vancouver between 1941 and 1945, so other than the draft card, no other record has been identified that definitively links the Kaisers to the subject property. It is also not known if Conrad Kaiser built 705 East 17th Street and intended to live there, or if he constructed the building as a speculative venture for re-sale. In 1946, the Munro family definitively resided at 705 East 17th Street, but the precise owners and occupants of the building prior to the Munros are unknown.[40]

In 1944, shortly after Conrad constructed the dwelling at 705 East 17th Street, he was working for the City of Vancouver as a patrolman and cemetery employee.[41] After 1944, Conrad and Pauline Kaiser lived at several different addresses in Vancouver, including 2812 U Street and 2104 U Street.[42] By March 1951, Conrad and Pauline Kaiser were living at 2014 St. John's Avenue in Vancouver.[43] They resided at 2014 St. John's Avenue together until Pauline's death in August 1961 at the age of 58.[44] Conrad Kaiser died in April 1985 at the age of 84.[45]

Occupants of East 705 East 17th Street: 1946–1982

Known occupants of the dwelling at 705 East 17th Street included the following:

ca. 1946–1947: Charles Byron Munro (1866–1956), occupation unknown, and his wife, Caroline Eliza Jeffree Munro (1872–1947).[46]

Washington, D.C.: National Archives and Records Administration, 1940. T627, 4,643 rolls. Accessed April 30, 2023. https://www.ancestry.com/imageviewer/collections/2442/images/m-t0627-04335-00118?treeid=88556216&personid=302006508202&rc=&usePUB=true&_phsrc=Ltf557&_phstart=successSource&pId=66165534.

[39] Ancestry.com. *U.S., World War II Draft Cards Young Men, 1940-1947* [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2011, accessed April 30, 2023, https://www.ancestry.com/imageviewer/collections/2238/images/44045_05_00018-01022?pId=36943287.

[40] R. L. Polk & Company. Vancouver (Washington) City Directory (Seattle: R. L. Polk & Company, 1946–1947).

[41] "Resignation Is Submitted," *Columbian* (Vancouver, WA), July 19, 1944, 1; "Dog Pound Money Voted," *Columbian* (Vancouver, WA), November 29, 1944, 2.

[42] "City News: Several Permits Issued," *Columbian* (Vancouver, WA), March 30, 1948, 2; "City News In Brief: Business Brisker," *Columbian* (Vancouver, WA), May 6, 1949, 2.

[43] "City News In Brief: Seven Permits Issued," *Columbian* (Vancouver, WA), March 23, 1951, 1; "City News In Brief: Building Permits," *Columbian* (Vancouver, WA), July 3, 1951, 1.

[44] "Obituaries: Pauline Kaiser," *Columbian* (Vancouver, WA), August 21, 1961, 2.

[45] "Obituaries: Conrad Kaiser," *Columbian* (Vancouver, WA), April 9, 1985, 4.

[46] Ancestry.com, Family Tree for Charles Byron Munro (9 January 1866–18 March 1956), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/109689218/person/262288861533/facts; Ancestry.com, Family Tree for Caroline Eliza Katron Jeffree (27 May 1872 – 22 August 1947), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/109689218/person/262288861741/facts; "Deaths: Munro," *Columbian* (Vancouver, WA), August 25, 1947, 5; "Mrs. Munro Is Summoned," *Columbian* (Vancouver, WA), August 25, 1947, 10.

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, 705 E 17th Street (WA 1216)	WISAARD Property ID: 49649
Street Address: 705 East 17th Street	City, County, State: Vancouver, Clark County, Washington

ca. 1948–1976: Ralph Austin Willhite (1899–1970), a United States Bureau of Public Roads employee, and his wife, Violet Alice Gleason Willhite (1898–1990), lived at this address from about 1948 until Ralph Willhite's death in June 1970. Violet Willhite, his widow, continued to live at the residence until 1976.[47]

ca. 1977: Ken Folger (dates unknown), occupation unknown.[48]

ca. 1978: Rex Hoover, Jr. (dates unknown), occupation unknown.[49]

ca. 1979: Bruce Pogart (1955–1982), occupation unknown.[50]

ca. 1980–1981: Carol Meredith (1946–2006), occupation unknown.[51]

ca. 1982–1983: Kathy Leppert (dates unknown), occupation unknown, and Dave Bowers (dates unknown), occupation unknown.[52]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the dwelling at 705 East 17th Street is not significant under any criteria. It is recommended not eligible for listing in the NRHP.

Based upon an evaluation of the dwelling at 705 East 17th Street 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 dwelling at 705 East 17th Street does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The dwelling at 705 East 17th Street is an example of a small-scale worker's cottage designed in the Minimal Traditional style constructed in Vancouver during World War II. 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 an example of the

[47] Ancestry.com, Family Tree for Ralph Austin Willhite (17 November 1899–15 June 1970), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/19249374/person/122135448951/facts; Ancestry.com, Family Tree for Violet Alice Gleason (13 June 1898–15 August 1990), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/19249374/person/122135556628/facts; "Obituaries: Ralph Willhite," *Columbian* (Vancouver, WA), June 17, 1970, 3; R. L. Polk & Company. Vancouver (Washington) City Directory (Seattle: R. L. Polk & Company, 1948); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1976).
[48] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1977).
[49] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1978).
[50] Ancestry.com, Family Tree for Bruce Pogart (8 February 1955 – 17 November 1982), accessed April 30, 2023, https://www.ancestry.com/family-tree/person/tree/167184053/person/112306047306/facts; R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1979).
[51] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1980); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1981); "Death Notices: Carol A. Meredith," *Columbian* (Vancouver, WA), March 1, 2006, 20.
[52] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1982); "Deaths shock to neighbors," *Columbian* (Vancouver, WA), October 14, 1983, 11.

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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Minimal Traditional style, it does not possess enough of the style's characteristics to be considered a true representative of the style.

The dwelling at 705 East 17th Street 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
5 significant under Criterion D.

In summary, the dwelling at 705 East 17th Street is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends it not eligible for listing in the NRHP.

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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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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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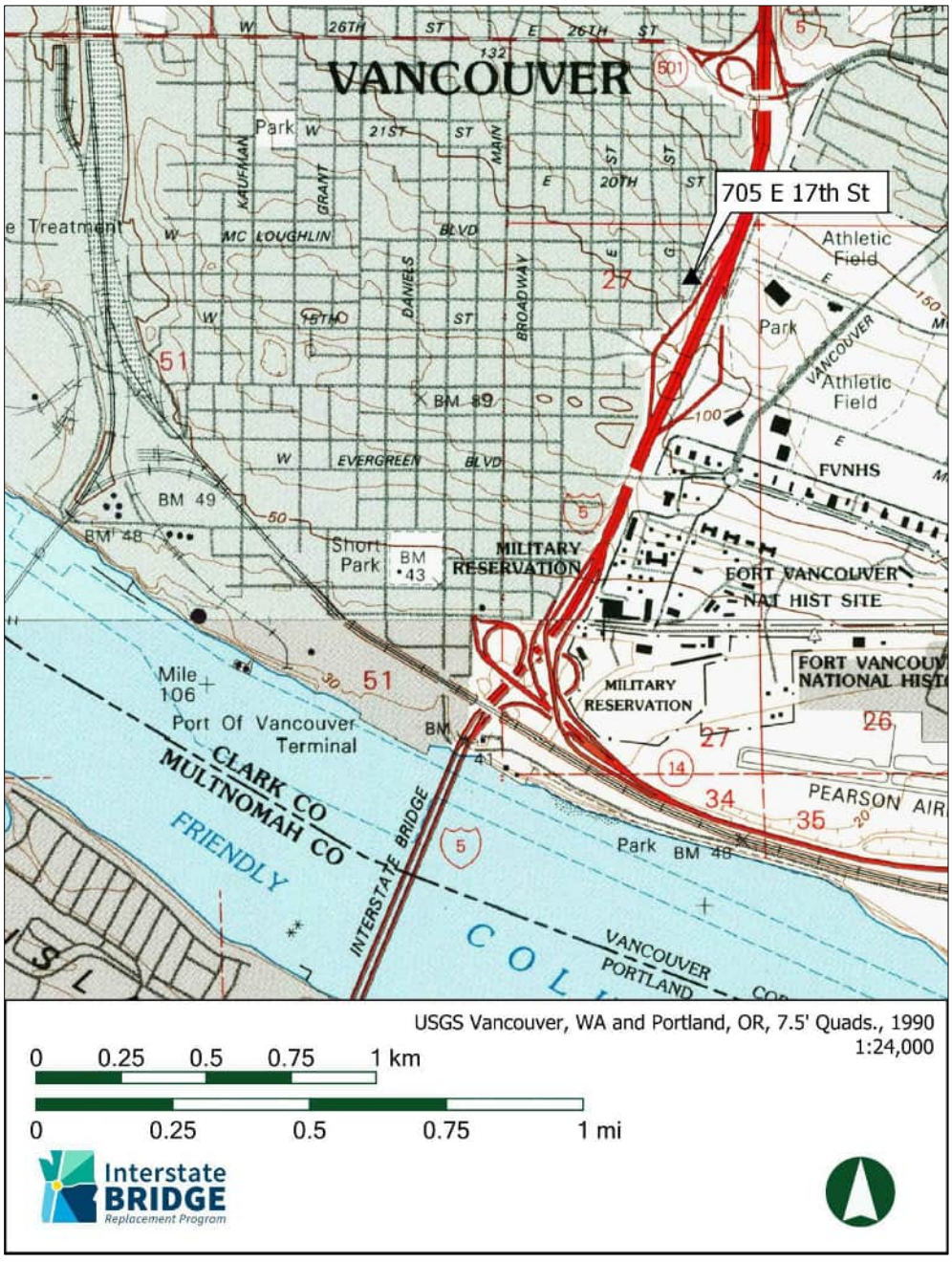


Figure 2. Location map of 705 East 17th Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 705 East 17th Street, showing recommended NRHP boundary in white.

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Figure 4. 705 East 17th Street, north elevation, view facing south (WillametteCRA March 8, 2023).

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Figure 5. 705 East 17th Street, east and north elevations, view facing southwest (WillametteCRA March 8, 2023).

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Figure 6. 705 East 17th Street, east elevation, view facing west (WillametteCRA March 8, 2023).

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Street Address: 705 East 17th Street	City, County, State: Vancouver, Clark County, Washington



Figure 7. 705 East 17th Street, south and east elevations, view facing northwest (WillametteCRA March 8, 2023).

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Figure 8. 705 East 17th Street, west elevation, oblique aerial view looking east (Bing Maps 2023).

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Figure 9. 705 East 17th Street, north elevation, view facing south (Clark County Assessor, 2009).

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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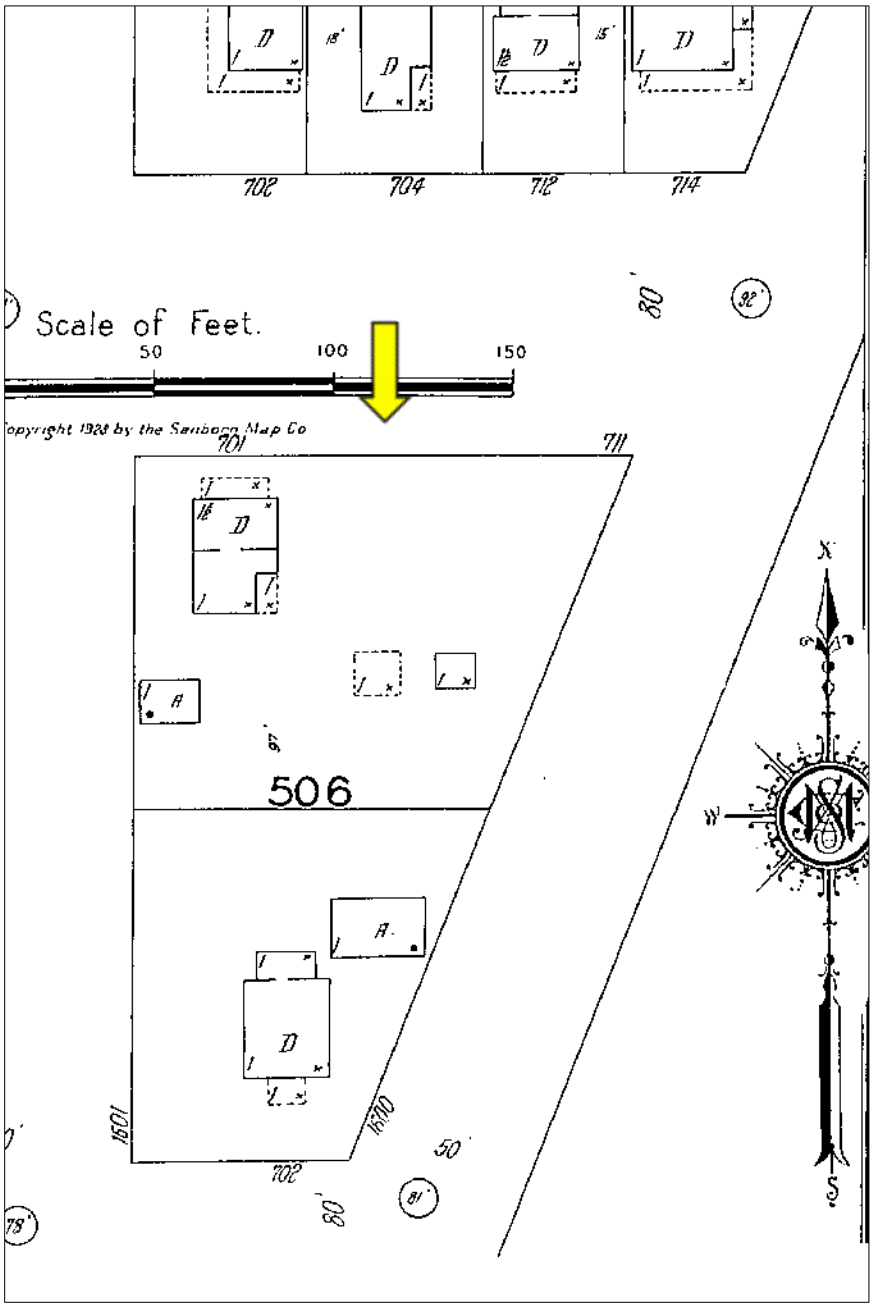


Figure 10. 705 East 17th Street, 1928 (Sanborn Map Company, *Vancouver* [1928]).

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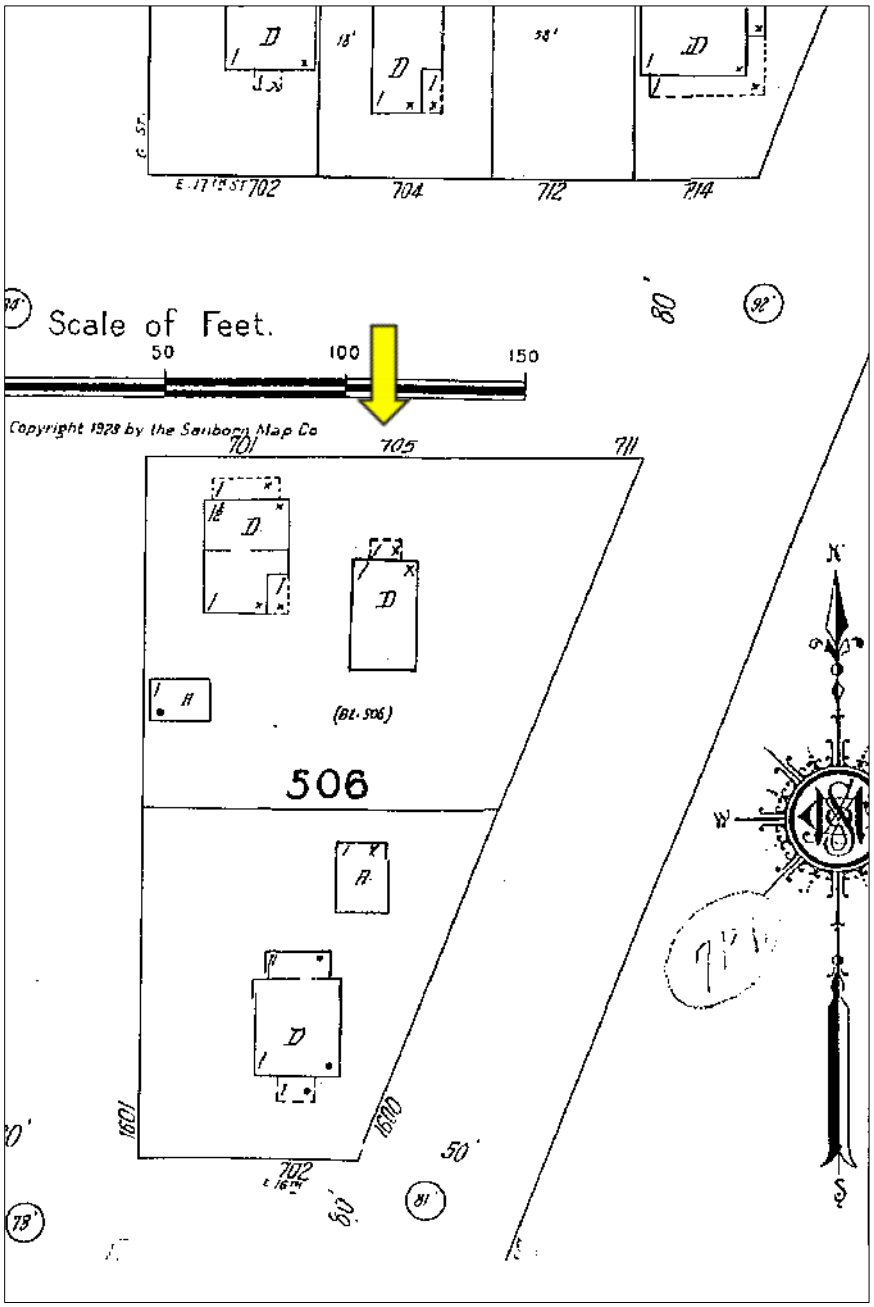


Figure 11. 901 East 29th Street, 1949 (Sanborn Map Company, *Vancouver* [1949]).

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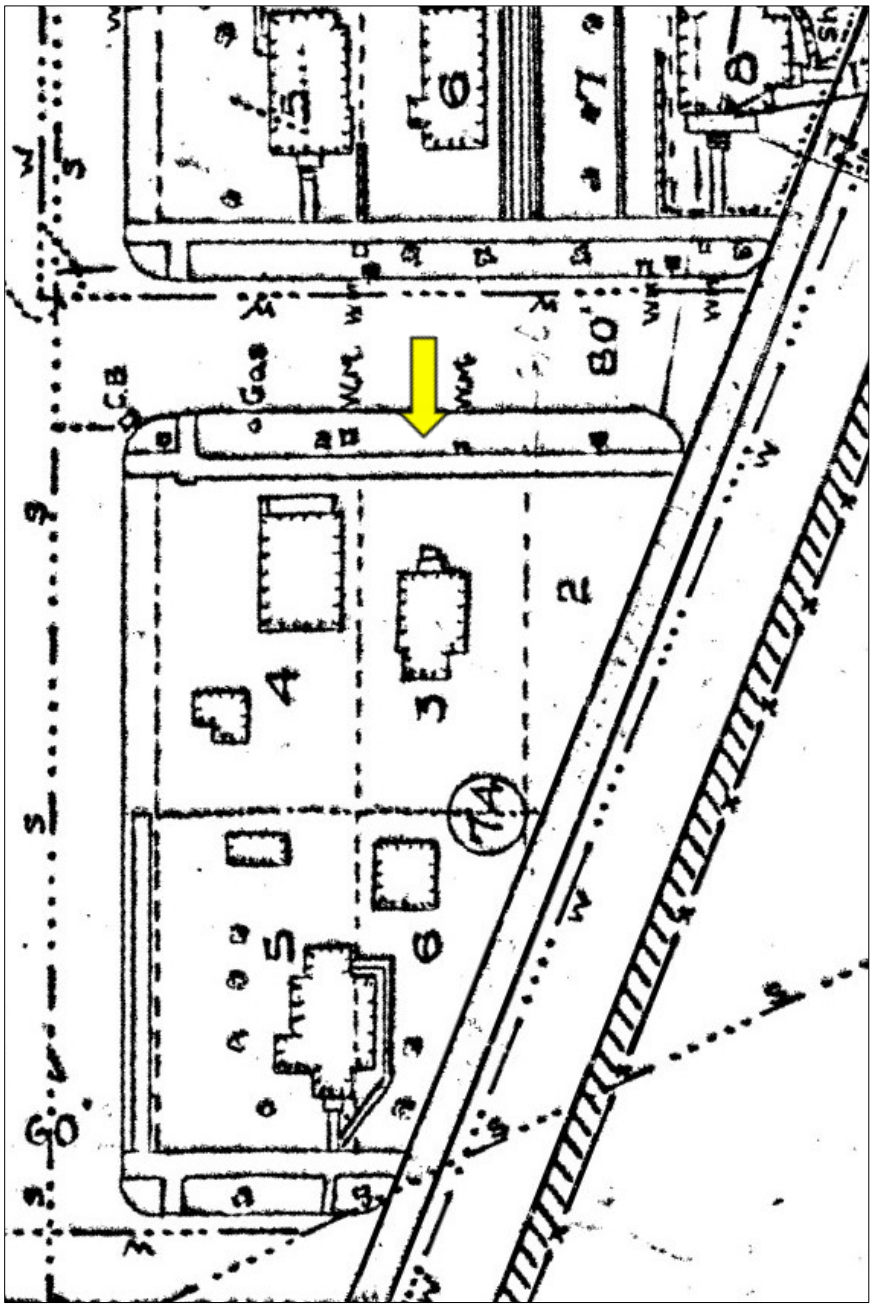


Figure 12. 901 East 29th Street, 1950 (Washington State Department of Transportation).

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: Earls House (WA 1233)	WISAARD Property ID: 89149
Street Address: 815 East 22nd Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 44395000	Plat Block Lot: Arnada Park Annex Block A Lot 8
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22 SE 1/4
Coordinates: 45.637381°, -122.662977°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1938
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1948, Kitchen remodel; ca. 1980, Detached garage removal; 1990, Interior remodel, south elevation cladding and fenestration replacement
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - WWII Era Cottage	
Window Type & Material: Fixed multi-light & Wood, Double-hung & Wood	Exterior Surface Materials: Primary: Wood - Drop Siding Secondary: N/A Decorative: N/A	
Roof Type & Material: Hip - Cross Hipped; Asphalt/Composition - Shingle		
Structural System Type: Wood - Prefabricated	Plan Type: T-Shaped	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Intact
	Windows	Slight
Register Status: Not Listed	Cladding	Slight
	Interior	Slight
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Street Address: 815 East 22nd Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 815 East 22nd Street, north elevation. View facing south (WillametteCRA March 8, 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:

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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PHYSICAL DESCRIPTION

The building at 815 East 22nd Street, hereafter referred to as the Earls House for its original occupants Emmett S. Earls (1911–1992) and his wife Mary N. Earls (1913–2013), is located in the Arnada neighborhood of Vancouver, Clark County, Washington. Within Arnada, the building is situated along the western edge of Interstate 5 (I-5) on a mid-block parcel near the intersection of East 22nd Street and H Street, facing north onto East 22nd Street. The area surrounding the residence is part of a single-family residential zone defined by a gridiron network of local streets that are lined with paved sidewalks and shade trees. The rectangular tax lot includes the residence and a rear yard and is immediately surrounded by dense trees and shrubs, which offer a restricted viewshed of East 22nd Street. The property's tax lot measures approximately 130 feet by 45 feet and is adjacent to single-family residences to the east, west, and south. The rectangular lot includes the residence and a rear yard (Figures 2 and 3).

The Earls House is a World War II (WWII)-Era cottage, constructed in 1938. The building's footprint is T-shaped and is constructed atop a concrete slab foundation, measuring approximately 34 feet from east to west and 26 feet from north to south (Figures 1, and 4–7); the primary north elevation contains a central volume projecting 4 feet to the north and measuring 13 feet east to west. The building's walls are wood frame and rise one story in height to a moderate-pitched hipped roof with no eaves. The north, east, and west elevations are clad in wood siding that is (likely) a second layer, covering the original layer of cladding; the south (rear) elevation is clad in non-historic lapped fiber cement or aluminum. The corners of the building are clad in wood corner boards. The roof is clad in 3-tab asphalt shingles and has an unenclosed awning overhanging the rear door on the south elevation (Figure 6).

The fenestration of the building is varied. The building's primary entry is a wood door with a small diamond light, located on the north elevation to the east of the projected wall. The projected wall on the north elevation possesses full-length fixed wood corner windows each with five horizontal lights arranged at the northeast and southeast corners; an identical corner window is also located on the northwestern corner of the building (Figure 1). A small wood casement window with horizontal lights and scalloped exterior trim is located next to the door on the north elevation. Double-hung wood windows with horizontal lights also adorn the east and west elevations (Figures 4 and 5). The rear door, on the south elevation, is situated on a small, raised concrete stoop. The door itself is a non-historic steel half-glass unit with a nine-light window. Adjacent to it, the south elevation also possesses a sliding vinyl window.

The interior of the building was not accessible at the time of survey; 2019 real estate photographs indicated the presence of original wood cabinetry, plaster walls and ceilings, and painted wood baseboards, box trim, and picture rail molding (Figures 8, 9, and 10).[1]

Since its original construction, the residence has been minimally altered. The 2019 real estate photos indicate that the rear door, utility room window, and cladding along the south elevation have been updated, however, research

[1] "815 E 22nd St, Vancouver, WA 98663," Redfin. Accessed July 13, 2022. https://www.redfin.com/WA/Vancouver/815-E-22nd-St-98663/home/14565789.

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has not revealed the dates of these alterations (Figures 6 and 7). A rear detached garage, built at the same time as the dwelling in the southwest corner of the lot, was removed ca. 1980 (Figure 11).[2]

Boundary Description

The residence at 815 East 22nd Street is set on a single tax lot (44395000) which includes its footprint, the surrounding ground, landscaping, and walkways. The tax lot boundary has remained unchanged since the building's construction and all these features contribute to the property's historic significance. Therefore, the recommended National Register of Historic Places (NRHP) boundary is defined by the tax lot (Figure 3).

INTEGRITY

The recommended period of significance for the Earls House is 1938, encapsulating the year of construction. The building is in its original location. The neighborhood's setting has changed with the construction of I-5 in the 1950s, which has further separated the building from the military reservation to the east; the building's immediate setting, however, remains largely single-family in character with an abundance of detached dwellings to the north, south, and east. Modifications to the resource have been minimal. The removal of the detached garage and the introduction of non-historic fenestration and cladding is limited to the rear elevation, and these elements are all hidden from public view. The (possibly) altered cladding on the primary elevation exhibits in-kind material replacement, and the primary elevation exhibits such distinctive characteristics of its type that the property continues to convey its historic significance. Such characteristics include the building's architectural massing, the hip roof with no overhang, and fixed multi-light and double-hung wood fenestration. Despite minor alterations to the integrity of materials, the integrity of location, setting, design, workmanship, feeling, and association has remained intact to the period of significance; the Earls House, therefore, continues to successfully communicate its area of significance.

STATEMENT OF SIGNIFICANCE

The Earls House is located on the east end of the Arnada Neighborhood of Vancouver, Washington. The building was constructed on a vacant lot first owned by Malcom W. Odell (1869–1941) and Kate "Kitt" Odell (1873–1956), who platted the Arnada Park Addition in 1909.[3] In 1938, the new residence was constructed in the popular Minimal Traditional style by local contractor Larry Oravine Collins (1908–1999). The dwelling was one of a series of residences built by Collins within the neighborhood throughout the 1930s.[4] While no architect for the building has been found, Collins likely obtained the building's original plans and specifications from an architectural plan

[2] Clark County Assessor, "Property Fact Sheet for Account 4439500," Accessed April 6, 2023. https://gis.clark.wa.gov/gishome/property/?pid=FindSN&account=44395000#. Note that aerial imagery was too coarse to determine a clearer removal date for the garage.
[3] "Year: 1910; Census Place: Vancouver Ward 1, Clark, Washington; Roll: T624_1655; Page: 13A," *1910 United States Federal Census* [database on-line], Lehi, UT: Ancestry.com Operations Inc, 2006, accessed April 12, 2023; Ancestry.com. U.S., *Find a Grave Index, 1600s-Current* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2012, accessed April 12, 2023.
[4] "Colonial Home Finished Soon," *The Columbian* (Vancouver, WA), August 14, 1937, 10.

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book such as those published by the Universal Plan Service of Portland, as was common for smaller Minimal Traditional homes of this type at the time.[5]

After construction, the earliest known occupants of the cottage were Emmett Earls (1911–1992) in 1940, an auto shop proprietor, and his wife Mary N. Earls (1913–2013), who were first recorded at the residence in 1940.[6] The *Columbian* announced in 1946 that the property, which it named "the Roy Rickey home," was again for sale. Roy Rickey (1922–2006) was an industrial consultant for the Vancouver Chamber of Commerce, however, it is not clear if he ever resided in the house. [7] The subsequent known occupants of the property and known dates of occupancy are as follows:

1948–1952: Damian R Gorman (1892–1956), store proprietor.[8]

1954: John E Morse (1923–2010), lawyer.[9]

1955–1959: D. Lynn Marczynski (1933–2011), private pilot.[10]

1962: Marvin Frank Zamzow (1923–1988), taxi driver.[11]

1965–1967: Eugene Temple Gibson (1936–1976), a leading member of the Washington State and National Federation of the Blind. Eugene transferred the property title in 1966 to his sister, JoAnne G. Gibson (born 1941).[12]

[5] Michael Houser, "Donovan C. Byers," *Washington Department of Archaeology & Historic Preservation,* Access date June 20, 2023, https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-donovan-c-byers.
[6] Sheet 35, "Sanborn Fire Insurance Map of Vancouver, Clark County, Washington, November 1928." New York, NY: Sanborn Map Company; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1940*, Seattle: R. L. Polk & Company, 1940; "Miss Fletch, Bride-elect, is Honored," *The Columbian*, 30 August, 1940, 3; Ancestry.com, *U.S., Social Security Death Index, 1935-2014* [database on-line]. Provo, UT: Ancestry.com Operations Inc, 2014.
[7] "Realty Row: 19 Properties Change Hands," *The Columbian* (Vancouver, WA), July 16, 1946, 3; "Selected," *The Columbian* (Vancouver, WA), October 24, 1947, 1
[8] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1948,* Seattle: R. L. Polk & Company, 1948; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1952,* Seattle: R. L. Polk & Company, 1952; "Death takes D.R. Gorman," *The Columbian* (Vancouver, WA), October 11, 1956, 8; "Papers Filed," *The Columbian* (Vancouver, WA), September 25, 1956, 9.
[9] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1954*, Seattle: R. L. Polk & Company, 1954. "John Morse Named to Job," *The Columbian* (Vancouver, WA), February 213, 1968, 9; Ancestry.com, *U.S., Find a Grave® Index*.
[10] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1955,* Seattle: R. L. Polk & Company, 1955; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1959,* Seattle: R. L. Polk & Company, 1959; "D. Lynn Marczynski," *The Columbian* (Vancouver, WA), August 25, 2011, C5.
[11] "Fine is Imposed," *The Columbian* (Vancouver, WA), November 19, 1947, 1; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1962,* Seattle: R. L. Polk & Company, 1962; Ancestry.com, *U.S., Find a Grave® Index*.
[12] "Vancouver Teen-Agers Forget Days of Battles," *The Columbian* (Vancouver, WA), October 9, 1958, 30; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1965,* Seattle: R. L. Polk & Company, 1965; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1967,* Seattle: R. L. Polk & Company, 1967; "Eugene Temple Gibson," *Longview Daily News,* June 21, 1976, 28; Washington State Archives, Olympia, WA, *Washington, U.S., Death Index, 1940-2017* (Provo, UT: Ancestry.com Operations, Inc., 2002).

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1968–1971: Norris Lincoln Ayers (1910–1992), occupation unknown.[13]

1972–1978: Saima Syverson (1891–1978) Finnish immigrant, Impressionist painter, and mother of Henry Syverson (1918–2007), a prolific cartoonist who lived in New York during this time period.[14] Henry was noteworthy for his contributions to publications such as the New Yorker and Saturday Evening Post and served a tenure at Walt Disney Animation Studios from 1939–1943.[15]

1979–1982: Evelyn E. Mitchell (1906–1987), occupation unknown.[16]

The Minimal Traditional style

Houses built in the "Minimal Traditional" style as employed by Collins were mainly constructed during the period of 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 possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity of new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[17]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[18] 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 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small

[13] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1968,* Seattle: R. L. Polk & Company, 1968; R. L. Polk & Co., *1968*; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1971,* Seattle: R. L. Polk & Company, 1971.
[14] "Henry S. Syverson," *Ancestry.com. U.S., Public Records Index, 1950-1993, Volume 2*, (Lehi, UT: Ancestry.com Operations, Inc., 2010).
[15] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1972,* Seattle: R. L. Polk & Company, 1972; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1978,* Seattle: R. L. Polk & Company, 1978; "Item 1422515," Jon Berg Fine Art, Trocadero.com, updated 2023. https://www.trocadero.com/stores/jbfineart/items/1422515/American-vintage-signed-impressionist-autumn-landscape-painting-signed; "Rare Henry Syverson WWII Original Cartoon Art," WorthPoint.com, accessed April 17, 2023, https://www.worthpoint.com/worthopedia/henry-syverson-wwii-original-cartoon-1783021721.
[16] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1979,* Seattle: R. L. Polk & Company, 1979.; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1982,* Seattle: R. L. Polk & Company, 1982; "Evelyn E. Mitchell obituary," *The Columbian* (Vancouver, WA), December 30, 1987, 4.
[17] "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.
[18] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.

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two-bedroom, one-bath, "Colonial Revival" style cottage built over a full or partial concrete basement, wood-framed, with a separate dining room and attic.[19]

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.[20] 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 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 end of the Depression both during WWII and into the postwar period. With its low cost and wide appeal, the style remained popular after the end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "WWII-Era Cottages."[21]

Despite its development effectively ending in 1950, the ubiquity and quality of construction of the Minimal Traditional style meant that it has had an outsized influence on speculative housing built in the United States (U.S.) in the twentieth century. At the outset, Minimal Traditional houses were built to answer the ever-growing need for single-family housing and were most commonly constructed by speculative builders such as Collins, who built not only the subject property in the style but also the three residences which flank it on East 22nd Street between 1937 and 1939.[22] The Earls House is emblematic of the style, with characteristic elements such as a gradual pitch hip roof with no overhang, single-story height, relatively small square footage, and corner windows.

Development of Arnada Neighborhood

The vacant lot chosen by Collins for 815 East 22nd Street was within the confines of the Arnada Neighborhood—one of the city's oldest. The Arnada Neighborhood dates to the first decade of the twentieth century when, in May 1906, advertisements in the Vancouver *Columbian* called attention to lots available for purchase in the newly platted neighborhood of Arnada Park.[23] The new subdivision was located at the north of the city's historic core at the northeast corner of 19th Street and Main Street and was advertised by the Elwell Realty company as "[t]he biggest, prettiest, and most sightly residence addition ever put on the market in Vancouver."[24] The name "Arnada" was a combination of the names of three local women: Margaret Ranns, Anna Eastham, and Ida Elwell.

[19] 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).
[20] Virgina and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
[21] 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.
[22] "Building Permits Issued," *The Columbian*, August 18, 1937, 1; "Corner Windows Unusual Features of New Vancouver House," *The Columbian*, March 12, 1938, 8; "Building Gains with New Year," *The Columbian*, January 23, 1939, 8.
[23] [Advertisement for Arnada Park] *The Columbian* (Vancouver, WA), May 10, 1906, 6.
[24] "Arnada Park," *The Columbian*, May 10, 1906, 6.

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Ida Elwell's husband, John, was the namesake and operator of Elwell Realty, the originator of the advertisements and the subdivision's principal realtor. In 1909, the neighborhood was enlarged with one plat block on 19th Street, called Steward's Addition, and a multi-block area deeded by Kitt Odell and M.W. Odell, called the Arnada Park Annex.[25] The Arnada Park Annex included the lot where the subject property would later be built.

By the summer of 1910, the neighborhood had grown enough to merit the construction of a school to serve its residents' children.[26] Seated upon "an eminence overlooking the city," the Arnada Park School building was a handsome three-story masonry building with classical detailing, constructed by Reese & Henrichsen (contractors) and Nichols & Carpenters (architects) in spring of 1910.[27] With the arrival of the railroad and planned construction of the Interstate Bridge, Arnada continued to grow; by 1914, new homes were under construction throughout the neighborhood. An article in *The Columbian* noted that "[w]hile the houses in the main are not large, are not expensive, they are good and tastely [*sic*] built and best of all they are homes."[28]

In the early 1920s, an influx of new workers came to the city to work in two shipyards that were constructed in response to the needs of World War I (WWI). Even more people moved west upon the construction of the Bonneville Dam in 1938, some for work, and some to take advantage of the city's subsequent cheap electrical power—an opportunity manufacturing businesses were quick to put to use. The city's development during the 1930s corresponded with a nation-wide decrease in home-building due to the ravaging effects of the Great Depression, and the shortage of housing was felt in most American cities, including Vancouver. Federal intervention in the building industry—the creation of the FHA and passing of the National Housing Act in 1934, specifically—attempted to ameliorate the common problems in the housing market, namely financing, insurance, and a uniform building code that established minimum standards of quality. The 1930s, therefore, was an era characterized by small-scale and standardized residential construction brought about by an ascendancy of standardized stock plans such as was likely used for 815 East 22nd Street. These standardized homes were made available to a much wider market of prospective homeowners by virtue of the Housing Act of 1934 which functioned, among other aims, to provide mortgage insurance for small homes.[29]

Vancouver experienced a population shift after WWII, as hastily constructed wartime housing was progressively dismantled and the city's permanent residential population moved away from the its historic west side neighborhoods to its expanding suburbs such as the new neighborhoods of South Cliff and Northcrest.[30] The shift was also encouraged when the first iteration of I-5–then named Vancouver Freeway–was dedicated in 1955 and a new interchange severed a major connection between downtown Vancouver and the Vancouver Barracks and other neighborhoods to the east.[31] The next decade brought the expansion of I-5 and the construction of a second Interstate Bridge, both of which brought greater visibility and commerce to the city but simultaneously contributed to the fragmentation and decline of its historic downtown commercial core.[32]

[25] [Advertisement for Steward's Addition], *The Columbian* (Vancouver, WA), April 5, 1909, 3.
[26] "Board Accepts Arnada school" *The Columbian* (Vancouver, WA), June 17, 1910, 1.
[27] "Arnada Park School Almost Finished," *The Columbian* (Vancouver, WA.), May 20, 1910, 4.
[28] "Many New Houses are Being Built in Arnada Park," *The Columbian* (Vancouver, WA), September 28, 1914, 1.
[29] "Federal Housing Policy Developments, 1932-50," *Monthly Labor*, 682.
[30] Peter Meijer Architect, PC "Clark County: Mid-Century Development (1950-1965)," (Portland, OR: Peter Meijer Architect, PC, no date), 6-7. Accessed March 2, 2023 https://dahp.wa.gov/sites/default/files/Clark_County_MCM_REPORT.pdf.
[31] "Fifth Street Battle Plan To Be Laid, *The Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision on 5th," *The Columbian* (Vancouver, WA), February 25, 1954, 1; Pat Jollota, "Vancouver – Thumbnail History," HistoryLink.org Online Encyclopedia of Washington State History, posted August 7, 2009, https://historylink.org/File/9101.
[32] "Photograph of Interstate Highway 5," *The Columbian* (Vancouver, WA), November 10, 1958, 6.

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In 1958, the City of Vancouver applied for funding from the federal Department of Housing and Urban Development (HUD) to inspect and remove "blighted" properties throughout the city, intending to modernize and "renew" affected neighborhoods.[33] The 1960s was a decade of tremendous physical growth in Clark County, with subdivisions and commercial developments popping up "like corn kernels exploding into popcorn."[34] Indeed, as the decade waned, Vancouver's central neighborhoods gained a perception that their neighborhoods were being encroached upon with commercialization and high-density housing. Continued expansion of the I-5 in the mid-1970s also affected the city's central neighborhoods, including the obliteration of a portion of the block on which 815 East 22nd Street stands (compare Figures 12 and 13). To combat the perceived threat of ongoing changes to the built environment, neighborhood residents formed activist associations; in 1976, the city council formally recognized the Arnada Neighborhood Association as the first such group to gain the right to review and comment on any city proposal affecting projects within the neighborhood boundaries.[35]

Larry O. Collins

Born in Pittsburgh, Kansas, Lawrence "Larry" Oravine Collins (1908–1999) spent his formative years on a farm in the Black Hills region of South Dakota. While there, Collins followed his family's ancestral tradition dating back to 1635 and took up carpentry under the employ of his father, Arthur E. Collins (1875–1952).[36] As environmental and economic conditions worsened in South Dakota and the central U.S. in the 1920s as a result of overplowing of arid lands during WWI, the Collins family relocated to Vancouver in 1926.[37] Here, the father-son duo entered the home construction business and their earliest reported project was a residence at 509 West 23rd Street in 1927.[38]

In 1929, Collins went to work for the Union Bridge Company (UBC) through which he worked on the Cape Horn Mountain Bridge and other large projects throughout Oregon. Collins continued to work for UBC through 1932 while simultaneously building houses with his father in Vancouver's Shumway and Arnada neighborhoods.[39] After leaving UBC for lack of work, Collins married Mercedes McNeff (1909–1993) in June 1932.[40] As the Great Depression worsened going into the nationwide banking crisis of 1933, construction work was sparse for the newlywed carpenter who took up delivery work for Standard Fuel in Portland that year.

Collins did not return to construction work until October of 1935 when he started work on a residence at 24th and G Streets that year.[41] He completed it by the middle of 1936.[42] It was here that his independent construction business began and later became a full-time operation in 1937. Standing out among the many homes he built

[33] "City Sets Plan for Renewal," *The Columbian* (Vancouver, WA), April 23, 1958, 15.
[34] "Growth rate slows down temporarily," *The Columbian* (Vancouver, WA), January 30, 1970, B18.
[35] Lee Rozen, "City Council Sets Sights on 1977 Annexations," *The Columbian* (Vancouver, WA). Dec 21, 1976, 3; Scott Peterson, "City Enjoying Neighborhood Renaissance," *The Columbian* (Vancouver, WA), May 27, 1979, Section 3, Page 31.
[36] "Obituaries: Larry O. Collins," *The Columbian* (Vancouver, WA), February 17, 1999, 16.
[37] Kathleen Corbett, et. al, *The History of Agriculture in South Dakota: Components for a Fully Developed Historic Context.* (Broomfield, CO: SWCA Environmental Consultants, 2013), 20-21.
[38] "A.E. Collins Has Roddie Anderson Job," *The Columbian* (Vancouver, WA), October 31, 1927, 2; "Death Calls A.E. Collins," *The Columbian* (Vancouver, WA), December 8, 1952, 13.
[39] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "City News In Brief: To Erect Dwelling," *The Columbian* (Vancouver, WA), February 19, 1930, 1; "Permit To Build House," *The Columbian* (Vancouver, WA), October 3, 1931, 5.
[40] "Obituaries: Mercedes M. Collins," *The Columbian* (Vancouver, WA), February 21, 1993, 4.
[41] "Pour Basement For New Home," *The Columbian* (Vancouver, WA), October 28, 1935, 8.
[42] "Urban Dwelling Near Complete," *The Columbian* (Vancouver, WA), June 13, 1936, 4.

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during the late 1930s was the Sparks Hardware General Electric Model Home at 302 Edwards Lane. Designed by architect Donald J. Stewart (1895–1996), its purpose was to feature the latest electrical conveniences and by extension, promote homeownership.[43] The Collins name became tied with the residential landscape of central Vancouver: by 1941 his firm had completed at least 12 single-family homes, including the subject property, in the Arnada neighborhood alone.[44] Research has revealed that seven of the approximately 12 single-family homes constructed in Arnada by Collins during this decade were demolished or removed when a segment of I Street was obliterated for the I-5 expansion during the 1950s.

During WWII, Collins then obtained his largest independent project yet: a federally funded contract to build up to 160 modest homes for war workers in the Telecaset Heights subdivision (now the Lincoln neighborhood) of Vancouver.[45] After this first large-scale project, Collins' business grew substantially going into the postwar construction boom. To meet the demand for his services, he founded two separate corporations, Collins Homes, Inc. and Larry O. Collins, Inc., general contractors in 1952. From here, Collins went on to become one of Vancouver's most prolific and successful builders whose work defined much of Vancouver's postwar built environment, which *Columbian* writer James Fowler described as the "Collins Touch" in 1964. That same year, Collins estimated that he had constructed "well over 1,000" homes in the area. He had also expanded into non-residential projects both large and small, ranging from a 30 by 75 foot concrete Dry Cleaning plant designed by architect Day Walter Hilborn (1897–1971) in 1948 to six educational buildings for Clark College in 1957 and either building or remodeling every school in District 37.[46] Collins continued to oversee his vast construction enterprises until his retirement in the mid-1970s when he passed the business to his son Mike Collins.[47] Collins' descendants continued to successfully operate the business until the impact of the 2008 housing and banking crisis forced his grandsons to cease its operations in 2011. At that time, Casey Collins reported that Larry O. Collins Inc. "at the peak of Clark County's commercial construction boom… generated about $8 million a year in gross sales."[48] The Collins name is intertwined with the mid-century growth of the city of Vancouver, and the Earls House stands as one example of Collins' multitudinous contributions to the city's pattern of residential development during the post-FHA era.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Earls House is significant under Criterion C with a period of significance of 1938. As the resource possesses the requisite integrity to communicate its significance, it is recommended eligible for listing in the NRHP.

[43] "Sparks' General Electric Model Home To Be Open Sunday," *The Columbian* (Vancouver, WA), December 8, 1939, 7; Michael C. Houser, "Donald J. Stewart," *Docomomo Wewa*. Accessed May 12, 2023. https://www.docomomo-wewa.org/architect/stewart-donald-j/
[44] "English Cottage Will be Thrown Open for Public Inspection," *The Columbian* (Vancouver, WA), May 22, 1937, 9. The services used in the construction of many residences in Vancouver included those of the Columbia Feed and Fuel company and N.S. Ivans and Sons, concrete contractors.
[45] "New Housing Project Slated: L.O. Collins To Build Telecaset Heights Project," *The Columbian* (Vancouver, WA), April 27, 1942, 4.
[46] "Dry Cleaning Plant Planned," *The Columbian* (Vancouver, WA), March 11, 1948, 2; "Bids For new Clark JC Construction In Barracks Top $1.5 Million Mark," *The Columbian* (Vancouver, WA), April 15, 1957, 7; Michael C. Houser, "Day W. Hilborn," Department of Archaeology and Historic Preservation, October 2011. Accessed May 12, 2023. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-day-w-hilborn
[47] Cami Joner, "Building Firm Close After 78 Years," *The Columbian* (Vancouver, WA), March 15, 200, E1.
[48] Cami Joner, "Building Firm Close After 78 Years."

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Based upon an evaluation of the Earls House 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 Arnada Neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Earls House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the house is associated with the prominent Vancouver builder, Larry O. Collins, the property is neither the last remaining nor most representative example of his work as a prolific developer, nor is it significantly associated with his productive life. WillametteCRA, therefore, recommends the resource not eligible under Criterion B.

The Earls House is significant under Criterion C at the local level of significance in the area of architecture. The Earls House is a distinctive example of a Minimal Traditional style dwelling, with character-defining features that are still intact such as the hip roof with no overhang, building massing, and original fenestration. Modifications to the resource are on a secondary elevation and do not detract from the building's overall integrity, and the (possibly) altered cladding on the primary elevation exhibits in-kind material replacement. Despite minor alterations to the integrity of materials, the integrity of location, setting, design, workmanship, feeling, and association has remained intact to the period of significance. The period of significance under Criterion C is encapsulated by 1938, the year of the building's completion.

The Earls House 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 Earls House possesses sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource as eligible for listing in the NRHP under Criterion C with a period of significance of 1938. The resource is recommended not eligible under Criteria A, B, or D.

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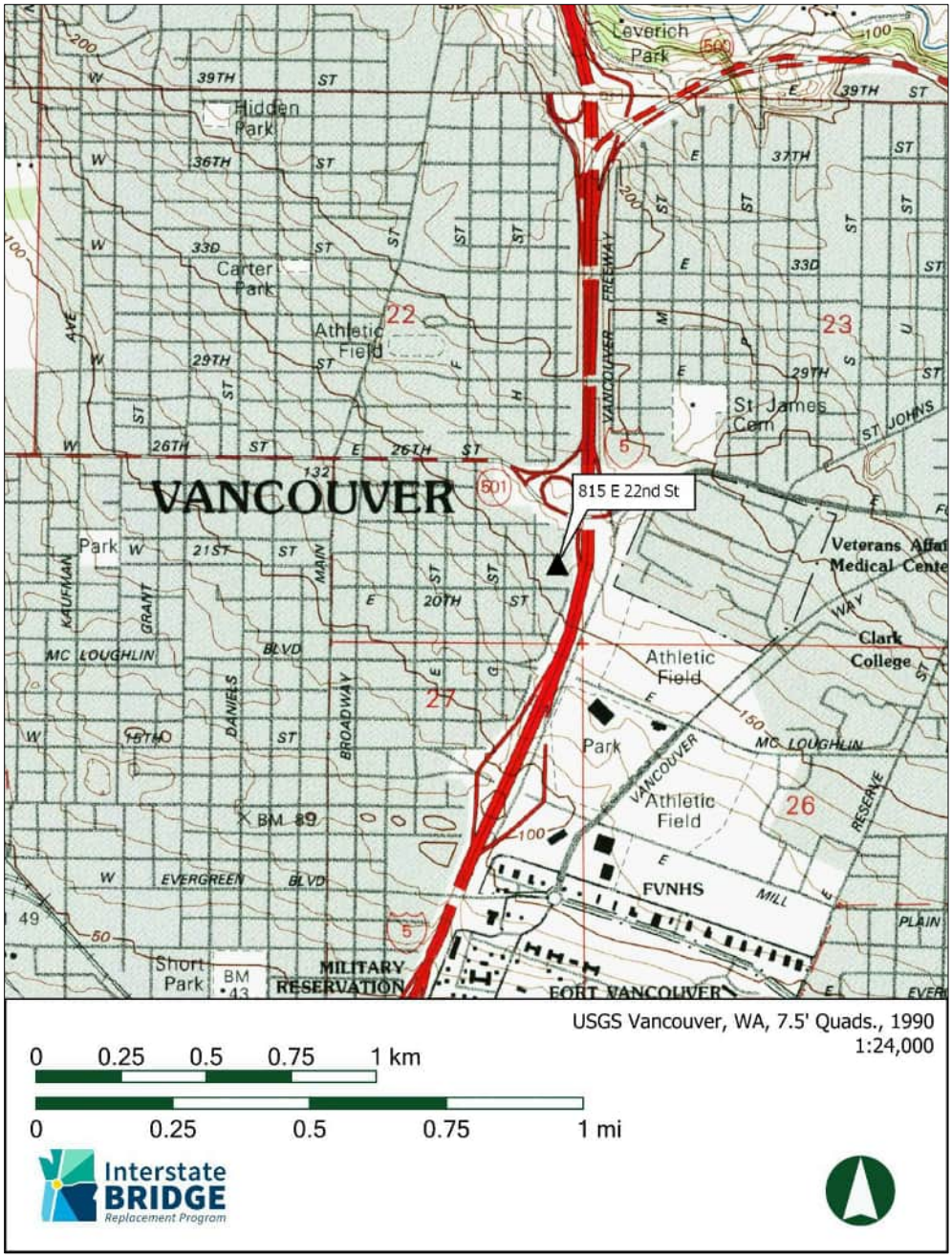


Figure 2. Location map of 815 East 22nd Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 815 East 22nd Street, showing recommended NRHP boundary in white.

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Figure 4. Earls House, north and east elevations. View facing southwest (WillametteCRA March 8, 2022).

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Figure 5. Earls House, north and west elevations. View facing southeast (WillametteCRA March 8, 2022).

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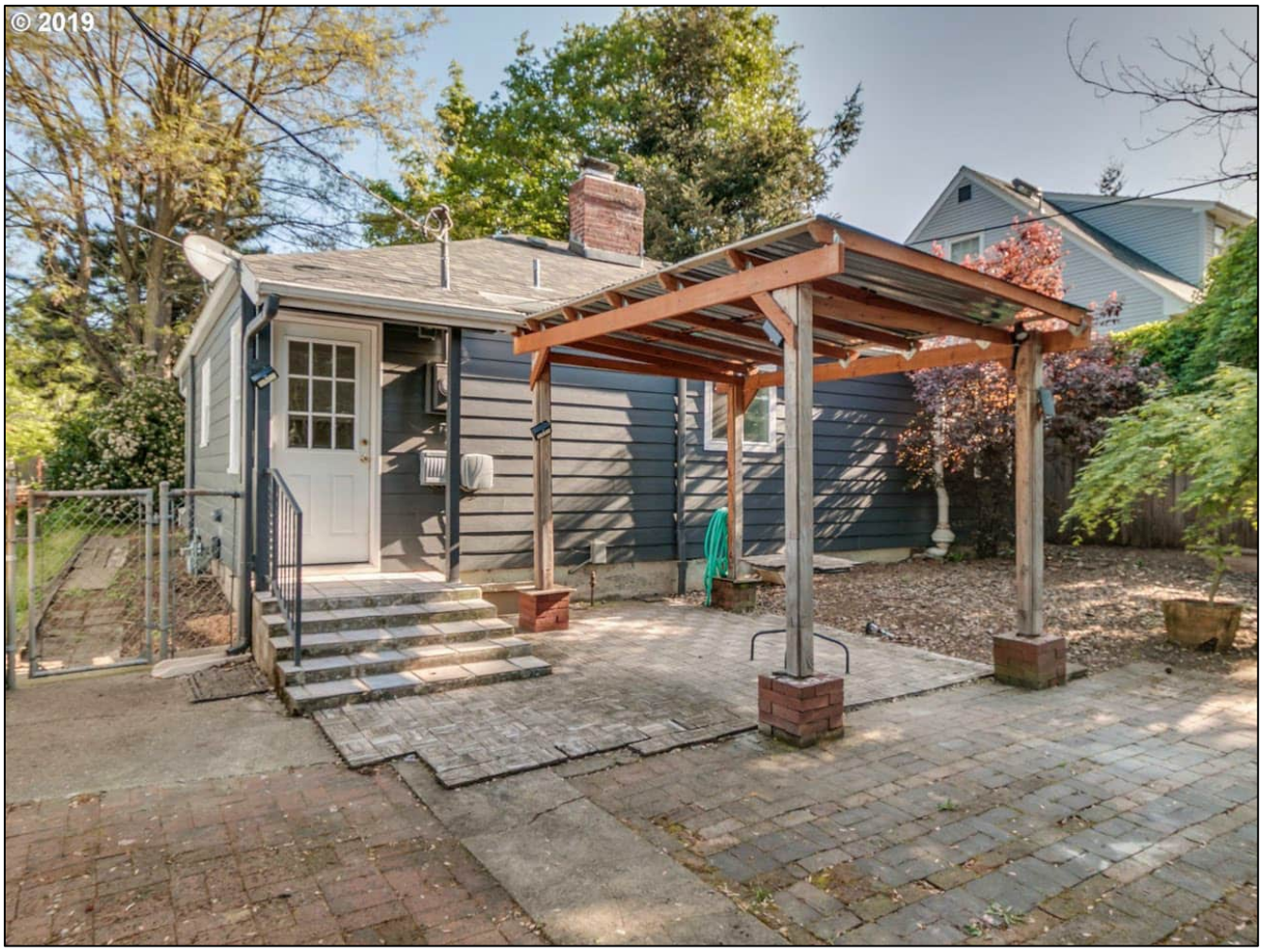


Figure 6. Earls House, south and west elevations. View facing northeast (Redfin 2019)

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Figure 7. Earls House, south yard and south elevation. View facing northwest (Redfin 2019).

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Figure 8. Earls House interior, living and dining rooms (Redfin 2019).

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Figure 9. Earls House interior, kitchen and laundry rooms (Redfin 2019).

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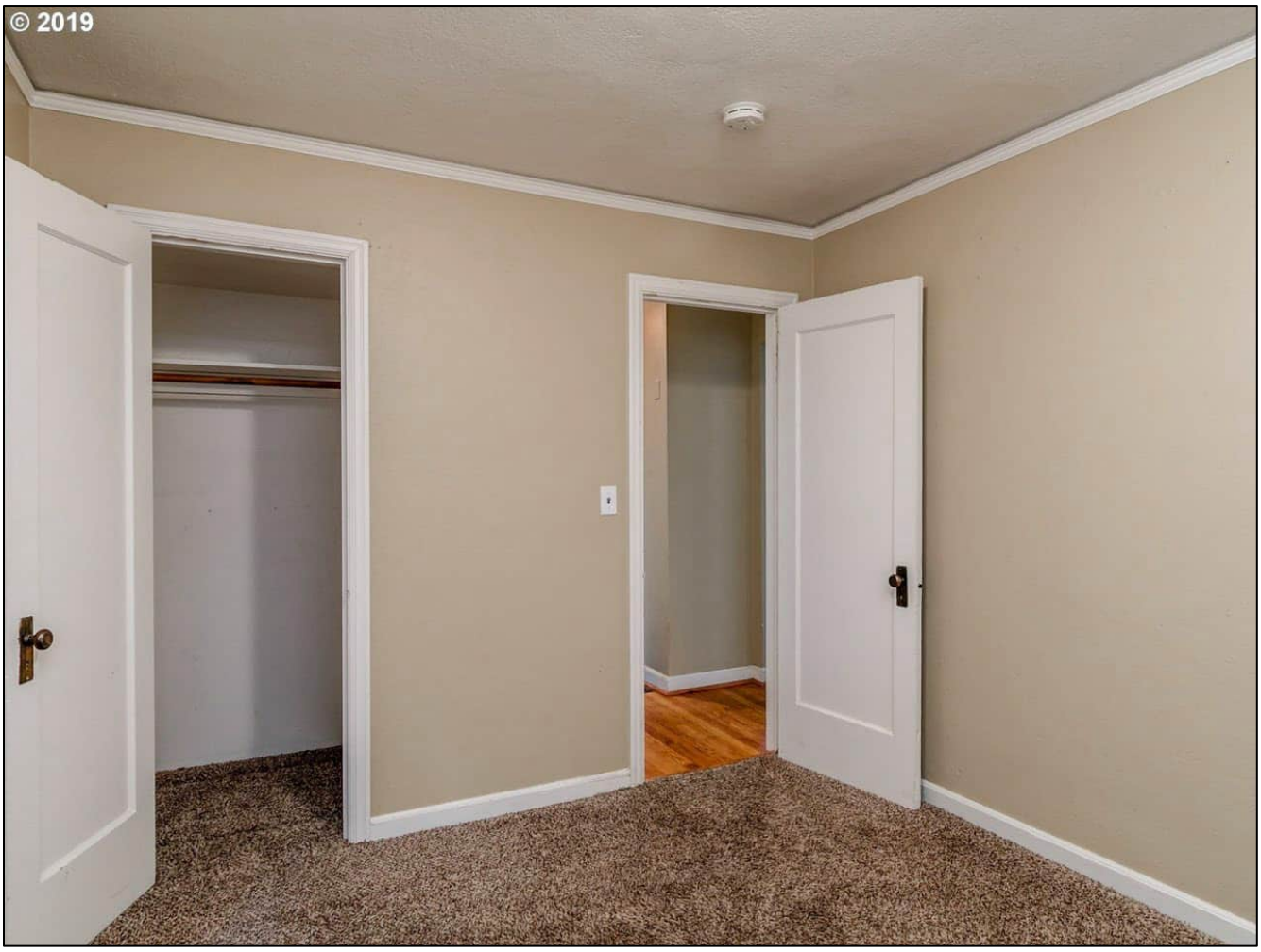


Figure 10. Earls House interior, bedroom (Redfin 2019).

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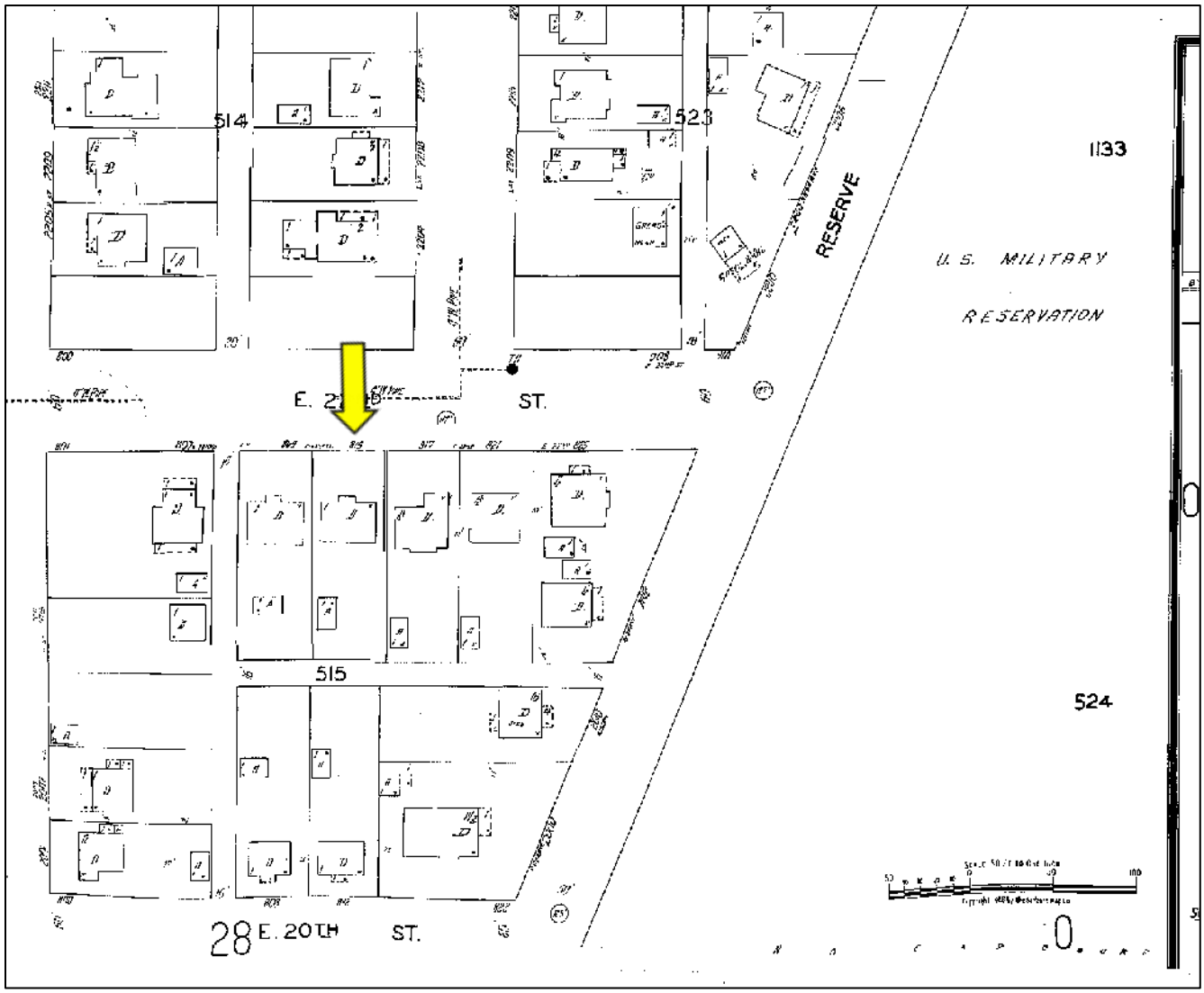


Figure 11. Original footprints of dwelling and detached garage, a yellow arrow identifies the address of 815 East 22nd Street (Sanborn Map Company, *Vancouver* [1949], 34).

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Figure 12. Aerial photograph showing Arnada neighborhood, a yellow arrow indicates location of 815 East 22nd Street (Clark County GIS July 1968).

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Figure 13. Aerial photograph showing Arnada neighborhood and the newly expanded I-5 corridor, a yellow arrow indicates location of 815 East 22nd Street (Clark County GIS July 1984).

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: Duplex Residences, 607 East 27th Street (WA 1245)	WISAARD Property ID: 731282
Street Address: 607 East 27th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17870000	Plat Block Lot: Lay's Annex to Vancouver Heights, Block P, Lots 1 and 2; Vancouver Heights, Block 84, Lot 1
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.640570° -122.665660°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / multiple dwelling	Construction Date: 1978
Historic Use: DOMESTIC / multiple dwelling	Alterations & Dates: Unknown, Replacement of entry doors; Unknown, Replacement of one bathroom window
Architectural Classification / Resource Type: Other: Contemporary / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Multiple Dwelling - Duplex	
Window Type & Material: Fixed, Sliding & Aluminum, Vinyl	Exterior Surface Materials: Primary: Wood - T1-11 Secondary: Brick - Stretcher Bond Decorative: Stone - Rubble	
Roof Type & Material: Gable Front & Asphalt/Composition - Shingle		
Structural System Type: Wood - Post and Beam	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Contemporary	Plan	None
	Windows	Moderate
Register Status: Not listed	Cladding	None
	Other (Doors)	Extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Street Address: 607 East 27th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 607 East 27th Street Duplex Residences, east (left) and north (right) elevation, 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:

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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PHYSICAL DESCRIPTION

The building at 607 East 27th Street is a Contemporary style duplex constructed in 1978 and located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated to the northwest of the East Fourth Plain Boulevard interchange of Interstate 5 (I-5) on a mid-block parcel between F and G Streets and faces north onto East 27th Street. The area around 607 East 27th Street is part of a mix of mostly single-family homes and some duplexes defined by a gridiron network of local streets with sidewalks and mature street trees. The building itself is located on a rectangular tax lot and is adjacent to single-family homes to the north, east, and west. The lot includes the principal building and surrounding ground (Figures 2 and 3).

The building's footprint is rectangular and is constructed atop a concrete slab foundation overall measuring approximately 36 feet from east to west and 54 feet from north to south (Figure 4).[1] The walls of the building are wood frame and rise one story in height to a low-pitched front gabled roof. (Figures 1 and 5–7). The roof has a moderate overhang with exposed eaves fronted by a thin fascia and bargeboard. The roof is surfaced with asphalt shingles and has a square chimney clad with a rough stone veneer located near the center of the roof's ridgeline (Figure 1). There are two carports recessed under this roof on the building's north street-facing elevation. Each carport measures approximately 9 feet from north to south and 14 feet from east to west. A 4-foot-wide enclosed storage area separates the two carports. The building is clad primarily in T1-11 plywood siding with accents of buff-colored slump block on its primary north elevation (Figures 1 and 5–7).

The building's fenestration consists primarily of fixed and sliding aluminum-frame windows and three sliding vinyl windows (Figures 1 and 5–7). The building's primary entries are located north-of-center on the east and west elevations and sit approximately 1 foot above grade. The east entry door is metal with a fan light. The west entry was not fully visible at the time of survey, but it is likely similar and includes a metal screen door. A small concrete stoop sits below each entry (Figures 1 and 6). There are two additional flush doors on the east and west sides of the enclosed storage area between the carports (Figure 1).

Alterations

Since its initial construction in 1978, the duplex at 607 East 27th Street appears to have maintained its original footprint and much of its exterior. Three windows have been replaced and the primary entry doors are likely replacements, as well. Otherwise, the arrangement of the original tax lot has changed since the building's current owners expanded the building's backyard into the vacant tax lot adjacent to the south. This yard consists of grass, as well as a wooden shed and a tall wooden fence along the edges of the property. The yard was cleared between August 2007 and August 2011 and the fence and shed were constructed between June 2019 and November 2022 (Figures 8, 9, and 10).

Boundary Description

The duplex at 607 East 27th Street is set on a single tax lot (17870000) which includes its footprint, as well as the surrounding ground and walkways. All these features contribute to the property's historic significance. The wooden-fenced yard extension with a wooden shed behind the duplex (tax lot 17912000) was acquired and developed as a yard space after the period of significance (1978 to 1981) and therefore does not contribute to the property's historic significance. Therefore, the National Register of Historic Places (NRHP) boundary is defined by the boundary of tax lot 17870000 (Figure 3).

[1] Clark County Assessor, Building Sketch for Account 17870000. Accessed April 17, 2023. https://gis.clark.wa.gov/ccimages/Assessor/Footprints/000/800/000/017870000_1.gif.

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Property Name: Duplex Residences, 607 East 27th Street (WA 1245)		WISAARD Property ID: 731282
Street Address: 607 East 27th Street	City, County, State: Vancouver, Clark County, Washington	

INTEGRITY

Since its initial construction in 1978, the duplex at 607 East 27th Street has remained in its original location, although its broader neighborhood setting was actively in the process of change during and after its construction owing to the widening of I-5, which began in 1977, and the reconstruction of the East Fourth Plain Boulevard interchange, which began in 1981.[2] These events resulted in the demolition or removal of houses along the eastern border of Shumway and additional houses immediately south and east of 607 East 27th Street (Figures 10, 11, and 12). However, the setting retained its mixed character of single-family and duplex homes after the interstate reconstruction with such dwellings to the north, across East Fourth Plain Boulevard to the south, and to the west. Additional changes include the alteration of some doors and three of the windows; however, their location, size, and arrangement (sliding) remain unchanged. Overall, the resource retains its integrity of location, setting, design, workmanship, feeling, and association while its integrity of materials has been modestly diminished.

STATEMENT OF SIGNIFICANCE

The duplex at 607 East 27th Street is located on the southeast end of the Shumway Neighborhood of Vancouver, Washington. The building was constructed in 1978 in the Contemporary style. According to records on file at the Clark County Recorder's Office, its original owner and builder was most likely a group of individuals consisting of Jesse L. and Janet L. Thompson, Chuck J. and Darlene R. Hoard, and Michael and Cindy L. Kinne. The Thompsons and Kinnes were part of a real estate development partnership known as "Thompson Enterprises" and Michael Kinne was the owner of Star Construction Company.[3] It is unknown what role the Hoards had other than being part owners of the property. Other known construction projects of Star Construction Company in Vancouver include single-family homes at 3929 and 3939 Northeast 50th Avenue, 6805 Northeast 65th Avenue, and 6512 Northeast 68th Street—all built in 1979.[4] The Thompsons, Hoards, and Kinnes sold 607 East 27th Street to Dorothy A. Grazul in February 1979 who, in turn, quitclaimed a one-third interest in the property to Henry W. and Leone E. Grazul (husband and wife) as well as a one-third interest to Tony L. Grazul in June 1979.[5] The Grazuls owned the property as an investment and leased its two residential units to tenants. Early tenants of the building and known dates of occupancy are as follows:

1979: Robert C. Don and Tom Banyon (occupations unknown).[6]

[2] "Firms Bid on I-5 job," *The Columbian* (Vancouver, WA), December 28, 1980, 14.
[3] *Clark County* Official Records Search. "Statutory Warranty Deed #7902220151," dated February 22, 1979. Accessed April 13, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index; *Clark County* Official Records Search. "Partnership Agreement #7808240001," dated September 12, 1976. Accessed April 13, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index; "Obituaries: Michael Kinne," *The Columbian* (Vancouver, WA), August 3, 1982,14.
[4] "Century 21 Burba Realty Presents: Kingsgate," *The Columbian* (Vancouver, WA), February 23, 1979, 76; "Building Permits," *The Columbian* (Vancouver, WA), February 28, 1979, 15; "Orchards Area Lots With Septic Tanks OK'd," *The Columbian* (Vancouver, WA), June 25, 1980, 9.
[5] Note well, available records do not indicate how the Grazuls are related. See *Clark County* Official Records Search. "Statutory Warranty Deed #7902220151," dated February 22, 1979. Accessed April 13, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index; *Clark County* Official Records Search. "Quit Claim Deeds #7906080059 and #7906080060," dated June 8, 1979. Accessed April 13, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index.
[6] R.L. Polk & Co. *Vancouver (Washington) City Directory*, 1979.

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1979–1981: Kelvin M. Wolther a part-time student at Clark College and maintenance employee for the Vancouver School District.[7]

1981–1982: Stan Souza, steelworker.[8]

The Grazuls continued to own and lease the property until 1994 when they sold it, along with the adjacent lot to the south, to the current owners Jason L. and Lori J. Moon, husband and wife.[9] The Moons cleared the adjacent parcel to the south of trees and brush between 2007 and 2011 and built a wood shed as well as a tall wooden fence between 2019 and 2022 (Figures 7, 8, and 9).

Development of the Shumway Neighborhood

The area now known as the Shumway neighborhood, is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[10] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had built his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[11] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[12]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890 precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of

[7] "Pratka-Wolther," *The Columbian* (Vancouver, WA), July 16, 1978, 24; "Marriage Licenses," *The Columbian* (Vancouver, WA), August 7, 1979, 44; RL Polk & Co. *Vancouver (Washington) City Directory*, 1981.
[8] R.L. Polk & Co. *Vancouver (Washington) City Directory*, 1982; "Charles Stanley 'Stan' Souza," *The Columbian* (Vancouver, WA), December 30, 2005, 20.
[9] *Clark County* Official Records Search. "Statutory Warranty Deed #9412060020," dated December 1, 1994. Accessed April 13, 2023. https://e-docs.clark.wa.gov/LandmarkWeb/Home/Index; The Grazuls likely acquired the adjacent lot to the south after construction on the Fourth Plain Boulevard freeway interchange started in 1981 and resulted in the house on said lot being demolished, see Figures 9–11.
[10] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[11] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[12] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5, 13–18.

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Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[13]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[14] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[15] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[16] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[17] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished in 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[18] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 13 and 14).

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[19] Larger institutions entered the neighborhood during this time with the construction of the Knights of Pythias retirement home and orphanage in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[20] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[21] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased by the 1930s with the onset of the Great

[13] Freece, 13–46.
[14] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[15] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline.
[16] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[17] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[18] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[19] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179–180, 224–229.
[20] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929.
[21] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.

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Depression. Construction activity did not resume until the 1940s starting with Vancouver's second fire station at East 37th and Main Streets in 1940 followed by a pair of duplexes on East 27th Street in 1941.[22]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[23] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[24] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[25] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[26]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater identity, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. [27] The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment. The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 15 and 16).[28]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along main street and approximately thirty new duplexes constructed among the single-family homes (Figures 17, 18, and 19). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[29] The City also saw duplexes as a more affordable means of encouraging population growth

[22] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *The Columbian* (Vancouver, WA), June 13, 1941, 9.
[23] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[24] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[25] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[26] "Construction of Church Is To Begin," *The Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[27] Alsobrook, et. al, 230–231.
[28] Alsobrook, et. al, 232–233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[29] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.

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during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[30] In response to these changes, area residents officially adopted the name "Shumway" for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[31] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[32]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[33] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[34]

Despite the turmoil of the late 1970s, city officials continued to approve duplex construction including the duplex at 607 East 27th Street. Although little is known about the practice of its original owners aside from Kinne's other construction projects, they were representative of property investors who hoped to capitalize on the construction of new rental properties within formerly vacant lots.

Contemporary Style

The word contemporary, one imagines, requires little etymological explanation: that which is contemporary is "with time." This straightforwardness underlaid historian Sigfried Giedion's (1888–1968) use of the term in the 1954 edition of his *A Decade of Contemporary Architecture.* Giedion pointed to architectural projects that he could identify as "new" or "recent," but he lacked a better descriptor to summarize the new qualities of the buildings that were, in the historian's opinion, related to, and perhaps extensions of, International Style architecture.[35] For Giedion, the contemporary was still related to structure, urbanism, and social improvement; its implied temporality was a counterpoint to Modernism's declaration of the atemporal, a supposed end to style. Some historians, like Sylvia Lavin (ca. 1962–), have marked Giedion's definitional dilemma as the beginning of "contemporaneity" in architecture—Lavin describes it as an environmental affect and architecture's exhibitionism—while others like Lesley Jackson (ca. 1962–) took it at face value, a new starting point for a style that defined American architecture of the 1950s.[36] Even with the benefit of hindsight, however, Jackson's 1994 book *'Contemporary': Architecture and Interiors of the 1950s* wasn't able to isolate the qualities of 1950s American architecture from the

[30] Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[31] Bob Zeimer, "Market Zone Change Rejected," *The Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[32] Lee Rozen, "Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.
[33] Wendy Reif, "Neighborhood Groups Key On Liveability," *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[34] "Comprehensive Plan To Get Public Airing," *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *The Columbian* (Vancouver, WA), January 20, 1981, 15.
[35] See Sigfried Giedion, *A Decade of Contemporary Architecture* (New York: Wittenborn) 1954. Sylvia Lavin analyzes Giedion's position in "The Temporary Contemporary," *Perspecta* 34 (2003), 128–135.
[36] Lavin, "The Temporary Contemporary" and *Form Follows Libido* (Cambridge: The MIT Press) 2007.

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temporality of the category itself, grouping the visual distinctness of Eero Saarinen's (1910–1961) TWA Terminal (1959), John Entenza's (1905–1984) Case Study House Program (1945–1966), and Philip Johnson's (1906–2005) New Harmony Shrine (1960) under the veil of the "contemporary."

Despite its ambiguity as a descriptor, the architecture described as "contemporary" was clearly different. It was related to International Style architecture—also referred to by an ambiguous descriptor, "Modern"—which, though popular in the prewar era, never resumed its trajectory after the suspension of nearly all construction during the war. Like Modern architecture, "Contemporary" architecture rejected historical styles for the clean and unornamented lines of the functional, but the postwar approach was much more optimistic, more colorful, and more tolerant of those things that fell outside of the rules of objectivity and the abstract. These characteristics appeared in wallpapers and furniture, patterns, and collectibles, in what might better be called a sense of style rather than a style per se. These subjective "desires," as Lavin called them, were accommodated by architects working one-on-one with clients. The Contemporary style, Virginia McAlester wrote in *A Field Guide to American Houses,* was a favorite for architects, albeit less popular than other postwar styles like Minimal Traditional, the Ranch, and Split-Level, many of which were not built with a specific client in mind.[37] McAlester designates the shared characteristics of the 1950s buildings not just as "with time," but as defining characteristics of an identifiable style that lasted until 1990: low-pitched gabled roofs, wide overhanging eaves, exposed roof beams, natural materials, broad expanses of uninterrupted wall surface typical on the front façade, recessed or obscured entry door, and generally asymmetrical.[38]

The features that have come to define the style for McAlester share many of the features typically attributed to Mid-century Modernist architecture. With open floor plans, plenty of air and light, and unbroken wall space for convenient furniture layouts, both Mid-century Modern and Contemporary styles offered casual, uncluttered living in visually stimulating environments. The style was particularly appropriate for the California climate, and spread rapidly in the postwar suburban housing tracts, most notably by builders like Joseph Eichler (1900–1974). Marketed as extremely livable, the style was depicted often in the architectural press and glamorized by war photographers such as Julius Schulman (1910–2009). Both Mid-century Modern and Contemporary style homes were eventually incorporated into the pattern and plan books of speculative developers and merchant builders, resulting in the proliferation of low-pitched and wide-eaved variations of standard houses, many with applied stylized features. These variations offered potential homeowners "long, low, and livable" houses, "cleverly zoned," with "comfort and style."[39] As catalogs of house plans inevitably do, the introduction of the "Contemporary" into these pages also expanded the style to incorporate its vernacular interpretation.

The duplex at 607 East 27th Street embodies the Contemporary style through its post and beam construction and horizontal form, with a low-pitched, front-gabled roof as well as its contrasting wall materials and textures. It is representative of the style's interpretation well after its heyday in the 1960s when it was used by developers to lend modern appeal to a comparatively inexpensive rental unit. While the building's original architect remains unknown, the design may have been adapted from pattern books widely in use at the time.

[37] McAlester contextualizes these American "styles" (she does not differentiate between a building form and a building style): Minimal Traditional houses were prevalent 1935–1950, usurped by the popularity of the Ranch house, which, though present in the American southwest much earlier, became nearly ubiquitous in the years 1935–1975. The Split-level house was a variation, with half-story wings and sunken garages, and common 1955–1975. See "Contemporary Style," 628.
[38] McAlester, 628.
[39] Respectively, these ads: Model 50, Thyer Manufacturing's brochure of Pollman Homes, 1955; Design D 1258, Home Planners, Inc., 1963; and "The Shady Lane," from Aladdin Readi-cut homes, 1956.

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National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the duplex at 607 East 27th Street is not significant under Criteria A, B, C, and D. As such it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the duplex at 607 East 27th Street 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. Although the resource is associated with the development of Vancouver's Rose Village neighborhood and the preponderance of duplexes throughout the city in the 1970s, a single resource cannot (by itself) represent the development of an entire neighborhood or city to such an extent that it meets the threshold for NRHP significance.

The duplex at 607 East 27th Street also does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. No such significant personages could be found.

While the duplex at 607 East 27th Street is an example of a Contemporary style duplex with high integrity, it does not, however, 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.

The duplex at 607 East 27th Street 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 duplex at 607 East 27th Street is not significant under any NRHP criteria. 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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Property Name: Duplex Residences, 607 East 27th Street (WA 1245)	WISAARD Property ID: 731282
Street Address: 607 East 27th Street	City, County, State: Vancouver, Clark County, Washington

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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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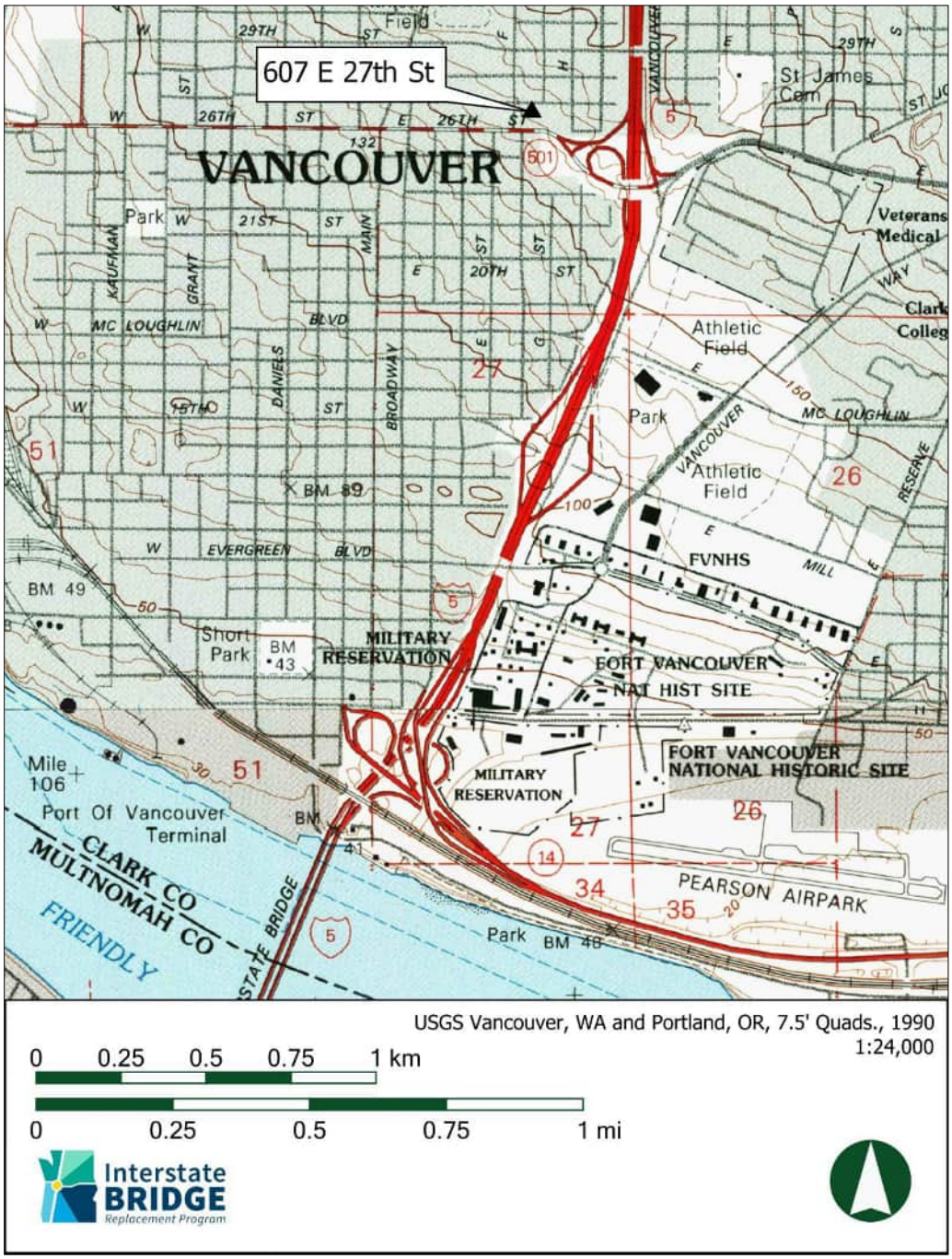


Figure 2. Location map of the 607 East 27th Street Duplex Residences, Vancouver, Clark County, Washington.

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 the 607 East 27th Street Duplex Residences, showing the recommended NRHP boundary in white. The owner of this property also owns the small parcel adjacent to the south (marked by yellow arrow) and uses it as an extension of the subject property's back yard.

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. Annotated Winter 2012 aerial of the 607 East 27th Street Duplex Residences showing the approximate perimeter walls in solid white outline and carports in dashed white outline and approximate overall measurements excluding roof overhangs (Clark County Assessor).

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Figure 5. 607 East 27th Street Duplex Residences, north elevation, view facing south. Arrow points to vinyl window (WillametteCRA, March 8, 2023).



Figure 6. 607 East 27th Street Duplex Residences, north elevation (left) and west elevation (right), view facing southeast. Arrow points to vinyl window (WillametteCRA, March 8, 2023).

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 7. 607 East 27th Street Duplex Residences, south elevation view facing northeast from East 26th Street. Arrow points to vinyl window (Google Street View November 2022).



Figure 8. Same view as Figure 7 prior to backyard extension work (Google Street View August 2007).

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. 607 East 27th Street Duplex Residences, south elevation view facing northeast from East 26th Street after the clearing of trees and brush. Arrow points to the corner of a crude fence constructed on the edges of the adjacent south lot (Google Street View November 2022).

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 10. Aerial view of East Fourth Plain Boulevard Interchange at Interstate 5 at the southeast corner of the Shumway Neighborhood before construction began on the Interstate widening project. The dotted line indicates houses that the project would eventually remove from Shumway. Circle marks the location of the not yet built duplex at 607 East 27th Street (Clark County MapsOnline, 1974).



Figure 11. Aerial view of East Fourth Plain Boulevard Interchange at Interstate 5 at the southeast corner of the Shumway Neighborhood during initial demolition and clearing. Circle indicates the location of the duplex at 607 27th Avenue East. Dotted line indicates remaining homes to be removed from Shumway (Clark County MapsOnline, 1978).

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 12. Aerial view of East Fourth Plain Boulevard Interchange at Interstate 5 at the southeast corner of the Shumway Neighborhood after completion of the interstate widening. Circle indicates the location of the 607 27th Avenue East Duplex Residences. Note the vacant lot below it (Clark County MapsOnline, 1984).

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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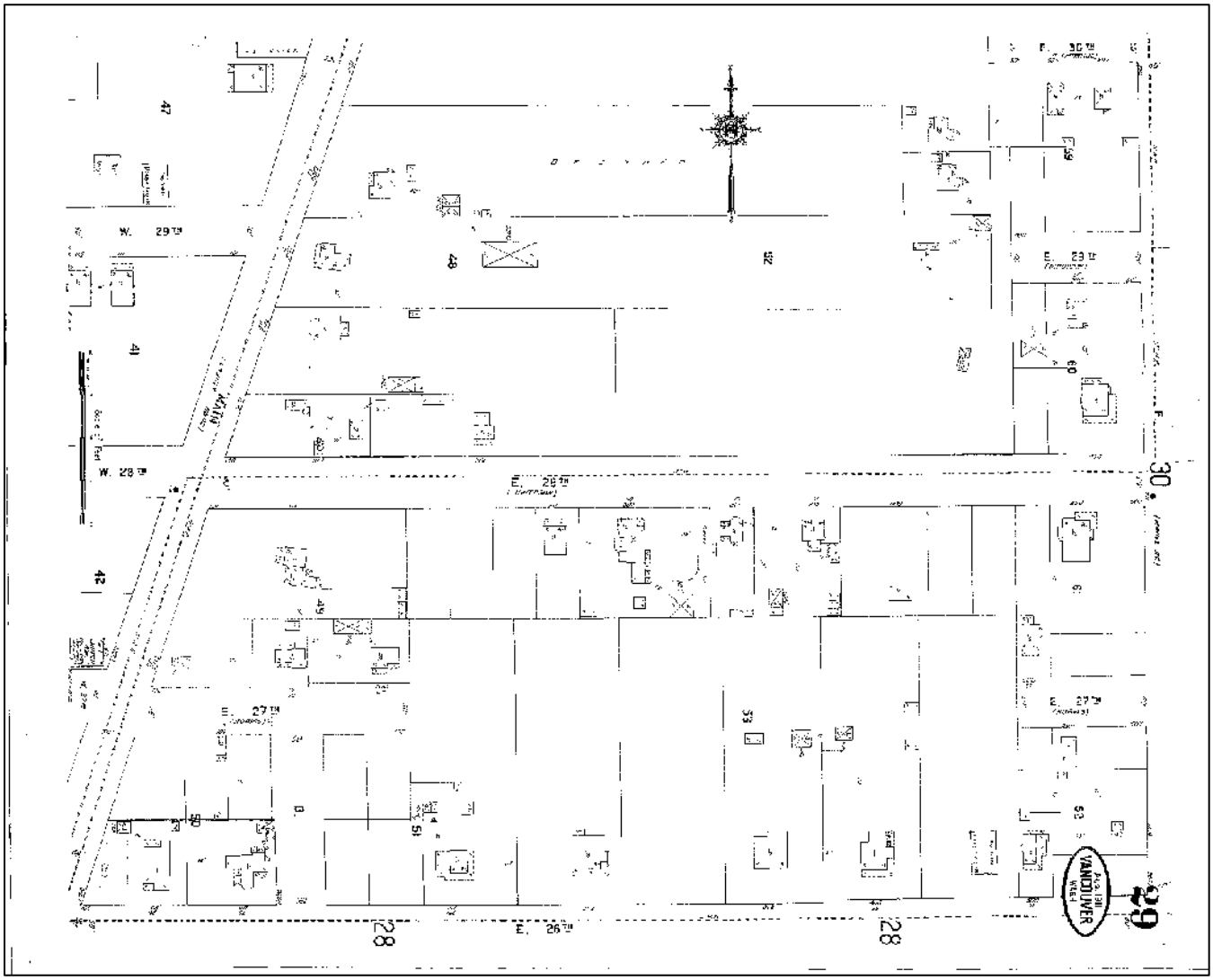


Figure 13. Sheet 29 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southwest corner of the present-day Shumway Neighborhood (Sanborn Map Company, *Vancouver* [1911], 29).

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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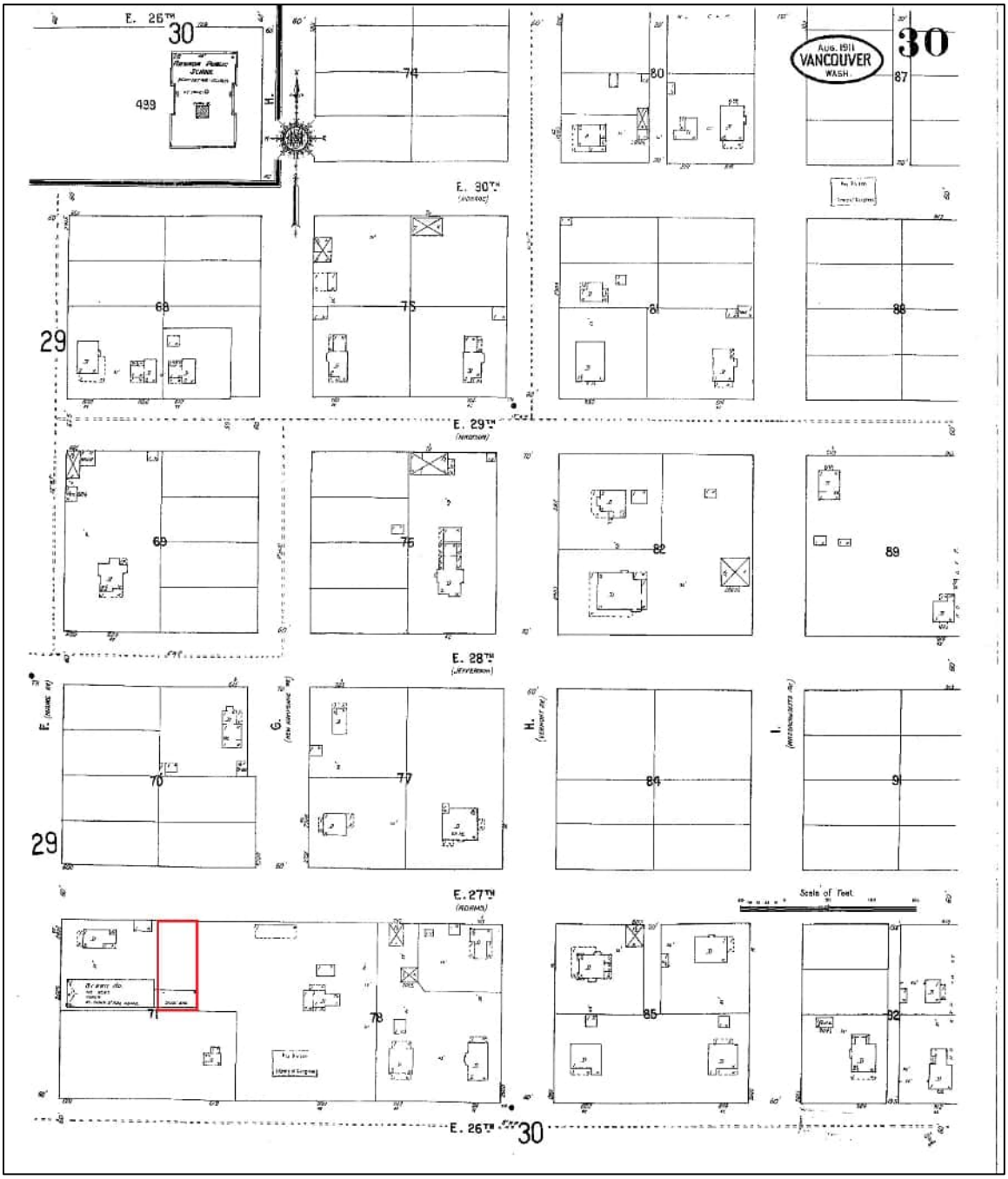


Figure 14. Sheet 30 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southeast corner of the present-day Shumway Neighborhood. Red rectangle marks the property of the 607 East 27th Street Duplex Residences (Sanborn Map Company, *Vancouver* [1911], 30).

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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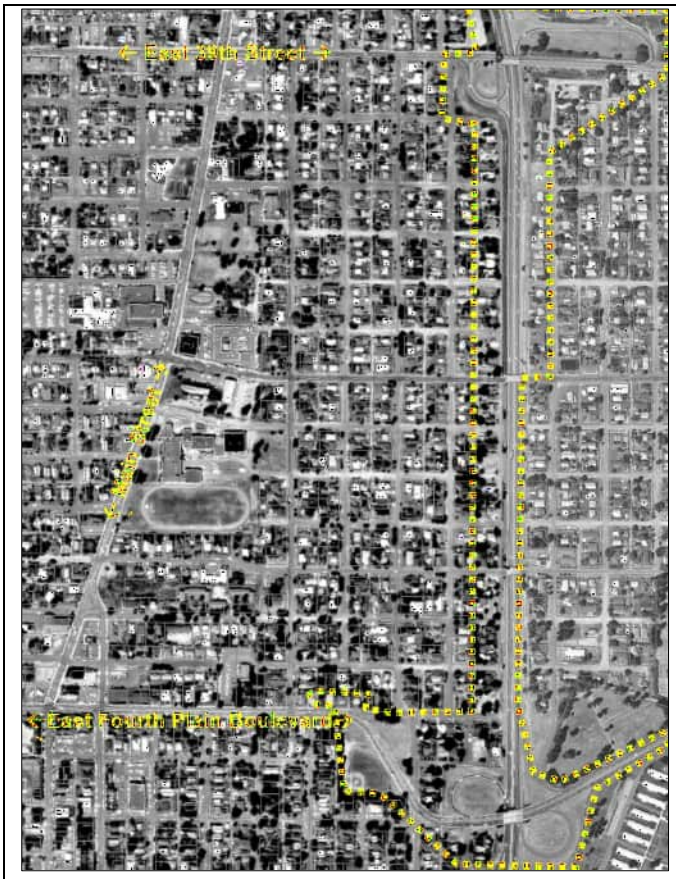


Figure 15. Aerial view of the Shumway Neighborhood before construction began on the Interstate widening project. The Dotted line indicates the approximate area impacted by the widening (Clark County MapsOnline, 1974).

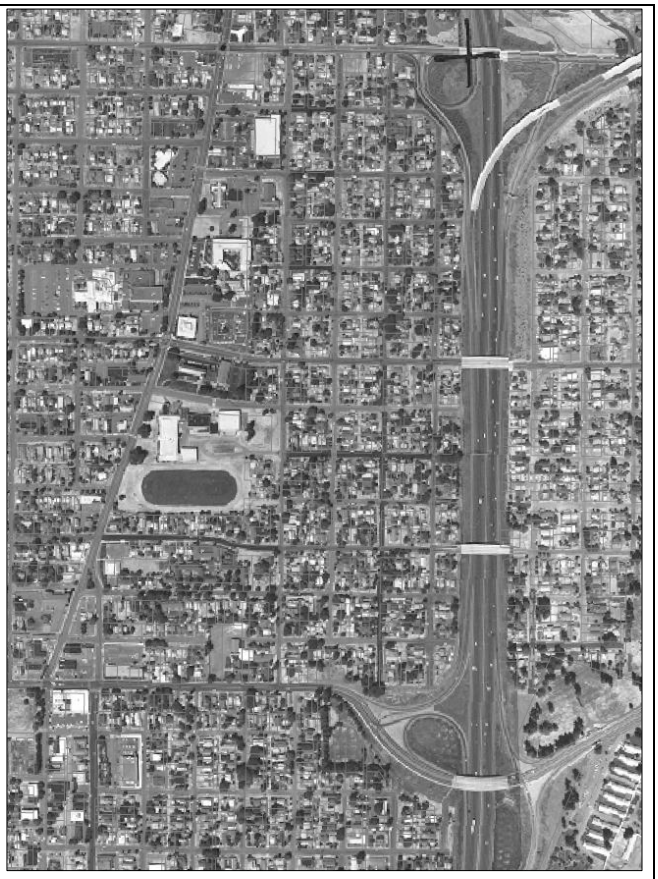


Figure 16. Aerial view of the Shumway Neighborhood after the Interstate widening project (Clark County MapsOnline, 1990).

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Figure 17. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along Main Street (Clark County MapsOnline, 1955).

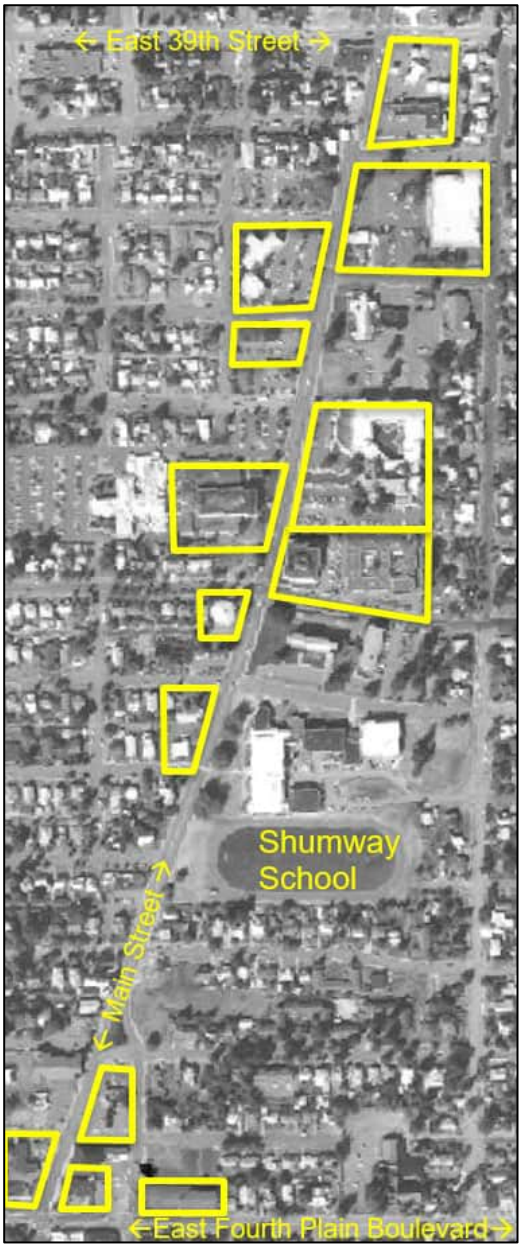


Figure 18. Annotated aerial view of the West end of Vancouver's Shumway neighborhood showing small to large-scale commercial and institutional development along Main Street by the early 1980s (Clark County MapsOnline, 1984).

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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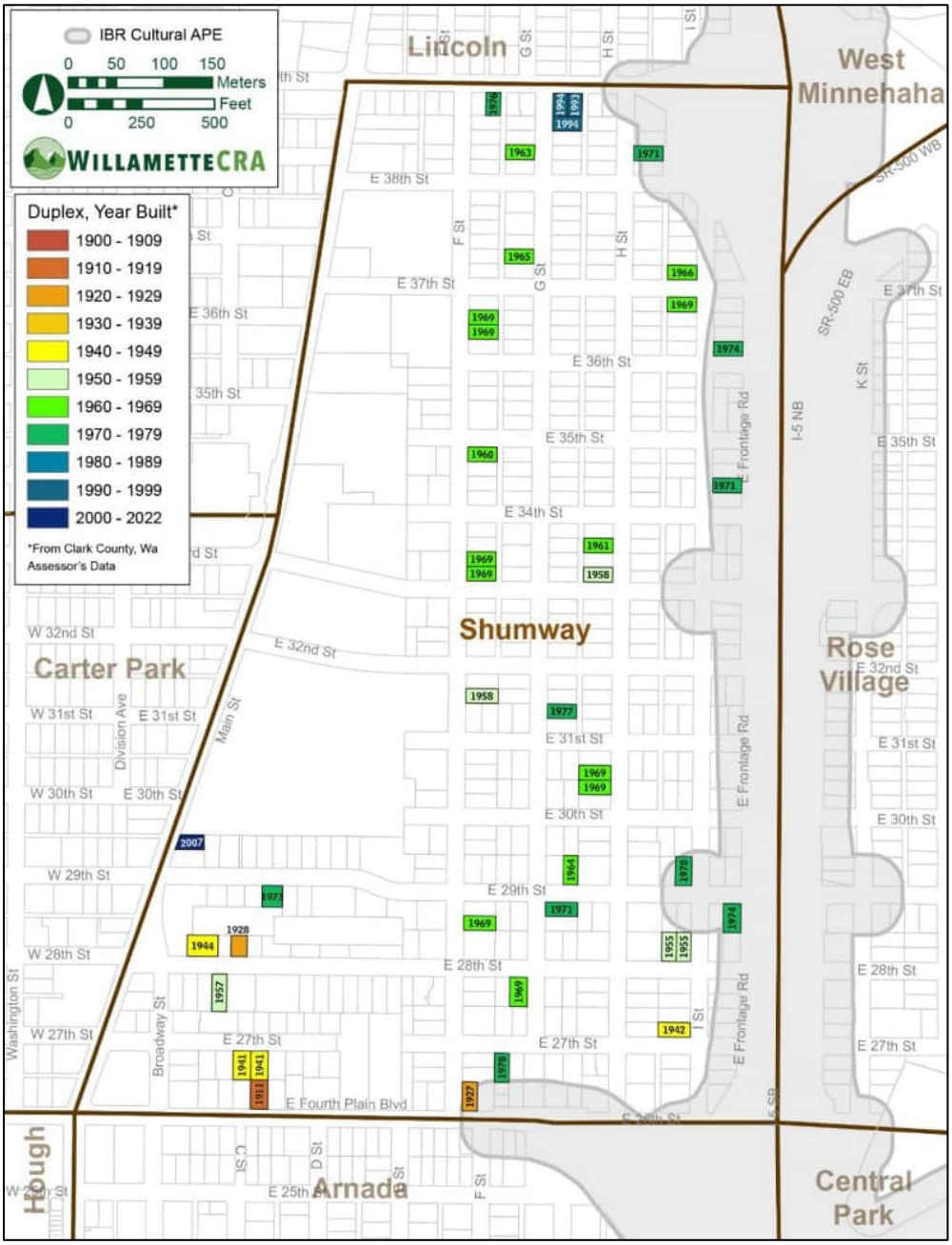


Figure 19. Map of the Shumway neighborhood depicting duplex construction 1900–2022. Note well, most duplexes were constructed in the 1960s and 1970s. This map is drawn from the Clark County Assessor's data and may have errors where the data is incomplete. As such, it is representational only. Data accessed April 14, 2023.

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: Schuller, William H., House (WA 1253)	WISAARD Property ID: 89488
Street Address: 900 East 27th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17630000	Plat Block Lot: Vancouver Heights, Block 78, Lot 5
USGS Quad Name: Vancouver Quadrangle	Township: 2 North Range: 1 East Section: 22
Coordinates: 45.640980° -122.662800°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1942
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1955, Brick veneer added and roof cladding changed; 1958, New garage constructed; ca. 2014–2022, Roof cladding changed
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - WWII Era Cottage	
Window Type & Material: Double Hung & Wood	Exterior Surface Materials: Primary: Roman Brick Secondary: Decorative: Stone	
Roof Type & Material: Hip - Cross Hipped & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	None
	Windows	Minimal
Register Status: Not listed	Cladding	Extensive
	Roof	Extensive
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Property Name: Schuller, William H., House (WA 1253)	WISAARD Property ID: 89488
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Figure 1. William H. Schuller House, south elevation, view facing north (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:

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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PHYSICAL DESCRIPTION

The William H. Schuller House at 900 East 27th Street is a Minimal Traditional World War II (WWII)-Era cottage located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated along the western edge of Interstate 5 (I-5) on a double corner parcel near the southbound offramp to East Fourth Plain Boulevard, between I and J Streets, and faces south onto East 27th Street. The area around the Schuller House is part of a single-family residential zone defined by a gridiron network of local streets. The area possesses views of I-5 over a low concrete soundwall to the west. The building itself is located on a rectangular tax lot and is adjacent to single-family residences to the north, south, and west. The lot includes the principal building, as well as an associated detached garage (Figures 2 and 3).

The principal building's footprint is generally rectangular with a minor projection off the south elevation and is constructed atop a concrete foundation with an overall footprint measuring approximately 30 feet from east to west and 24 feet from north to south (Figure 4).[1] The walls of the building are wood frame and rise one story in height to a cross-hipped roof with a slight overhang (Figures 1 and 5–7). At the east side of the south elevation, a minor projection containing the primary entrance extends approximately 2 feet forward from the main block of the building (Figure 4). The roof above this tip overhangs the building's primary entry (Figures 1 and 5). The roof is surfaced with asphalt shingles and has a square brick chimney and metal exhaust vents near its ridgeline (Figure 1). The building is clad primarily in buff-colored Roman brick with rough stone wainscotting (similar to flagstone) on its primary south elevation (Figures 1 and 5).

The building's fenestration consists primarily of double-hung, wood-sash windows and a tripartite wood-frame window assembly consisting of a center window flanked by two narrower windows (the "Chicago" window) in the primary (south) elevation. Aluminum storms as well as scalloped aluminum awnings cover the exteriors of some of the windows and a wood frame, plastic-covered pet shelter (sometimes a "catio") attached to the south elevation covers one of the windows, as well (Figures 1, 5, and 7).

The building's primary entry is located at the center of the south elevation. It consists of a solid wood door with a metal screen/storm door. A small set of concrete steps with a wrought iron balustrade rises to a concrete stoop in front of this entry from the south (Figures 1 and 5). There is a secondary entry on the rear (north) elevation of the building that consists of a solid wood door. A small set of steps with a wrought iron balustrade rises to a concrete stoop in front of this entry, as well. A scalloped aluminum awning covers this entry and the concrete stoop in front of it (Figure 6). The interior was not accessible at the time of survey and real estate photos could not be located.

The detached garage is adjacent to the principal building on the east and measures approximately 20 feet from east to west and 24 feet from north to south.[2] The walls of the garage are wood frame and rise one story in height to a hipped roof with a slight overhang clad with asphalt shingles. The exterior walls are clad with grooved cedar shingles (Figures 5 and 8). This garage replaced the original and smaller garage and dates to 1958 (Figure 9).[3] Alterations since that time include the replacement of the garage's original clay tile roof with asphalt shingles.

[1] Clark County Assessor, Building Sketch for Account 17630000, accessed April 18, 2023, https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/Assessor/Footprints/000/600/000/017630000_1.gif.
[2] Clark County Assessor, Building Sketch for Account 17630000, accessed April 18, 2023, https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/Assessor/Footprints/000/600/000/017630000_1.gif.
[3] "Building Permits," *The Columbian* (Vancouver, WA), October 21, 1958, 17.

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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The front (south) and side (west) yards of the property are landscaped with wood planter boxes along the property's south and west boundaries and various plantings in front of the principal building's south and west elevations. A metal arch extends over a concrete walkway that extends from the public sidewalk of East 27th Street to the building's principal entry. Another concrete walkway extends from the public sidewalk of I Street to the building's secondary (rear) entry (Figures 1 and 6).

Alterations

Since its initial construction, the William H. Schuller House appears to have maintained its original footprint and windows, but its exterior has been extensively altered. Brick veneer replaced the previous cladding material on the exterior walls. The roofing material has been replaced twice, first with tile in 1955 and again with asphalt shingles between 2014 and 2022.[4] Finally, aluminum storms and a wood frame pet shelter were added to the exterior of some of the windows. Aside from these changes, the building appears to retain its original awnings,wood-frame windows, and stone wainscotting. The setting has changed significantly with the construction of I-5 to the east in the 1950s and its widening between 1977 and 1984, which resulted in the demolition of many houses and the removal of J Street to the east.

Boundary Description

The William H. Schuller House is set on a single tax lot (17630000) which includes its footprint, the surrounding ground, landscaping, and walkways. All these features contribute to the property's historic significance, except for the detached garage on the lot, which was constructed in 1958, after the end of the recommended period of significance (1942–1955). The tax lot boundary has remained unchanged since the period of significance and, as such, the recommended National Register of Historic Places (NRHP) boundary is the boundary of the tax lot.

INTEGRITY

As a result of extensive alterations to its exterior since the year of its construction, the William H. Schuller House lacks sufficient integrity to convey significance. The original exterior cladding was replaced with Roman brick in 1955 and aluminum storms were added to some of the windows. The roof cladding has also been replaced, first in 1955 with clay tile and again between 2014 and 2022 with asphalt shingles. The present asphalt shingle roof, however, is more in line with the type of roofing typically used in WWII-Era cottages and thus returns some but not a sufficient amount of the building's diminished integrity.

Otherwise, while the building has remained in its original location and its setting has remained largely single-family in character with an abundance of single-family dwellings to the north, south, and west, its setting has changed with the construction of I-5 in the 1950s, as well as its widening between 1977 and 1984. These construction projects have separated the building from the single-family dwellings to the east and demolished or displaced several nearby buildings.

Ultimately, the building retains its integrity of location and association while its integrity of setting, feeling, design, workmanship, and materials is diminished.

[4] While the permit did not indicate the type of tile used, concrete tile was a popular roofing material in the 1960s and may have been used here and tinted red to appear like clay. See: C.W. Burnett, May 19, 1955, City of Vancouver Permit Number 1830, 900 East 27th Street.

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STATEMENT OF SIGNIFICANCE

The William H. Schuller House is located on the southeast end of the Shumway Neighborhood of Vancouver, Washington. Schuller constructed the building in 1942 in the form of a WWII-Era Cottage in the Minimal Traditional style.[5] At that time, it was originally addressed as 2701 I Street, which is shown in the 1949 Sanborn Fire Insurance Map (Figure 9). "For Sale" advertisements in the Vancouver Columbian from April through May 1942 described the residence with a "beautiful stone front below [its] windows" for a price of $4350 (later reduced to $4250).[6] Although it is unknown whether Schuller ever occupied the building, it is more likely that he constructed it as a speculative investment considering he almost immediately offered it for sale.

The earliest known occupants of the house were Gena A. (1919–1992) and Charles J. Hughes (1916–2000), and their daughter Marlyn F. (1940–1984), whose earliest known date of residency is 1946. The trio came to Vancouver from Nebraska in 1941.[7] Charles had worked at the Alcoa Aluminum plant since 1943 and became a salesman for Stanley Home Products in 1948.[8] The family lived at 900 East 27th Street until at least May 1952.[9]

The subsequent occupants, who made significant alterations to the property, were Hazel E. (1916–1991) and Clark Wesley Burnett (1911–1975), an engineer and machinist.[10] The Burnetts altered the building's primary cladding to Roman brick and its roof to clay tile in 1955 and built a new garage in 1958 using contractor Al Angelo, who later became a prominent Vancouver developer and the city's mayor.[11] Polk directories show that the Burnetts were owner-occupants until 1959.[12] However, according to a plumbing permit that dates to December 1958, Al Angelo may have purchased the residence; he is listed as "owner," but the document may be in error.[13]

Other occupants and known dates of occupation include the following:

1960–1968: Gladys V. (1898–1965) and Anthony J. Litavec (1916–1980), a machine operator, their daughter Odessa Dahlstrom and their son-in-law, Donald Dahlstrom.[14]

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[5] "City News In Brief: House Permit Issued," *The Columbian* (Vancouver, WA), November 26, 1941, 1.
[6] "House For Sale," *The Columbian* (Vancouver, WA), April 29, 1942, 3; "Houses For Sale," *The Columbian* (Vancouver, WA), May 26, 1942, 9.
[7] "Obituaries: Gena A. Hughes," *The Columbian* (Vancouver, WA), March 12, 1992, 4; "In Memoriam: Charles John "Jack" Hughes," *The Columbian* (Vancouver, WA), November 21, 2000, 18; "Obituaries: Marlyn Harmsen," *The Columbian* (Vancouver, WA), February 5, 1984, 10; R.L. Polk & Company, *Polk's Vancouver Directory*, 1946 (Seattle: R.L. Polk & Company, 1946).
[8] "90 Alcoans Given Pins," *The Columbian* (Vancouver, WA), October 3, 1946, 16; "Claims Referred," *The Columbian* (Vancouver, WA), January 7, 1948, 2; "East Mill Plain News," *The Columbian* (Vancouver, WA), July 2, 1948, 16.
[9] *Polk's Vancouver Directory*, 1952; "Houses for Sale" (classified ad), *The Columbian* (Vancouver, WA), May 5, 1952, 10. The 1952 City Directory lists the house as vacant while the for-sale ad states "please do not disturb owner" indicating residency.
[10] "Obituaries: Wesley Burnett," *The Columbian* (Vancouver, WA), January 23, 2; "Obituaries: Hazel E. Rinkel," *The Columbian* (Vancouver, WA), August 11, 1991, 4.
[11] C.W. Burnett, May 19, 1955, City of Vancouver Permit Number 1830, 900 East 27th Street; C.W. and H.E. Burnett, July 25, 1955, City of Vancouver Permit Number 2525, 900 East 27th Street; W. Burnett, October 14, 1958, City of Vancouver Permit Number 4147, 900 East 27th Street.
[12] *Polk's Vancouver Directory*, 1959.
[13] Al Angelo, December 23, 1958, City of Vancouver Permit Number P-2252, 900 East 27th Street. Angelo was also a significant developer and property owner throughout Vancouver at that time.
[14] "Obituaries: Gladys V. Litavec," *The Columbian* (Vancouver, WA), April 6, 1965, 11; "Obituaries: Anthony J. Litavec," *The Columbian* (Vancouver, WA), August 29, 1980, 10; *Polk's Vancouver Directory*, 1960–1968.

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1970–1977: Margie C. (1897–1988) and Irving G. Chappelle (1889–1975), a retired foundryman.[15]

1977–1982: Lois E. Harvey (1922–1997), a retired bill collector.[16]

1997–Present: Shirley McCloud.[17]

William H. Schuller

William Henry Schuller was born on August 5, 1895, in St. Paul, Minnesota, where his father worked in real estate.[18] Schuller and his family relocated to Jefferson, Marion County, Oregon, in 1899 where Schuller's father (William F. Schuller) developed large tracts of farmland, established a dry goods store, and became a booster of Jefferson.[19] Soon after his father acquired approximately $50,000 worth of prime real estate in Portland with plans to construct a "business building" there, Schuller went to pharmacy school at the Portland Young Men's Christian Association (YMCA), earning his degree there in 1913.[20] Schuller then passed his Oregon Board of Pharmacy exams in 1915 and married Frances H. Auderer (1895–1925) later that year.[21] By 1916, he had established a pharmacy in Portland at 609 East Morrison Street, near his parents' grocery store, which was also the family residence, 328 Front Street.[22] By August 1918, Schuller either shut down or sold his business in order to join the summer military training camp at the University of Oregon at Eugene, likely to support the US involvement in World War I (WWI).[23]

From the war's end in November 1918 throughout the 1920s, Schuller engaged in real estate activity while he continued to work as a pharmacist for others and served on the Oregon State Board of Pharmacy from 1923 to 1927.[24] In 1929, Schuller purchased a farm in Barberton (a suburb north of Vancouver) and reportedly retired there from the pharmaceutical business the following year on account of poor health.[25] Although Schuller briefly

[15] "Obituaries: Margie C. Chappelle," *The Columbian* (Vancouver, WA), April 21, 1988, A4; "Obituaries: Irving Chappelle," *The Columbian* (Vancouver, WA), March 6, 1975, 2; *Polk's Vancouver Directory*, 1970–1976.
[16] "Obituaries: Lois E. Harvey," *The Columbian* (Vancouver, WA), April 4, 1997, B4; *Polk's Vancouver Directory*, 1977–1982.
[17] Clark County Assessor, Property Fact Sheet for Account 17630000, accessed April 18, 2023, https://gis.clark.wa.gov/gishome/propertyReports/?account=17630000. Note that it was McCloud who replaced the roof between September 2014 and November 2022.
[18] "Obituaries: William Schuller," *The Columbian* (Vancouver, WA), July 29, 1979, 10; Ancestry.com, *1895 Minnesota State Census, Ramsey County, St. Paul Ward 8* (Lehi, UT: Ancestry.com Operations, Inc., 2007).
[19] "Marion County Matters: Deeds Filed," *The Daily Journal* (Salem, OR), November 9, 1899, 4; Ancestry.com, *1900 United States Federal Census of Jefferson, Marion County, Oregon* (Provo, UT: Ancestry.com Operations, Inc., 2004); "Schuller's Fruit Farm," *The Daily Journal* (Salem, OR), July 20, 1901, 3; "Jefferson," *Albany Democrat* (Albany, OR), September 27, 1901, 5; "Real Estate Sales: Deeds Recorded," *The Daily Journal* (Salem, OR), October 18, 1902, 7; "Oregon Development League," *Oregon Journal* (Portland, OR), December 24, 1905, 22; W.F. Schuller, "What Jefferson Offers Homeseekers," *Oregon Journal* (Portland, OR), November 11, 1906, 32.
[20] "W.F. Schuller Invests In Market Street Lot, *Oregon Journal* (Portland, OR), January 21, 1910, 4; "Class of Eleven Men Will Graduate In Pharmacy At The Y.M.C.A.," *Oregon Journal* (Portland, OR), May 29, 1913, 4.
[21] "Depuy, Portland, Made High Mark," *Oregon Journal* (Portland, OR), July 30, 1915, 5; "Marriage Licenses," *Oregon Journal* (Portland, OR), November 24, 1915, 11; "Deaths: Schuller-Frances," *Oregon Journal* (Portland, OR), September 25, 1925, 28.
[22] R.L. Polk & Company. *Polk's Portland Directory*, 1916 (Portland: R.L. Polk & Company, 1916), 1075.
[23] "2nd Summer Military Camp At Eugene Is Opened This Morning," *Oregon Journal* (Portland, OR), August 3, 1918, 5.
[24] *Polk's Portland Directory*, 1920–1928; "W.H. Schuller On Board of Pharmacy," *Oregon Journal* (Portland, OR), June 24, 1923, 6; "E.E. McGee Named On State Board Of Pharmacists," *The Herald* (Klamath Falls, OR), May 4, 1927, 1; "Wanted—Real Estate," (classified ad), *The Oregonian* (Portland, OR), August 14, 1921, 12.
[25] "St Johns and Barberton," *The Columbian* (Vancouver, WA), March 1, 1929, 7; "St. Johns-Barberton," *The Columbian* (Vancouver, WA), March 29, 1930, 2.

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returned to pharmacy work in 1931 and maintained a second residence in Portland into the 1930s, he appears to have devoted most of his working hours to ongoing real estate speculation.[26] While doing so, he also offered his skills as a chemist for the Oregon Brandy Distillery Company at Carver, Oregon, a position he held until at least 1942.[27] Back in Barberton, Schuller also operated a store and service station and began leasing and selling tracts of his Barberton farm between 1936 and 1938.[28] Schuller then began investing this income into Vancouver real estate in 1941 starting with the construction of a small home at 2701 I Street (now 900 East 27th Street) completed in 1942.[29]

Never a stranger to taking up a new business venture (much like his father), Schuller then filed a petition with the Clark County Planning Commission in 1945 to "construct and operate a plant for the manufacturing of patented, mortarless, interlocking concrete building blocks and other allied building products."[30] The company was initially called the Modern Mortarless Masonry Company (later M and M Masonry Company) and was located on the Pacific Highway at North Hazel Dell.[31] The blocks themselves were hollow and held in place by steel-reinforced concrete pillars poured within the wall.[32]

The company grew quickly, adding a second work shift less than a year later and replacing its hand-operated machines with semi-automatic ones in 1949."[33] By 1957, the operation was capable of manufacturing up to 25,000 blocks per week.[34] Known applications of the building blocks in Vancouver buildings include the following:

- The Minnehaha Food Market, (built in 1951 by the Schuller Construction Co.).[35]
- Three homes at 1609, 1613, and 1615 X Street, Vancouver (built in 1951 by the Schuller Construction Co.).[36]
- *The Columbian* (newspaper) Building, 701 West 8th Street (built in 1955).[37]

After a 1961 legal notice of a sheriff's sale of some of Schuller's property to cover an unpaid debt, no record of Schuller and his business operations could be found.[38] Schuller's name doesn't appear in the public record again until his death in 1979. At that time, his obituary identified him only as a retired pharmacist who enjoyed hunting and fishing.[39]

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[26] *Polk's Portland Directory*, 1930–1934.
[27] "Brandy Distillery to Start Operations This Week In Carver Plant," *Oregon Journal* (Portland, OR), September 8, 1935, Section 2, Page 6; Ancestry.com, World War II Draft Registration Cards, 1942 (Lehi, UT: Ancestry.com Operations Inc., 2010).
[28] "Farms & Acreage: 4 To 10 Acre Tracts," *The Columbian* (Vancouver, WA), July 27, 1936, 9; "Families Move To Barberton," *The Columbian* (Vancouver, WA), February 2, 1937, 4; "New Dwellings Are Sold," *The Columbian* (Vancouver, WA), April 16, 1938, 10; Ancestry.com, *1940 United States Federal Census of Barberton, Clark County, Washington* (Provo, UT: Ancestry.com Operations, Inc., 2012).
[29] "City News In Brief: House Permit Issued," *The Columbian* (Vancouver, WA), November 26, 1941, 1.
[30] "Notice of Hearing," *The Columbian* (Vancouver, WA), May 17, 1945, 7.
[31] Modern Mortarless Masonry Co. (advertisement), *The Columbian* (Vancouver, WA), November 15, 1945, 13; M and M Masonry Co. (advertisement), *The Columbian* (Vancouver, WA), December 23, 1949, 12.
[32] "Multi-purpose Block Offered," *The Columbian* (Vancouver, WA), October 29, 1945, 7.
[33] "Plant Adds Second Shift," *The Columbian* (Vancouver, WA), March 14, 1946, 7.
[34] "Pink-Cinder Block Liked,'" *The Columbian* (Vancouver, WA), November 15, 1957, 30.
[35] M and M Masonry Co. (advertisement), *The Columbian* (Vancouver, WA), June 28, 1951, 4.
[36] "Houses for Sale: New," (classified ad), *The Columbian* (Vancouver, WA), August 8, 1951, 14.
[37] M and M Masonry Co. (advertisement), *The Columbian* (Vancouver, WA), October 3, 1955, 25.
[38] "Legal Notices: Sheriff's Sale," *The Columbian* (Vancouver, WA), December 21, 1961, 29.
[39] "Obituaries: William Schuller," *The Columbian* (Vancouver, WA), July 29, 1979, 10.

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Development of the Shumway Neighborhood

The neighborhood where Schuller chose to construct the William H. Schuller House is now known as Shumway and is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 (I-5) on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[40] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[41] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[42]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890 precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[43]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[44] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[45] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[46] The bridge connected Vancouver with Portland and the street railway reconnected the

[40] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[41] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4–102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[42] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5, 13–18.
[43] Freece, "A History of the street railway systems of Vancouver," 13-46.
[44] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[45] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[46] Pat Jollota, "Vancouver – Thumbnail History," Historylink, last modified August 7, 2009, accessed April 12, 2023. https://historylink.org/File/9101.

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present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[47] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[48] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 12 and 13).

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during WWI and additional transportation infrastructure brought more people into Vancouver.[49] Larger institutions entered the neighborhood during this time with the construction of the Knights of Pythias retirement home and orphanage in 1923 on the east side of Main Street, between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[50] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[51]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Speculative developers built modest houses during this period, including Lawrence "Larry" O. Collins (1908–1999), a building contractor who also lived in the neighborhood.[52] St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932.[53] Then as the Great Depression started to subside going into the 1940s, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[54]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after WWII when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[55] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[56] Many remaining vacant lots in the Shumway area

[47] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[48] Jeanette Walsh, "Memories of Arnada," Neighborhood Link National Network, last modified March 1998, accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[49] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023), 179–180, 224–229.
[50] "1929," Vancouver Public Schools, published June 19, 2018, https://vansd.org/timeline/1929/.
[51] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[52] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "Housewarming Party Held At Bailey Home," *The Columbian* (Vancouver, WA), February 19, 1935, 2; "City News In Brief: To Building Home," *The Columbian* (Vancouver, WA), February 13, 1935, 1; "Foundations Poured," *The Columbian* (Vancouver, WA), August 15, 1936, 6; "Larry O. Collins," *The Columbian* (Vancouver, WA), February 17, 1999; 16.
[53] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[54] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.
[55] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*, 169, 182–183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[56] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.

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quickly developed after the war as the city's population surged to over 40,000 by 1950.[57] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[58]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater identity, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[59] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984. The project resulted in the demolition of J Street, the demolition (or relocation) of several more homes adjacent to the west side of J Street, renaming the alley immediately west of these homes to "East Frontage Road", and the enlarging the East Fourth Plain Boulevard and East 39th Street interchanges (Figures 14 and 15).[60]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figure 16, 17, and 18). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[61] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[62] In response to these changes, area residents officially adopted the name "Shumway" for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[63] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[64]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in

[57] John Caldbick, "1930 Census," Historylink, last modified June 14, 2010, accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* accessed April 12, 2023, https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company, Vancouver, Clark County, Washington, November 1949 (New York: Sanborn Map Company, 1949): "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76, accessed April 12, 2023, https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[58] "Construction of Church Is To Begin," *The Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[59] Alsobrook, et. al, 230–231.
[60] Alsobrook, et. al, 232–233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[61] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[62] Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[63] Bob Zeimer, "Market Zone Change Rejected," *The Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[64] Lee Rozen, "Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.

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the neighborhood.[65] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[66]

The Minimal Traditional Style

Houses such as Schuller's built in the "Minimal Traditional" style were mainly constructed during the period of 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 possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[67]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[68] 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 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small, wood-framed "Colonial Revival" style cottage built over a full or partial concrete basement, with two bedrooms, one bathroom, and a separate dining room.[69]

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.[70] Houses were designed from stock plans already designed to meet FHA standards and were mostly one story in height and 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 the 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. 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

[65] Wendy Reif, "Neighborhood Groups Key On Liveability," *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[66] "Comprehensive Plan To Get Public Airing," *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *The Columbian* (Vancouver, WA), January 20, 1981, 15.
[67] "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.
[68] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[69] 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).
[70] Virginia and Lee McAlester, *A Field Guide to American Houses*, 2nd ed. (New York: Knopf, 2006), 478.

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
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Street Address: 900 East 27th Street	City, County, State: Vancouver, Clark County, Washington

popular after the end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "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.[71]

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 US in the twentieth century. At the outset, Minimal Traditional houses were developed to answer the ever-growing need for single-family housing and were most commonly constructed by speculative builders such as Schuller, who built not only the subject property in the style, but at least three other similar residences between 1601 and 1613 X Street in 1951. With its low-pitched and hipped roof, compact size at 684 square feet, and lack of ornamentation for the most part, the dwelling at 900 East 27th Street is emblematic of the popular style. However, it somewhat differed from the more typical expression of the style with its stone wainscotting.

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the William H. Schuller House is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the William H. Schuller House 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 resource is associated with the development of Vancouver's Shumway neighborhood during and after WWII, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The William H. Schuller House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The William H. Schuller House is an example of a WWII-era cottage in the Minimal Traditional style. While the building does retain some characteristics of the style, it does not sufficiently embody the distinctive characteristics signifying 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 William H. Schuller House 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 William H. Schuller House is not recommended eligible under Criteria A, B, C, or D. As such, WillametteCRA recommends it not eligible for listing in the NRHP.

[71] Washington Department of Archaeology & Historic Preservation, "WWII Era Cottage," *Washington Department of Archaeology & Historic Preservation,* accessed April 18, 2023, https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/wwii-era-cottage.

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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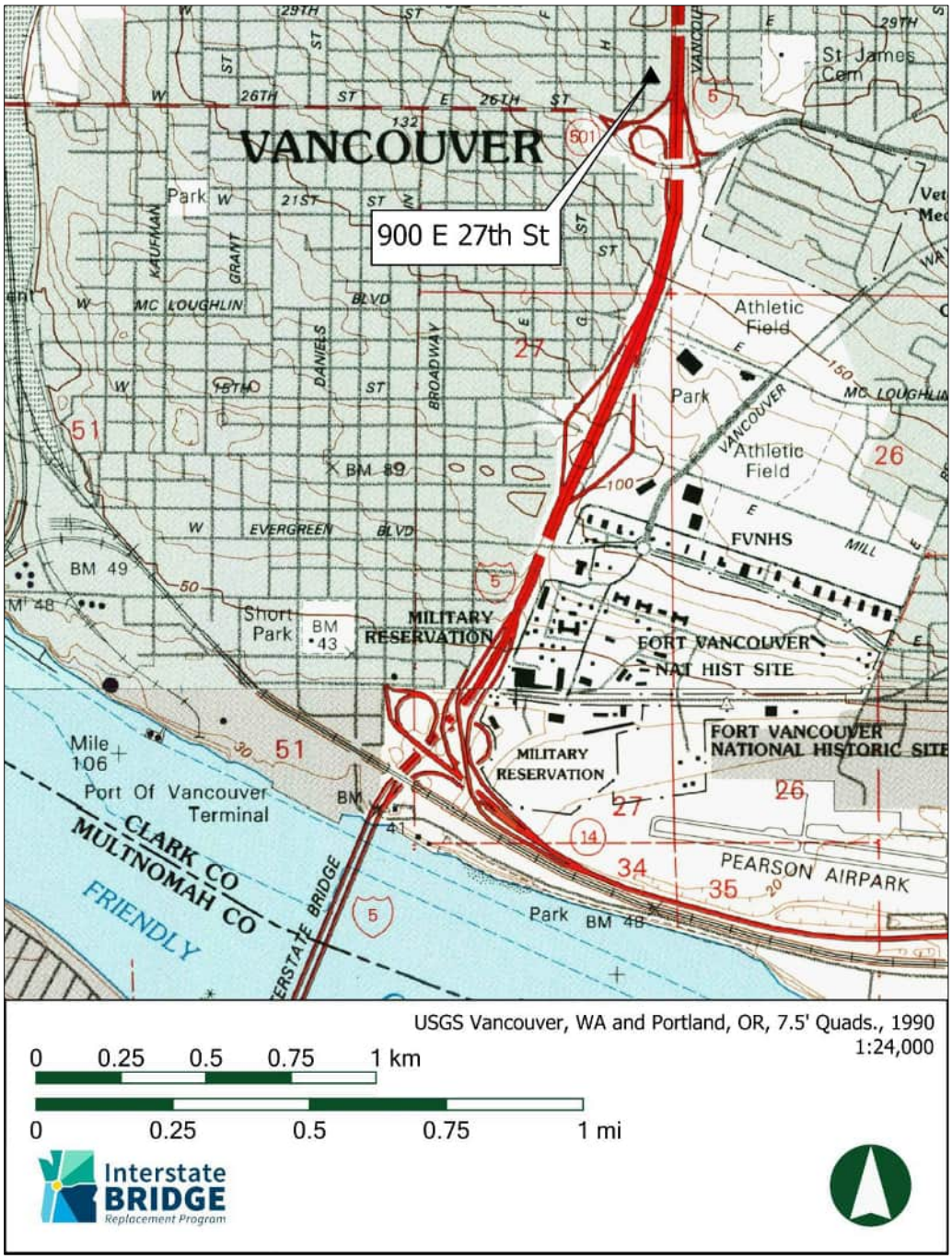


Figure 2. Location map of the William H. Schuller House, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the William H. Schuller House, showing the recommended NRHP boundary in white.

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. Annotated Winter 2012 aerial photo of the William H. Schuller House showing the approximate perimeter walls in solid white outline and approximate overall measurements (Clark County Assessor).

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Figure 5. William H. Schuller House, south (left) and east (center) elevations, view facing northwest. (WillametteCRA, March 8, 2023).



Figure 6. William H. Schuller House, north elevation (left) and west elevation (center), view facing southeast (WillametteCRA, March 8, 2023).

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Figure 7. William H. Schuller House, west elevation (left) and south elevation (center), view facing northeast (WillametteCRA, March 8, 2023).

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 8. Detached garage next to the William H. Schuller House, south elevation, view facing northeast (WillametteCRA, March 8, 2023).

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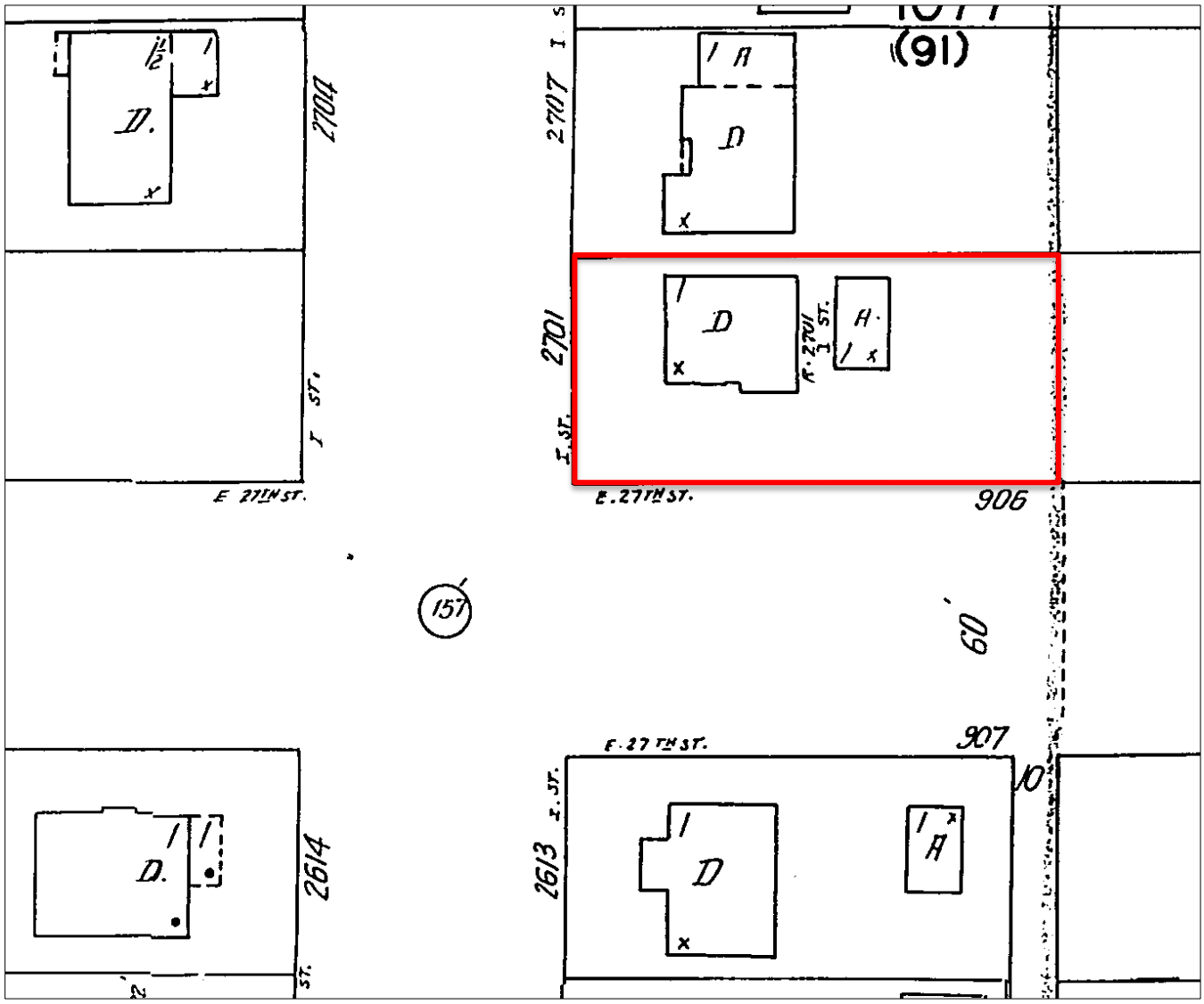


Figure 9. Cropped image of Sheet 41 from the 1949 Sanborn Map. Subject property outlined in red. Note the much smaller garage (Seattle Public Library).

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Figure 10. William H. Schuller House, south elevation, view facing northwest. Prior to roof replacement (Google, September 2014).



Figure 11. William H. Schuller House, south elevation, view facing northwest. After roof replacement (Google, November 2022).

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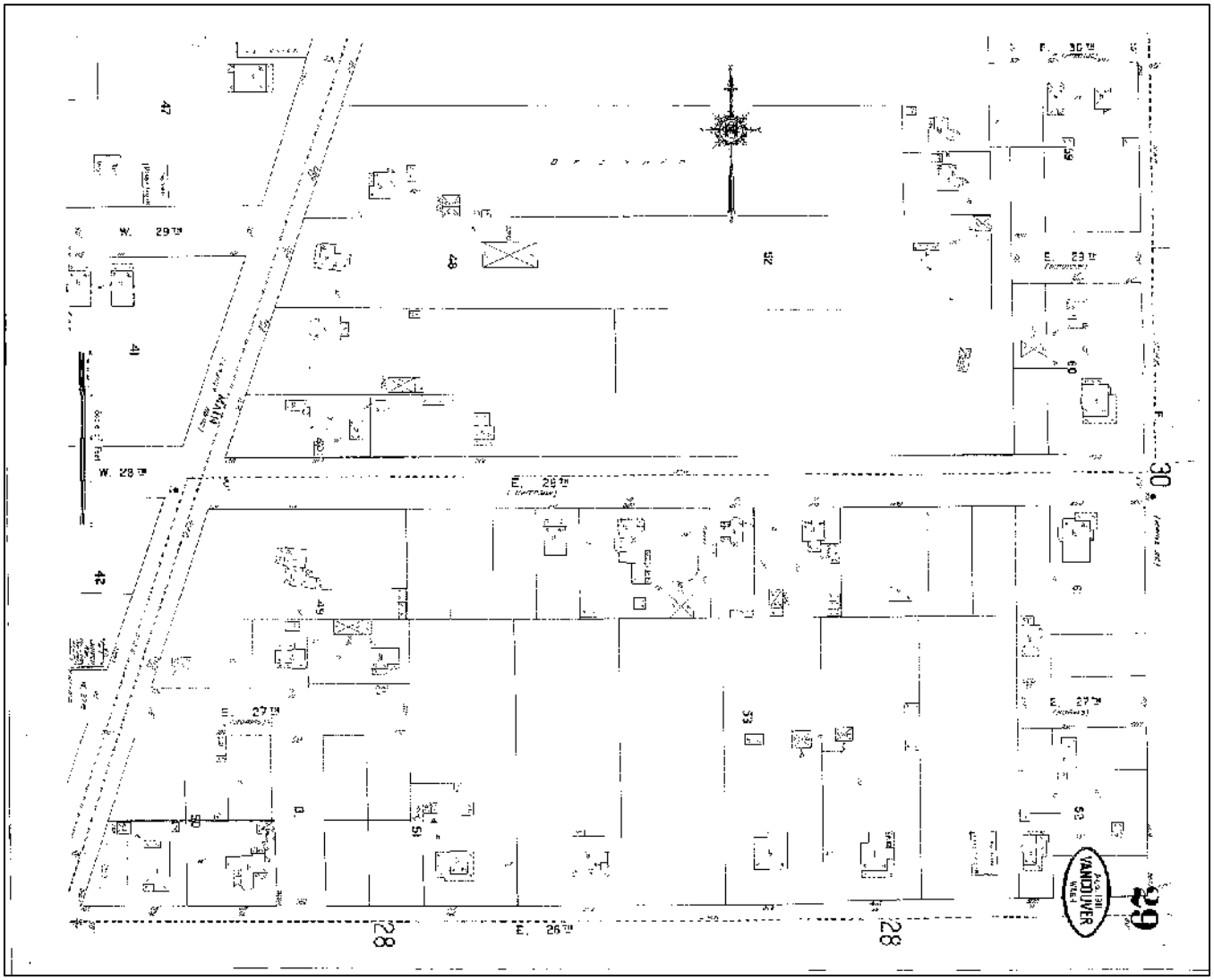


Figure 12. Sheet 29 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southwest corner of the present-day Shumway Neighborhood (Sanborn Map Company, *Vancouver* [1911], 29).

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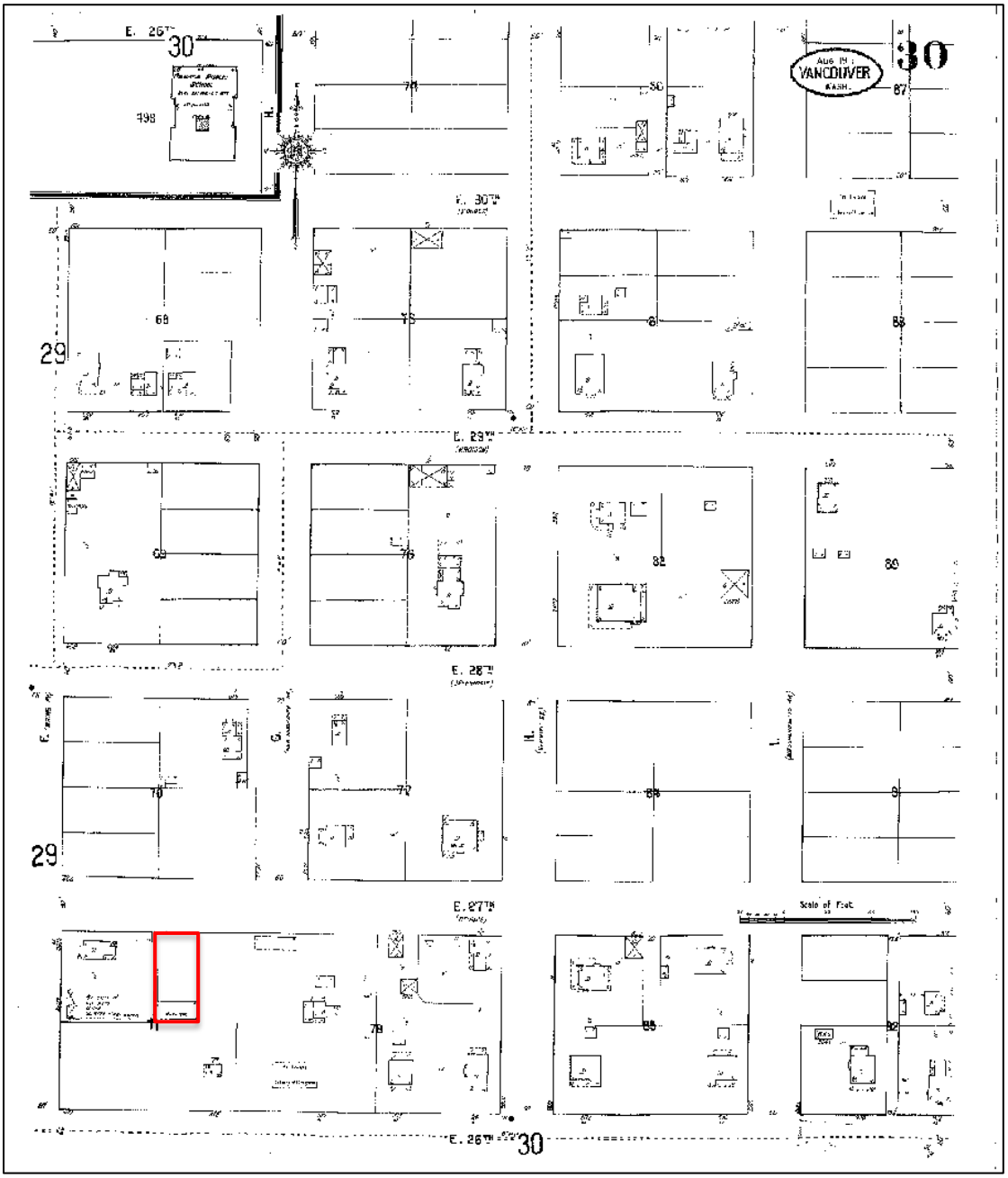


Figure 13. Sheet 30 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southeast corner of the present-day Shumway Neighborhood. Red rectangle marks the 607 East 27th Street (Sanborn Map Company, *Vancouver* [1911], 30).

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 14. Aerial view of the Shumway Neighborhood before construction began on the Interstate widening project. The dotted line indicates the approximate area impacted by the widening (Clark County MapsOnline, 1974).



Figure 15. Aerial view of the Shumway Neighborhood after the Interstate widening project (Clark County MapsOnline, 1990).

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Figure 16. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along Main Street (Clark County MapsOnline, 1955).



Figure 17. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along showing small to large-scale commercial and institutional development along Main Street by the early 1980s (Clark County MapsOnline, 1984).

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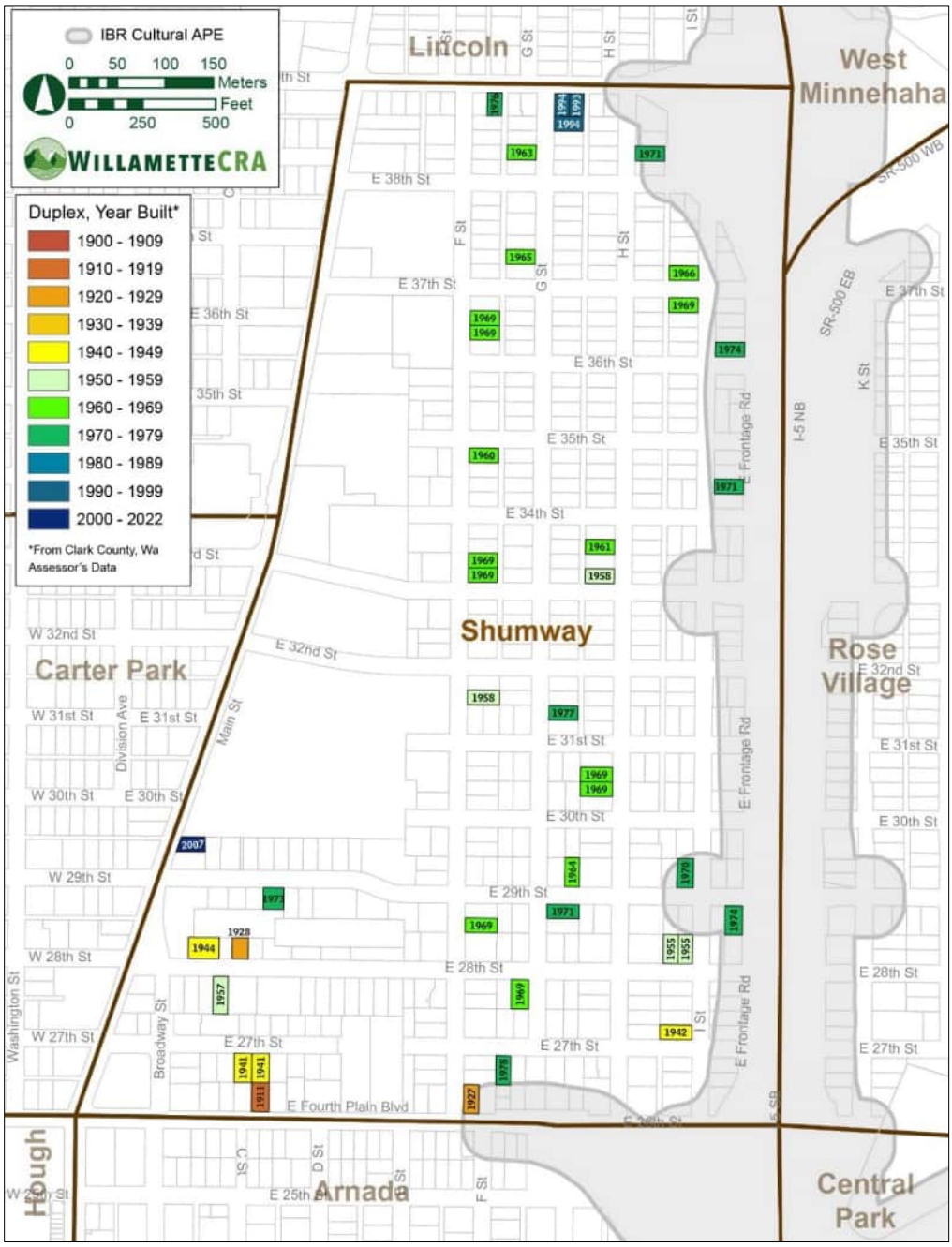


Figure 18. Map of the Shumway neighborhood depicting duplex construction 1900–2022. Note that most duplexes were constructed in the 1960s and 1970s. This map is drawn from the Clark County Assessor's data and may have errors where the data is incomplete. As such, it is representational only. Data accessed April 14, 2023.

5

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: Deane House (WA 1256)	WISAARD Property ID: 89485
Street Address: 904 East 28th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17275000	Plat Block Lot: Vancouver Heights Lot 5 Block 61; Lays Annex #1 Lots 6 & 7 Block K
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.641711°, -122.662580°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1947
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1974, Cladding replaced; 1980, Chain link fence added; ca. 2000–2020, Garage door replaced; storm door added; shed roof covering added
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - WWII Era Cottage	
Window Type & Material: Fixed multi-light & wood; double-hung / wood	Exterior Surface Materials: Primary: Metal - Aluminum Siding Secondary: Decorative: Brick - Stretcher Bond	
Roof Type & Material: Hip - Cross Hipped; Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Intact
	Windows	Slight
Register Status: Not listed	Cladding	Extensive
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

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: Deane House (WA 1256)	WISAARD Property ID: 89485
Street Address: 904 East 28th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 904 East 28th Street, south elevation. View facing north (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:

1

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: Deane House (WA 1256)	WISAARD Property ID: 89485
Street Address: 904 East 28th Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The building at 904 East 28th Street, hereafter referred to as the Deane House for its original occupants, Herman Charles Deane (1921–1978) and his wife Jean Carol Deane (1922–1983), is located on the eastern edge of the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated along the western edge of Interstate 5 (I-5) on a corner parcel at the intersection of East 28th Street and J Street, facing south onto East 28th Street (Figures 2 and 3). The area around the Deane House is part of a residential zone defined by a gridiron network of local streets that are lined with paved sidewalks and shade trees. The building is located on a rectangular tax lot which measures approximately 100 feet by 60 feet and is adjacent to small multi-family houses to the north and an abundance of single-family dwellings to the south and west.

The Deane House is a World War II (WWII)-Era Cottage constructed in an amalgamation of postwar Modern styles predominated by Minimal Traditional. The dwelling's footprint is irregularly shaped and typical of the WWII-Era Cottage form, giving the visual impression of interlocking or staggered blocks (see Figure 10). Constructed atop a concrete slab foundation, its footprint measures approximately 34 feet from north to south, and 31 feet from east to west; an attached garage and utility shed are located within the west third of the house, collectively measuring 28 feet north to south, and 11 feet from east to west.[1] The walls of the building are constructed from wood frame, clad in imitation wood lapped siding (possibly aluminum), and rise one story in height to a moderate-pitched cross-hipped roof with shallow eaves. The lower three feet of the southern elevation is clad in a running bond brick wainscotting laid with vertically striated bricks. The roof is clad in 3-tab asphalt shingles and overhangs a recessed entry porch on the south (front) elevation and another recessed porch on the north (rear) elevation (Figures 1 and 4). Attached to the north (rear) elevation is an exposed wood frame awning with a corrugated plastic shed roof (Figure 4). Additional details include two brick masonry chimneys.

The fenestration of the building is varied but is primarily characterized by double-hung wood sash windows with horizontal lights on all elevations (Figures 1 and 4–6). A fixed corner window with twelve lights is set into the front elevation immediately adjacent to the covered entry porch. The entry is composed of a full glass storm door (obscuring the main door) with glass block sidelights, located on the south elevation to the east of the projected wall; the south elevation also possesses a plywood flush garage door.

The interior of the building was not accessible at the time of survey and no archival real estate photos were found. Since its original construction in 1947, the exterior of the residence has been somewhat altered, the most substantial change being the replacement of original 10-inch cedar drop siding with horizontal imitation wood lapped siding ca. 1974; other alterations involved a small roof repair in 1972, the addition of chain link fencing around the property in 1980; as well as the replacement of the garage door, the addition of a storm door over the original entry door, and the construction of a shed-roofed covered area along the rear of the residence at an unknown date.[2]

[1] Clark County Assessor, Property Information Center for Account 17275000. MapsOnline, Clark County WA. GIS. Accessed April 17, 2023. https://gis.clark.wa.gov/gishome/property/?pid=FindSN&account=17275000#

[2] City of Vancouver, Washington, Department of Building, September 19, 1972, Permit Number 9712, 904 E. 28th St, on file at the City of Vancouver and obtained through Public Records Request; City of Vancouver, Washington, Department of Building, February 6, 1974, Permit Number 29673, 904 E. 28th St, on file at the City of Vancouver and obtained through Public Records Request. City of Vancouver, Washington, Department of Building, May 27, 1980, Permit Number 1090, 904 E. 28th St, on file at the City of Vancouver and obtained through Public Records Request.

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Boundary Description

The Deane House is set on a single tax lot (17275000) which includes its footprint, the surrounding ground, landscaping, and concrete walkways. This tax lot has historically been associated with the residence and its boundary remains unchanged since the end of the historic period. Some of the features within the tax lot contribute to the resource's historic significance including the concrete paving and driveway, however, the existing chain link fencing and rear clothesline appear to be later additions and do not contribute. Overall, the recommended National Register of Historic Places (NRHP) property boundary is defined by the boundary of the tax lot (Figure 3).

INTEGRITY

The building is in its original location. Its setting changed considerably with the expansion of I-5 in the 1970s, which has separated the building from the single-family dwellings to the east; however, the setting remains residential in character with small multi-family houses to the north and an abundance of single-family dwellings to south and west (compare Figures 8 and 9). Documentation on the history of construction is scarce, but the dwelling itself appears to have been moderately changed in recent decades. The original exterior cladding was replaced ca. 1974, which has severely impacted the resource's integrity of materials. Other changes include a small roof repair in 1972; the addition of a chain link fence in 1980; and the replacement of the garage door, the addition of a storm door over the original entry door, and the construction of a shed-roofed covered area along the rear at an unknown time. Character-defining features such as massing, entrances, a majority of the building's fenestration, roof style, and paved walkways have been preserved, giving the resource a fine degree of integrity of feeling, design, and association. Ultimately, however, the Deane House's historic integrity has been significantly compromised.

STATEMENT OF SIGNIFICANCE

The Deane House is located on the east side of the Shumway neighborhood of Vancouver, Washington. The building was constructed in 1947 by contractor E.C. Green.[3] While no architect for the building could be found, Green likely obtained the building's original plans and specifications from an architectural magazine or plan book as was common for many smaller World War II era cottages and Minitral Traditional style homes of this type at the time (Figure 10).

The land upon which the dwelling now stands was platted as part of Lay's Annex to Vancouver Heights in 1908. The property lay vacant prior to the dwelling's construction; the earliest known occupants of 904 East 28th Street were Herman Charles Deane (1921–1978), and his wife Jean Carol (1922–1983), who are recorded as owners of the property from 1948 to 1952.[4] Herman Deane was born in Oregon and, according to the 1950 census, worked as a draftsman for a steel tank and pipe company. Jean Carol, who was born in Canada, had no listed occupation and appears to have been a homemaker. After the Deane family, subsequent known occupants of the residence and known dates of occupancy are as follows:

[3] "Permits Given," *The Columbian* (Vancouver, WA), November 25, 1946, 1.
[4] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1948*, Seattle: R. L. Polk & Company, 1948; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1952*, Seattle: R. L. Polk & Company, 1952; Department of Commerce, Bureau of the Census, 1913-1/1/1972, *Population Schedules for the 1950 Census, 1950 – 1950*, Washington, DC: National Archives.

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1954–1956: Ida Mae Walford (née Richardson; 1883–1963), housekeeper and one-time president of the Military Order of Purple Heart in Vancouver.[5]

1957–1958: Arthur "Arch" N. Schultz, occupation unknown, and his wife; they moved out shortly after the birth of their baby.[6]

1959–1982: Edward E. Johnson (1900–1991), machinist for Spokane, Portland & Seattle Railroad.[7]

The Minimal Traditional Style

The plan chosen by E.C. Green generally fits within the contemporary definition of the "Minimal Traditional" style which was primarily constructed during the period of 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 possibilities for its future.

Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[8] As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[9] 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 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small, wood-framed "Colonial Revival" style cottage built over a full or partial concrete basement, with two bedrooms, one bathroom, and a separate dining room.[10]

[5] "Mrs. Walford Installed President, Military Order of Purple Heart," *The Columbian* (Vancouver, WA), October 8, 1947, 3; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1954*, Seattle: R. L. Polk & Company, 1954; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1955*, Seattle: R. L. Polk & Company, 1955; "Woman Hospitalized," *The Columbian* (Vancouver, WA), June 26, 1956, 12.
[6] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1957*, Seattle: R. L. Polk & Company, 1957; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1958*, Seattle: R. L. Polk & Company, 1958; "Births" *The Columbian* (Vancouver, WA), January 13, 1958, 15.
[7] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1959*, Seattle: R. L. Polk & Company, 1959; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1982*, Seattle: R. L. Polk & Company, 1982; "Edward E. Johnson," *The Columbian* (Vancouver, WA), September 13, 1991, 4.
[8] "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.
[9] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[10] 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).

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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.[11] Houses were designed from stock plans already designed to meet FHA standards and were mostly one story in height and 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 the 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. Other details included windows fashioned with horizontal panes, such as the fenestration in the front elevation of the subject property, 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 end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "WWII Era Cottages" (today, also applied to the form of many Minimal Traditional style houses) 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.[12] This was the case with the dwelling at 904 East 28th Street and the first owner of the property, Herman C. Deane, who registered for the WWII draft on February 14, 1942, and served as Boatswain's Mate 2nd Class in the Coast Guard during the war.[13] After his return, he worked as a draftsman and then served many years as president of the Pacific Northwest Steel Fabricators Association back in his home state of Oregon.[14]

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 Minimal Traditional style was developed to accommodate a growing population of single-family homeowners and was commonly constructed by speculative contractors such as E.C. Green, who built many residences and duplexes around Vancouver.[15] The Deane House, constructed in 1947, possesses some character-defining features of this style such as its gradual pitch hip roof, single-story height with no basement, relatively small square footage, wood frame fenestration, corner window, and minimally ornamented cladding.[16]

Development of the Shumway Neighborhood

The neighborhood where Green chose to construct the residence—now known as Shumway—is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and I-5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of

[11] Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
[12] 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.
[13] Ancestry.com, "Herman Charles Deane," *U.S., World War II Draft Cards Young Men, 1940-1947* [database on-line], (Lehi, UT: Ancestry.com Operations, Inc., 2011).
[14] "Big Buildings Planned," *Port Angeles Evening News*, January 20, 1966, 4; Ancestry.com, "Herman Charles Deane," *U.S., Find a Grave® Index, 1600s-Current*, (Lehi, UT: Ancestry.com Operations, Inc., 2012).
[15] [Photograph of E.C. Green] "Water Seeking Lowest Level," *The Columbian* (Vancouver, WA), June 6, 1958, 1.
[16] "Permits Given," *The Columbian.*

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foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[17] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[18] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[19]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[20]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[21] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[22] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[23] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[24] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on

[17] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[18] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[19] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5, 13–18.
[20] Freece, 13–46.
[21] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[22] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[23] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[24] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.

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Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[25] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, new homeowners and speculative real estate brokers had constructed approximately 80 dwellings within Main, J, East 30th, and East 26th Streets in the south end of Shumway.[26]

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[27] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923; this was the first of a string of institutional buildings constructed along Main Street up to the present day.[28] Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[29] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[30] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased going into the 1930s with the onset of the Great Depression. Construction activity did not resume until the 1940s, starting with Vancouver's second fire station at East 37th and Main Streets in 1940 and followed by a pair of duplexes on East 27th Street in 1941.[31]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after WWII when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[32] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex was constructed "under war housing program priorities" in 1944.[33] Many remaining vacant lots in the Shumway area quickly developed as single-family homes after the war as the city's population surged to over 40,000 by 1950.[34] The Deane house is representative of the myriad residential buildings constructed during the rapid postwar expansion; its builder, E.C. Green, constructed many single-family houses and duplexes

[25] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[26] Sanborn Map Company. Vancouver, Clark County, Washington, August 1911, New York: Sanborn Map Company, 1911. . "Sanborn Fire Insurance Maps," Sheets 29-30. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643069?accountid=1135.
[27] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179–180, 224–229.
[28] This institution was constructed on the east side of Main Street and between East 36th and 34th Streets.
[29] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.
[30] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[31] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *The Columbian* (Vancouver, WA), June 13, 1941, 9.
[32] Adam Alsobrook et al., *Interstate Bridge Replacement*, 169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western US.
[33] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1. The referenced apartment complex was the Heights Garden Court at 300-506 East 28th Street (now Colonial Park).
[34] John Caldbick, "1930 Census," *Historylink*, June 14, 2010, Accessed April 12, 2023. https://www.historylink.org/File/9451; City of Vancouver, "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962;

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throughout the city. [35] Eurotes Clinton Green (1913–1987) was born in Oklahoma but resided in Vancouver from an early age, and first worked for his family's building and landscaping company.[36] Although he registered for the WWII draft in October 1940, it appears that he was not called for selective service and worked for Vancouver Plywood during the early 1940s; after the war he established a small carpentry business, building and repairing small residences and duplexes; later in his career he also operated as a real estate agent across southern Washington.[37]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which incurred significant demolition and, more rarely, relocation of housing within the alignment.[38] The new freeway ran along the east side of J Street and divided the Shumway neighborhood from its previously continuous neighbor, Rose Village, to the east; the city held a grand opening for the freeway in 1955. [39] The federal government later incorporated this early freeway into the I-5 in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes including two residences immediately west of the subject property (Figures 8 and 9).[40] The Deane House was among a large handful of homes that were indirectly affected; an eight-foot tall concrete noise barrier was constructed along the I Street alley which Edward Johnson, owner-occupant of the property at the time, reportedly described, "I think it's helped as far as the noise is concerned… but did it have to be that high? I used to see clear over to Fourth Plain. I can't anymore. I used to call it the 'Berlin Wall,' but I guess it'll work out all right."[41]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Deane House is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Deane House 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.

Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.

[35] "Three Permits Issued," *The Columbian* (Vancouver, WA), December 20, 1950, 1; "Building Permits," *The Columbian* (Vancouver, WA), December 30, 1957, 17; "Building Permits," *The Columbian* (Vancouver, WA), April 25, 1960, 16.

[36] Ancestry.com, "Year: 1940; Census Place: Vancouver, Clark, Washington; Roll: m-t0627-04335; Page: 5A; Enumeration District: 6-89," *1940 United States Federal Census* [database on-line], (Provo, UT: Ancestry.com Operations, Inc., 2012); "Eurotes Green," *The Columbian* (Vancouver, WA), January 2, 1987, 4.

[37] Ancestry.com, "Year: 1940," *1940 United States Federal Census*; Ancestry.com, "Eurotes C Green," *U.S., World War II Draft Cards Young Men, 1940-1947* [database on-line], (Lehi, UT: Ancestry.com Operations, Inc., 2011); "Debris Problem Plagues A-Citian," *Tri-City Herald* (Pasco, Kennewick, Richland, WA), June 5, 1966, 8; "Eurotes Green," *The Columbian*, 4.

[38] Alsobrook, et. al, 230–231.

[39] Alsobrook, et al., 230–231.

[40] Alsobrook, et al., 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.

[41] Larry Lange, "'Berlin Wall' Rains Delay I-5 Project," *The Columbian* (Vancouver, WA), September 12, 1978, Section 2, Page 15.

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The Deane House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Deane House is an example of the WWII-Era Cottage form, with several character-defining features that are typical of the Minimal Traditional style. 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.

The Deane House 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 Deane House is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends it not eligible for listing in the NRHP.

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Figure 2. Location map of the Deane House (904 East 28th Street), Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Deane House, showing recommended NRHP boundary in white.

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Figure 4. Deane House, north and east elevations. View facing southwest (WillametteCRA March 8, 2023).

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Figure 5. Deane House, south and east elevations. View facing northwest (WillametteCRA March 8, 2023).

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Figure 6. Deane House, south and west elevations. View facing northeast (WillametteCRA March 8, 2023).

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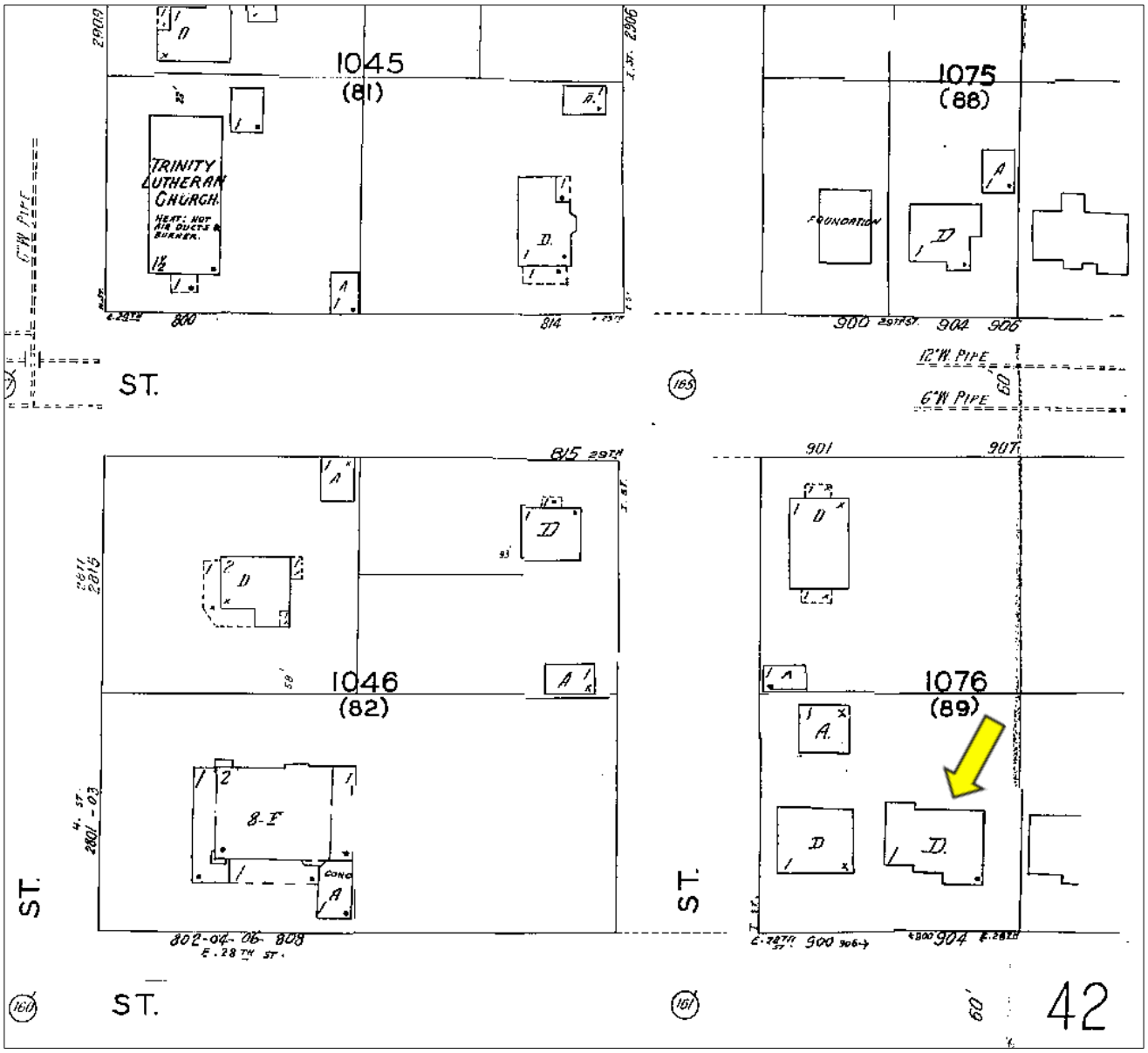


Figure 7. The footprint of the Deane House (904 East 28th Street), indicated with yellow arrow (Sanborn Map Company, *Vancouver* [1949] 42.)

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Figure 8. Aerial photograph of I-5 and the western edge of Shumway neighborhood. A yellow arrow identifies the location of 904 East 28th Street (Clark County MapsOnline, 1955).



Figure 9. Aerial photograph of the expanded I-5 and the new western edge of Shumway neighborhood. A yellow arrow identifies the location of 904 East 28th Street (Clark County MapsOnline, 1984).

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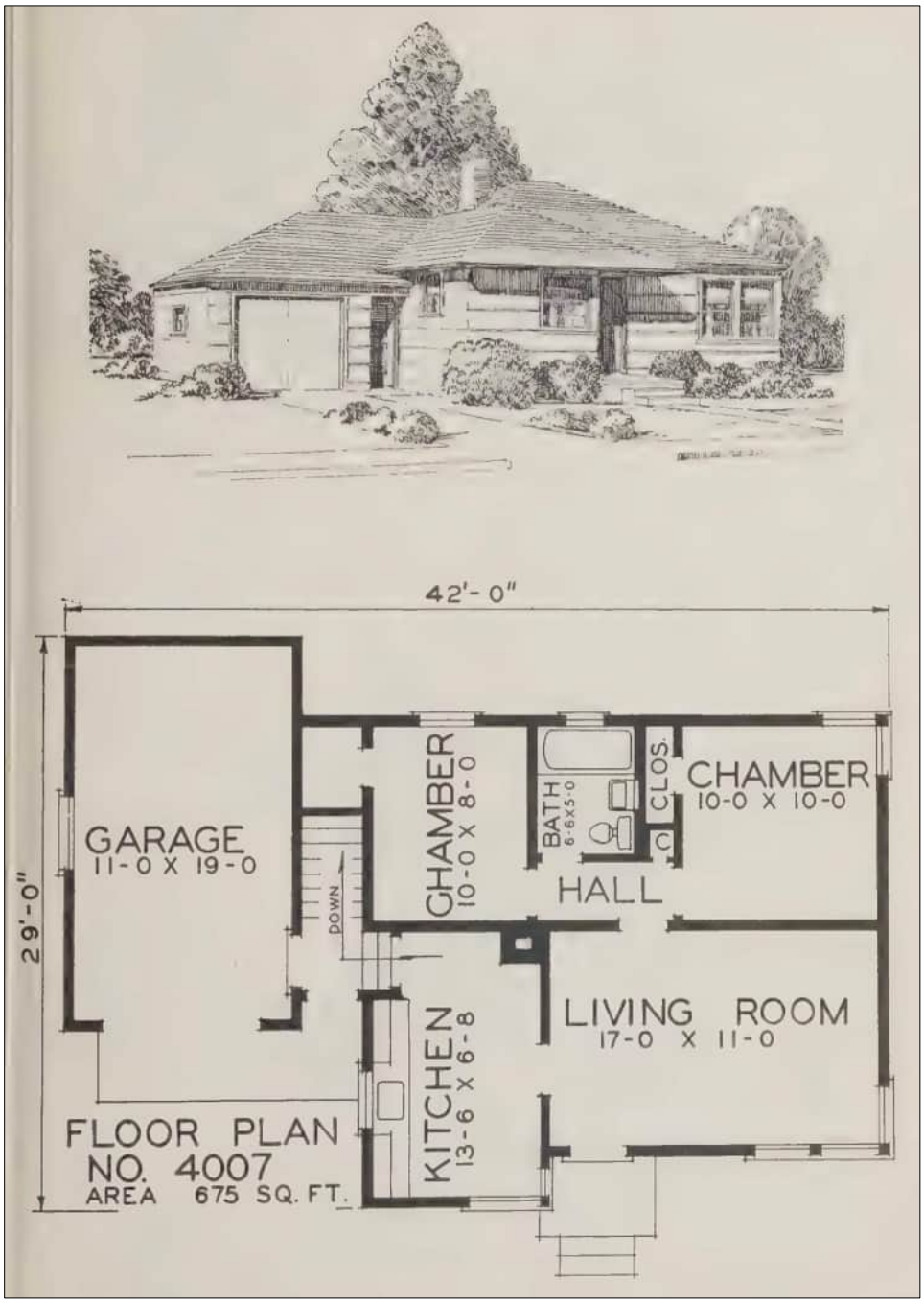


Figure 10. Example of an architectural plan resembling that of the Deane House (Universal Plan Service, *Universal Small Homes No.18* [1947], 39).

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: Mickler House (WA 1258)	WISAARD Property ID: 89483
Street Address: 901 East 29th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17285000	Plat Block Lot: Vancouver Heights, Block 61, Lots 7 and 8
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.642042°, -122.662795°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca. 1907
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1950s–1960s, Addition; 1989, Addition of storm windows
Architectural Classification / Resource Type: Building / Late 19th and Early 20th Century American Movements	Historic Context: Community Planning and Development

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

Foundation Type: Concrete - Poured; Concrete - Block (CMU)	Form Type: Single Dwelling - Workingman's Foursquare	
Window Type & Material: Double hung sash & wood	Exterior Surface Materials: Primary: Wood - Horizontal Tongue and Groove Secondary: Concrete - Block (cmu) Decorative: Wood	
Roof Type & Material: Hip and Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: No style	Plan	Moderate
	Windows	Intact
Register Status: Not listed	Cladding	Intact
	(Other)	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. Mickler House, north and west elevations, view facing southeast (WillametteCRA June 9, 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:

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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Property Name: Mickler House (WA 1258)	WISAARD Property ID: 89483
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PHYSICAL DESCRIPTION

The building at 901 East 29th Street is a workingman's foursquare single-family dwelling located in Vancouver, Clark County, Washington. The building is situated on a rectangular, 0.11-acre tax lot (17285000) located in Vancouver, Clark County, Washington (Figures 2 and 3). The tax lot is bounded by East 29th Street to the north, an adjacent tax lot to the east, an adjacent tax lot to the south, and I Street to the west.

The immediate area to the north, south, and west of the building is predominantly single-family residential in character. The original construction of the Vancouver Freeway (present-day Interstate 5) in the 1950s bisected the neighborhood along the former north-south alignment of J Street. The single-family residential buildings in the immediate vicinity are generally placed in the center of the lot and are surrounded by grass lawns, trees, and other vegetation typically found in well-established residential neighborhoods of the early twentieth century. The streets in the vicinity are asphalt-paved.

The footprint of the building is roughly in the center of the tax lot (Figure 3). The building is surrounded by a grass lawn on the north, east, and west sides, and there are trees located along the west property line. The current tax lot includes the principal building as well as a prefabricated storage shed and an uncovered wooden deck in the rear yard. A concrete pathway leads from the sidewalk of East 29th Street to the front porch while an asphalt paved parking pad and driveway are also located in the rear yard. Much of the tax lot is surrounded by a wooden fence with horizontally orientated slats.

The main footprint of the building is rectangular and measures approximately 37 feet from north to south and 25 feet from east to west. The building is constructed atop a partial concrete basement foundation which measures approximately 20 feet from north to south and 25 feet from east to west. The walls of the building are constructed from wood frame and rise one story in height. The north, east, and west building elevations are clad with painted wood tongue and groove siding (V-groove rustic siding). The building corners are capped with flat-painted wood corner boards. The main massing is capped with a hipped roof clad with asphalt composition shingles. The roof has boxed eaves with painted wood soffits and fascia. A masonry chimney protrudes from near the ridgeline of the hip roof.

The main entrance to the building is on the north elevation. The entrance door is a modern replacement unit with faux panels and a fanlight vision panel. The front entry porch extends out from the north elevation by approximately 5 feet and is about 6 feet wide from east to west. There are square painted wood posts at each corner supporting the roof. The porch floor is wood-framed and is accessed from grade level by a wood-framed stair. There are painted wood picket handrails at each side of the stairs and painted wood picket guardrails along the east and west sides of the front entry porch.

An addition on the south elevation measures approximately 8 feet from north to south and 25 feet from east to west. This addition is constructed atop concrete masonry unit (CMU) foundation walls and is constructed from a wood frame. The east, south, and west walls of this addition are clad with painted horizontal wood clapboard siding. This addition is capped with a low shed roof clad with rolled asphalt composition roofing material.

Fenestration on the north, east, and west elevations consists of painted wood double-hung windows in a one-light over one-light configuration. Additional window types include a modern horizontal slider unit, likely at the location of the bathroom. All the windows are protected with mill-finish aluminum storm window units. The windows at the south addition are a variety of modern vinyl window units. The windows on the east and west elevations of the

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addition appear to be horizontal sliders with simulated divided lights, and the three large windows on the south elevation of the addition each have a central fixed panel flanked by horizontal sliding sashes.

The interior of the building was not accessible at the time of survey; however, real estate photographs from 2018 indicate that the historic features of the interior are mostly still intact, despite some modifications made over the past 116 years (Figures 14–18).[1]

Alterations

According to the 1907 and 1911 fire insurance maps, the original footprint of the building at 901 East 29th Street appears to have measured approximately 25 feet from east to west and approximately 30 feet from north to south.[2] The house appears to have been enlarged to the south between August 1911 and 1928, and a small open porch was also added to the south elevation during this time period. The building footprint appears the same on the 1928 and 1949 fire insurance maps.[3] The shed-roofed addition on the south end of the building appears to have been added during the 1950s or the 1960s, based on the use of CMU and the large expanses of window openings. Other changes include the replacement of the original front door with a modern unit, the updating of the fenestration in the rear addition with vinyl units, and likely updates to the front porch including the addition of a railing.

Boundary Description

The building located at 901 East 29th Street is currently a single-family residence situated on a rectangular-shaped, 0.11-acre tax lot (17285000) located in Vancouver, Clark County, Washington (Figures 2 and 3). The tax lot is bounded by East 29th Street to the north, an adjacent tax lot to the east, an adjacent tax lot to the south, and I Street to the west. The boundaries of the tax lot have remained unchanged since the historic period although some of the elements within it have been added or altered. Overall, the recommended National Register of Historic Places (NRHP) boundary of 901 East 29th Street is defined by the tax lot boundaries (Figure 3). Within the boundary, only the residence and the front walkway contribute to its significance. All other elements including the paved driveway, shed, fence, and detached deck are non-contributing.

[1] Zillow, 901 E 29th St, Vancouver, WA, 98663, accessed April 23, 2023, https://www.zillow.com/homedetails/901-E-29th-St-Vancouver-WA-98663/23233699_zpid/.
[2] Sanborn Map Company. Vancouver, Clark County, Washington, December 1907. New York: Sanborn Map Company, 1907. "Sanborn Fire Insurance Maps," Sheet 29. Date Accessed April 23, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45545/47696/643068?accountid=1135; Sanborn Map Company. Vancouver, Clark County, Washington, August 1911. New York: Sanborn Map Company, 1911. "Sanborn Fire Insurance Maps," Sheet 30. Date Accessed April 23, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643098?accountid=1135.
[3] Sanborn Map Company. Vancouver, Clark County, Washington, 1928. New York: Sanborn Map Company, 1928. "Sanborn Fire Insurance Maps," Sheet 41. Date Accessed April 23, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45547/47698/643143?accountid=1135; Sanborn Map Company. Vancouver, Clark County, Washington, 1928–November 1949. New York: Sanborn Map Company, 1928–November 1949. "Sanborn Fire Insurance Maps," Sheet 41. Date Accessed April 23, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/643229?accountid=1135.

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INTEGRITY

The National Park Service requires that historic properties retain sufficient historic integrity from their period of significance (here recommended as 1907 to 1950) to convey their significance. Integrity is assessed according to seven aspects, specifically location, design, setting, materials, workmanship, feeling, and association.

The building is in its original location at 901 East 29th Street in Vancouver, Clark County, Washington. The building retains most of its character-defining features indicative of the workingman's foursquare type, such as the boxy, one-story form, hipped roof, and lack of stylistic elements. The primary setting of the building consists of East 29th Street to the north, an adjacent tax lot to the east, an adjacent tax lot to the south, and I Street to the west. The setting of the resource has changed somewhat from when it was originally constructed. Since its original construction, the setting of the building at 901 East 29th Street appears to have changed somewhat, particularly with the construction of the adjacent highway to the east. However, the building is in its original location and the overall form, fenestration patterns, and materials appear to be intact. The building is still used as a single-family residence. However, the replacement of the original front door and some of the windows has diminished the building's integrity of materials. In summary, the building retains its integrity of location, design, workmanship, feeling, and association; however, it has somewhat diminished integrity of setting and materials.

STATEMENT OF SIGNIFICANCE

Tax assessor records indicate that the Mickler House at 901 East 29th Street was built in 1908; however, the first fire insurance map available for this part of Vancouver indicates that the building was completed by December 1907 in what is today the Shumway Neighborhood.[4]

Development of the Shumway Neighborhood

The area now known as the Shumway neighborhood, is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[5] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[6] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought

[4] Clark County, Property Information Center, 901 E 29th Street, Property Identification Number 17285000, accessed April 23, 2023, https://gis.clark.wa.gov/gishome/Property/?pid=findSN&account=17285000; Sanborn Map Company. Vancouver, Clark County, Washington, December 1907. New York: Sanborn Map Company, 1907. "Sanborn Fire Insurance Maps," Sheet 29. Date Accessed April 23, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45545/47696/643068?accountid=1135.

[5] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.

[6] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4–102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.

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timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[7]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890 precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[8]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[9] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[10] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[11] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[12] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[13] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 13 and 14). Into this nascent scene came Charles W. and Margaret B. Hall who constructed their own house in the neighborhood only a year thereafter.

[7] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13–18.
[8] Freece, 13–46.
[9] "Gone Out of Business," *Columbian* (Vancouver, WA), January 2, 1902, 5.
[10] "Around the City," *Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[11] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[12] Untitled, *Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[13] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.

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Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[14] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[15] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[16] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased going into the 1930s with the onset of the Great Depression. Construction activity did not resume until the 1940s, starting with Vancouver's second fire station at East 37th and Main Streets in 1940 and followed by a pair of duplexes on East 27th Street in 1941.[17]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[18] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[19] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[20] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[21]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[22] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and

[14] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179–180, 224–229.
[15] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.
[16] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *Columbian* (Vancouver, WA), July 22, 1985, A5.
[17] "Fire Station Dedication Planned," *Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *The Columbian* (Vancouver, WA), June 13, 1941, 9.
[18] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182–183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[19] "Apartment of 36-Unit Capacity Due," *Columbian* (Vancouver, WA), July 20, 1944, 1.
[20] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[21]; "Construction of Church Is To Begin," *Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *Columbian* (Vancouver, WA), August 21, 1950, 1.
[22] Alsobrook, et. al, 230–231.

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widened it to six lanes between 1977 and 1984, thereby shifting J street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 15 and 16).[23]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 17, 18, and 19). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[24] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[25] In response to these changes, area residents officially adopted the name "Shumway" for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[26] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[27]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[28] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[29]

Workingman's Foursquare (1900–1930)

When constructed, the Mickler House was a relatively modest residence that is today defined by its form as a workingman's foursquare. The form, like the more common two-story "American Foursquare," describes the pattern of house-building that, through simple massing and lack of recognizable historical style, became popular choices for new construction in the first few decades of the twentieth century. Both the American foursquare and its one-story counterpart, often called the "workingman's foursquare," or "worker cottage," were square in plan, divided into four quadrants, and topped by a pyramid-like hip roof, sometimes with centered dormers. The two-story form was volumetrically square as well, with a second floor of equal height and the same divisions above the first. The larger version, on the ground floor, contained a reception hall and staircase, a parlor, a dining room, and

[23] Alsobrook, et. al, 232–233; "Freeway Job has Go-Ahead," *Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *Columbian* (Vancouver, WA), October 25, 1982, 1.
[24] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *Columbian,* July 29, 1985, A5.
[25] Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[26] Bob Zeimer, "Market Zone Change Rejected," *Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *Columbian* (Vancouver, WA), May 29, 1979, 11.
[27] Lee Rozen, "Shumway Area Organizes," *Columbian* (Vancouver, WA), February 1, 1977, 2.
[28] Wendy Reif, "Neighborhood Groups Key On Liveability," *Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[29] "Comprehensive Plan To Get Public Airing," *Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *Columbian* (Vancouver, WA), January 20, 1981, 15.

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a kitchen, and on the second floor, one bedroom in each of the four corners, with a full bathroom opposite the stair landing. The one-story cottage was comprised of a small parlor, dining room, kitchen, bedroom, and bath. On both, a full or partial front porch was typical.

Foursquares were ordinarily plain but well-built; the honest display of reliable materials was evidence of the builder's belief in the autochthonous movements of the young country, a more preferred option to the imported styles of Europe, like the Queen Anne style, or academic revival styles.[30] The form lacks a citable, clear origin or author, and was thus often dismissed as a "builder's style" when it began appearing in trade publications at the end of the nineteenth century.[31] It was, in fact, understandably associated with builders and ready-cut companies for its economical efficiencies: corners defined by right angles and walls erected in straight sections. The form was also related to the lot size of streetcar suburbs, which were often platted in dimensions of 50 feet wide by 100 feet deep: too wide for row houses, and yet not quite wide enough to accommodate a wide house form.[32]

The foursquare form proliferated in plan books between the years 1900 and 1930, which corresponded to two significant phenomena: a boom in residential construction (especially streetcar suburbs), and a crisis in American architectural discourse over the question of style. The form, already attractive in its proportions, was also a willing recipient of the application of stylistic details to an otherwise conservative—albeit affordable—palette. The controversy was played out in the form: turrets, Ionic columns, and pedimented porches appeared in neighboring houses with regularity.[33] As an economical building form, the foursquare rarely exemplifies the height of a style; it does, however, acutely depict the use of stylistic details on a standard building form.

Unfortunately, despite extensive research, the design of the Mickler House cannot be attributed to a particular architect or builder; it was most likely taken from or based on the representation of a typical workingman's foursquare found in an architectural plan book.

Mickler Family and other residents

Available records indicate that the Mickler (originally spelled "Michler" prior to World War I) family were most likely the first residents of the dwelling at 901 East 29th Street.[34] August Mickler (1861–1936) was born on

[30] For a thorough analysis of the prevalence of the American Foursquare form, see Thomas Walter Hanchett, "The Four Square House in the United States" (Master's thesis, University of Chicago, 1986). The Foursquare type, though largely accepted and in use by scholars and historians, has had many names due to its adaptability and ubiquity. Other names include the Rectilinear Style, the American Basic, Eclectic Cubes, the square house, the Denver Square, the Prairie Bungalow, and a more general category, the "four-square folk plan". See Hanchett, 9–13; Evelyn Montgomery, "Beyond the American Foursquare," *Buildings and Landscapes: Journal of the Vernacular Architecture Forum* 25, no. 2 (Fall 2018): 48; and Virginia McAlester, *A Field Guide to American Houses* (New York: Knopf, 2013). In her article, Montgomery claims that the name "American Foursquare" did not appear until 1982.

[31] Hanchett points to the A.J. Trott house (1895) by Grodavent Brothers, which appeared in Carpentry and Building 17, April 1895.

[32] Montgomery, "Beyond the American Foursquare," 49.

[33] Montgomery focuses on the consumer in her study of American foursquares and the form's ability to match various aesthetic needs and requirements.

[34] R.L. Polk and Company, Inc., *Polk's Vancouver Directory* (Seattle, WA: R.L. Polk and Company, 1907-8), 82; R.L. Polk and Company, Inc., *R.L. Polk & Co.'s Vancouver and Clarke* [sic] *County Directory* (Seattle, WA: R.L. Polk and Company, Inc., 1918–19), 123. R.L. Polk and Company, Inc., *Polk's Vancouver and Clarke* [sic] *County Directory* (Seattle, WA: R.L. Poand Company, Inc., 1921), 97.

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December 15, 1861, in Reichenberg, Bavaria, Germany.[35] He immigrated to the United States around 1876 and initially lived in Michigan, where he married Mary "Tillie" Mickler (1870–1948). August and Mary had three children while they lived in Michigan: Lulu (1891–1996), Arthur (1893–1961), and Margaret (1902–1977).[36]

In about 1905, the Mickler family moved to Vancouver, Washington.[37] They moved into what was likely a brand-new single-family dwelling at 901 East 29th Street in 1907.[38] August Mickler worked as a carpenter at the DuBois mill until about 1922, when he was apparently injured on the job and retired.[39] August Mickler died in Vancouver, Washington, on April 11, 1936, at the age of 74.[40] Mary Mickler died in Tacoma on April 19, 1948, at the age of 77.[41] After he returned from military service during World War I, Arthur Mickler worked at a grocery store and lived at home with his parents at 901 East 29th Street.[42] Arthur Mickler lived at 901 East 29th Street until about 1952.[43]

After the Mickler family, other occupants of the dwelling at 901 East 29th Street included the following:

ca. 1954–1957: Lee Warner Dansingburg (1891–1979), occupation unknown, lived at this address between about 1954 and 1957.[44]

ca. 1954–1970: Edith Grasser (1894–1970), a widow who, according to the 1950 census, worked as a hotel clerk and remained at this address until her death in 1970.[45]

[35] FamilySearch, "Washington State Board of Health, Bureau of Vital Statistics, Certificate of Death for August Mickler, Record Number 96, Registered Number 818," dated April 11, 1936, accessed April 22, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HY-DZHQ-5DT?i=1357.
[36] "Mrs. Mickler Is Summoned," Columbian (Vancouver, WA), January 21, 1948, 9; "Local News Briefs: Returns From Service," *Columbian* (Vancouver, WA), May 28, 1919, 5; "Prise [sic]-Mickler Wedding," *Columbian* (Vancouver, WA), June 24, 1921, 6; "Funerals: PRICE, Hallie, E.," *San Francisco Examiner* (San Francisco, CA), December 22, 1973, 21; "Funerals: PRICE, Margaret," *San Francisco Examiner* (San Francisco, CA), October 18, 1977, 30;
[37] "Obituary: August Mickler," *Columbian* (Vancouver, WA), April 13, 1936, 7.
[38] R.L. Polk and Company, Inc., *Polk's Vancouver Directory* (Seattle, WA: R.L. Polk and Company, 1907-8), 82.
[39] R.L. Polk and Company, Inc., Polk's Vancouver and Clarke [sic] County Directory (Portland, OR: R.L. Polk and Company, Inc., 1921), 97; FamilySearch, "Washington State Board of Health, Bureau of Vital Statistics, Certificate of Death for August Mickler, Record Number 96, Registered Number 818," dated April 11, 1936, accessed April 22, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HY-DZHQ-5DT?i=1357.
[40] "Obituary: August Mickler," *Columbian* (Vancouver, WA), April 13, 1936, 7; FamilySearch, "Washington State Board of Health, Bureau of Vital Statistics, Certificate of Death for August Mickler, Record Number 96, Registered Number 818," dated April 11, 1936, accessed April 22, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HY-DZHQ-5DT?i=1357.
[41] "Mrs. Mickler Is Summoned," Columbian (Vancouver, WA), January 21, 1948, 9.
[42] R.L. Polk and Company, Inc., Polk's Vancouver (Washington) City Directory, (Seattle, WA: R.L. Polk and Company, Inc., 1931), 171.
[43] "City News In Brief: Two Autos Collide," *Columbian* (Vancouver, WA), November 15, 1950, 1; R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1952).
[44] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1954); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1955); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1957).
[45] "Building Permits," *Columbian* (Vancouver, WA), March 20, 1957, 17; "Obituaries: Edith Grasser," *Columbian* (Vancouver, WA), May 18, 1970, 2.

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ca. 1970–1974: Joseph William Arrasmith (1912–1974), occupation unknown, lived at this address at the time of his death in July 1974.[46]

ca. 1971–1974: Lee Warner Dansingburg (1891–1979), occupation unknown, who lived at this address circa 1954 to 1957 lived at this address again between about 1971 and 1974.[47]

1976: Sid J. Garrett (dates unknown), occupation unknown, lived at this address for one year.[48]

1978: Thomas H. Atwell (dates unknown), occupation unknown, lived at this address for one year.[49]

1978: Shawn Miller (dates unknown), occupation unknown, lived at this address in 1978.[50]

1980: Daniel D. DeGrandpre (dates unknown), occupation unknown, lived at this address in 1980.[51]

1981–1982: Rodney Meyer (dates unknown), occupation unknown, lived at this address in 1981 and 1982.[52]

By 1983, the property had been acquired by the Department of Housing and Urban Development (HUD) and was being offered as part of a cash sale for a minimum price of $21,400.[53]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Mickler House is significant under Criterion A with an overall period of significance of 1907 to 1951. As the resource possesses the requisite integrity to communicate its significance under this criterion, it is recommended eligible for listing in the National Register of Historic Places (NRHP).

Based upon WillametteCRA's evaluation of the Mickler House in its historic context, the resource is significant under Criterion A, at the local level in the area of community planning and development. The Mickler House is a particularly early example of development in the suburban neighborhoods that developed to the north of Vancouver's downtown core and is representative of the first wave of urban residents to occupy the Vancouver Heights subdivision, which is now part of the Shumway neighborhood. The period of significance for this criterion is 1907 through 1951, which demarcates its completion through the end of the Shumway neighborhood's early development with the construction of the Vancouver Freeway.

[46] "Deaths: ARRASMITH, Joseph W.," *Columbian* (Vancouver, WA), July 11, 1974, 27.
[47] R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1971); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1972); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1973); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1974).
[48] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1976).
[49] R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory* (Kansas City: R. L. Polk & Company, 1978).
[50] "'Berlin Wall': Rains delay I-5 project," *Columbian* (Vancouver, WA), September 12, 1978, 15.
[51] R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory* (Kansas City: R. L. Polk & Company, 1980).
[52] R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory* (Kansas City: R. L. Polk & Company, 1981); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory* (Kansas City: R. L. Polk & Company, 1982).
[53] "Notice to All Real Estate Agents and the General Public," *Columbian* (Vancouver, WA), March 13, 1983, 44.

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The Mickler House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although strongly associated with August Mickler and the Mickler Family, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Mickler House is also an example of a workingman's foursquare rendered in a modest vernacular style, however, it does not sufficiently embody the distinctive characteristics of a 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 is an example of a workingman's foursquare form, it does not possess enough of the style's characteristics to be considered a true representative of the form.

The Mickler House 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 Mickler House possesses sufficient integrity to communicate its area of significance. As such, WillmetteCRA recommends the resource as eligible for listing in the NRHP under Criterion A with an overall period of significance from 1907 through 1951. It is not recommended eligible under Criteria B, C, or 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: Mickler House (WA 1258)	WISAARD Property ID: 89483
Street Address: 901 East 29th Street	City, County, State: Vancouver, Clark County, Washington

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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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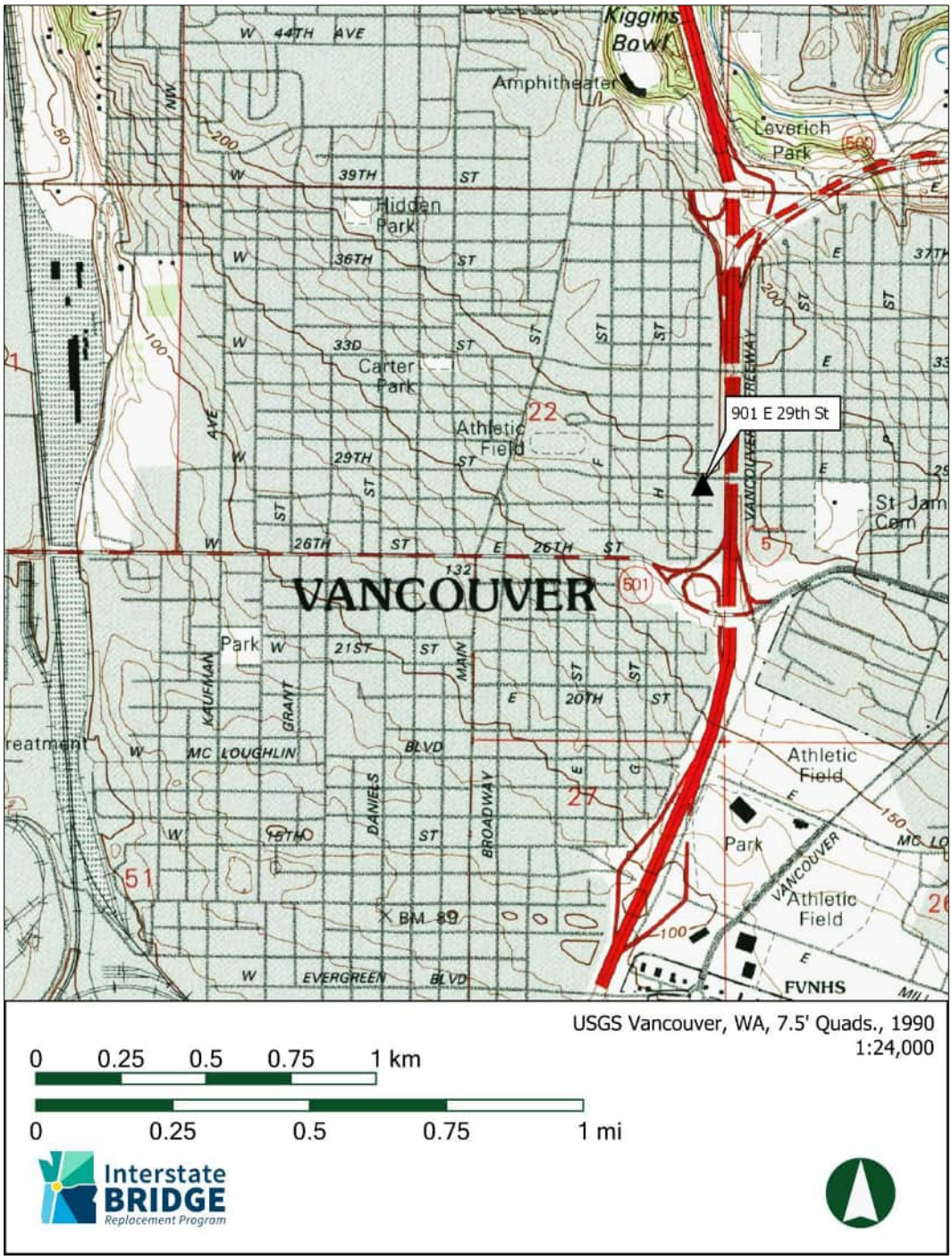


Figure 2. Location map of 901 East 29th Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 901 East 29th Street, showing recommended NRHP boundary in white.

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Figure 4. 901 East 29th Street, east and north elevations, view facing south (WillametteCRA March 8, 2023).

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Figure 5. 901 East 29th Street, north elevation, view facing south (WillametteCRA March 8, 2023).

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 6. 901 East 29th Street, west elevations, view facing east (WillametteCRA March 8, 2023).

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Figure 7. 901 East 29th Street, west and south elevations, view facing northeast (WillametteCRA March 8, 2023).

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Figure 8. 901 East 29th Street, rear yard, view facing east (WillametteCRA March 8, 2023).

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Figure 9. 901 East 29th Street, north and west elevations, view facing southeast (Clark County Assessor, 2009).

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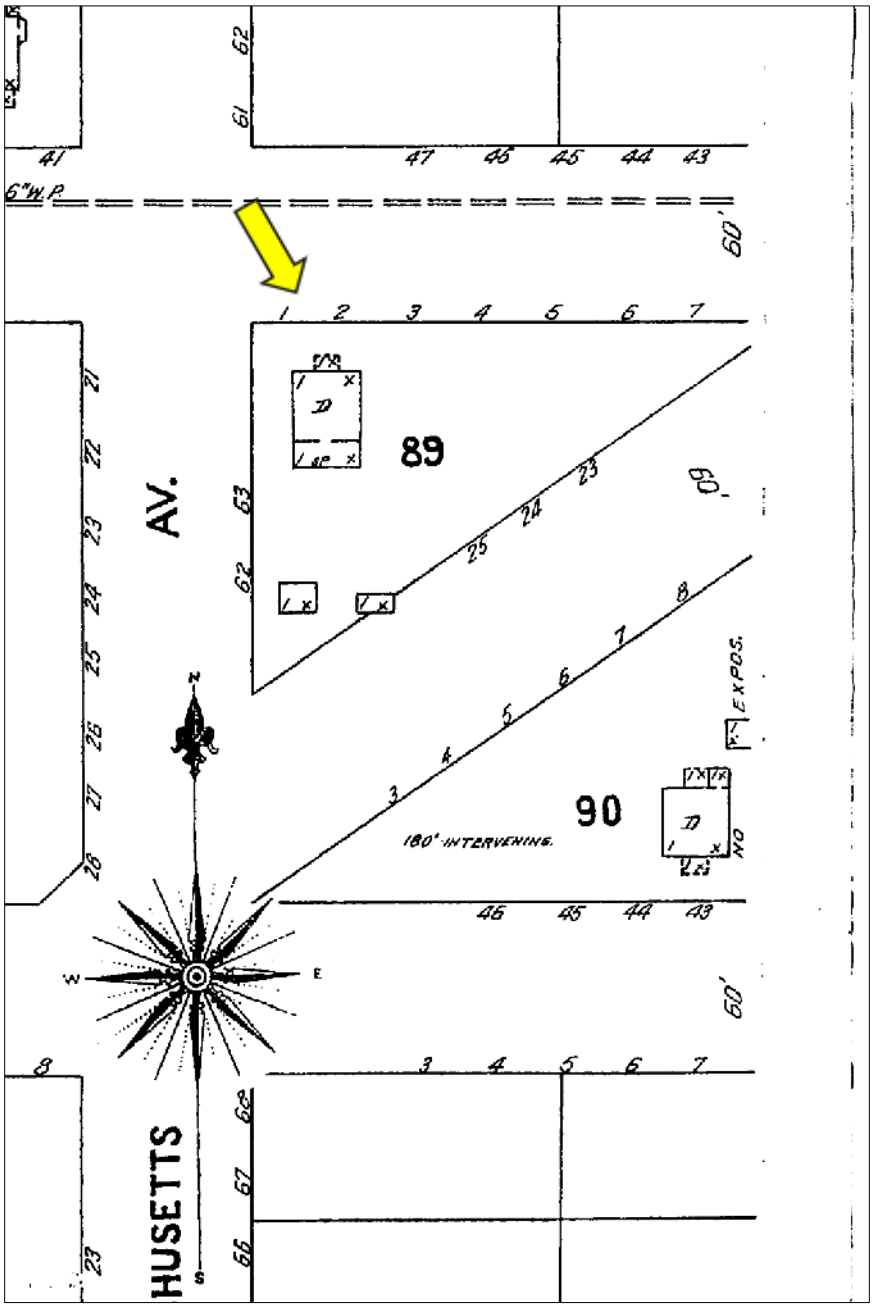


Figure 10. 901 East 29th Street, 1907. Note: the diagonal thoroughfare indicated to the southeast of 901 East 29th Street was a railroad alignment that was abandoned circa 1895. This alignment was replatted on July 10, 1908, as part of Lay's Annex to Vancouver Heights (Sanborn Map Company, *Vancouver* [1907]).

5

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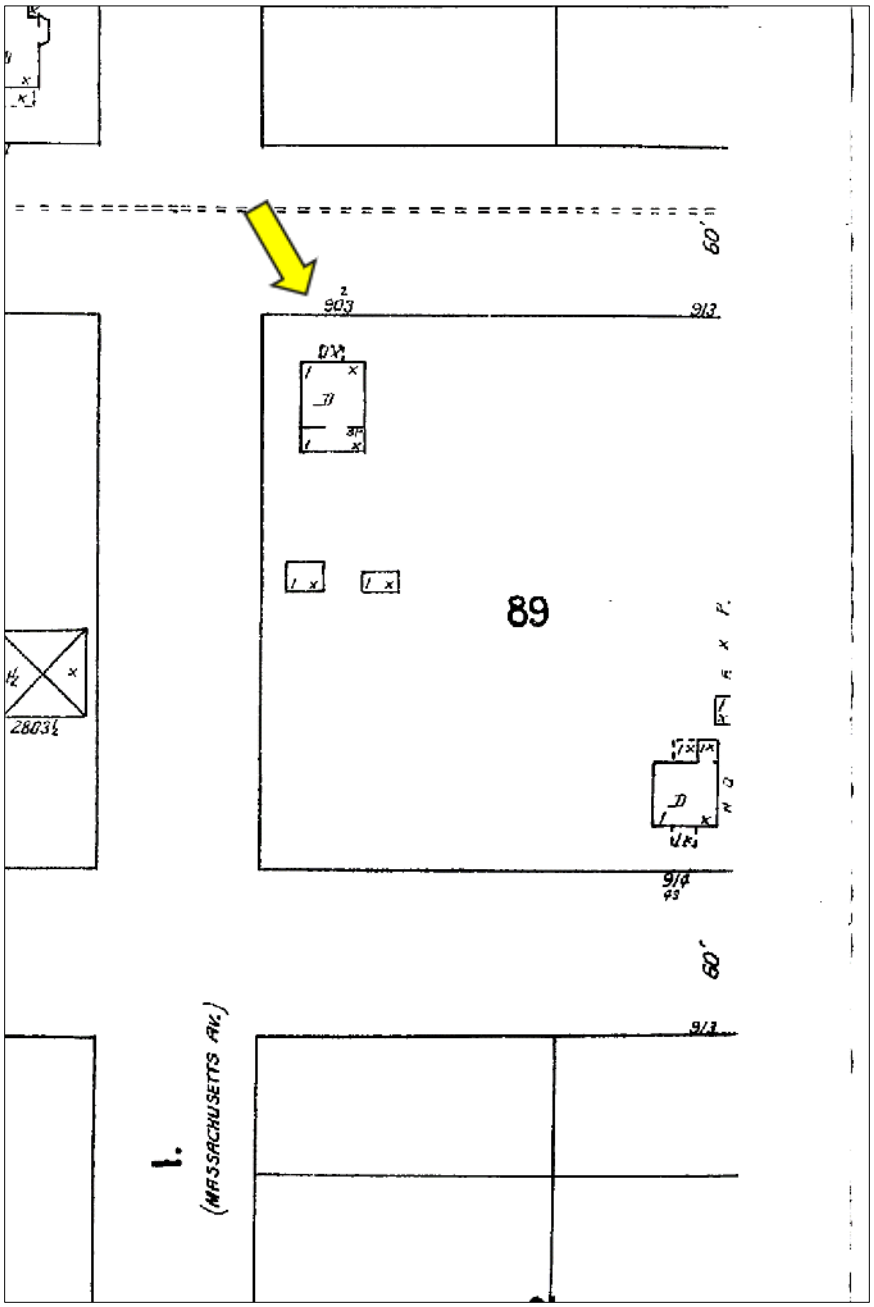


Figure 11. 901 East 29th Street, 1911 (Sanborn Map Company, *Vancouver* [1911]).

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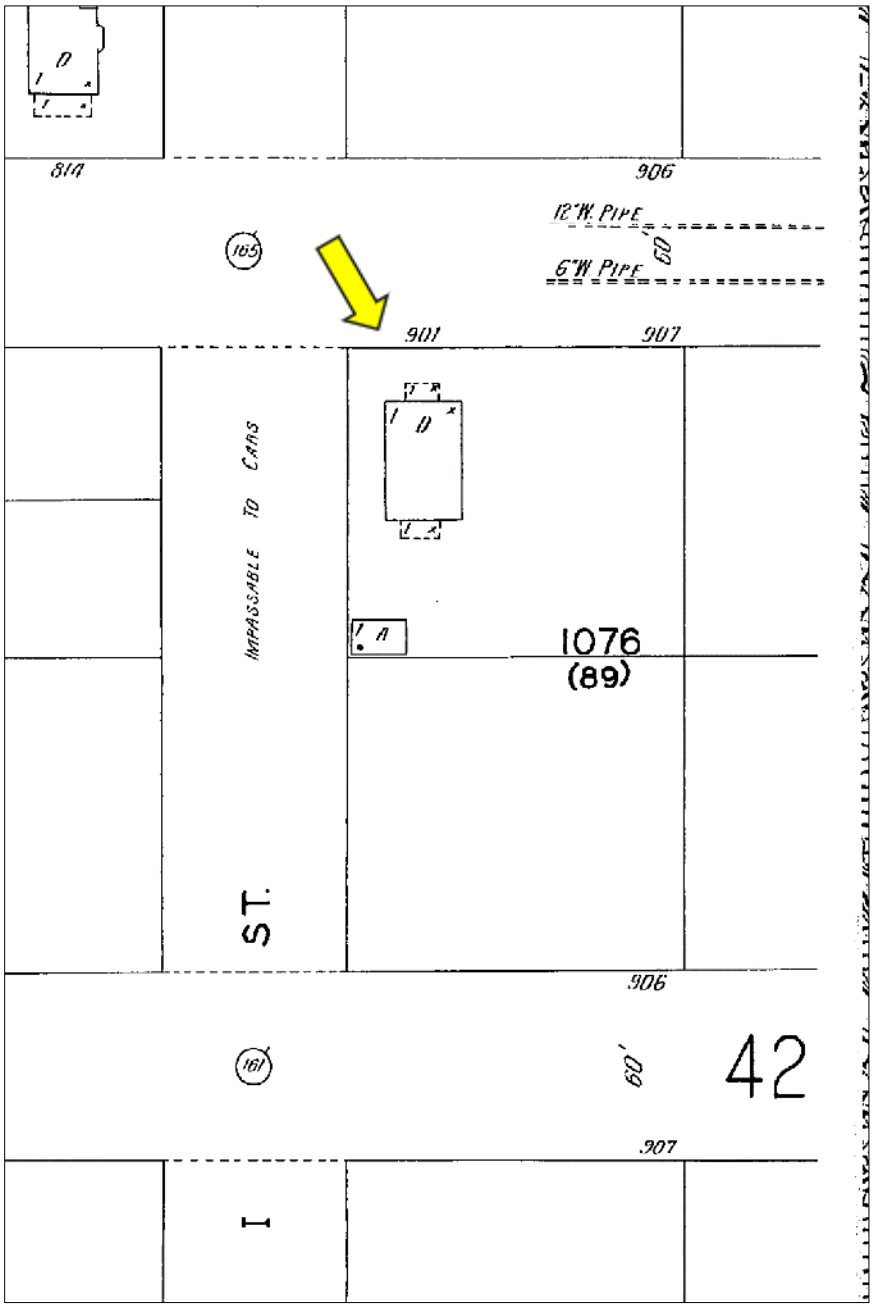


Figure 12. 901 East 29th Street, 1928 (Sanborn Map Company, *Vancouver* [1928], 42).

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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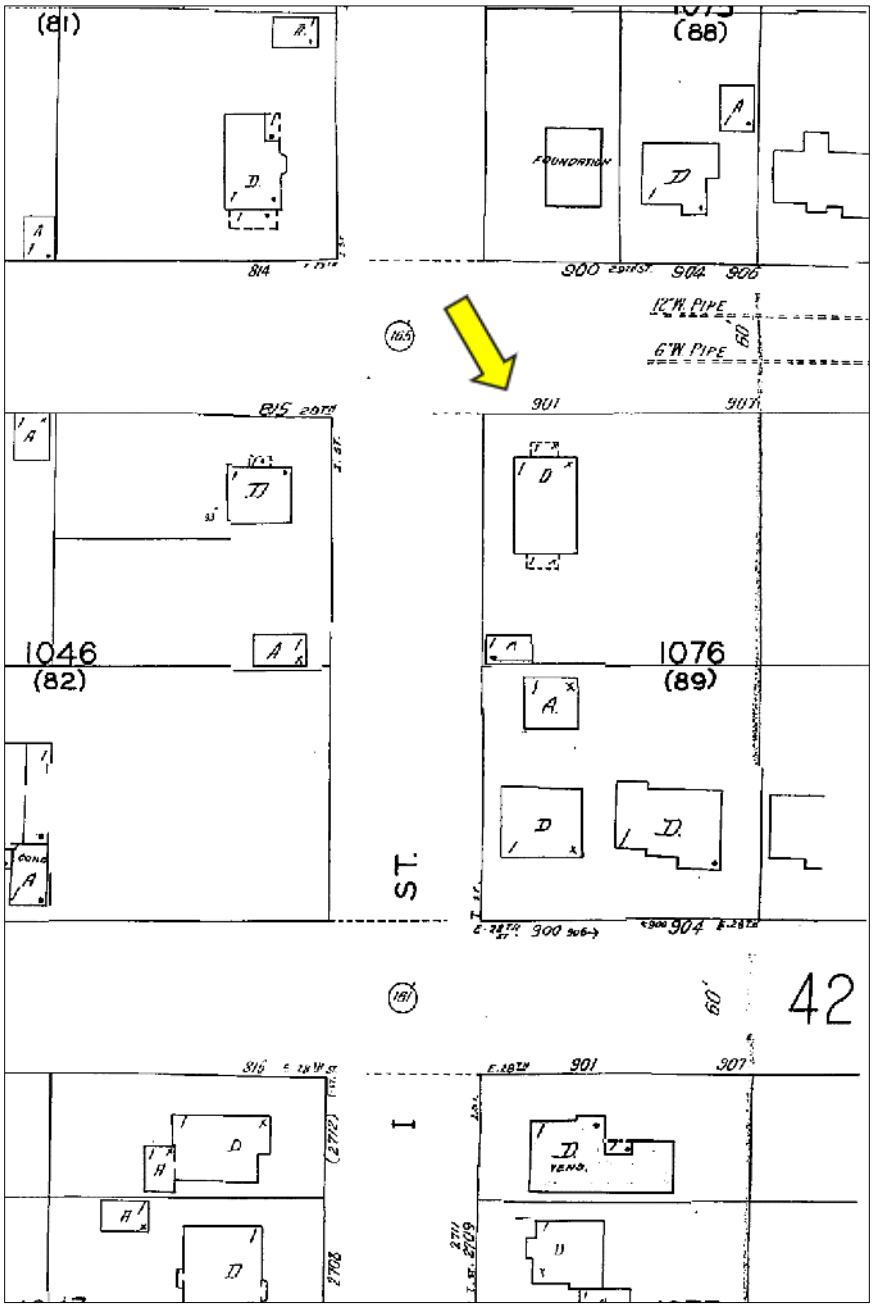


Figure 13. 901 East 29th Street, 1949 (Sanborn Map Company, *Vancouver* [1949], 42).

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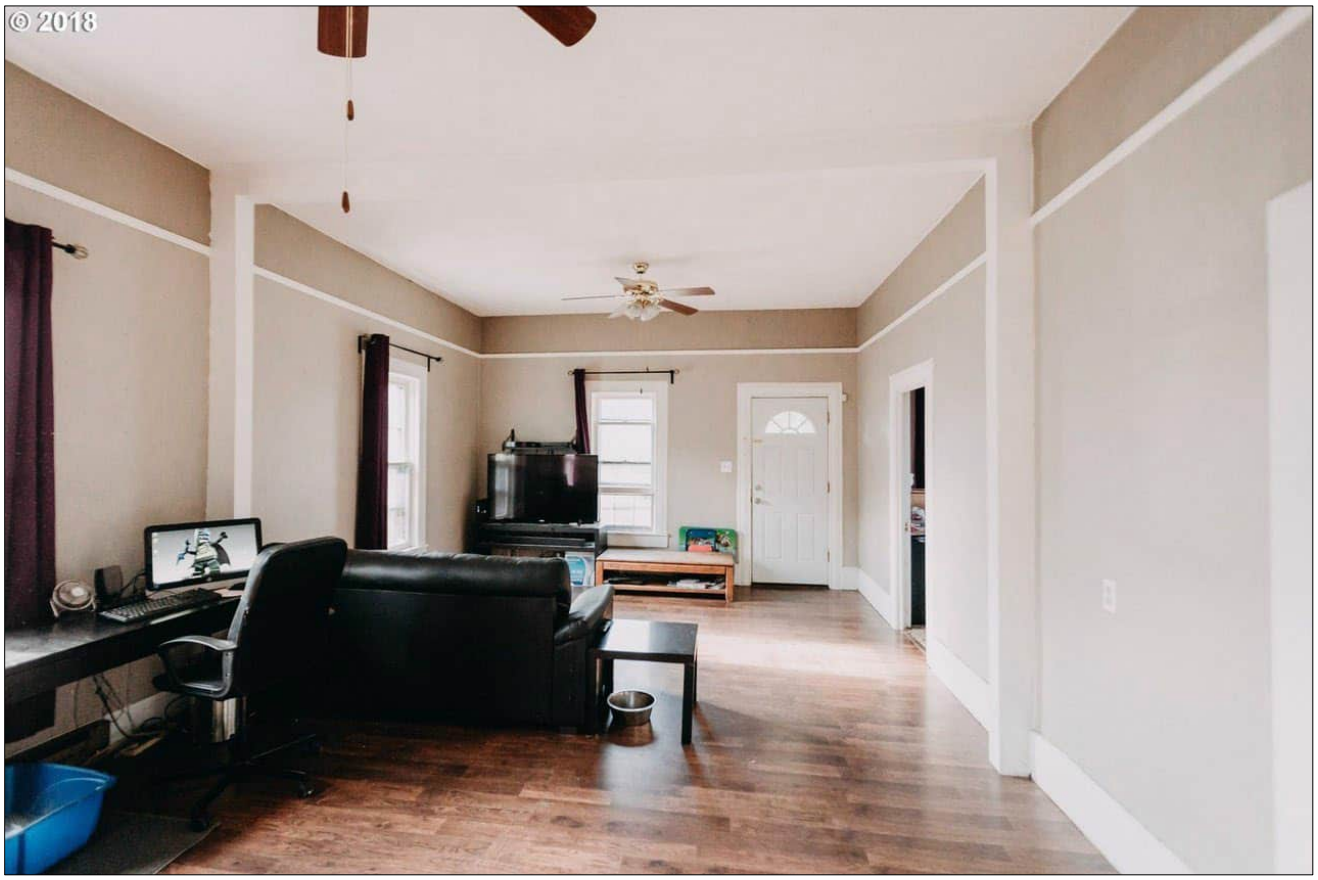


Figure 14. 901 East 29th Street, living room, view facing north (Zillow 2018).

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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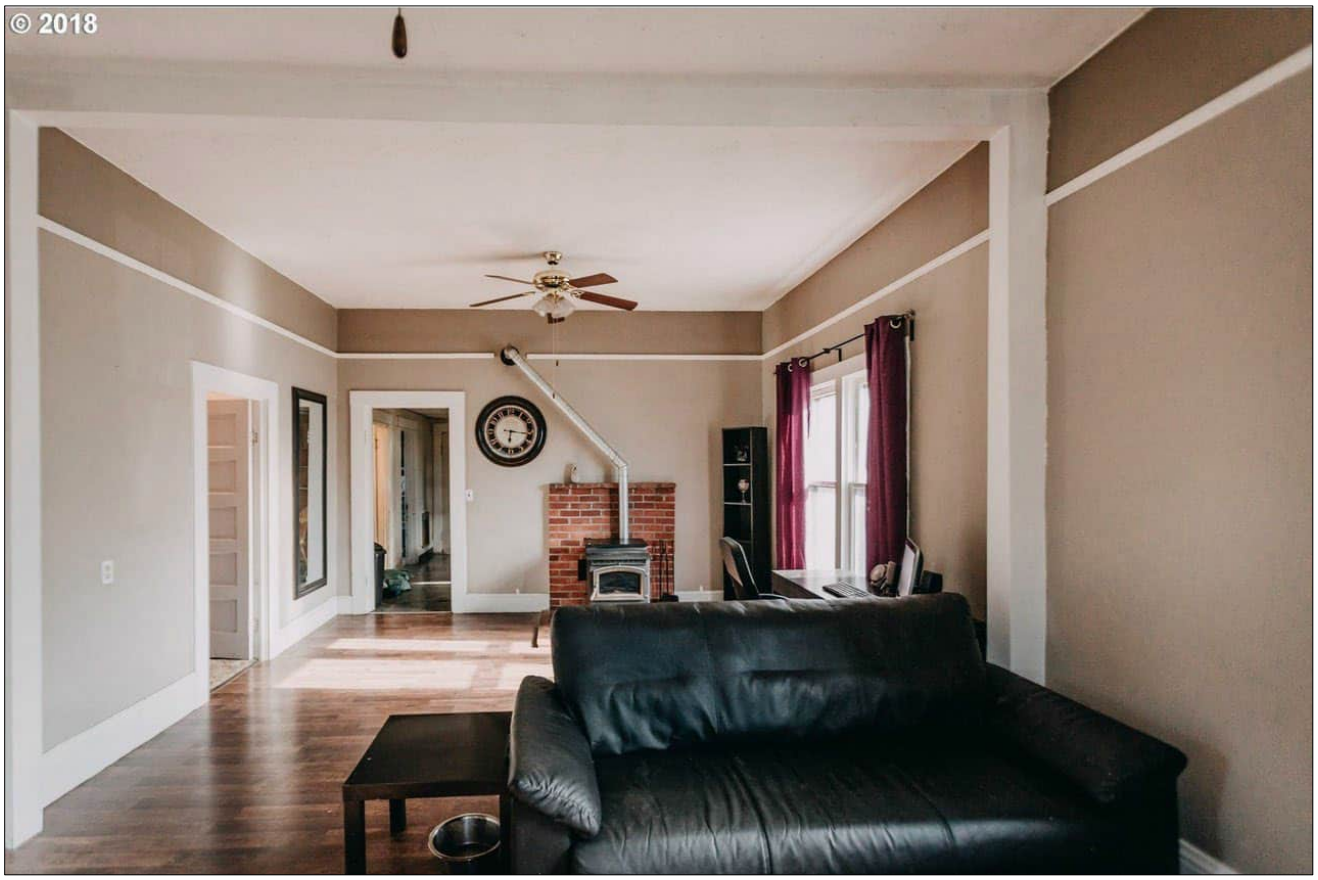


Figure 15. 901 East 29th Street, living room, view facing south (Zillow 2018).

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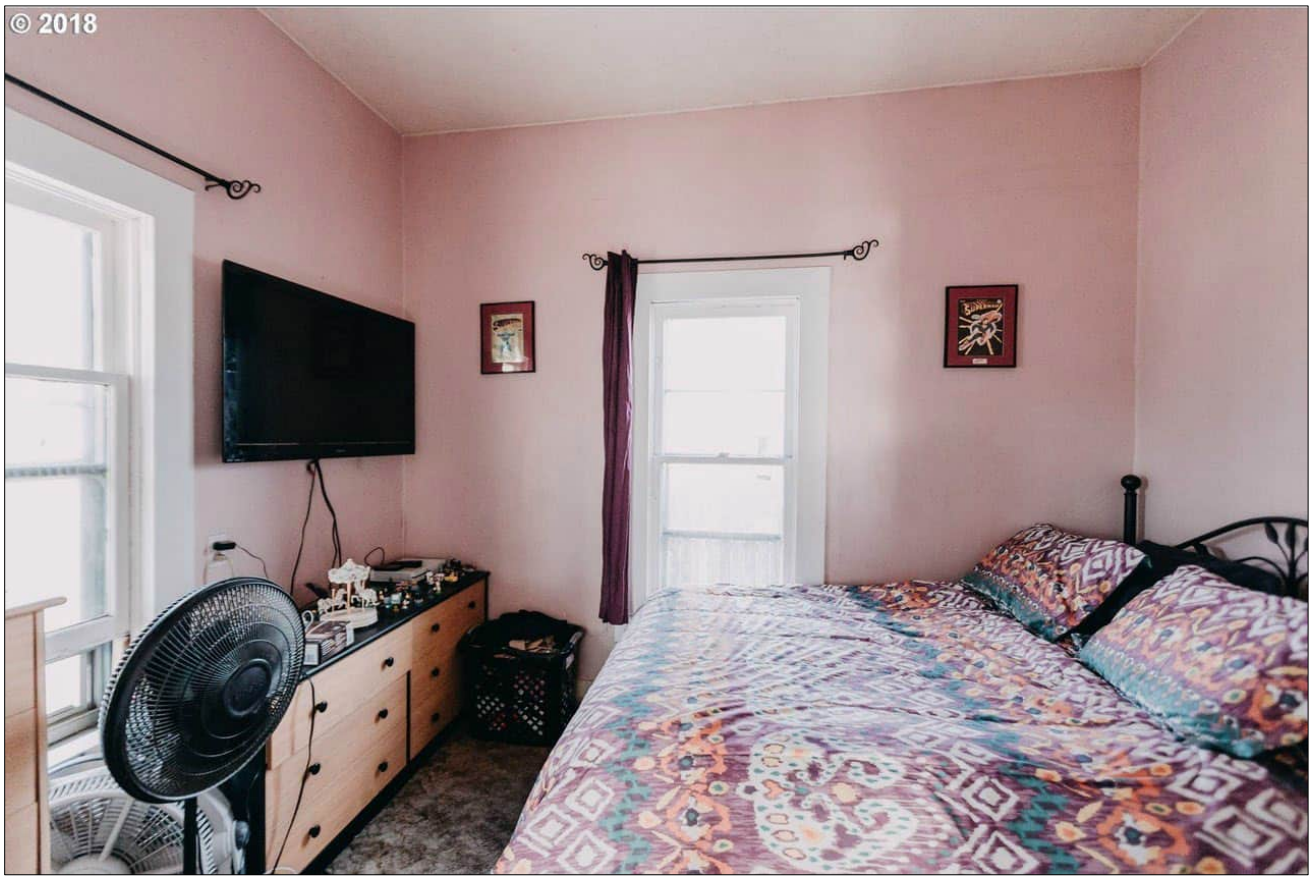


Figure 16. 901 East 29th Street, bedroom, view facing east (Zillow 2018).

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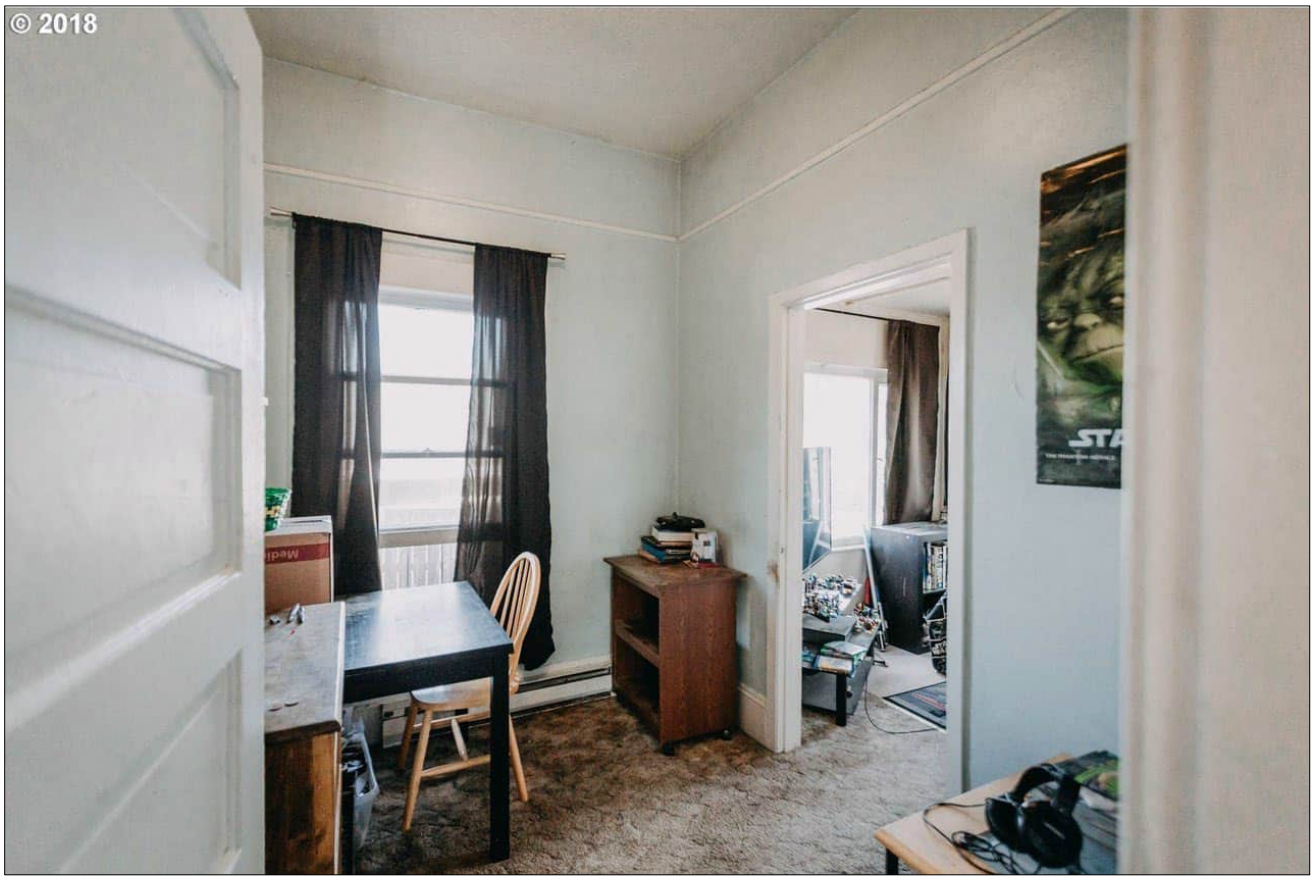


Figure 17. 901 East 29th Street, bedroom, view facing east (Zillow 2018).

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Figure 18. 901 East 29th Street, kitchen, view facing west (Zillow 2018).

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: Holcomb House (WA 1263)	WISAARD Property ID: 89191
Street Address: 902 East 30th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 13668000	Plat Block Lot: North Coast Company Addition, Block 33, Lot 5 & 6
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.643146°, -122.662695°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1941
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1951, Relocated; ca. 1951, Added plywood cover between dwelling and garage; 1972, Added chain link fence; ca. 2000, Replaced front window; ca. 2010, Removed cladding from plywood cover
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - WWII Era Cottage	
Window Type & Material: 2-Over-2 double-hung sash & wood; fixed picture & wood	Exterior Surface Materials: Primary: Stucco Secondary: Brick - Stretcher Bond Decorative: Wood	
Roof Type & Material: Hip; Gable - Front / Asphalt/Composition - Shingle		
Structural System Type: Masonry - Concrete Block	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Intact
	Windows	Slight
Register Status: Not Listed	Cladding	Intact
	(Other) Location	Extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Holcomb House (WA 1263)	WISAARD Property ID: 89191
Street Address: 902 East 30th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. Holcomb House (902 East 30th Street), south elevation of dwelling and garage, view facing north (WillametteCRA June 10, 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:

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
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Street Address: 902 East 30th Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The building at 902 East 30th Street, hereafter also referred to as the Holcomb House, is a World War II (WWII)-Era Cottage built in the Minimal Traditional style, located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated between I Street and J Street, along the western edge of Interstate 5 (I-5) on a corner parcel (originally two lots) that faces south onto East 30th Street. The area around 902 East 30th Street is part of a single-family residential zone defined by a gridiron network of local streets that are lined with paved sidewalks and shade trees. The building is located on a rectangular tax lot which measures approximately 75 feet by 110 feet and is adjacent to a single-family residence to the north. The lot includes the residential building and a side yard, as well as an associated detached garage in the northeast corner (Figures 2 and 3).

The building's footprint is generally rectangular in shape and is constructed atop a poured concrete foundation with a full basement (Figures 1, 4, and 5). The dwelling footprint measures approximately 36 feet from east to west and 30 feet from north to south, with a central entrance doorway that is projected approximately 4 feet from the primary southern elevation.[1] The walls rise one story in height to a moderate-pitched hipped roof with minimal overhang, constructed with an intersecting front-facing gable and gable-covered entry. The building's walls are composed of concrete block clad in stucco with brick masonry detailing; the front-gable end on the southern elevation is clad in vertical wood with a dog-eared corner detail; the projected entrance is clad in stretcher bond brick masonry. The roof is clad in 3-tab asphalt shingles.

A detached garage is located 12 feet due east of the main residence and offset 12 feet north from the residence's primary southern elevation; a plywood covering is affixed between the main residence and the garage. The garage, which is also rectangular in shape, has room for two vehicles. It is constructed on a poured concrete foundation and measures 22 feet from east to west, and 32 feet from north to south (Figure 1). The garage walls rise one story in height; they are composed of concrete block and clad in stucco. The roof is a moderate-pitched hipped roof and possesses a gabled dormer window on both the primary southern and rear northern elevations, which is clad in horizontal wood siding.

The fenestration of the property is characterized by 2-over-2 wood sash windows with horizontal lights; the building's primary entry is an original solid wood entry door, likely stained mahogany, with a speakeasy window; and the south elevation possesses a fixed picture window on the ground floor as well as an aluminum sliding window and a single fixed window on the basement level. The garage possesses original wood 16-panel slide-up doors.

The interior of the building was not accessible at the time of survey and no real estate photographs were found. The exterior of the residence has been minimally altered since its relocation in October 1951 for the construction of I-5. When the building was moved from its original location at 3109 J Street, the building was placed in a different orientation from its original orientation: when on J Street, the primary entrance faced east, whereas in its current location on 30th Street, the entrance faces south. Documentation on the history of construction is scarce; however, it is likely that the plywood-covered breezeway between the residence and the garage was installed shortly after the dwelling was moved, owing to the character of the dog-eared cladding that matches that in the front-end gable of the main dwelling, visible in 2009 (Figure 6). Otherwise, material alterations are limited to the

[1] Clark County Assessor, Property Information Center for Account 13668000. MapsOnline, Clark County WA. GIS Accessed April 17, 2023. https://gis.clark.wa.gov/gishome/property/?pid=FindSN&account=13668000#.

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
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addition of a chain link fence in 1972, removal of the dog-eared cladding from the plywood covering circa 2010, and the installation of a picture window into the original south elevation aperture (which was likely an 8-pane fixed window) prior to 2007.

Boundary Description

The Holcomb House is set on a single tax lot (13668000) which includes the dwelling and associated detached garage, as well as the surrounding ground, landscaping, concrete walkways, concrete driveway, and chain-link fence. Because many of the landscape features do not contribute to the resource's historic significance, the recommended National Register of Historic Places (NRHP) property boundary is defined by the footprints of the residence and associated garage and breezeway (Figure 3).

INTEGRITY

The building and associated garage were moved in 1951 from their original site (3109 J Street) to a parcel located two blocks and approximately 560 feet further south (902 East 30th Street), where the resource still stands today. The building was placed in a different orientation from its original stance: at 3109 J Street, the primary entrance faced east, whereas in its 30th Street location, the entrance faced south; and the garage transitioned from opening onto an alley to opening onto 30th Street. As such, the property's setting is considered to have changed with the move. However, the original location and the current location possess largely the same setting, characterized by single-family residential dwellings and a gridiron of residential streets that comprise the Shumway neighborhood. The larger setting changed considerably with the expansion of I-5 in 1970s, which separated the building from the single-family dwellings to the east (Figures 8 and 9). However, the immediate setting remains single-family residential in character with an abundance of single-family dwellings to the north, south, and west of the property. The resource's integrity of location has been lost due to relocation, but the residence remains in proximity to its original site and, as such, the resource retains an integrity of setting because the surroundings remain compatible with its original milieu.

The building and garage continue to be used for their original function and appear to be little changed since their original construction, apart from the replacement of the original picture window and the installation of a plywood cover between the residence and garage. Original character-defining features such as massing, entrances, fenestration, roof style, and cladding have been preserved, and the resource is unusual in retaining a detached garage in a highly original state. Overall, the resource retains its integrity of feeling, design, setting, materials, workmanship, and association.

STATEMENT OF SIGNIFICANCE

The Holcomb House is located on the east side of the Shumway neighborhood of Vancouver, Washington. The building was constructed in 1941 in the WWII-Era Cottage Style, likely built by the first owner, Floyd R. Holcomb.[2] Research did not reveal an architect; however, Holcomb likely obtained the building's original plans and specifications from an architectural magazine or plan book as was common for most smaller WWII-Era Cottage homes of this type at the time.

The property was originally constructed on Block 23 of Vancouver Heights Addition, which was platted in 1889; by the time the dwelling was constructed in 1941, the road it faced was called J Street, and its address number was

[2] "Housewarming Fetes Holcombs," *The Columbian* (Vancouver, WA), September 18, 1941, 3.

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3109 (Figure 7). The first owners and occupants of the house were Floyd Riley Holcomb (1890–1977) and his wife, Bertha Holcomb (1894–1970).[3] Floyd was born in Michigan and enlisted for the draft during World War I (WWI) in 1917; after moving to Vancouver in 1925 he was the operator of a concrete building tile factory and is cited to have built "many homes and prune dryers" in Vancouver during this time.[4] The Holcombs built and moved into their new house at 3109 J Street in the fall of 1941; in April of the next year, Floyd was called to register for selective service in WWII during what is now known as the "Old Man's Draft."[5] After returning from the war, Floyd constructed what came to be known as Holcomb's Recreation Hall at 4915 East Mill Plain Boulevard, a local dance hall and later, a skate rink, which he owned and operated for many subsequent decades.[6]

The Holcombs resided in their home at its original location until 1951, when their house was moved along with the homes of approximately sixty other families along the Shumway, Rose Village, and Arnada neighborhoods to prepare for the expansion of the I-5 freeway (Figure 8).[7] The dwelling and garage at 3109 J Street were relocated to East 30th Street between J and I streets, approximately two blocks farther south (Figures 9 and 10). The new location was also platted as part of North Coast Company Addition in 1909 and had stood vacant since the initial plat of the neighborhood. Floyd Holcomb is recorded to have owned the property in its new address, 902 East 30th Street, until 1967; his wife, Bertha, is subsequently recorded as the owner until her death in 1970. It is likely that the dwelling was rented out during the years that followed.[8]

The subsequent known owner-occupants of the property and known dates of occupancy are as follows:

1971–1978: Peter Fallico (1909–1976), bartender, whose name is recorded as owner through 1978, two years after his death.[9]

1979–1982: Tyler "Bob" Hanson (1914–1986), a longshoreman and shop proprietor, and his wife Mildred (1918–1986).[10]

[3] "Housewarming," *The Columbian*; "Move Concrete Block House," *Columbian* (Vancouver, WA), October 26, 1951, 1.
[4] This was likely literal prune dryers- it should be noted that Clark County was a major center of prune production in the early twentieth century. "Floyd Holcomb Files Amended Court Plaint," *The Columbian* (Vancouver, WA), March 21, 1941, 2; "Floyd Riley Holcomb," *The Columbian* (Vancouver, WA), April 15, 1977, 4; Ancestry.com, "Floyd Holcomb," *U.S., World War I Draft Registration Cards, 1917-1918*, Provo, UT: Ancestry.com Operations Inc, 2005.
[5] "Housewarming," *The Columbian*; Ancestry.com, "Floyd Holcomb," *U.S., World War II Draft Registration Cards, 1942*, Lehi, UT: Ancestry.com Operations, Inc., 2010.
[6] "List of dance permits issued," *The Columbian* (Vancouver, WA), March 6, 1940, 9. "Golden Skate," *The Columbian* (Vancouver, WA), March 30, 2008, A1-A6; "Holcomb Hall Renovated," *Columbian* (Vancouver, WA), January 29, 1975, E5. The Holcomb Recreation Hall was initially named Hazel Dell Community Hall and later called Golden Skate Ballroom.
[7] "Homes Moving to Make Room for Freeway," *The Columbian* (Vancouver, WA), August 21, 1951, 1.
[8] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1952*, (Seattle: R. L. Polk & Company, 1952); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1967*, (Seattle: R. L. Polk & Company, 1967); "Vandalism, Thefts Aim At Vehicles," *The Columbian* (Vancouver, WA), February 8, 1966, 2; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1968*, (Seattle: R. L. Polk & Company, 1968); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1970*, (Seattle: R. L. Polk & Company, 1970).
[9] "Pete's for Pat," *The Columbian* (Vancouver, WA), August 1, 1957, 26; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1971*, (Seattle: R. L. Polk & Company, 1971); "Pete Fallico obituary," *The Columbian* (Vancouver, WA), April 4, 1976, 16; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1978*, (Seattle: R. L. Polk & Company, 1978).
[10] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1979*, (Seattle: R. L. Polk & Company, 1979); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1982*, (Seattle: R. L. Polk & Company, 1982); "Mildred Hanson," *The Columbian* (Vancouver, WA), August 3, 1986, B6; "Tyler Hanson," *The Columbian* (Vancouver, WA), December 11, 1986, A4.

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Minimal Traditional

Houses built in the "Minimal Traditional" style such as the Holcomb House were mainly constructed during the period of 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 possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[11]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[12] 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 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small, wood-framed "Colonial Revival" style cottage built over a full or partial concrete basement, with two bedrooms, one bathroom, and a separate dining room.[13]

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.[14] Houses were designed from stock plans already designed to meet FHA standards and were mostly one story in height and 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 the 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. 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 end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "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.[15]

[11] "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.
[12] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[13] 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).
[14] Virgina and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
[15] Washington Department of Archaeology & Historic Preservation [WDAHP], "WWII Era Cottage," *Washington Department of Archaeology & Historic Preservation,* accessed April 18, 2023, https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/wwii-era-cottage.

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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. Minimal Traditional houses were built to answer the ever-growing need for single-family housing and were commonly constructed by speculative builders such as Floyd R. Holcomb, who constructed the subject property as well as myriad Vancouver houses including the Madrona Manor and Sunset Homes subdivisions.[16] The dwelling and garage at the Holcomb House are emblematic of this style as it tended to appear in the later 1940s, with a rare but not uncommon concrete block construction and a use of brick and wood shingles in lightly ornamented cladding.[17] The residence expresses characteristic design elements of the style with its gradual pitch hip roof with front gable; shallow eaves with exposed rafter tails and attic vent; brick and wood accent cladding; characteristic single-story height and minimal square footage. The property's more uncommon qualities—such as the garage dormer window, and the concrete block construction—are possibly owing to the fact that Holcomb was constructing his personal residence, and as such could take advantage of his professional access to concrete materials and have some latitude with the use of less conventional design elements.

Development of the Shumway Neighborhood

The neighborhood chosen by the Holcombs for their new residence is now known as the Shumway neighborhood and is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and I-5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[18] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[19] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[20]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan

[16] "Madrona Site Has 6 Houses Almost Done," *The Columbian* (Vancouver, WA), April 20, 1942, 4; "Application Approved," *The Columbian* (Vancouver, WA), January 11, 1950.
[17] WDAHP, "WWII Era Cottage."
[18] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[19] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[20] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5, 13–18.

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to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[21]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[22] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[23] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[24] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[25] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[26] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets.[27]

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during WWI and additional transportation infrastructure brought more people into Vancouver. Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923; this was the first of a string of institutional buildings constructed along Main Street up to the present day.[28] Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[29] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[30] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased going into the 1930s with the onset of the Great Depression. Construction activity did not resume until the

[21] Freece, 13–46.
[22] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[23] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[24] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[25] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[26] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[27] Sanborn Map Company. Vancouver, Clark County, Washington, August 1911, New York: Sanborn Map Company, 1911. "Sanborn Fire Insurance Maps," Sheets 29-30. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643069?accountid=1135.
[28] This institution was constructed on the east side of Main Street and between East 36th and 34th Streets.
[29] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.
[30] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.

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1940s, starting with Vancouver's second fire station in 1940 and followed by a pair of duplexes in 1941; Holcomb also constructed the concrete block dwelling and garage on J Street during this era of growth (Figure 7).[31]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after WWII when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[32] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex was constructed "under war housing program priorities" in 1944.[33] Many remaining vacant lots in the Shumway area quickly developed as single-family homes after the war as the city's population surged to over 40,000 by 1950.[34] From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[35]

In the summer of 1951, the *Columbian* announced that "…it will be moving day for 60 some families in west Vancouver in the next few months as land in the Leverich to Barracks area is cleared for the freeway."[36] Bertha Holcomb was interviewed for her experience of her home and garage being relocated two blocks further south; she recalled a "dismay at the first news of the location of the freeway," and that her family never imagined that they would have to move their house one day, "…or that a highway would even come close to their then out-of-the-way location."[37] The article described the process for moving the Holcomb House as "unusual," describing that it was "considered quite a difficult job to move a concrete block house;" and that the house was to be "cribbed, or supported by special wood crating for its move to Thirtieth and I Streets."[38] The Holcomb residence was successfully relocated in the fall of that year (Figures 8, 9, and 10). The building footprint was re-oriented to accommodate the east-west alignment of the new location's tax lot, resulting in the primary elevation facing south instead of its original west-facing alignment; all other architectural features of the single-story dwelling and garage were preserved in the process.

[31] The fire station was built at East 37th and Main Streets; the pair of duplexes was built at East 27th Street. "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *The Columbian* (Vancouver, WA), June 13, 1941, 9.
[32] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023),169, 182–183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western US.
[33] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1. The referenced apartment complex was the Heights Garden Court at 300–506 East 28th Street (now Colonial Park).
[34] John Caldbick, "1930 Census," *Historylink*, June 14, 2010, Accessed April 12, 2023. https://www.historylink.org/File/9451; City of Vancouver, "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[35] Alsobrook, et. al, 230–231.
[36] "Homes Moving to Make Room for Freeway," *The Columbian* (Vancouver, WA), August 21, 1951, 1.
[37] "Homes Moving to Make Room," *The Columbian*.
[38] "Homes Moving to Make Room," *The Columbian*.

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In 1954, the first usable portion of the Vancouver Freeway was opened to traffic.[39] That same year, an interchange connecting the Evergreen Highway (the present-day Lewis and Clark Highway or State Route 14) with Washington Street was put into operation.[40] However, this work did not occur without controversy. Over objections by the City of Vancouver and the Vancouver Chamber of Commerce, the Washington Department of Highways condemned 5th Street and severed an important east-west connection between the city and Fort Vancouver that had existed for over 100 years.[41] The following year, the 2.5-mile-long, 4-lane, controlled-access Vancouver Freeway was completed and opened to traffic when Governor Arthur B. Langlie cut the ribbon during an elaborate ceremony.[42] The federal government later incorporated this early freeway into the I-5 in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition of several more homes.[43]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Holcomb House is not significant under Criteria A, B, C, or D. As such, it is not recommended eligible for listing in the NRHP.

Based upon an evaluation of the Holcomb House within its historic context, the Holcomb House is not "the surviving structure that is most importantly associated" with the pattern of residential development and relocation during the Great-Depression or pre-war period within the Shumway neighborhood. 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 Holcomb House 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 Floyd Holcomb, research has determined that this individual is not comparatively significant enough to meet the threshold for NRHP significance.

Properties that have been moved from their original locations shall not be considered eligible for the NRHP unless they meet Criteria Consideration requirements, such as Criteria Consideration B as "a building or structure removed from its original location, but which is significant primarily for architectural value."[44] Although the Holcomb House is indeed an example of a WWII-Era cottage built in the Minimal Traditional Style, the resource 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 and, therefore, does not satisfy Criterion Consideration B.

[39] Bureau of Public Roads, *1954 Annual Report*, 16.
[40] "Newest Link In Freeway To Be Open," *The Columbian* (Vancouver, WA), April 14, 1954, 1.
[41] "Fifth Street Battle Plan To Be Laid," *The Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision On 5th," *Columbian* (Vancouver, WA), February 25, 1954, 1.
[42] Bureau of Public Roads, *1955 Annual Report- Bureau of Public Roads: Fiscal Year 1955*, (Washington DC: U.S. Department of Commerce, 1955), 14; "Ribbon Snapped, Cars Roll," *The Columbian* (Vancouver, WA), April 1, 1955, 1.
[43] Alsobrook, et al., 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[44] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, (Washington DC: US Department of the Interior, National Park Service, 1990 [revised for Internet 1995]), 25, https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

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The Holcomb House 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 Holcomb House does not sufficiently embody characteristics to meet eligibility standards of significance. As such, WillametteCRA recommends the property as not eligible for listing on the NRHP under Criteria A, B, C, or 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	
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Street Address: 902 East 30th Street	City, County, State: Vancouver, Clark County, Washington

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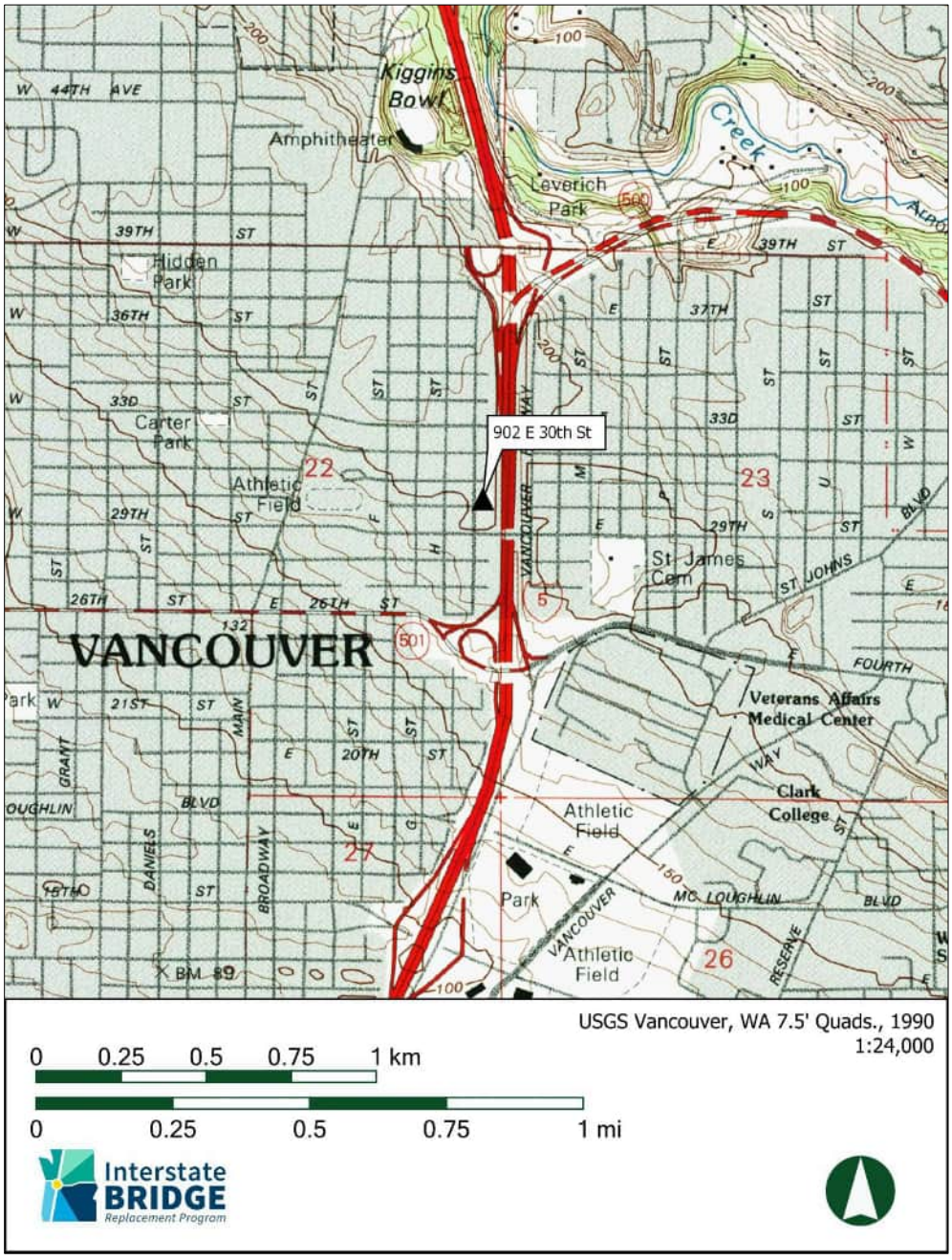


Figure 2. Location map of 902 East 30th Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 902 East 30th Street, showing recommended NRHP boundary in white.

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Figure 4. Holcomb House south and west elevations. View facing northeast (WillametteCRA March 8, 2023).

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Figure 5. Holcomb House south and west elevations. View facing northeast (WillametteCRA June 10, 2022).

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Figure 6. Assessor's photo of the Holcomb House, south and west elevations, showing the dog-eared vertical wood on the covering between garage and dwelling as it appeared in 2009. View facing northeast (Clark County GIS).

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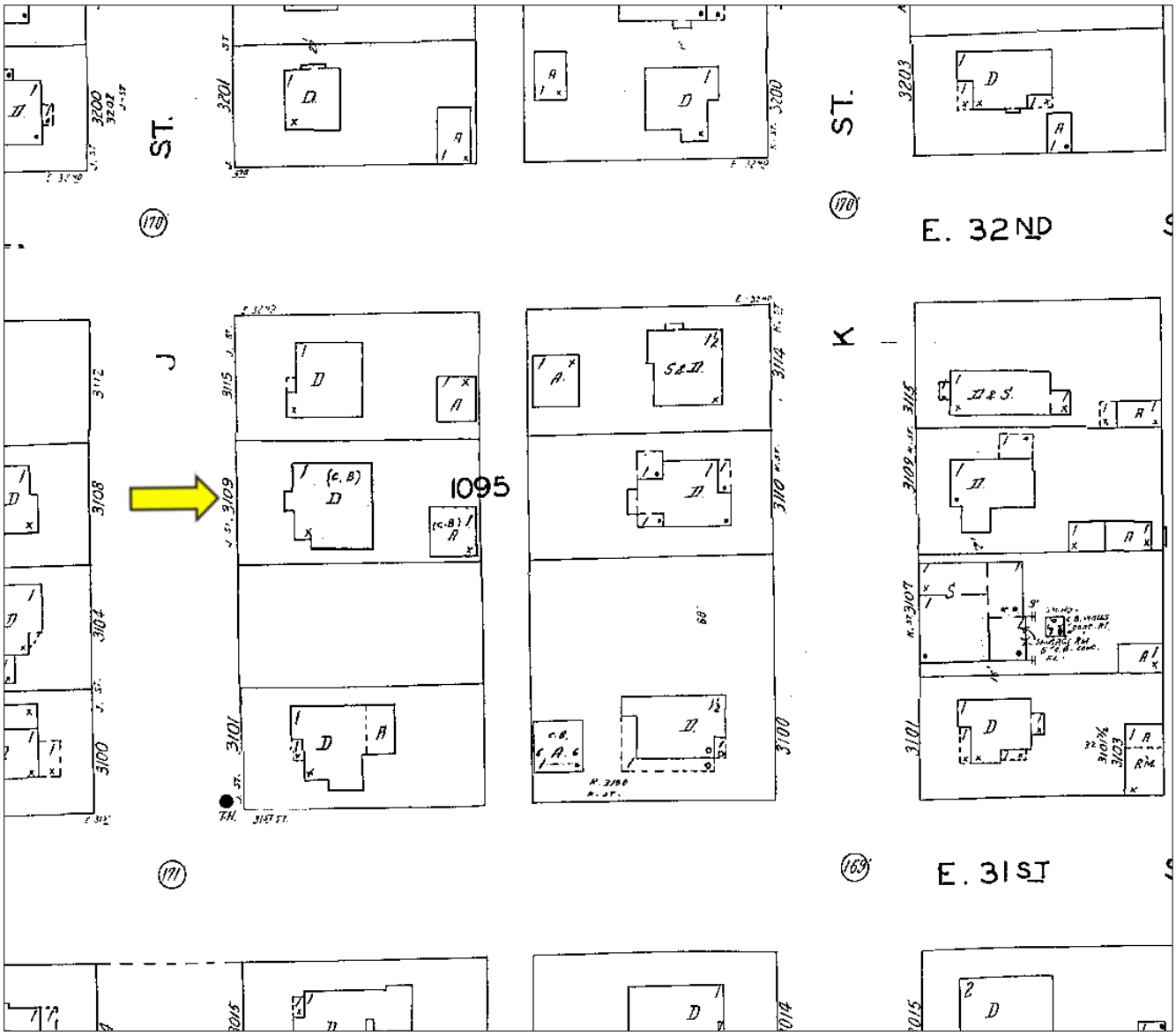


Figure 7. The footprints of the subject dwelling and garage at the original address, 3109 J Street, indicated with a yellow arrow (Sanborn Map Company, Vancouver [1949], 50).

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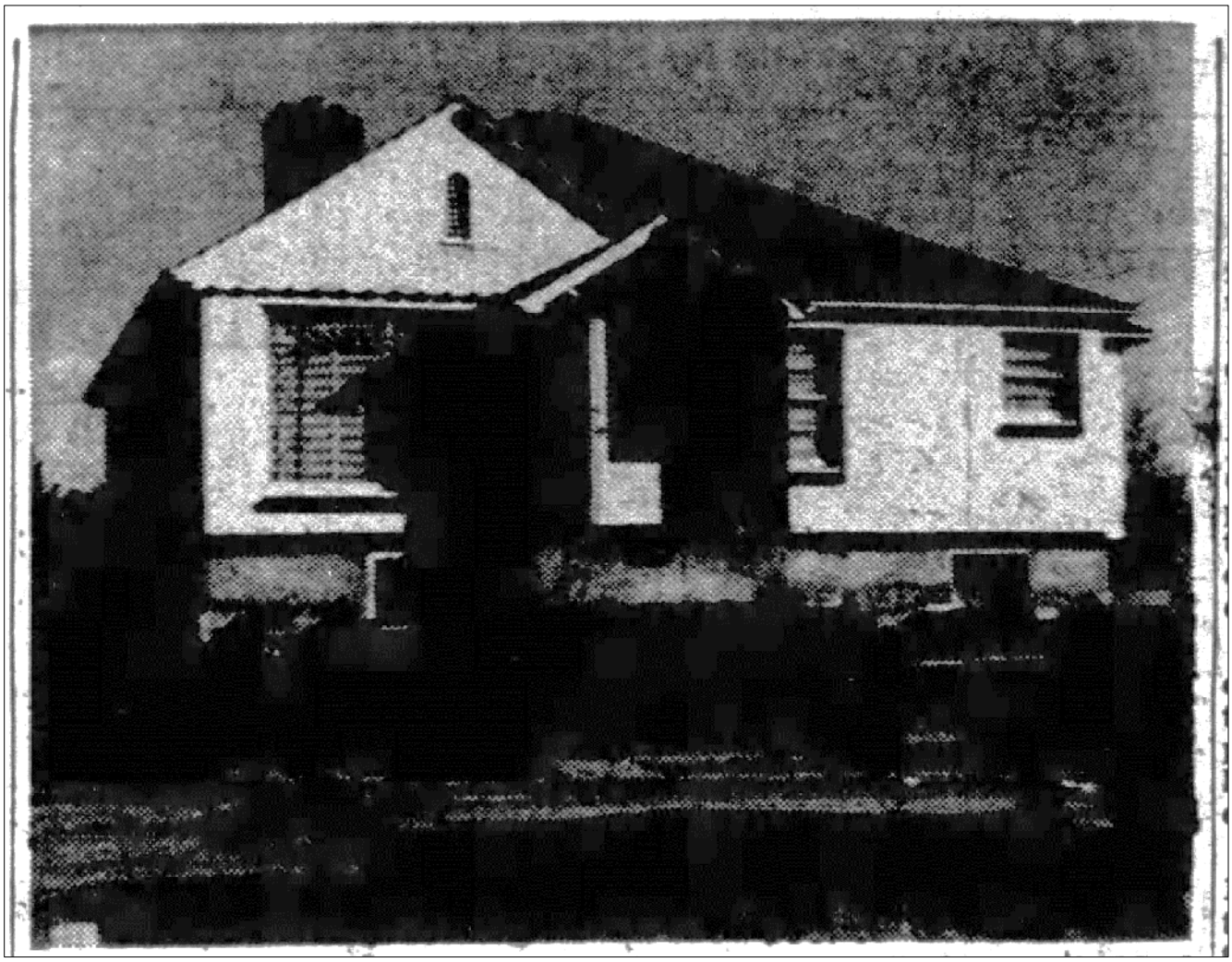


Figure 8. Photograph of the Holcomb House being moved on "special crating" from 3109 J Street to 902 East 30th Street (*The Columbian*, [Vancouver, WA], October 26, 1951, 16).

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Figure 9. Aerial photograph of I-5 through Shumway and Rose Village neighborhoods. A red arrow identifies the approximate original location (1941 to 1951) of the Holcomb House at 3109 J Street; a yellow arrow identifies the approximate new location of the Holcomb House at 902 East 30th Street (Clark County MapsOnline, 1955).

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: Adams, Cranston Fuller, House (WA 1268)	WISAARD Property ID: 89121
Street Address: 3211 I Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 15980000	Plat Block Lot: North Coast Heights, Block 38, Lot 7
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.644798°, -122.662750°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1930
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1944, Side addition; ca.1955, Rear addition and porch addition; 1968, Roof repair, replacement of porch posts; 1987, Rear chimney removal; Prior to 2007, Entry door replaced
Architectural Classification / Resource Type: Craftsman / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Double-hung sash & wood	Exterior Surface Materials: Primary: Wood Secondary: Decorative:	
Roof Type & Material: Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Craftsman	Plan	Intact
	Windows	Slight
Register Status: Not listed	Cladding	Intact
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. Cranston Fuller Adams House (3211 I Street), west elevation. View facing east (WillametteCRA June 10, 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:

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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PHYSICAL DESCRIPTION

The building at 3211 I Street, hereafter referred to as the Adams House for its first resident, Cranston Fuller Adams (1889–1946), is a small bungalow built in the Craftsman style, located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the property is situated on a mid-block parcel along the western edge of Interstate 5 (I-5); the building faces west onto I Street. The area around 3211 I Street is part of a single-family residential zone; the area immediately around the property is defined by a gridiron network of local streets with gravel shoulders and minimal vegetation. The building is located on a rectangular tax lot which measures approximately 50 feet by 100 feet and is adjacent to single-family residences to the north and south, and a frontage road (a dead-end alley) to I-5 to the east. The lot includes the principal building and a side yard, as well as a detached shed in the southeast corner (Figures 2 and 3).

The building's footprint is irregular in shape and is constructed atop a poured concrete foundation with a partial basement (Figures 1, 4, and 5). The footprint overall measures approximately 22 feet from east to west by 25 feet from north to south; a portion of the north elevation projects a further 5 feet north.[1] The primary entrance on the west elevation is covered with an intersecting gable-covered entry with rafter tails, which is supported by wood posts and knee braces on a small concrete stoop. A brick chimney laid in a running bond is present on the north elevation. The walls rise one story in height to a moderate-pitched side-gabled roof, clad in 3-tab asphalt shingles, with exposed eaves, knee braces, purlins, and rafter tails. The building's frame walls are clad in wood drop siding and thin wood corner boards.

The dwelling's fenestration is characterized by a combination of fixed cottage-style wood windows with 5-light upper sashes on the west elevation, and double-hung wood windows with 3-light upper sashes on the north and south elevations. The windows on the west elevation are adorned by fixed wood shutters on either side and a flower box attached below. The building's primary entrance is a 6-panel wood door, currently painted to match the shutters and flower boxes.

The interior of the building was not accessible at the time of survey and no real estate photographs were found depicting it.

Alterations

Shortly after initial construction in 1930, the window on the north elevation, west of the chimney, was enlarged; two side rooms were added to the north elevation in 1944; and a rear addition and porch were added by 1955.[2] The posts on the west elevation porch were replaced in 1968.[3] An original central kitchen chimney vent and a non-original detached garage were deemed structurally unsafe in 1987 and removed soon thereafter.[4]

[1] Sanborn Map Company, *Sanborn Fire Insurance Map of Vancouver, Clark County, Washington, November 1949*, (New York, NY: Sanborn Map Company, 1949), 49.
[2] The adjacent homes to the south which resemble the same plan have small, high windows on either side of the chimney; it is likely the subject property initially possessed a similar chimney-window aperture. "Ten Permits Given," *The Columbian*, Vancouver (WA), May 29, 1944, 1; Clark County MapsOnline 1955 Aerial Imagery.
[3] City of Vancouver, Washington. Building Permit Number 19836. On file at the Portland Bureau of Development Services and obtained through Public Records Request.
[4] City of Vancouver, Washington. Notice and Order to 3211 "I" Street. On file at the Portland Bureau of Development Services and obtained through Public Records Request.

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Other changes to the resource include the installation of a chain link fence in 1975 and the replacement of the entry door at an unknown time prior to 2007.[5]

Boundary Description

The building at 3211 I Street is set on a single tax lot (15980000) which includes the primary dwelling, as well as the surrounding landscaping and rear shed-roofed area. Some of the features within the tax lot contribute to the resource's historic significance, however, the existing chain link fencing is a later addition and does not contribute. As the tax lot boundaries have remained unchanged since the end of the resource's recommended period of significance (1930–1951), the National Register of Historic Places (NRHP) boundary is recommended as the boundary of the tax lot (Figure 3).

INTEGRITY

The period of significance for the Adams House is 1930 to 1955, encapsulating the years of construction and historic-era additions. Since the end of that period, the building has remained in its original location. Its setting has been altered with the initial construction of the I-5 and its subsequent expansion in the mid-1970s, which separated the building from the single-family dwellings to the east. Overall, however, the character of the setting is predominantly single-family with an abundance of historic-age detached dwellings to the north, south, and west (compare Figures 2 and 10). The property has not been substantially altered since the additions which took place within the period of significance. Later alterations include the addition of posts to the west elevation covered porch in 1968; the installation of a chain link fence in 1975; the removal of the central kitchen chimney vent in 1987; and the replacement of the entry door at an unknown time prior to 2007. Despite these changes, the majority of the property's character-defining features from within its period of significance—such as its massing, entrances, windows, roof form, and paved walkways—have been preserved. Overall, the resource retains a high degree of integrity of location, design, materials, workmanship, feeling, and association, although its integrity of setting has been diminished.

STATEMENT OF SIGNIFICANCE

The Adams House is located on the east side of the Shumway neighborhood of Vancouver, Washington. The building was constructed in 1930 in the Craftsman style for its first owner, Cranston Fuller Adams.[6] Research did not reveal an architect; however, the builder likely obtained the house's original plans and specifications from an architectural magazine or plan book as was common for smaller, more modest Craftsman homes of this type at the time.

Development of the Shumway Neighborhood

The part of Vancouver now known as the Shumway neighborhood is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the

[5] 3211 I Street, 1975. Building Permit Application Number 31717. On file at the Portland Bureau of Development Services and obtained through Public Records Request.
[6] "Cranston Fuller Adams (1889-1946) – Find a Grave Memorial," *Find a Grave* [database on-line].

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post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[7] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[8] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[9]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[10]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed racetrack as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington, in 1902.[11] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[12] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[13] The bridge connected Vancouver with Portland and the street railway reconnected the

[7] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0
[8] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[9] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.
[10] Freece, 13-46.
[11] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[12] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[13] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.

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present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[14] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[15] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets.[16]

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I (WWI) and additional transportation infrastructure brought more people into Vancouver. Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923; this was the first of a string of institutional buildings constructed along Main Street up to the present day.[17] Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[18] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[19] Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Adams, the developer of the subject residence, purchased his house while serving as a sergeant at the Barracks during this time, having reached Vancouver along with the Seventh Infantry's arrival at the Vancouver Barracks in 1922.[20] The subject residence was one of two homes constructed on that block in 1930, the other being 3201 I Street, which possesses nearly identical design features.[21]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II (WWII) when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[22] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex was constructed "under war housing program priorities" in 1944.[23] Many

[14] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[15] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[16] Sanborn Map Company, *Vancouver, Clark County, Washington, August 1911*, (New York: Sanborn Map Company, 1911), 29-30, accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643069?accountid=1135.
[17] This institution was constructed on the east side of Main Street and between East 36th and 34th Streets.
[18] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.
[19] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[20] The Seventh Infantry remained at the Vancouver Barracks until the outbreak of WWII, making it the regiment with the most time spent at Vancouver. "C.F. Adams Victim of Robbers While on Way to Waterloo," *The Courier* (Waterloo, IA), September 15, 1922, 6; Don Sinclair, *Vancouver National Historic Reserve History Part III, Riptide on the Columbia: A Military Community Between the Wars*, Vancouver, WA: National Park Service at Fort Vancouver National Historic Site, 2005), 15.
[21] It is not known who constructed either property. "Property Information Center – Property ID 15970000," Clark County MapsOnline, accessed May 14, 2023, https://gis.clark.wa.gov/gishome/property/?pid=FindSN&account=15970000#.
[22] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023),169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[23] The referenced apartment complex was the Heights Garden Court at 300-506 East 28th Street (now Colonial Park). "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.

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remaining vacant lots in the Shumway area quickly developed as single-family homes after the war as the city's population surged to over 40,000 by 1950.[24] The desperate need for housing after WWII was even visible in the history of the Cranston Fuller Adams House: its partial basement was transformed, in the immediate postwar period, into a boarding room, registered for a brief period under a second address, "3209 I Street" (Figure 6).[25]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension, greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in significant demolition and, in rare instances, relocation of housing within the alignment.[26]

In 1954, the first usable portion of the Vancouver Freeway was opened to traffic.[27] That same year, an interchange connecting the Evergreen Highway (the present-day Lewis and Clark Highway or State Route 14) with Washington Street was put into operation.[28] However, this work did not occur without controversy. Over objections by the City of Vancouver and the Vancouver Chamber of Commerce, the Washington Department of Highways condemned 5th Street and severed an important east-west connection between the city and Fort Vancouver that had existed for over 100 years.[29] The following year, the 2.5-mile-long, 4-lane, controlled-access Vancouver Freeway was completed and opened to traffic when Governor Arthur B. Langlie cut the ribbon during an elaborate ceremony.[30] The federal government later incorporated this early freeway into the I-5 in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition of several more homes.[31] The Adams House was among the dozens of homes that were indirectly affected: the alley that ran along the rear (east) edge of the property's tax parcel was converted to a frontage road for I-5, and an eight-foot-tall concrete noise barrier was constructed along it (compare Figures 7 and 8).

Craftsman Style (ca. 1905–1930)

The design Adams chose for his I Street residence was modest and rudimentary but showed the late-stage influence of the Craftsman style. Craftsman-style architecture in the United States has its roots in the British Arts and Crafts movement that started in the 1850s and emerged largely as the result of the works of writer John Ruskin (1819–1900) and textile artist William Morris (1834–1896). Originally a reaction to mass-produced goods, the movement grew to a broader critique of social and economic conditions brought on by the Industrial

[24] John Caldbick, "1930 Census," *Historylink*, June 14, 2010, Accessed April 12, 2023, https://www.historylink.org/File/9451; Sanborn Map Company, *Vancouver [1949],* 40, 41, 48, 49, 56, 57, 76; City of Vancouver, "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962;
[25] "Houses for Rent," *The Columbian* (Vancouver, WA), August 8, 1950, 10.
[26] Alsobrook, et. al, 230-231.
[27] Bureau of Public Roads, *1954 Annual Report*, 16.
[28] "Newest Link In Freeway To Be Open," *The Columbian* (Vancouver, WA), April 14, 1954, 1.
[29] "Fifth Street Battle Plan To Be Laid." *The Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision On 5th." *Columbian* (Vancouver, WA), February 25, 1954, 1.
[30] Bureau of Public Roads, *1955 Annual Report- Bureau of Public Roads: Fiscal Year 1955*, (Washington DC: U.S. Department of Commerce, 1955), 14; "Ribbon Snapped, Cars Roll." *The Columbian* (Vancouver, WA), April 1, 1955, 1.
[31] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.

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Revolution. It called for a return to more traditional craftsmanship in which individual craftspeople created objects of beauty and utility.[32] Although the movement never fully achieved its ideals and would come to depend on mechanization it initially rejected, it had enormous influence on art, furniture, and architecture in Europe and North America going into the early twentieth century.[33]

The Arts and Crafts movement found its expression in architecture largely through the type of housing known as the bungalow. The word "bungalow" was a British adaptation derived from the Hindustani word *bangla* meaning "belonging to Bengal" and was used to invoke "pre-modern rural housing in Bengal, India." This type of housing, often described as "low and rambling," had a "pavilion shape with overhanging eaves and open verandahs [which] provided the necessary protection from the elements, shedding… rains and shading the doorway." The British brought the type back to Britain in the mid-nineteenth century and adapted it for use in vacation homes for the middle and upper-middle class.[34] The bungalow's bucolic roots as well as its simple and practical form complemented the romantic pre-industrial ideals of the Arts and Crafts movement, which in turn influenced it with "its emphasis on local, natural materials, and craftsmanship." However, in Britain, the movement was largely unsuccessful in providing "beautiful and functional housing" for the country's working class as it had intended and would find greater success in this aim in the United States.[35]

In the United States, Craftsman architecture emerged among a cluster of well-to-do artists and craftsmen in Pasadena, California, known as the "Arroyo Set."[36] Among this group were brothers and architects Charles Sumner Greene (1868–1957) and Henry Mather Greene (1870–1954), whose partnership operated from 1893 to 1923.[37] Trained in the manual arts, the Greene brothers were inspired by traditional Japanese architecture and heavily emphasized workmanship in their own work over contemporary revivalist modes. They designed and built numerous Craftsman bungalows throughout Pasadena, most notably their "ultimate bungalows" including the Blacker House (1907) and Gamble House (1908). These early Craftsman bungalows often contained "a spacious porch spread across the entire width of the facade… A slightly raised foundation [or podium which] allowed for the maximum circulation of air under and through the structure… A wide, low-pitched roof with substantial overhangs at the eaves [which] shaded windows from the sun."[38] While much less ornate than the "excesses of American urbanism" captured in high-style homes of the late nineteenth century, Greene and Greene maintained the grand scale as well as their expense.[39]

While the Greenes' designs were out of reach for the average American, their style helped to inspire the smaller-scale and more modest Craftsman bungalow which would spread across the nation. The form was distilled and popularized through a multitude of architecture publications and pattern books including Gustav Stickley's (1858–1942) *The Craftsman* (1901–1917) as well as Henry L. Wilson's *The Bungalow Book* (1907–1909) and *Bungalow*

[32] Lawrence Kreisman and Glenn Mason, *The Arts and Crafts Movement in the Pacific Northwest*, (Portland: Timber Press, 2007), 17.
[33] Kreisman and Mason, *The Arts and Crafts Movement*, 18.
[34] Kristine Hunt, "Our Bungalow Dreams: Housing and Occupation in the United States West, 1920," *Yearbook of the Association of Pacific Coast Geographers*, Vol 78, (2016): 48-50.
[35] Hunt, "Our Bungalow Dreams," 50.
[36] John Mack Faragher, "Bungalow and Ranch House: The Architectural Backwash of California," *Western Historical Quarterly*, Vol. 32, No. 2, (2001): 151.
[37] Alan Michelson "Greene and Greene, Architects (Partnership)," *Pacific Coast Architecture Database*, accessed March 23, 2023, https://pcad.lib.washington.edu/firm/18/.
[38] Hunt, "Our Bungalow Dreams," 150.
[39] Hunt, "Our Bungalow Dreams," 53.

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Magazine (1911–1918).[40] These publications and the architects behind them gave the style a broader appeal to America's growing working and middle classes. According to architectural historian Robert M. Craig, these Craftsman bungalows are usually one or one and a half stories with either a gabled front including a prominent porch or side gables with prominent roof surfaces spanning the house. Additionally, "masonry piers serving as plinths are topped with tapered wood piers or columns to support the broad entablature of a frontal gable over a wide porch," although even simpler examples may only have wood piers.[41] Lastly, the eaves of the roof typically feature exposed rafter ends which along with "other evidence of wood framing and masonry directly express the fabrication of the building, the art of the joinery and the labor of the… builder. The bungalow, as a sociological expression, is honest, democratic, middle class, and simple, in all, appropriate for an American clientele."[42] The Craftsman-style bungalow of California quickly found its way to the Pacific Northwest where its prominent use of locally sourced, natural materials was highly adaptable. The architectural vocabulary of the style's sloped roofs, overhanging eaves, and covered porches provided protection from the region's notorious climate; a job which the locally abundant resources such as Douglas fir and basalt stone were well suited to perform. Architects in Portland, Oregon, such as Emil Schacht (1854–1926) incorporated the style into their architectural practices as is apparent in works such as the Roy Hadley House on Mount Adams Drive or the Henry Hahn House (1906) in the West Hills.[43] Architect Albert E. ("A.E.") Doyle (1877–1928) also expressed the style in the cottages he built for Frances Isom (1912), head librarian of Portland, and Harry Wentz (1916), Portland artist and art teacher.[44] Across the Columbia River in Vancouver, Washington, architect Dennis W. Nichols (1868–1922) also incorporated the style in his design of the landmark Langsdorff House at 1010 Esther Street, which *The Columbian* newspaper reported as Vancouver's first "pressed brick bungalow."[45]

Craftsman-style architecture found expression in new American homes up through about 1930, although it became increasingly outmoded. By the 1920s, the style lingered mostly in the Pacific Northwest where it remained popular longer because of the abundance of local timber, brick, and stone; and the Adams House is emblematic of the style as it is expressed in a small Depression-era home, built using an economy of material, scale, and ornamentation.[46] The residence is an example of characteristic design elements such as sloped gable roofs and a covered porch, multi-light wood windows, wood cladding, and other exterior details that directly express the fabrication of the building such as overhanging eaves, rafter tails, and knee braces.

Building Use and Occupants

The subject dwelling was constructed on a vacant lot in the North Coast Heights Addition, which was platted in 1911. In 1930, the new residence was constructed in the popular Craftsman style for Sergeant Cranston Fuller Adams (1884–1946), who moved into the bungalow with his wife Theresa in the fall of that year.[47]

[40] Faragher, "Bungalow and Ranch Houses," 155-158.
[41] As is the case for the subject building.
[42] Robert M. Craig, "Bungalows in the United States," *Grove Art Online*, January 20, 2015, https://doi.org/10.1093/gao/9781884446054.article.T2289898
[43] Kreisman and Mason, *The Arts and Crafts Movement*, 149.
[44] Kreisman and Mason, *The Arts and Crafts Movement*, 151. These homes are cited by many as forerunners to the development of the Northwest Regional style.
[45] "Brick Bungalow To Be Erected," *The Columbian* (Vancouver, WA), March 29, 1910, 1; Michael Houser, "Dennis W. Nichols," DAHP, October 2021, accessed March 27, 2023, https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-dennis-w-nichols.
[46] Kreisman and Mason, The Arts and Crafts Movement in the Pacific Northwest, 153.
[47] "Cranston F. Adams obituary," *The Courier* (Waterloo, IA), July 1, 1946, 2; "Personals," *The Columbian* (Vancouver, WA), November 8, 1930, 4.

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Born in Iowa, Adams served at Fort Omaha the years immediately preceding WWI, working as sergeant of the signal corps before assuming the role of chief aviator, during which time he built "aeroplane" prototypes in a partnership called the LeBron-Adams Aeronautical Company of Omaha.[48] Adams served with the 35th Infantry Company "C" during and immediately after WWI; by 1930, when he purchased the subject property, he had been promoted to sergeant and was serving with Company "K" of the 7th Infantry at the Vancouver Barracks.[49] Adams went on to be appointed corporal to the "H" Company and worked at the Vancouver Kaiser's shipyards during WWII, later serving in the auxiliary military police at the barracks.[50] Adams and his family moved elsewhere in the city by the fall of 1932.[51] Subsequent known occupants of the property and known dates of occupancy are as follows:

1934: Willard Earl Hodgson (1910–ca. 1995), a loader, and his wife, Marie Hodgson (1913–2007).[52]

1936: Dorsey Dwight Hodgson (1908–1951), a woodworker and performing pianist, brother of Willard Hodgson.[53]

1938–1944: George Franklin Wilson (ca.1873–1958) and his wife, Nellie Rose Wilson, née Joy (1877-1956).[54] He grew up as a farmer, enlisted in military service at the age of 19 and worked in logging and farming until the 1930s; at the time of the family's residence at the subject property, George was a building contractor.[55] In 1943, the house and lot were put up for sale, but the property went unlisted in city directories until 1948. George's son, Ralph Chester Wilson (1913–1990), obtained the building permit for the side addition in 1944; it is likely that the Wilsons continued to own the property throughout this time, and it is possible that they used it as a rental or boarding house.[56]

[48] "Adams Makes Flight in His Own Aeroplane," *The Omaha Daily News* (Nebraska), July 11, 1911, 7); Ancestry.com, *U.S., World War II Draft Registration Cards, 1942* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2010; Ancestry.com, *U.S., Army Transport Service Arriving and Departing Passenger Lists, 1910-1939* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2016.
[49] "Personals," *The Columbian* (Vancouver, WA), November 8, 1930, 4; "Operation Proclaimed Success," *The Columbian* (Vancouver, WA), February 21, 1931, 4; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1931*, (Seattle: R. L. Polk & Company, 1931.
[50] "Barracks News" *The Columbian* (Vancouver, WA), April 3, 1937, 2); "Barracks News" *The Columbian* (Vancouver, WA), December 13, 1938, 2; Ancestry.com. *U.S., World War II Draft Registration Cards, 1942*; Ancestry.com, *Oregon, U.S., State Deaths, 1864-1971* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2021.
[51] "Surprise Party Given For Mrs. Adams," *The Columbian* (Vancouver, WA), October 14, 1932, 8.
[52] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1934*, (Seattle: R. L. Polk & Company, 1934); "Sherill A. Hyatt obituary," The News Tribune (Tacoma, WA) February 1, 1995, 13.
[53] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1936*, (Seattle: R. L. Polk & Company, 1936); "Mary Z Hodgson obituary," *The Columbian* (Vancouver, WA) March 27, 1950, 7
[54] Ancestry.com, *Washington, U.S., Marriage Records, 1854-2013* [database on-line], Provo, UT: Ancestry.com Operations, Inc., 2012.
[55] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1938*, (Seattle: R. L. Polk & Company, 1938); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1940*, (Seattle: R. L. Polk & Company, 1940); "Native Pioneer Dies," *The Daily Chronicle* (Centralia, WA), March 14, 1958, 3; *1940 United States Federal Census* [database on-line], Provo, UT: Ancestry.com Operations, Inc., 2012; Ancestry.com, *Washington, U.S., Military Records, 1855-1950* [database on-line], Lehi, UT: Ancestry.com Operations Inc, 2021.
[56] "Houses for sale," *The Columbian* (Vancouver, WA), November 10, 1943, 9; "Ten Permits Given," *The Columbian*; Sanborn Map Company, *Vancouver [1949]*, 49; Ancestry.com, *U.S., Social Security Death Index, 1935-2014* [database on-line], Provo, UT: Ancestry.com Operations Inc, 2014.

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1948–1952: Tom Henry Joy (1870–1963), brother of Nellie Rose Wilson, and his wife, Carrie M. Joy (1878–unknown).[57] Tom began his professional life as a logger before founding and operating a trucking service for 25 years called Joy Transfer Company. He made headlines in 1914 for being "…the first to volunteer his services to the county for the job of surfacing the Fifth [5th] Street road through Vancouver Barracks with crushed rock."[58] He worked as an operator and ticket seller for Vancouver Bus Company in the 1940s. The Joys celebrated their 50th wedding anniversary in 1943 and were commended by the *Columbian* as, "…two of Clark county's grand old pioneers."[59]

1954–1955: Mrs. Vivia Etheielyn "Ethel" "Ethis" Fulton, née Jackson (1881–1957), a widow and historian for the Veterans of Foreign Wars; her late husband, Robert B. Fulton (1882–1952), was a farmer who registered in the WWII draft in 1942.[60]

1958: Alfred J. Dahl (1898–1959), a retired Vancouver building contractor.[61]

1959–1982: The McConnell family. May Elizabeth Harvey McConnell, née Moffitt (1885–1986), a homemaker, is listed as the property owner in Polk Directories from 1959–1961 and 1975–1982.[62] Her husband, Frank Wood McConnell (1886–unknown), a lumber yard worker, is recorded as the property owner from 1962 to 1974.[63]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Adam House does not meet the requisite threshold of significance under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

[57] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1948*, (Seattle: R. L. Polk & Company, 1948); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1952*, (Seattle: R. L. Polk & Company, 1952); Ancestry.com, *Washington, U.S., Select Death Index, 1907-1960* [database on-line], Provo, UT: Ancestry.com Operations, Inc., 2014; Ancestry.com, *1950 United States Federal Census* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2022;
[58] "T.H. Joy is First to Donate for 5th Street," *The Columbian* (Vancouver, WA), October 17, 1914, 1; "50 Years Ago," *The Columbian* (Vancouver, WA), October 16, 1964, 16.
[59] Clark Brown, "T.H. Joys Celebrate Golden Wedding," *The Columbian* (Vancouver, WA), November 25, 1943, 4; "Twas Way Back When…" *The Columbian* (Vancouver, WA), April 21, 1955, 5.
[60] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1954*, (Seattle: R. L. Polk & Company, 1954); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1955*, (Seattle: R. L. Polk & Company, 1955); "Notice of Hearing," *The Columbian* (Vancouver, WA), June 20, 1957, 29; Ancestry.com, *Nebraska, U.S., Select County Marriage Records, 1855-1908* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2017.
[61] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1958*, (Seattle: R. L. Polk & Company, 1958); "Dahl Funeral on Wednesday," *The Columbian* (Vancouver, WA), March 31, 1959, Page 4, Section 2.
[62] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1959*, (Seattle: R. L. Polk & Company, 1959); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1962*, (Seattle: R. L. Polk & Company, 1962); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1974*, (Seattle: R. L. Polk & Company, 1974); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1975*, (Seattle: R. L. Polk & Company, 1975); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1982*, (Seattle: R. L. Polk & Company, 1982); "May McConnell obituary," *The Columbian* (Vancouver, WA), April 1, 1986, A4.
[63] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1962*, (Seattle: R. L. Polk & Company, 1962); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1974*, (Seattle: R. L. Polk & Company, 1974).

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Based upon WillametteCRA's evaluation of the Adams House within its historic context, the resource does not possess a sufficiently strong association with the pattern of infill development of vacant tax lots located within Vancouver's Shumway neighborhood between the 1930s and the mid-1950s, to qualify as significant under Criterion A.

The Adams House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Adams House is a modest example of a bungalow in the Craftsman 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 Adams House 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 Cranston Fuller Adams House does not possess sufficient significance to meet the threshold for eligibility 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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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Adams, Cranston Fuller, House (WA 1268)	WISAARD Property ID: 89121
Street Address: 3211 I Street	City, County, State: Vancouver, Clark County, Washington

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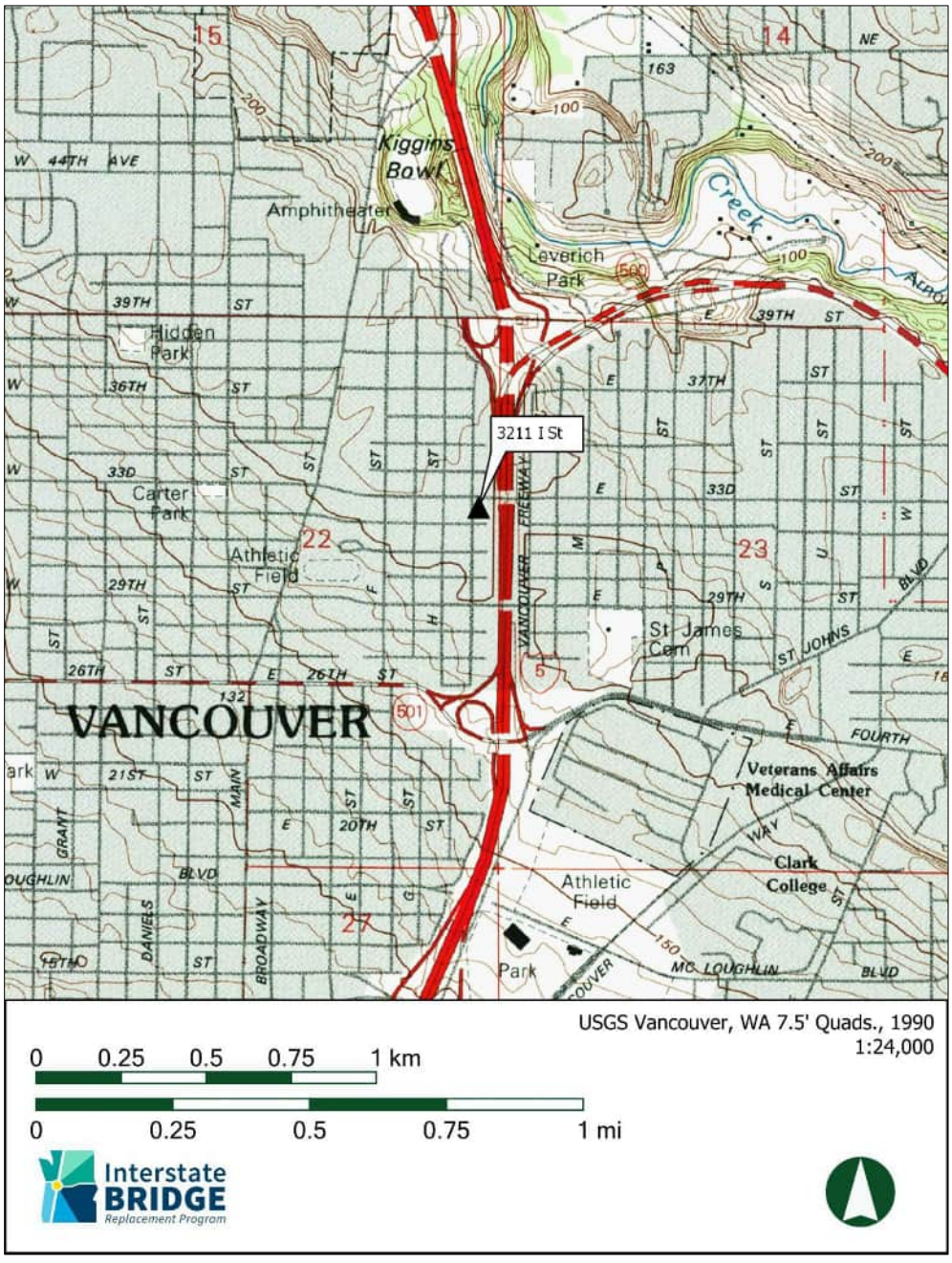


Figure 2. Location map of 3211 I Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3211 I St, showing the recommended NRHP boundary in white.

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Figure 4. Cranston Fuller Adams House, west and south elevations. View facing northeast (WillametteCRA March 8, 2023).

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Figure 5. Cranston Fuller Adams House, west and north elevations. View facing southeast (WillametteCRA June 10, 2022).

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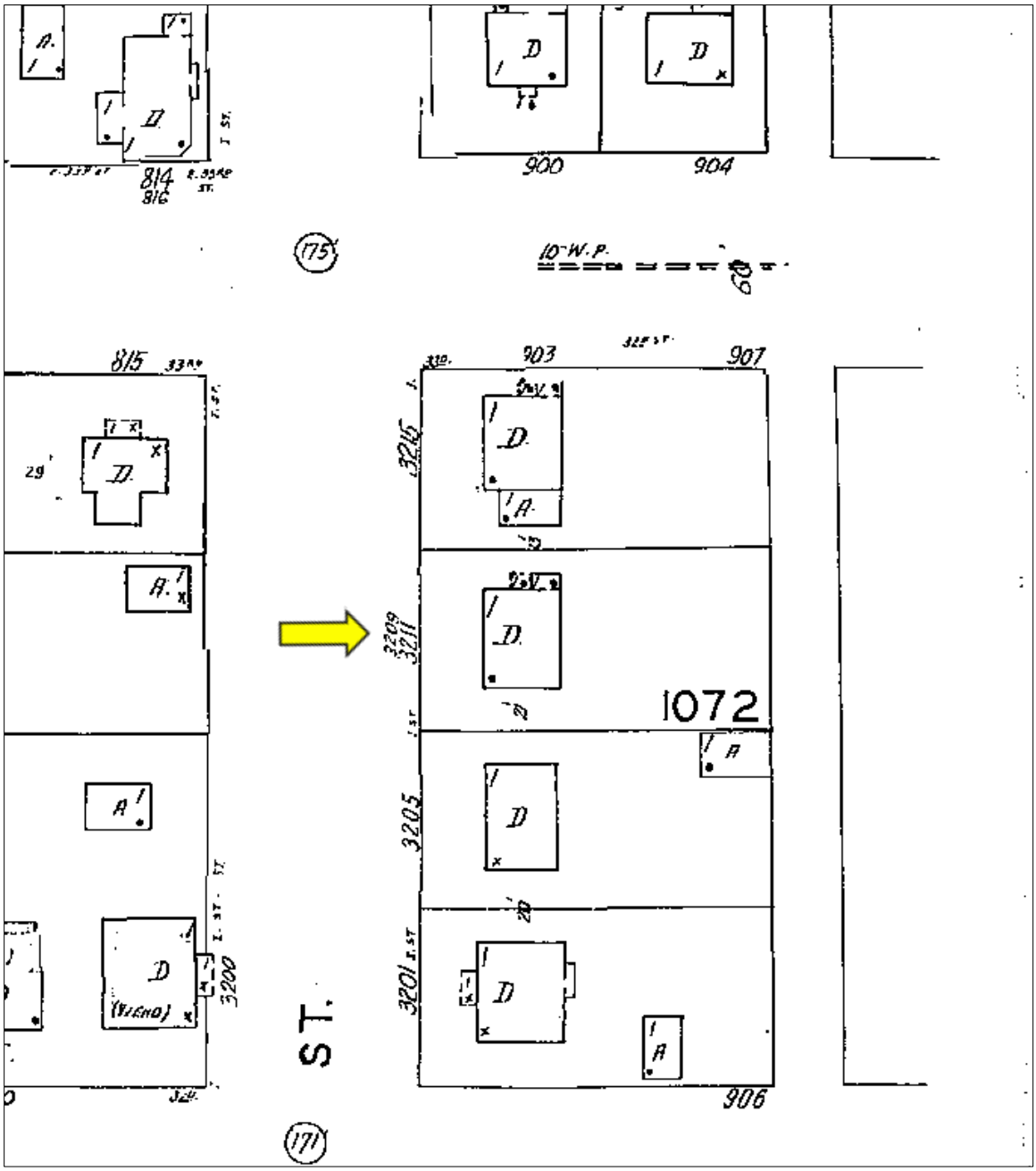


Figure 6. Footprint of parcel and dwelling, a yellow arrow identifies the address of 3211 and 3209 I Street (Sanborn Map Company, *Vancouver* [1949], 49).

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DAHP Project No. 2020-12-07501	SHPO Case No. 21-0006
Property Name: Adams, Cranston Fuller, House (WA 1268)	WISAARD Property ID: 89354
Street Address: 811 East 38th Street	City, County, State: Vancouver, Clark County, Washington



Figure 7. Aerial photograph of I-5 through Shumway and Rose Village neighborhoods. A yellow arrow identifies the location of the Cranston Adams Fuller House at 3211 I Street (Clark County MapsOnline, 1974).



Figure 8. Aerial photograph of I-5 through Shumway and Rose Village neighborhoods. A yellow arrow identifies the location of the Cranston Adams Fuller House at 3211 I Street (Clark County MapsOnline, 1996).

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: Pearson, Walter E. and Leona M., House (WA 1273)	WISAARD Property ID: 89516
Street Address: 905 East 34th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 15680000	Plat Block Lot: North Coast Heights #1, Block 33, Lot 7–8
USGS Quad Name: Vancouver Quadrangle	Township: 2 North Range: 1 East Section: 22
Coordinates: 45.645630°, -122.662550°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1931
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1949–1973, Awning added; ca. 2011–2022, Front door replaced; ca. 1950s–1970s, Bathroom window replaced
Architectural Classification / Resource Type: Tudor Revival / Building	Historic Context:

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

Foundation Type: Concrete - Block	Form Type: Single Dwelling - Gable Front and Wing	
Window Type & Material: fixed & wood, casement & wood, sliding & aluminum, double hung & wood	Exterior Surface Materials: Primary: Wood - Shingle Secondary: Decorative:	
Roof Type & Material: Varied Roof Lines & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Tudor Composite	Plan	None
	Windows	Slight
Register Status: Not listed	Cladding	Minimal
	Interior	Extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. Walter E. and Leona M. Pearson House, north elevation, view facing south (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:

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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PHYSICAL DESCRIPTION

The Walter E. and Leona M. Pearson House at 905 East 34th Street is a Tudor Composite house located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated along the western edge of Interstate 5 (I-5), north of the East 33rd Street I-5 overpass, on a corner parcel between I Street and East Frontage Road (effectively an alley), and faces north onto East 34th Street. The area around the Pearson House is part of a single-family residential zone defined by a gridiron network of local streets. The area possesses limited views of I-5 over a concrete soundwall to the east. The building itself is located on a rectangular parcel and is adjacent to single-family residences to the north, south, and west. The parcel includes the principal building, as well as wood fencing, landscaping, and an associated detached carport and shed (Figures 2 and 3).

The residence's footprint is irregular, consisting of a rectangular massing with a rectangular, recessed front porch at the center of the primary north elevation and narrow projections off the wall plane. It is constructed atop a concrete block basement foundation with an overall footprint measuring approximately 32 feet from east to west and 30 feet from north to south (Figure 4).[1] The walls of the building are constructed from wood frame and rise one story in height to an intersecting gable roof with minimal to no overhang (Figures 1 and 3–8). The roof lines consist principally of a gable front and wing with a shed roof that covers the building's recessed front porch. The northeast corner of the building is also covered by a shed roof projecting out from the side gable to create a catslide roof form. The roof is surfaced with asphalt shingles and has a sewer stack for the kitchen on the east edge of the roof (Figures 4 and 5). The building is clad with sawn cedar shingles (Figures 8 and 8a). There is a brick internal chimney near the building's northwest corner (Figure 1).

The building's fenestration is varied and includes multi-light wood fixed and multi-light wood casement windows, as well as double-hung, one-over-one wood-sash windows. A single aluminum-frame sliding window is located in the south (rear) elevation (Figures 1, 5–7, 10, 11, 13, 14, 16, and 19). The building's primary entry is located on the west side of the recessed porch which is centered in the north elevation. This porch is recessed approximately 4 to 6 feet and its entry door is metal with an oval light above two vertical panels (Figure 5). The porch floor is made of concrete, rises approximately 1 foot above grade, and steps down to a brick walkway that extends to the sidewalk along East 34th Street (Figure 1). There is a secondary entry on the east elevation of the building that consists of a half-glass wood door with a dual-light above three panels (Figures 6 and 17).

The interior of the building was not accessible at the time of survey; online real estate photographs from 2011 indicate the main level had hardwood flooring below plaster walls lined with painted wood baseboards and crown molding. Other original features on the main floor as of 2011 include a fireplace with stained wood mantel, wood window trim and sills, and metal air vents (Figures 9–17). The basement had been partially finished with drywall at this time to create a third bedroom (Figures 18 and 19). The interior may have changed since that time.

[1] Clark County Assessor, Scanned Building Card for Account 15680000. Accessed May 2, 2023. https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/assessor/ScannedCards/000/600/000/015680000_1.JPG.

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The detached carport dates to 1967, is located near the southeast corner of the tax lot, and measures 30 feet from east to west and 10 feet from north to south.[2] The shed, which measures approximately 12 feet from east to west and 25 feet from north to south, dates to between 2016 and 2018 (Figures 23 and 24).[3]

The grade of the parcel sits approximately 2 feet above the surrounding public right of way. Concrete pavers line the north boundary of the parcel whereas the ground along the parcel's east boundary slopes down to the public right of way (Figures 1 and 5). A grass lawn surrounds the building and is partially enclosed and divided by a decaying wood fence (Figures 5–7). A partially overgrown, stepped concrete walkway extends from the public sidewalk to the east and up to the building's primary entry (Figure 5). There are two trees, one in the backyard at the south end of the tax lot and another near the northwest corner of the tax lot.

Alterations

Since its initial construction, the Pearson House has maintained its original footprint and most of its original windows. One window at the center of the building's south elevation has been replaced with an aluminum frame sliding window. Despite a 1958 permit to replace the original siding with asbestos, the building is currently clad with sawn cedar shingles (Figures 8-8a). This siding also appears very similar to the siding shown in a photo of a nearly identical house Collins constructed in 1936 and also described as cedar shake (Figures 20 and 21).[4] Otherwise, a shed roof awning over the recessed front porch was installed sometime between 1949 and 1973 (Figure 22).[5] As of 2011, real estate photos reveal that the kitchen and bathroom had been remodeled and the basement had been partially finished with drywall to create a third bedroom (Figures 18 and 19).

Aside from these changes, the building has retained most of its original wood-frame windows, except for its bathroom window which is milled aluminum sash (Figure 6).[6] The building also retained most of its wood doors, wood trim, air vents, and fireplace in 2011. The original wooden main entry door, however, was replaced with a metal door between 2011 and 2023 (Figures 5 and 10). The setting has changed significantly with the construction of I-5 to the east in the 1950s and its widening between 1977 and 1984, which resulted in the removal of many houses along with J Street to the east and the renaming of the alley east of the Pearson House as "East Frontage Road."

Boundary Description

The Pearson House is set on a single tax lot (15680000) which includes its footprint, the surrounding ground, landscaping, and walkways. All these features except for the detached carport, shed, and fence, which were constructed after the period of significance, contribute to the property's historic significance. As the boundaries of the tax lot have remained unchanged since the end of the historic period, the recommended National Register of Historic Places (NRHP) boundary is the boundary of the tax lot.

[2] Elizabeth Taylor. August 7, 1967. City of Vancouver Permit Number B-18007, 905 E 34th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[3] The Clark County Assessor does not have a sketch with exact dimensions of the shed. Measurements were taken using the measurement tool on Clark County MapsOnline.
[4] "English Cottage Will Be Thrown Open," *The Columbian* (Vancouver, WA), May 22, 1937, 9.
[5] The 1949 Sanborn Map does not note the presence of a shed roof awning over the porch, nor does photo of the nearly identical house Collins constructed in 1936.
[6] This window likely dates to between the 1950s and 1970s when milled aluminum sash windows were most common. See Kaaren R. Staveteig, "Maintenance and Repair of Historic Aluminum Windows," *Preservation Tech Notes*, Windows Number 22. (May 2008): 1. Please note that "Kaaren" is the actual spelling used in the article.

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INTEGRITY

Since its initial construction in 1931, the Pearson House has remained in its original location and its setting has remained largely single-family in character with an abundance of single-family dwellings to the north, south, and west. However, its setting has considerably changed with the construction of I-5 in the 1950s, as well as its widening between 1977 and 1984, which separated the building from the single-family dwellings to the east and demolished or displaced several nearby buildings. Otherwise, the residence's exterior and interior have also been altered, but only moderately so. A shed roof awning over the recessed front porch was installed between 1949 and 1973. The bathroom window was replaced with milled aluminum likely between the 1950s and 1970s. There is a 1958 permit for asbestos siding, however, it remains unclear if the cladding was ever applied and the building is presently clad with cedar shingles (Figures 8 and 8a).7 This siding may be original and is compatible with its historic character and also resembles the siding shown in a photo of a nearly identical house Collins constructed in 1936 which was described as cedar shake (Figures 20 and 21).[8] As of 2011, the kitchen and bathroom were remodeled and the basement was partially finished with drywall to create a third bedroom.

Ultimately, the building retains its integrity of location, materials, workmanship, feeling, and association while its integrity of setting and design is somewhat diminished.

STATEMENT OF SIGNIFICANCE

Development of the Shumway Neighborhood

The Pearson House was constructed by Vancouver developer and contractor Lawrence "Larry" O. Collins (1908–1999) who developed homes on numerous parcels in the Shumway Neighborhood. Shumway is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[9] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[10] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[11]

[7] W.J. Taylor. September 8, 1958. City of Vancouver Permit Number B-3959, 905 E 34th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[8] "English Cottage Will Be Thrown Open," *The Columbian* (Vancouver, WA), May 22, 1937, 9.
[9] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[10] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[11] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.

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This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[12]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it, along with its Vancouver Heights development to North Coast Company of Olympia, Washington, in 1902.[13] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[14] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[15] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[16]

This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[17] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th streets (Figures 25–26).

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I (WWI) and additional transportation infrastructure brought more people into Vancouver.[18] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional

[12] Freece, 13-46.
[13] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[14] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline.
[15] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[16] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[17] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[18] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.

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buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[19] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[20]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood into the 1930s. Several speculative developers, including the builder of the subject residence Larry Collins, built modest houses during this period.[21] Additional institutional development included the new St. Luke's Episcopal Church building at East 26th and E Streets in 1932.[22] Then as the Great Depression started to subside going into the 1940s, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[23]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II (WWII) when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[24] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300–506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[25] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[26] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[27]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater identity, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway along the east side of J Street between 1951 and 1954. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[28] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west (now East Frontage Road), enlarging the East

[19] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929.
[20] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[21] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "Housewarming Party Held At Bailey Home," *The Columbian* (Vancouver, WA), February 19, 1935, 2; "City News In Brief: To Building Home," *The Columbian* (Vancouver, WA), February 13, 1935, 1; "Foundations Poured," *The Columbian* (Vancouver, WA), August 15, 1936, 6.
[22] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[23] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.
[24] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[25] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[26] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76, Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[27]; "Construction of Church Is To Begin," *The Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[28] Alsobrook, et. al, 230-231.

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Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 27–28).[29]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 29–31). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[30] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[31] In response to these changes, area residents officially adopted the name “Shumway” for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[32] The following year, this group helped lead Vancouver’s local neighborhood movement in the late twentieth century by becoming the city’s second official neighborhood council in 1977.[33]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character “cracker-box duplex[es]” which “absentee landlords” failed to properly maintain, thereby making them the “biggest blight” in the neighborhood.[34] The effort resulted in Vancouver’s new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[35]

Given its modest size and restrained stylistic expressions, the Pearson House is highly representative of the Depression-era constraints on construction and the pocketbooks of prospective homeowners in Shumway as well as property developers like Collins who had enough means to capitalize on this market. It is also highly representative of the transition in style from the popular Tudor Revival of the 1920s toward Minimal Traditional and other more modest designs of the later 1930s and 1940s—a style that is today termed “Tudor Composite.”

[29] Alsobrook, et. al, 232-233; “Freeway Job has Go-Ahead,” *The Columbian* (Vancouver, WA), March 15, 1977, 1; “Interstate 5 Freeway Work Gets Under Way,” *The Columbian* (Vancouver, WA), September 28, 1977, 9; “The Home Stretch,” *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[30] Brian Cantwell, “Time-worn Rosemere stirs loyalty,” *The Columbian,* July 29, 1985, A5.
[31] Bill Dietrich, “Two Men Fight For Sightly, Neighborhly Neighborhoods,” *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[32] Bob Zeimer, “Market Zone Change Rejected,” *The Columbian* (Vancouver, WA), Arpril 28, 1976, 1; “Shumway Group To Try Again,” *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[33] Lee Rozen, “Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.
[34] Wendy Reif, “Neighborhood Groups Key On Liveability,” *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, “Two Men Fight For Sightly, Neighborhly Neighborhoods,” *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[35] “Comprehensive Plan To Get Public Airing,” *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, “Group To Review Commercial, Multifamiy Plans,” *The Columbian* (Vancouver, WA), January 20, 1981, 15.

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Tudor Composite

Tudor Composite was an architectural style popular in the United States (US) from about 1925 to 1940. It has its roots in the Tudor Revival style that preceded and overlapped it from about 1890 to 1930 and is a more restrained version of Tudor Revival that included a "mix of Tudor details and other motifs of the Academic Period, usually Colonial."[36] Tudor Revival was inspired, as the name suggests, by English buildings constructed during the Tudor monarchy (1485–1603): stately manors built in the countryside, made of stone and elaborate brickwork, and modest timber-framed cottages. The "revival," however, also incorporated free elements from the late Gothic, Jacobean (1603–1625), Old English (a vague term referring to picturesque buildings with medieval attributes, eventually encompassing all half-timbered buildings), Modern English (English style houses without half-timbering, now used to describe a particular outgrowth of the Arts and Crafts movement), Cotswold (a sub-genre of Modern English referring to 16th- and 17th-century limestone cottages), and even Queen Anne (named for Anne's reign, 1702–1714) styles. Tudor Revival, or "Mock Tudor," as it is sometimes called, combined irregular massing with steeply pitched roofs, high chimneys, dormers, and leaded glass windows; it often included overhanging first floors, crenelated battlements, elaborate bargeboards, towers, and most recognizably, half-timbered facades infilled with stucco or brick. The interior contained a great hall and many smaller rooms connected by a hallway and enclosing an exterior courtyard. Tudor Revival was often used for educational institutions, but it was most prevalent, in England, the US, and elsewhere, in domestic architecture.

The "revival" of Tudor architecture emerged in England in the latter half of the eighteenth century, and by the 1830s had become the de facto choice for new construction. This was facilitated, generally, by novels highlighting the Romantic allure of Elizabethan England, by a sense of tradition and genteel norms—nostalgic counterpoints to the realities of social unrest in the early industrial age—and by a patriotic appreciation of the picturesque English landscape, which the irregularity of the autochthonous Tudor style suited so well. By the mid-eighteenth century, however, preference for the Gothic revival style had displaced the use of Tudor Revival for all but vernacular cottages.[37]

Though the style fell out of favor in England by the mid-century, in America, it was only beginning to appear. Pattern books, including Andrew Jackson Downing's (1815–1852) popular *Cottage Residences* (1842) and *The Architecture of Country Houses* (1850), highlighted the applicability of the style to American conditions. Other publications introduced the Tudor style to a larger American audience by featuring the buildings of Richard Norman Shaw (1831–1912) and Sir Edwin Lutyens (1869–1944), both of whom had an outsized influence on the work of American architects. The British residences designed for the 1876 Centennial International Exhibition in Philadelphia were the most immediately influential examples of the Tudor revival style. Designed by Thomas Harris, the half-timbered houses were seen by millions and were quickly assimilated into deployable American styles. By this point, the recognizable half-timbering was a mere reference: the structures of these houses and those they inspired were usually masonry or balloon-framing; the thin boards attached to the façade mimicked the functional load-bearing capacity of timber framing.

Tudor Revival was a popular style for stately homes in the American countryside and defined entire communities built at the turn of the century—Tuxedo Park and much of Westchester County in New York, for instance, or Chestnut Hill in Pennsylvania. The choice of Tudor was an appropriate response to the hilly and wooded

[36] Department of Archaeology and Historic Preservation, "Upright and Wing: 1870–1910." Accessed May 3, 2023. https://dahp.wa.gov/historic-preservation/historic-buildings/architectural-style-guide/upright-and-wing.
[37] For a thorough description of the Tudor Revival Style, its precedents and dispersion, see Gavin Townsend, "The Tudor House in America: 1890—1930," PhD diss., (University of California Santa Barbara, 1986).

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picturesque American terrain as much as it was simply a popular choice at the time of construction. Regional variations emerged: the houses along the Main Line in Philadelphia resembled Cotswold cottages because they were constructed with the abundant local fieldstone; architects in the Midwest like Robert C. Spencer (1864—1953) combined Tudor style with the so-called Prairie Style; Tudor-inspired buildings in California blended English with Spanish colonial elements.

In the Pacific Northwest, Tudor Revival was first used in the stately homes of the wealthy: Kirtland Cutter's 1901 Seattle home designed for lumber manager C. D. Stimson, Herman Brookman's 1926 Frank Manor House, designed for Portland department store owner Lloyd Frank, and Lawrence and Holford's 1924 Livesley House in Salem, Oregon, are some of the finest.[38] Although the Tudor Revival style was particularly suited to large rambling estates, it also worked well for small city lots; as more suburban housing was developed in the 1920s and 1930s, Tudor Revival was used for smaller, single-family homes and even some apartment complexes. Plans for smaller homes were published in popular magazines such as *Ladies' Home Journal* and *The Craftsman* and often combined features of Tudor, Arts and Crafts, and Queen Anne styles. In addition to the aforementioned architects, notable houses in the Portland and Vancouver areas were built by Emil Schacht (1854–1926), David C. Lewis (1867–1918), Francis Jacobberger (1898–1962), and Charles Ertz (1887–1979).[39]

Although simpler expressions of the style started to appear in the mid to late 1920s, the shift from Tudor Revival to Tudor Composite did not occur until the onset of the Great Depression of the 1930s. The significant decrease in industrial output and disposable income at the time necessitated simpler designs in home construction resulting in the preponderance of blended and more restrained Tudor style homes going into the 1930s. These simpler designs, such as that which Collins used for the subject house and others, typically came from pattern books in order to appeal to the increased cost savings needs of the average American at the time.[40]

The Pearson House in particular is emblematic of the Tudor Composite style. First, its irregular massing, steeply pitched roof, intersecting gables, tall chimney, and abundant use of multi-light windows are all hallmarks of the Tudor Revival style. Second, its minimal ornamentation, use of wood shingle instead of brick or stucco, modest size at 872 square feet, and downsized gable front and wing form (also upright and wing), which is more typical of Victorian-era homes, make the residence a Tudor *Composite*.

Larry O. Collins - Builder[41]

Born in Pittsburgh, Kansas, Lawrence "Larry" Oravine Collins (1908–1999) spent his formative years on a farm in the Black Hills region of South Dakota. While there, Collins followed his family's ancestral tradition dating back to

[38] On the Stimson house, see Lawrence Kreisman, "Letters from an Architect: The Interior Design and Decoration of a Turn-of-the-Century Seattle Mansion." The Journal of the Decorative Arts Society 1850 - the Present, no. 43 (2019): 78–99. https://www.jstor.org/stable/27113271; on the Livesley house see National Register of Historic Places, T. A. Livesley House, Salem, OR, National Register #90000684, National Archives NextGen Catalog.
[39] See William J. Hawkins, III and William F. Willingham, Classic Houses of Portland, Oregon 1850—1950. Portland: Timber Press, 1999.
[40] See The Blue Book of Home Plans for Home in the Pacific Northwest, Pacific First Federal Savings & Loan Association, Tacoma, 1937 for examples; Collins built at least one other residence at 23rd and I Streets that appears nearly identical to the subject residence. See also "English Cottage Will Be Thrown Open For Public Inspection," The Columbian (Vancouver, WA), May 22, 1937, 9 also in Figures 20–21.
[41] The following section is sourced from James F. Fowler, "Collins Brushes Away Yesterday," *The Columbian* (Vancouver, WA), September 8, 1964, 19. Any additional sources are cited throughout.

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1635 and took up carpentry under the employ of his father, Arthur E. Collins (1875–1952).[42] As environmental and economic conditions worsened in South Dakota and the central US in the 1920s as a result of over plowing of arid lands during WWI, the Collins family relocated to Vancouver in 1926.[43] Here, the father-son duo entered the home construction business and their earliest reported project was a residence at 509 West 23rd Street in 1927.[44]

In 1929, Collins went to work for the Union Bridge Company (UBC) through which he worked on the Cape Horn Mountain Bridge and other large projects throughout Oregon. Collins continued to work for UBC through 1932 while simultaneously building houses with his father in Vancouver's Shumway and Arnada neighborhoods.[45] After leaving UBC for lack of work, Collins married Mercedes McNeff (1909–1993) in June 1932.[46] As the Great Depression worsened going into the nationwide banking crisis of 1933, construction work was sparse for the newlywed carpenter who took up delivery work for Standard Fuel in Portland that year.

Collins did not return to construction work until October of 1935, when he started work on a residence at 24th and G Streets.[47] He completed it by the middle of 1936.[48] It was here that his independent construction business began and later became a full-time operation in 1937. Standing out among the many homes he built during the late 1930s was the Sparks Hardware General Electric Model Home at 302 Edwards Lane (1939). Designed by architect Donald J. Stewart (1895–1996), its purpose was to feature the latest electrical conveniences and by extension, promote homeownership.[49] During WWII, Collins then obtained his largest independent project yet: a federally funded contract to build up to 160 modest homes for war workers in the Telocaset Heights subdivision (now the Lincoln neighborhood) of Vancouver, approximately one-third of a mile northwest of the subject property.[50]

After this first large-scale project, Collins' business grew substantially going into the postwar construction boom. To meet the demand for his services, he founded two separate corporations, Collins Homes, Inc. and Larry O. Collins, Inc., general contractors in 1952. From here, Collins went on to become one of Vancouver's most prolific and successful builders whose work defined much of Vancouver's postwar built environment, which *Columbian* writer James Fowler described as the "Collins Touch" in 1964. That same year, Collins estimated that he had constructed "well over 1,000" homes in the area. He had also expanded into non-residential projects both large and small, ranging from a 30 by 75-foot concrete dry cleaning plant designed by architect Day Walter Hillborn (1897–1971) in 1948 to six educational buildings for Clark College in 1957. He also built or remodeled every

[42] "Obituaries: Larry O. Collins," *The Columbian* (Vancouver, WA), February 17, 1999, 16.
[43] Kathleen Corbett, et. al, *The History of Agriculture in South Dakota: Components for a Fully Developed Historic Context.* (Broomfield, CO: SWCA Environmental Consultants, 2013), 20-21.
[44] "A.E. Collins Has Roddie Anderson Job," *The Columbian* (Vancouver, WA), October 31, 1927, 2; "Death Calls A.E. Collins," *The Columbian* (Vancouver, WA), December 8, 1952, 13.
[45] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "City News In Brief: To Erect Dwelling," *The Columbian* (Vancouver, WA), February 19, 1930, 1; "Permit To Build House," *The Columbian* (Vancouver, WA), October 3, 1931, 5.
[46] "Obituaries: Mercedes M. Collins," *The Columbian* (Vancouver, WA), February 21, 1993, 4.
[47] "Pour Basement For New Home," *The Columbian* (Vancouver, WA), October 28, 1935, 8.
[48] "Urban Dwelling Near Complete," *The Columbian* (Vancouver, WA), June 13, 1936, 4.
[49] "Sparks' General Electric Model Home To Be Open Sunday," *The Columbian* (Vancouver, WA), December 8, 1939, 7; Michael C. Houser, "Donald J. Stewart," *Docomomo Wewa*. Accessed May 12, 2023. https://www.docomomo-wewa.org/architect/stewart-donald-j.
[50] "New Housing Project Slated: L.O. Collins To Build Telecaset Heights Project," *The Columbian* (Vancouver, WA), April 27, 1942, 4.

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school in District 37.[51] Collins continued to oversee his vast construction enterprises until his retirement in the mid-1970s when he passed the business to his son Mike Collins. Collins' descendants continued to successfully operate the business until the impact of the 2008 housing and banking crisis forced his grandsons to cease its operations in 2011. At that time, Casey Collins reported that Larry O. Collins Inc. "at the peak of Clark County's commercial construction boom… generated about $8 million a year in gross sales." [52]

The Pearson House was constructed in 1931 during a period of great economic hardship when Collins was still trying to establish his career. The residence is modest in form and is exemplary of Collins' humble beginnings and the economic constraints on new construction at that time. It is also an excellent example of a transitionary style, Tudor Composite, which bridges the gap between the more ornate Tudor Revival style of the 1920s and the more streamlined Minimal Traditional homes of the 1930s and 1940s at a time when society was transitioning to the new economic norm. The architectural plan that Collins used for the subject residence also possesses a certain degree of distinction given Collins' reuse of it six years later as a model home.

The Building's Construction, Use, and Occupants

The Pearson House is located on the eastern edge of the Shumway Neighborhood of Vancouver near the Highway 500 interchange on I-5. Although Collins alone is cited as the builder, it was likely a collaborative effort between him and his father, Arthur Collins. At the time of the building's construction in 1931, Larry Collins was still establishing his career as a builder, and Arthur Collins was active in the construction business. The house was also located across from a house on East 34th Street at which Collins' father was the registered resident in the 1931 Polk Directory of Vancouver. As a modest Tudor Composite style residence that took only two months to complete, the design for the Walter E. and Leona M. Pearson House was likely taken from an architectural plan book. The residence served as an investment property for Collins, who either sold it or offered it as a furnished rental and would likely have used the proceeds to sustain himself and his family through the challenging economic conditions of the time or to reinvest in his fledgling business.[53]

Collins' first tenants were Leona M. Pearson (1888–unknown) and her husband Walter E. (1884–1944), a blacksmith for the state highway department.[54]

Other occupants and known dates of residency include the following:

1933–1934: Vella Vea Altree (1904–1994), her husband Clair W. (1904–1961), a furniture factory laborer (in 1930) and their infant daughter.[55]

[51] "Dry Cleaning Plant Planned," *The Columbian* (Vancouver, WA), March 11, 1948, 2; "Bids For new Clark JC Construction In Barracks Top $1.5 Million Mark," *The Columbian* (Vancouver, WA), April 15, 1957, 7; Michael C. Houser, "Day W. Hilborn," Department of Archaeology and Historic Preservation, October 2011. Accessed May 12, 2023. https://dahp.wa.gov/historic-preservation/research-and-technical-preservation-guidance/architect-biographies/bio-for-day-w-hilborn.
[52] Cami Joner, "Building Firm Close After 78 Years," *The Columbian* (Vancouver, WA), March 15, 200, E1.
[53] "For Rent: Brand New 5-Rooms," (classified advertisement), *The Columbian* (Vancouver, WA), December 14, 1931, 7.
[54] "Death Calls Pearson," *The Columbian* (Vancouver, WA), August 15, 1944, 1; The couple hosted events, such as a New Year's Day luncheon at the house. See "Coming Events," *The Columbian* (Vancouver, WA), December 30, 1931, 2; Ancestry.com, *1930 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2002).
[55] "City Items: Births," *The Columbian* (Vancouver, WA), September 11, 1933, 5; R.L. Polk & Company. *Polk's Vancouver Directory*, 1934. Seattle: R.L. Polk & Company, 1934; Ancestry.com, *1930 United States Federal Census of Vancouver, Clark*

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1936–1940: Barbara K. Clayton (1896–1977), her husband Harry (1893–1977), a truck driver, and their three daughters.[56]

1946: Petra J. Braaten (1875–1954) and her husband Iver M. (1865–1949), likely retired.[57]

1948–1960: Elizabeth D. Taylor (1900–1976) who worked in retail dry goods sales, her husband William J. (1881–1959) occupation unknown, and their daughter Margaret J. (1920–2002).[58]

1962–1966: Lois K. Paul (b. 1940), occupation unknown, and her husband, Jack A. (b. 1937), occupation unknown.[59]

1967: Leo Vermilya, occupation, birth, and death date unknown.[60]

1968: Thomas J. Convoy, occupation, birth, and death date unknown.[61]

1969–1977: Donald C. Steinke (b. 1943), high school science and math teacher.[62]

1978: Shirley P. Poe (1951–1979), homemaker.[63]

1979–1982: Lori R. Pratt (b. 1959), office clerk, and her husband Michael V. (b. 1958), warehouseman and pottery artist.[64]

County, Washington, (Provo, UT: Ancestry.com Operations, Inc., 2002); "Obituaries: Clair W. Altree," *The Columbian* (Vancouver, WA), January 30, 1961, 2; "Obituaries: Vella V. Altree Carr," *The Columbian* (Vancouver, WA), July 15, 1994, 4.

[56] Ancestry.com, *1940 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2012); R.L. Polk & Company. *Polk's Vancouver Directory*, 1936. Seattle: R.L. Polk & Company, 1936.

[57] Ancestry.com, *U.S., Find A Grave Index, 1600s-Current*, (Provo,UT: Ancestry.com Operations, Inc., 2012); R.L. Polk & Company. *Polk's Vancouver Directory*, 1946. Seattle: R.L. Polk & Company, 1946.

[58] Ancestry.com, *U.S., Find A Grave Index, 1600s-Current*, (Provo,UT: Ancestry.com Operations, Inc., 2012); Ancestry.com, *1950 United States Federal Census of Vancouver, Clark County, Washington [database on-line]*, (Lehi, UT: Ancestry.com Operations, Inc., 2022); "Obituaries: Margaret J. Taylor," *The Columbian* (Vancouver, WA), July 30, 2002, 18.

[59] Ancestry.com, *1950 United States Federal Census of Vancouver, Clark County, Washington [database on-line]*, (Lehi, UT: Ancestry.com Operations, Inc., 2022); "Four Suffer Minor Hurts As Traffic Toll Spirals," *The Columbian* (Vancouver, WA), September 16, 1963, 2; Ancestry.com, *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. (Provo, UT, USA: Ancestry.com Operations, Inc., 2012); *Polk's Vancouver Directory*, 1962–66. Seattle: R.L. Polk & Company, 1962–66.

[60] *Polk's Vancouver Directory*, 1967. Seattle: R.L. Polk & Company, 1967.

[61] *Polk's Vancouver Directory*, 1968. Seattle: R.L. Polk & Company, 1968.

[62] *Polk's Vancouver Directory*, 1969–1977. Seattle: R.L. Polk & Company, 1969–1977; Wolf, Sarah, "Don Steinke, Noted Clark County Environmentalist, Runs For Utility Commissioner," *The Columbian* (Vancouver, WA), December 31, 2021. Accessed May 10, 2023. https://www.columbian.com/news/2021/dec/31/don-steinke-noted-clark-county-environmentalist-runs-for-utility-commissioner.

[63] *Polk's Vancouver Directory*, 1967. Seattle: R.L. Polk & Company, 1967; "Obituaries: Shirlee Kanekoa," *The Columbian* (Vancouver, WA), November 13, 1979, 16.

[64] *Polk's Vancouver Directory*, 1979–1982. Seattle: R.L. Polk & Company, 1979–1982; Ancestry.com, *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. (Provo, UT, USA: Ancestry.com Operations, Inc., 2012); "On Their Wedding Day: Johnson-Pratt," *The Columbian* (Vancouver, WA), April 23, 1978, 42; Salter, Victoria, "Art," *The Columbian* (Vancouver, WA), February 27, 1981, 50.

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National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Pearson House is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Pearson House 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 resource is associated with the development of Vancouver's Shumway neighborhood, a single resource cannot (by itself) represent the development of an entire neighborhood or area to such an extent that it meets the threshold for NRHP significance.

The Pearson House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the building is associated with the lives of its first occupants Walter E. and Leona M. Pearson, they only occupied the house for a brief period and these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Pearson House is an example of the Tudor Composite 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. The resource is only a common or representative example of the Tudor Composite style rather than exceptional.

The Pearson House 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 Pearson House is not significant under any NRHP criteria. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP under Criteria A, B, C, and D.

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Figure 2. Location map of the Pearson, Walter E. and Leona M. Pearson House, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Walter E. and Leona M. Pearson House, showing the NRHP boundary in white.

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Figure 4. Annotated Winter 2012 aerial photo of the Walter E. and Leona M. Pearson House showing the approximate perimeter walls in solid white outline and approximate overall measurements. White squares are roof vents (Clark County Assessor).

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Figure 5. Walter E. and Leona M. Pearson House, east elevation (left) and north elevation (right), view facing southwest. Arrow points to sewer stack (WillametteCRA, May 4, 2023).



Figure 6. Walter E. and Leona M. Pearson House, south elevation (left) and east elevation (right), view facing northwest. Arrow points to replacement aluminum window (WillametteCRA, May 4, 2023).

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Figure 7. Walter E. and Leona M. Pearson House, north elevation (left) and west elevation (right), view facing southeast (WillametteCRA, May 4, 2023).

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Figure 8. Walter E. and Leona M. Pearson House, close-up view of exposed wood shingles (WillametteCRA, May 4, 2023).



Figure 8a. Walter E. and Leona M. Pearson House, close-up view of shingles with apparent wood grain (WillametteCRA, May 4, 2023).

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Figure 9. Walter E. and Leona M. Pearson House, living room, view facing southeast (Redfin, 2011).



Figure 10. Walter E. and Leona M. Pearson House, living room, view facing northeast toward main entry and kitchen. Note that the original entry door has since been replaced (Redfin, 2011).

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Figure 11. Walter E. and Leona M. Pearson House, living room, view facing west toward original fireplace (Redfin, 2011).



Figure 12. Walter E. and Leona M. Pearson House, hall with view to altered bathroom, view facing south (Redfin, 2011).



Figure 13. Walter E. and Leona M. Pearson House, bedroom, view facing southeast (Redfin, 2011).

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Figure 14. Walter E. and Leona M. Pearson House, bedroom, view facing southwest (Redfin, 2011).



Figure 15. Walter E. and Leona M. Pearson House, bedroom, view facing southwest (Redfin, 2011).

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Figure 16. Walter E. and Leona M. Pearson House, kitchen view facing northwest (Redfin, 2011).



Figure 17. Walter E. and Leona M. Pearson House, remodeled kitchen view facing southeast toward side entry. Arrow points toward stairs to basement (Redfin, 2011).

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Figure 18. Walter E. and Leona M. Pearson House, unfinished portion of basement (left), view facing southeast (Redfin, 2011).



Figure 19. Walter E. and Leona M. Pearson House, finished portion of basement, view facing unknown (Redfin, 2011).

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Saturday, May 22, 1937

English

Collins Sets Open House Event Hours

Open house hours for the public showing of an unusual English type residence were fixed here today by L. O. Collins, Vancouver contractor. At 7 p. m. today, Collins will open the doors of a residence completed this week at a site near the intersection of Twenty-third and I streets. Visitors will also be admitted to the dwelling from 10 a. m. until 10 p. m. tomorrow.

Collins constructed the new Vancouver home according to specifications of modern building engineering. The house is designed and equipped to yield a maximum degree of comfortable living at a minimum of cost.

Cedar Shake Walls

Exterior walls of the dwelling that will be shown for the first time tomorrow were sheathed in grey-stained cedar shakes. The house is flanked by a large garage and by grounds that have been improved with the installation of adequate cement walks.

The interior of the Collins house is so designed as to group a large living room, kitchen, dining nook, two bedrooms and bath on a single floor. The entire building is floored throughout with hardwood and walls are finished with plaster.

Leaded Glass Window

Special features found in the living room include a mahogany finished fireplace and a leaded glass art window. Kitchen and bath are floored with inlaid linoleum and drains are of the same material.

In the basement of the Collins home, the builder installed a modern air conditioning, oil burning, automatic heating plant. Space is also available for a laundry and for general storage.



Newest Home Displayed

Doors of the trim cottage above are to be thrown open to visitors this evening and tomorrow at a site near the intersection of Twenty-third and I streets. The home was constructed as an investment project by L. O. Collins, local contractor.

Figure 20. (Left) text of news article detailing features of the residence shown in figure 21 (*Columbian*, May 22, 1937).

Figure 21. (Above right) photo of a residence Collins constructed that is nearly identical to the subject residence that shows how the subject residence most likely appeared when first constructed (*Columbian*, May 22, 1937).

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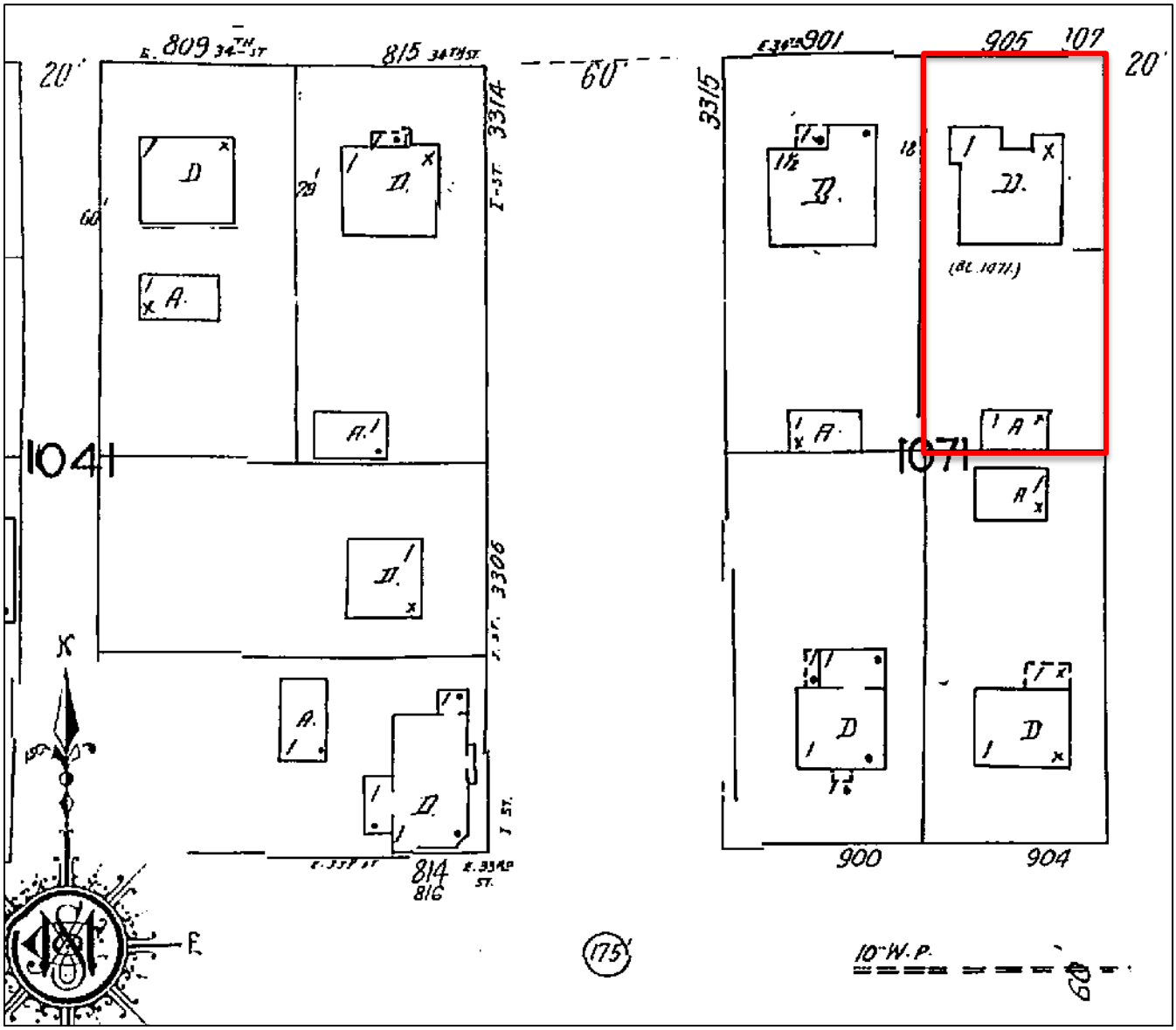


Figure 22. Cropped image of Sheet 49 from the 1949 Sanborn Map. Subject tax lot outlined in red (Sanborn Map Company, *Vancouver* [1949], 49).

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Figure 23. Aerial view of the Walter E. and Leona M. Pearson House with its tax lot outlined in red. Note well the absence of a shed south of the residence and presence of a carport at the south end of the tax lot (Clark County MapsOnline, 2016).



Figure 24. Aerial view of the Walter E. and Leona M. Pearson House with its tax lot outlined in red. Note well the presence of a shed south of the residence and in addition to the preexisting carport at the south end of the tax lot (Clark County MapsOnline, 2018).

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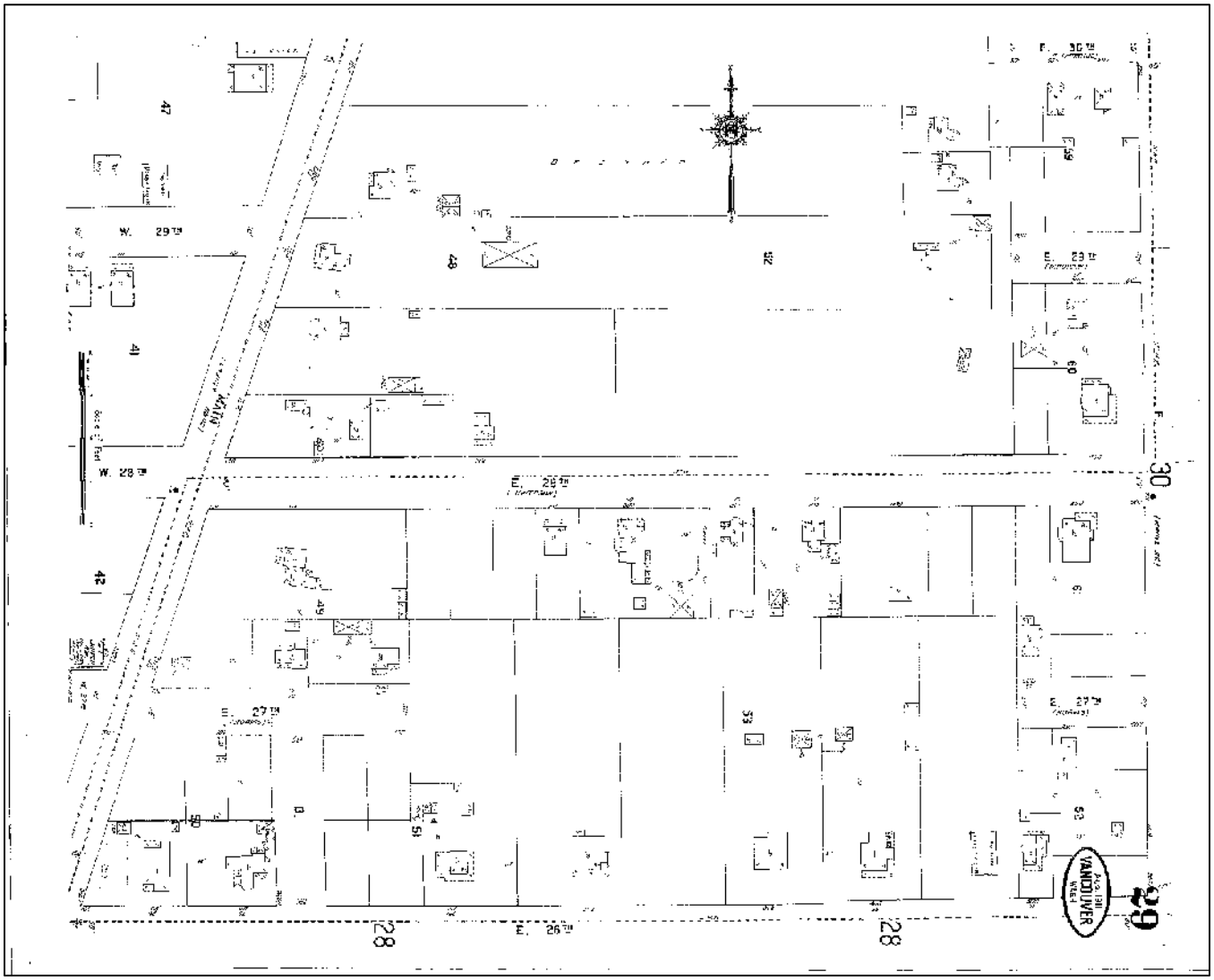


Figure 25. Sheet 29 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southwest corner of the present-day Shumway Neighborhood (Sanborn Map Company, *Vancouver* [1911], 29).

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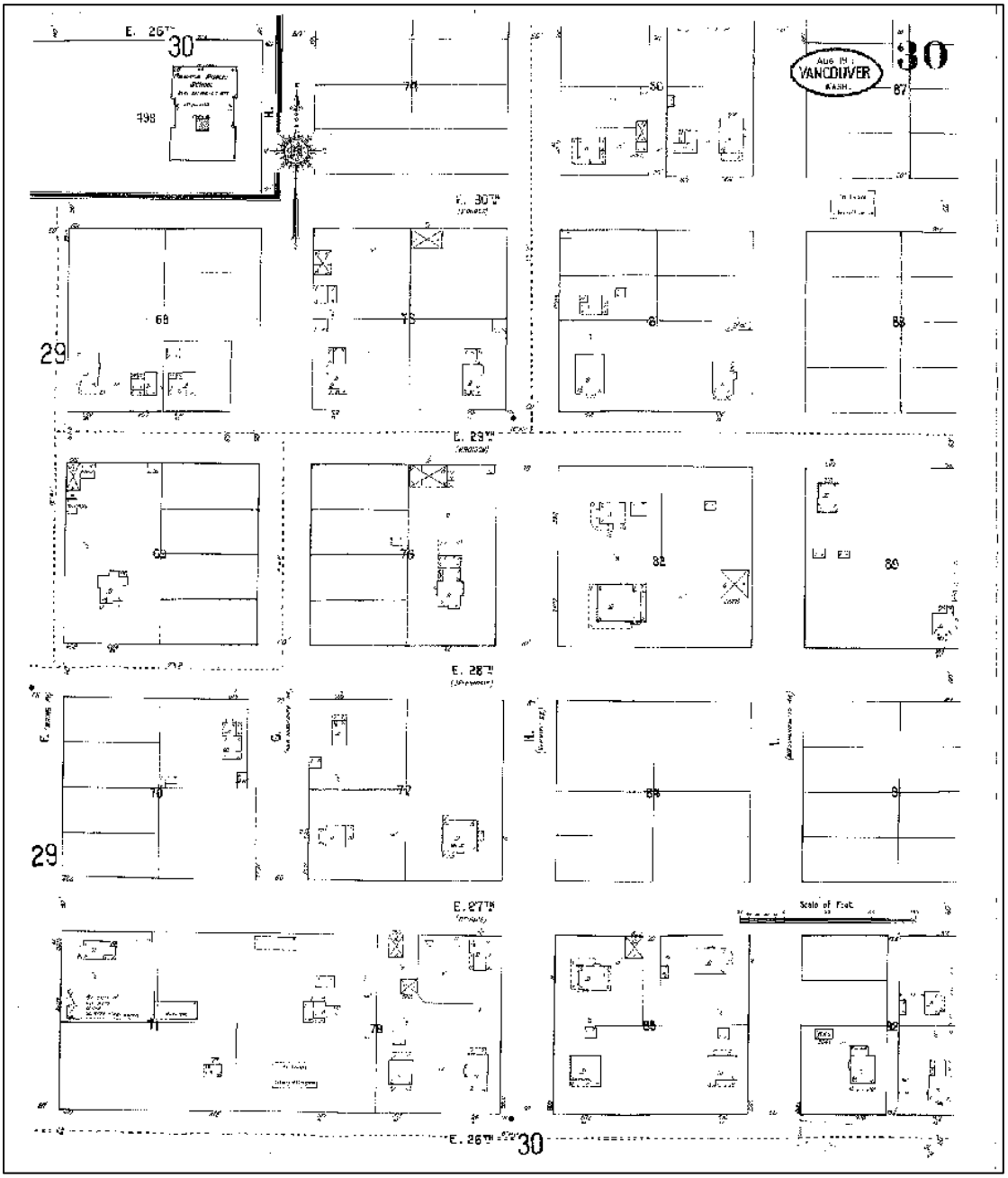


Figure 26. Sheet 30 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southeast corner of the present-day Shumway Neighborhood (Sanborn Map Company, *Vancouver* [1911], 30).

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Figure 27. Aerial view of the Shumway Neighborhood before construction began on the Interstate 5 widening project. The dotted line indicates the approximate area impacted by the widening (Clark County MapsOnline, 1974).



Figure 28. Aerial view of the Shumway Neighborhood after the Interstate 5 widening project (Clark County MapsOnline, 1990).

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Figure 29. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along Main Street (Clark County MapsOnline, 1955.)



Figure 30. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along showing small to large-scale commercial and institutional development along Main Street by the early 1980s (Clark County MapsOnline, 1984.)

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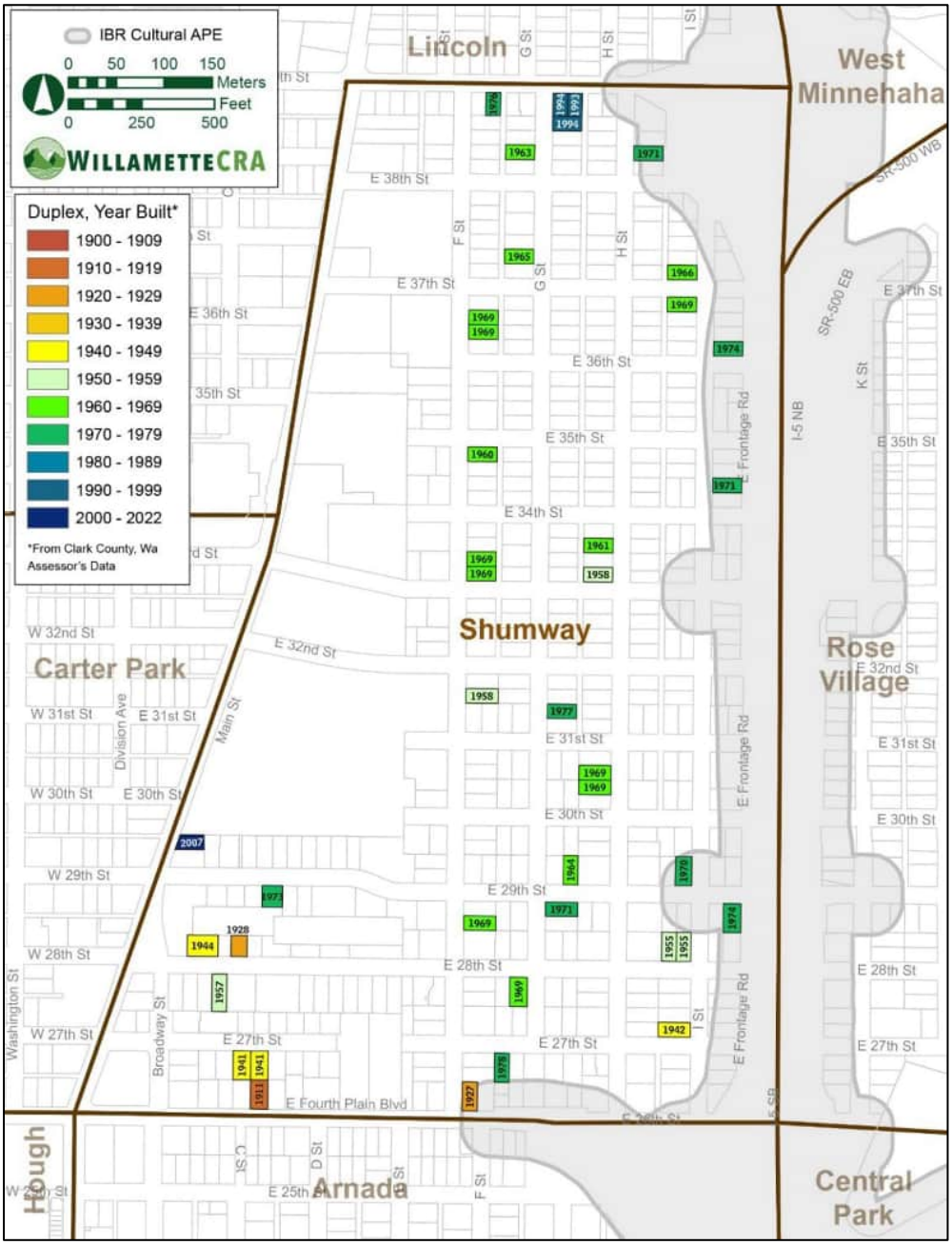


Figure 31. Map of the Shumway neighborhood depicting duplex construction 1900–2022. Note that most duplexes were constructed in the 1960s and 1970s. This map is drawn from the Clark County Assessor's data and may have errors where the data is incomplete. As such, it is representational only. Data accessed April 14, 2023.

5

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

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: Rosegard, Peter, House (WA 1283)	WISAARD Property ID: 98663
Street Address: 904 East 35th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 15080000, 15095000	Plat Block Lot: North Coast Heights #1, Block 23, Lots 5–7
USGS Quad Name: Vancouver Quadrangle	Township: 2 North Range: 1 East Section: 22
Coordinates: 45.646740° -122.662470°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1930
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1952, roof; Post-1949, new detached garage; Post-1949, shed roof awning; Pre-2009, vinyl siding; Pre-2009, one-story projection added
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling – Side Gable	
Window Type & Material: Double Hung &Wood, Sliding & Vinyl, Fixed & Vinyl	Exterior Surface Materials: Primary: Vinyl Siding Secondary: Decorative:	
Roof Type & Material: Gable - Side & Asphalt/Composition - Shingle		
Structural System Type: Post and Beam	Plan Type: Rectangular	
Number of Stories: 1.5	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Slight
	Windows	Moderate
Register Status: Not listed	Cladding	Extensive
	Roof	Extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
Individual Properties
Continuation Sheet

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: Rosegard, Peter, House (WA 1283)	WISAARD Property ID: 98663
Street Address: 904 East 35th Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. Peter Rosegard House, south elevation, view facing north. Building is heavily obscured by vegetation, see Figure 5 for a less obstructed image from the Clark County Assessor (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:

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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PHYSICAL DESCRIPTION

The Rosegard House at 904 East 35th Street is a Minimal Traditional style house located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated along the western edge of Interstate 5 (I-5), north of the East 33rd Street I-5 overpass, on a corner parcel between I Street and East Frontage Road, and faces south onto East 34th Street. The area around the Rosegard House is part of a single-family residential zone defined by a gridiron network of local streets. The area possesses views of I-5 over a concrete soundwall to the east. The building itself is located on a rectangular tax lot and is adjacent to single-family residences to the north, south, and west. The lot includes the principal building, as well as an associated detached garage that extends into the adjacent half lot to the north (Figures 2 and 3).

The principal building's footprint is rectangular with a small, one-story rectangular projection on the east elevation. The principal footprint measures approximately 26 feet from east to west and 30 feet from north to south, whereas the rectangular projection measures approximately 5 feet by 8 feet respectively (Figure 4).[1] The building sits atop a high concrete foundation with a full basement that places the main floor approximately 3 to 4 feet above grade. The walls of the building are wood frame clad with vinyl siding and rise one and a half stories in height to a side-gabled roof with minimal to no overhang (Figures 1 and 3–9). The one-story projection on the east elevation has a hipped roof (Figure 7). The roof of the building is surfaced with asphalt/composition shingles and has two brick chimneys projecting above it, one for a fireplace on the south elevation and another for the building's central heating on the roof's south slope near its ridgeline (Figure 8). The roof also has four metal roof vents and two metal exhaust pipes on its north slope (Figures 4 and 7). Lastly there is a shed roof awning that extends north from just below the roof eave of the north elevation into the backyard (Figures 4, 7, and 10).

The building's fenestration consists of several double-hung windows with three or four-over-one wood sashes and a fixed, wood-frame picture window on its main section as well as two-section sliding vinyl windows on its one-story projection (Figures 1 and 5–9). The building's primary entry is located on the primary south elevation, off-center to the east. It has a flush metal door with six panels and sits above grade where it opens onto a concrete porch. The porch is covered with a gabled awning supported by rectangular wood posts set into the porch. A set of concrete steps descend southward to a concrete walkway that leads to the sidewalk along East 35th Street. (Figures 1, 5, 6, and 9). There is a secondary entry on the north elevation of the building that consists of wood French doors (Figures 7 and 8). The interior of the building was not accessible at the time of survey and there are no online real estate photographs available.

Beyond the main residence, the detached two-and-a-half car garage was constructed after 1949 on the original tax lot (15080000) as well as the half tax lot to the north (15095000) (Figure 3). It measures approximately 22 feet from east to west and 32 feet from north to south.[2] It most likely has a wood frame, which is clad with vinyl and rises one story to a cross-gabled roof surfaced with asphalt/composition shingles. The principal building is surrounded by a grass lawn, which is partially enclosed by a wood fence. The lawn is densely planted with a variety of trees and shrubs.

[1] Clark County Assessor, Sketch Addendum for Account 15080000. Accessed May 8, 2023. https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/Assessor/Footprints/000/000/000/015080000_1.gif.
[2] Clark County Assessor, Sketch Addendum for Account 15080000. Accessed May 9, 2023. https://gis.clark.wa.gov/gishome/customActions/act_PictureFrame.cfm?docpath=/ccimages/Assessor/Footprints/000/000/000/015080000_1.gif.

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Alterations

The Rosegard House has maintained most of its original footprint since the one-story projection was added, but its exterior has been extensively altered and some of its windows have been replaced. Between 1949 and 2002, a shed roof awning was added to the building's north elevation over the backyard, and the one-story projection was added to the building's east elevation (Figures 11–13). Vinyl siding, a metal entry door, and a fixed, vinyl-framed picture window on the primary south elevation were installed before 2009 (Figure 1).[3] All other windows otherwise appear original. Aside from the building, the setting has changed significantly, as well, with the construction of I-5 to the east in the 1950s and its widening between 1977 and 1984, which resulted in the demolition of the residence's neighboring houses and the adjacent service alley being renamed to "East Frontage Road."

Boundary Description

The Rosegard House is set on a single tax lot (15080000) which includes its footprint, the surrounding ground, landscaping, walkways, and part of a detached garage that overlaps with the tax lot to the north (15095000) and may have been constructed during the recommended period of significance (1930–1955). Since all these features potentially contribute to the property's historic significance, the recommended National Register of Historic Places (NRHP) boundary is defined by the combined boundary of the principal building's original tax lot (15080000) as well as the tax lot to the north (15095000).

INTEGRITY

The original exterior cladding of the Rosegard Houe was replaced with vinyl and a fixed, vinyl-frame picture window was installed into one of the south elevation's window apertures before 2009. Between 1949 and 2002, a small, one-story projection with vinyl windows was added to the building's east elevation and the attached garage was replaced with a shed roof awning.

Otherwise, while the building has remained in its original location and its setting has remained largely single-family in character with an abundance of single-family dwellings to the north, south, and west, its setting has changed with the construction of I-5 in the 1950s, as well as its widening between 1977 and 1984. These construction projects have separated the building from the single-family dwellings to the east and demolished or displaced several nearby buildings.

Ultimately, the building retains its integrity of location and association while its integrity of setting, feeling, design, workmanship, and materials, are diminished.

STATEMENT OF SIGNIFICANCE

Development of the Shumway Neighborhood

A Weyerhaeuser laborer from Everett named Rosegard constructed the subject residence in the area now known as Shumway, which is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the

[3] Cecil H. Clark. September 28, 1960. City of Vancouver Permit Number B-6829, 904 E 35th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.

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widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[4] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[5] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[6]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[7]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed racetrack as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[8] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[9] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[10] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[11] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border, at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th

[4] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0.
[5] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[6] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.
[7] Freece, 13-46.
[8] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[9] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline.
[10] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[11] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.

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Street) in 1910.[12] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 14 and 15). Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[13] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[14] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[15]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Speculative developers like Rosegard, who was responsible for the subject residence, built many modest houses during this period.[16] Additional construction included the new sanctuary for St. Luke's Episcopal Church at East 26th and E Streets in 1932.[17] Later, as the Great Depression started to subside going into the 1940s, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[18]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II (WWII), when unprecedented numbers of wartime workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[19] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300–506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[20] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by

[12] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[13] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.
[14] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929.
[15] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[16] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "Housewarming Party Held At Bailey Home," *The Columbian* (Vancouver, WA), February 19, 1935, 2; "City News In Brief: To Building Home," *The Columbian* (Vancouver, WA), February 13, 1935, 1; "Foundations Poured," *The Columbian* (Vancouver, WA), August 15, 1936, 6.
[17] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[18] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.
[19] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[20] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.

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1950.[21] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[22]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway along the east side of J Street between 1951 and 1954. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[23] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west (now East Frontage Road), enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 16 and 17).[24]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 18 and 19). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[25] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[26] In response to these changes, area residents officially adopted the name “Shumway” for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[27] The following year, this group helped lead Vancouver’s local neighborhood movement in the late twentieth century by becoming the city’s second official neighborhood council in 1977.[28]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character “cracker-box duplex[es]” which “absentee landlords” failed to properly maintain thereby making them the “biggest blight” in

[21] John Caldbick, “1930 Census,” *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; “The History of the Vancouver Police Department 1937–1962,” *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. “Sanborn Fire Insurance Maps,” Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[22]; “Construction of Church Is To Begin,” *The Columbian* (Vancouver, WA), January 9, 1948, 1; “Many Attend First Service In New Church,” *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[23] Alsobrook, et. al, 230-231.
[24] Alsobrook, et. al, 232-233; “Freeway Job has Go-Ahead,” *The Columbian* (Vancouver, WA), March 15, 1977, 1; “Interstate 5 Freeway Work Gets Under Way,” *The Columbian* (Vancouver, WA), September 28, 1977, 9; “The Home Stretch,” *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[25] Brian Cantwell, “Time-worn Rosemere stirs loyalty,” *The Columbian,* July 29, 1985, A5.
[26] Bill Dietrich, “Two Men Fight For Sightly, Neighborhly Neighborhoods,” *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[27] Bob Zeimer, “Market Zone Change Rejected,” *The Columbian* (Vancouver, WA), April 28, 1976, 1; “Shumway Group To Try Again,” *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[28] Lee Rozen, “Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.

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the neighborhood.[29] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[30]

Given its modest size, the Rosegard House is representative of the Depression-era development in the Shumway neighborhood and readily demonstrates the constraints on both construction and the pocketbooks of prospective homeowners, as well as property developers like Rosegard who had enough means to capitalize on this market.

The Minimal Traditional Style

The Rosegard House, built in 1930, is a vanguard of the "Minimal Traditional" style, a style of homes that were mainly constructed during the period of 1935 and 1950.[31] 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 possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[32]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[33] 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 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small, wood-framed, "Colonial Revival" style cottage built over a full or partial concrete basement, with two bedrooms, one bathroom, and a separate dining room.[34]

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.[35] 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,

[29] Wendy Reif, "Neighborhood Groups Key On Liveability," *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[30] "Comprehensive Plan To Get Public Airing," *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *The Columbian* (Vancouver, WA), January 20, 1981, 15.
[31] Built in 1930, the Rosegard House is a particularly early example of the style.
[32] "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.
[33] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[34] 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).
[35] Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.

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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. 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 end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "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.[36]

Although the Minimal Traditional style was largely 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 US in the twentieth century. At the outset, Minimal Traditional houses were developed to answer the ever-growing need for single-family housing and were most commonly constructed by speculative builders such as Rosegard, who built not only the subject residence in the style but the adjacent residence to the west (900 East 35th Street) as well.

With its minimal eaves, "Cape Cod" form, lack of ornamentation, and compact size at 780 square feet, the Peter Rosegard House possesses many of the hallmarks of the style. Nonetheless, built in 1930, these elements were highly innovative, and the residence retains some detailing from earlier periods including its decorative sash windows and formal fireplace with flanking upper windows. By combining these elements, it is representative of the early stages of the Minimal Traditional style's development in the Shumway neighborhood and Vancouver more broadly.

Peter Rosegard – Developer

The available historical record mentions Peter Rosegard only three times between 1929 and 1930, leaving many questions about him and his constructions unanswered. On January 14, 1929, Rosegard filed a permit to construct the subject residence as well as the adjacent residence to the west at 900 East 35th Street. He lived in Everett, Washington, in 1930 and worked as a laborer for Weyerhaeuser Timber Company (WTCo). On May 21 that year, *The Columbian* reported that Rosegard had been "transacting business" in Vancouver the day before, likely to sell one of the properties he had recently developed.

The Building's Construction, Use, and Occupants.

The Peter Rosegard House is located on the eastern edge of the Shumway Neighborhood near the Highway 500 interchange at I-5. Rosegard constructed the house between January 1929 and May 1930 as an apparent investment property. He sold it in 1930 to the recently married Lydia M. Rehfeld (1905–2000) and her husband Herman F. Wetzel (1904–1967) a fireman.[37] The Wetzels reportedly were given a surprise party "at their new

[36] 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.
[37] "City Items: Marriage Licenses," *The Columbian* (Vancouver, WA), May 2, 1930, 9; Ancestry.com. *U.S., Find A Grave Index, 1600s-Current*, (Provo, UT: Ancestry.com Operations, Inc., 2012); R.L. Polk & Company. *Polk's Vancouver Directory*, 1931. Seattle: R.L. Polk & Company, 1931.

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home on thirty-fifth and I streets" on May 21, 1930, and one month later, Mr. Wetzel filed a permit to make unspecified repairs to the house.[38] The Wetzels continued to occupy the house until ca. 1932 when they moved to a new house in Atkinson Acres.[39]

Other known occupants and known dates of occupancy include:

1934: Laura C. (1898–unknown) and her husband Herbert A. Reynolds (1898–1953), an airplane mechanic.[40]

1937: Eva L. Pickett (1904–1974) a fruit cannery machine operator; her husband, Harry D. (1890–1947), a boiler washer; and their three children.[41]

1938: Joyce E. Fanning (1915–2011) and her husband, Roscoe L. (1911–1989), an accountant.[42]

1939: Helen M. Marggi (1910–1988); her husband, Herbert "Herman" H. (1909–1988), owner of Herman's Men's Store (clothing); and their four children.[43]

1940: Irene D. Bill (1900–1991); her husband, Benjamin (1893–1982), a private guard; and their son Benjamin Bill Jr. (1928–1973).[44]

1946–1954: Essie W. Clark (1907–1993); her husband, Cecil H. (1904–1980) a welder; and their son Dawain C. (1926–1994).[45]

[38] "Wetzels Surprised By Many Friends," *The Columbian* (Vancouver, WA), May 26, 1930, 2; "City News In Brief: Permit to Repair House," *The Columbian* (Vancouver, WA), June 21, 1930, 7. (One only hopes that these repairs may have been a result of a raucous surprise party.)
[39] "Install Fixtures At H. Wetzel Residence," *The Columbian* (Vancouver, WA), March 21, 1932, 4.
[40] R.L. Polk & Company. *Polk's Vancouver Directory*, 1931 and 1934. Seattle: R.L. Polk & Company, 1931 and 1934; Ancestry.com. *1930 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2002); Ancestry.com. *Washington, U.S., Death Records, 1883-1960* [database on-line]. (Provo, UT, USA: Ancestry.com Operations Inc, 2008).
[41] "280 Entrants Participate in Ad Contest," *The Columbian* (Vancouver, WA), December 23, 1937, 1. Occupations taken from Ancestry.com, *1940 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2012); Ancestry.com, *Washington, Select Death Certificates, 1907-1960*, (Provo, UT: Ancestry.com, Operations, Inc., 2014).
[42] R.L. Polk & Company. *Polk's Vancouver Directory*, 1938. (Seattle: R.L. Polk & Company, 1938); Occupations taken from Ancestry.com, *1940 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2012).
[43] Occupations taken from Ancestry.com, *1940 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2012); "City News In Brief: Three Girls Born," *The Columbian* (Vancouver, WA), April 24, 1939, 2; "Neckwear to Be 'Flashiest' Part of Dress," *The Columbian* (Vancouver, WA), March 9, 1938, 13; Ancestry.com, *U.S., Social Security Death Index, 1935-2014,* (Provo, UT: Ancestry.com Operations, Inc., 2014).
[44] R.L. Polk & Company. *Polk's Vancouver Directory*, 1940. (Seattle: R.L. Polk & Company, 1940); Ancestry.com, *1940 United States Federal Census of Vancouver, Clark County, Washington*, (Provo, UT: Ancestry.com Operations, Inc., 2012).
[45] R.L. Polk & Company. *Polk's Vancouver Directory*, 1940–1954. (Seattle: R.L. Polk & Company, 1940–1954); Ancestry.com, *1950 United States Federal Census of Vancouver, Clark County, Washington*, (Lehi, UT: Ancestry.com Operations, Inc., 2022); Ancestry.com, *Washington Death Index, 1940-1996*. (Provo, UT: Ancestry.com Operations, Inc., 2002).

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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1955–1968: Dawain C. Clark (1926–1994), son of Essie W. and Cecil H. Clark, head lineman for US West and Pacific Northwest Bell; and his wife, Gladys L. (1929–2017), co-founder of Smokey's Hot Oven Pizza in 1966.[46]

1970: Irene G. Code, occupation, birth, and death date unknown.[47]

1971–1982: William Brown, occupation, birth, and death date unknown.[48]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Rosegard House is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Rosegard House 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 resource is associated with the development of Vancouver's Shumway neighborhood, a single resource cannot (by itself) represent the development of an entire neighborhood or area to such an extent that it meets the threshold for NRHP significance.

The Rosegard House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B. Although the building is associated with its original owner and developer Peter Rosegard, this individual is not comparatively significant enough to meet the threshold for NRHP significance.

The Rosegard House is an early example of a residence designed 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.

The Rosegard House 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 Rosegard House is not recommended eligible under Criteria A, B, C, or D.

[46] "Obituaries: Dawain C. Clark," *The Columbian* (Vancouver, WA), January 10, 1994, A4; "Gladys Clark Obituary," *The Columbian* (Vancouver, WA), February 5, 2017. Accessed May 9, 2023. https://obits.columbian.com/us/obituaries/columbian/name/gladys-clark-obituary?id=20382379.
[47] R.L. Polk & Company. *Polk's Vancouver Directory*, 1970. (Seattle: R.L. Polk & Company, 1970).
[48] R.L. Polk & Company. *Polk's Vancouver Directory*, 1971. (Seattle: R.L. Polk & Company, 1982).

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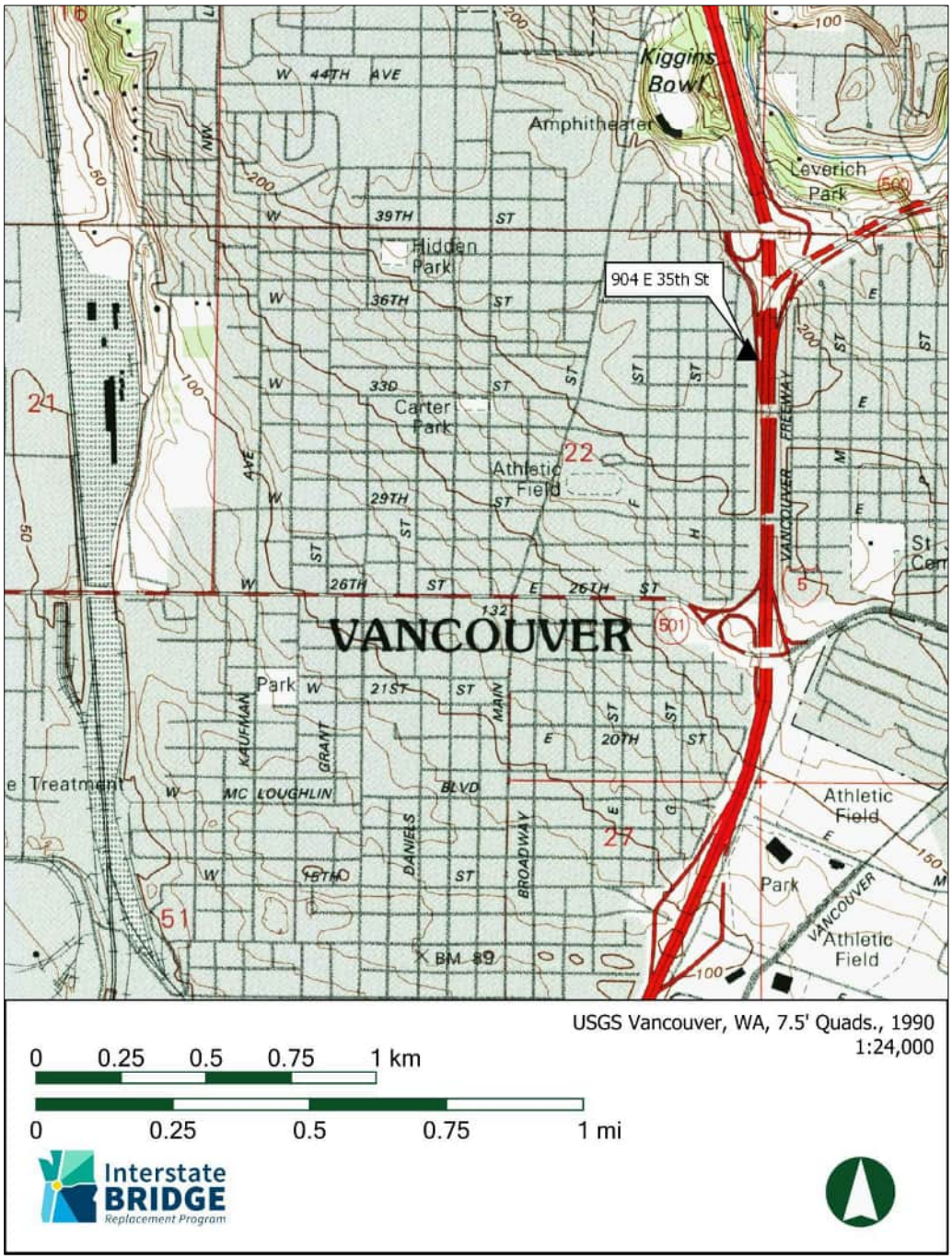


Figure 2. Location map of the Peter Rosegard House, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Peter Rosegard House, showing the NRHP boundary in white and consisting of two separate tax lots divided by a black line within the NRHP boundary. The structure that crosses this black line is a detached 2.5-car garage.

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Figure 4. Annotated 2014 aerial photo of the Peter Rosegard House showing the approximate perimeter walls in solid white outline and approximate overall measurements. Awnings are marked with dashed lines while the one-story projection is marked with a dotted line (Clark County Assessor).

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Figure 5. The Peter Rosegard House west and south elevations view facing northeast (Clark County Assessor, 2009).

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Figure 6. Peter Rosegard House, south elevation view facing northwest. Arrow points to one-story projection (WillametteCRA, March 8, 2023).

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Figure 7. Peter Rosegard House, east elevation (left) and north elevation (right), view facing southwest. Arrow points to one-story projection (WillametteCRA, March 8, 2023).



Figure 8. Peter Rosegard House, cropped close-up of north elevation showing French doors (WillametteCRA, March 8, 2023).

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Property Name: Rosegard, Peter, House (WA 1283)	WISAARD Property ID: 98663
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Figure 9. Peter Rosegard House, west elevation (left) and south elevation (right), view facing northeast (WillametteCRA, March 8, 2023).

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Figure 10. Detached garage next to the Peter Rosegard House, south elevation, view facing northeast (WillametteCRA, March 8, 2023).

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Property Name: Rosegard, Peter, House (WA 1283)	WISAARD Property ID: 98663
Street Address: 904 East 35th Street	City, County, State: Vancouver, Clark County, Washington

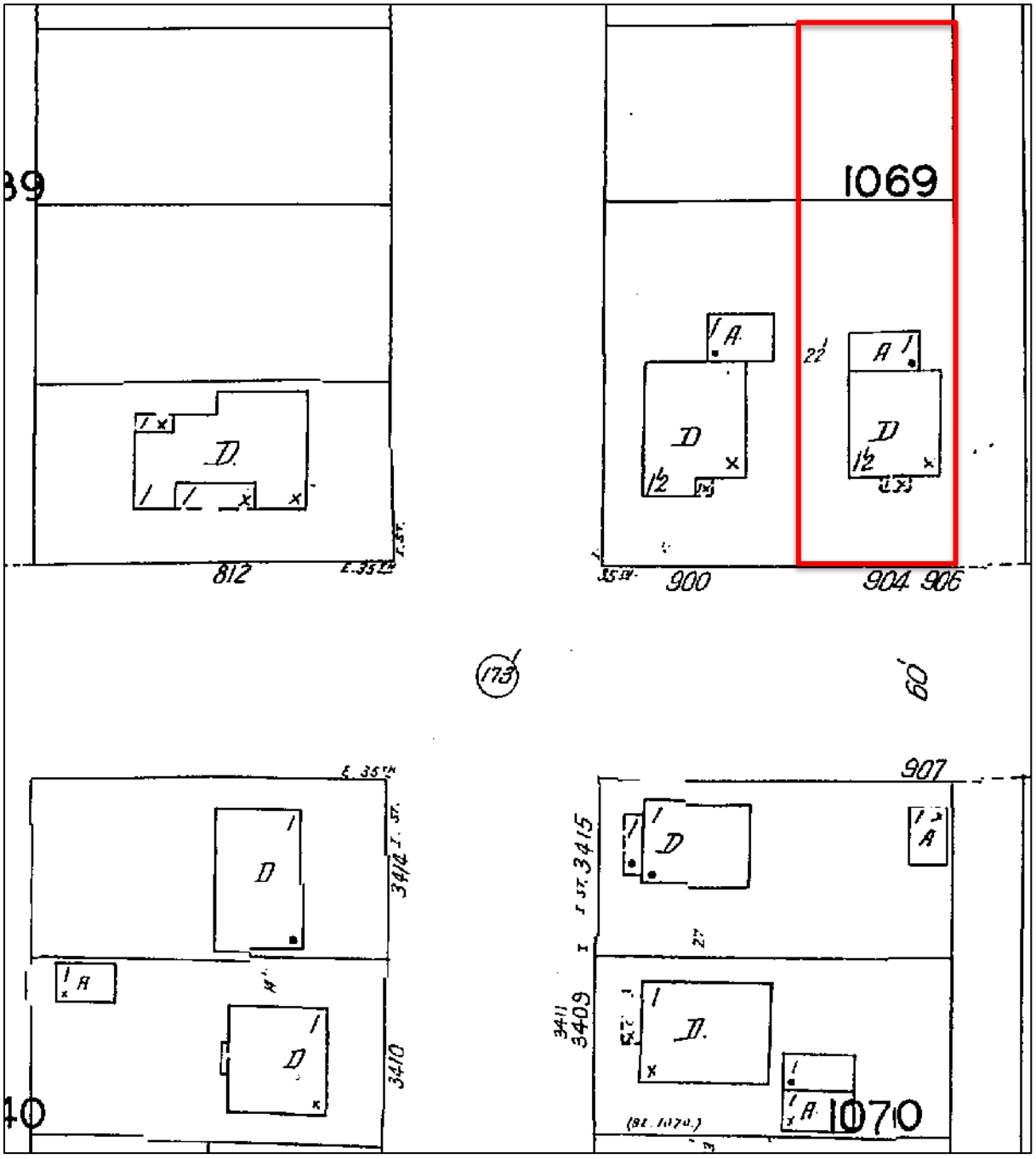


Figure 11. Cropped image of Sheet 57 from the 1949 Sanborn Map. Subject property outlined in red. Note the presence of an attached garage instead of the shed roof awning as well as the absence of a detached garage and east alcove space (Sanborn Map Company *Vancouver* [1949], 57).

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Figure 12. Aerial view of the Peter Rosegard House. Earliest image to capture the east one-story alcove addition (marked by arrow) (Clark County MapsOnline, 2002).



Figure 13. Aerial view of the Peter Rosegard House. Top arrow points to what appears to be the detached garage and bottom arrow points to what appears to be the shed roof awning prior to 2002 (Clark County MapsOnline, 1994).

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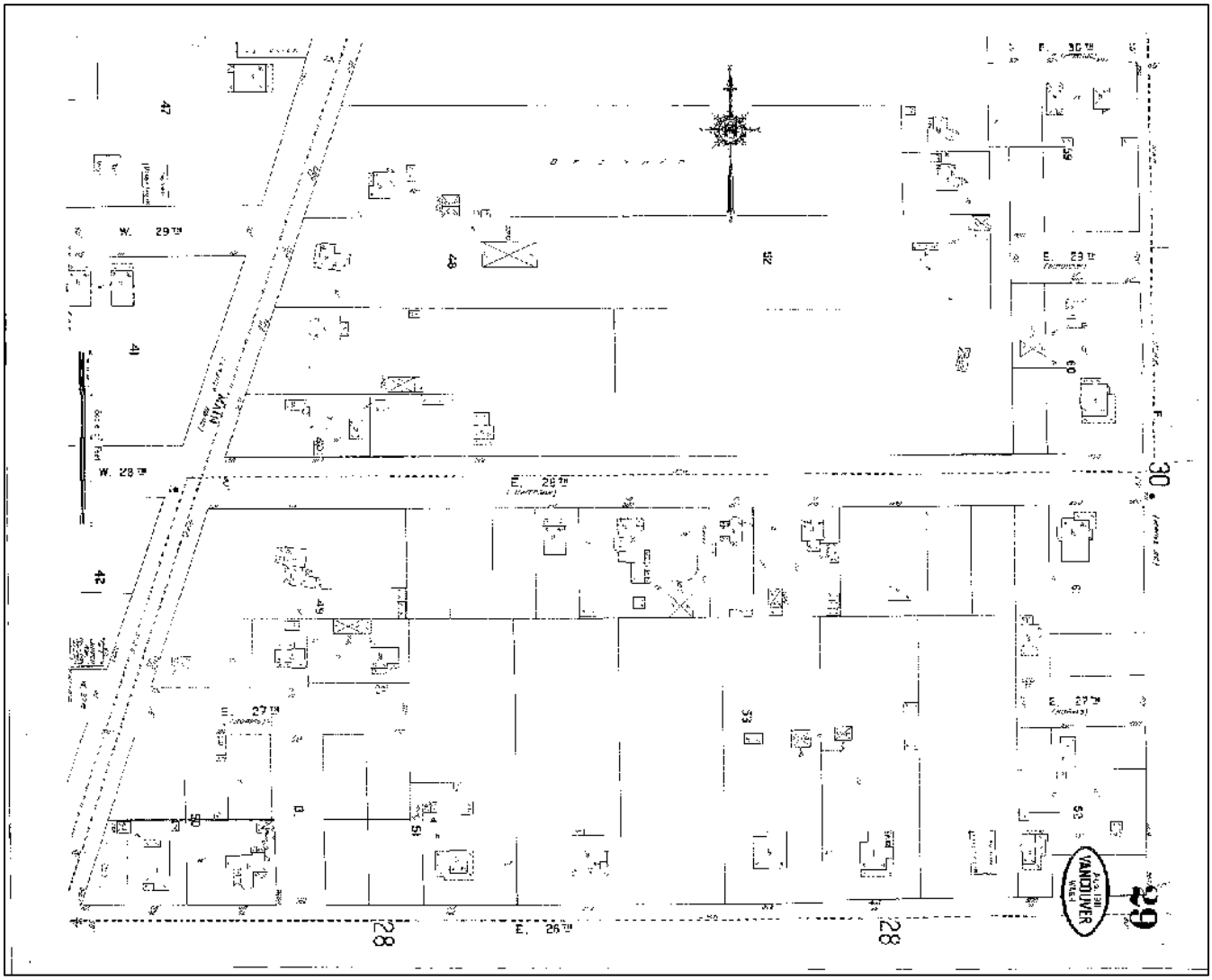


Figure 14. Sheet 29 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southwest corner of the present-day Shumway Neighborhood (Sanborn Map Company *Vancouver* [1911], 29).

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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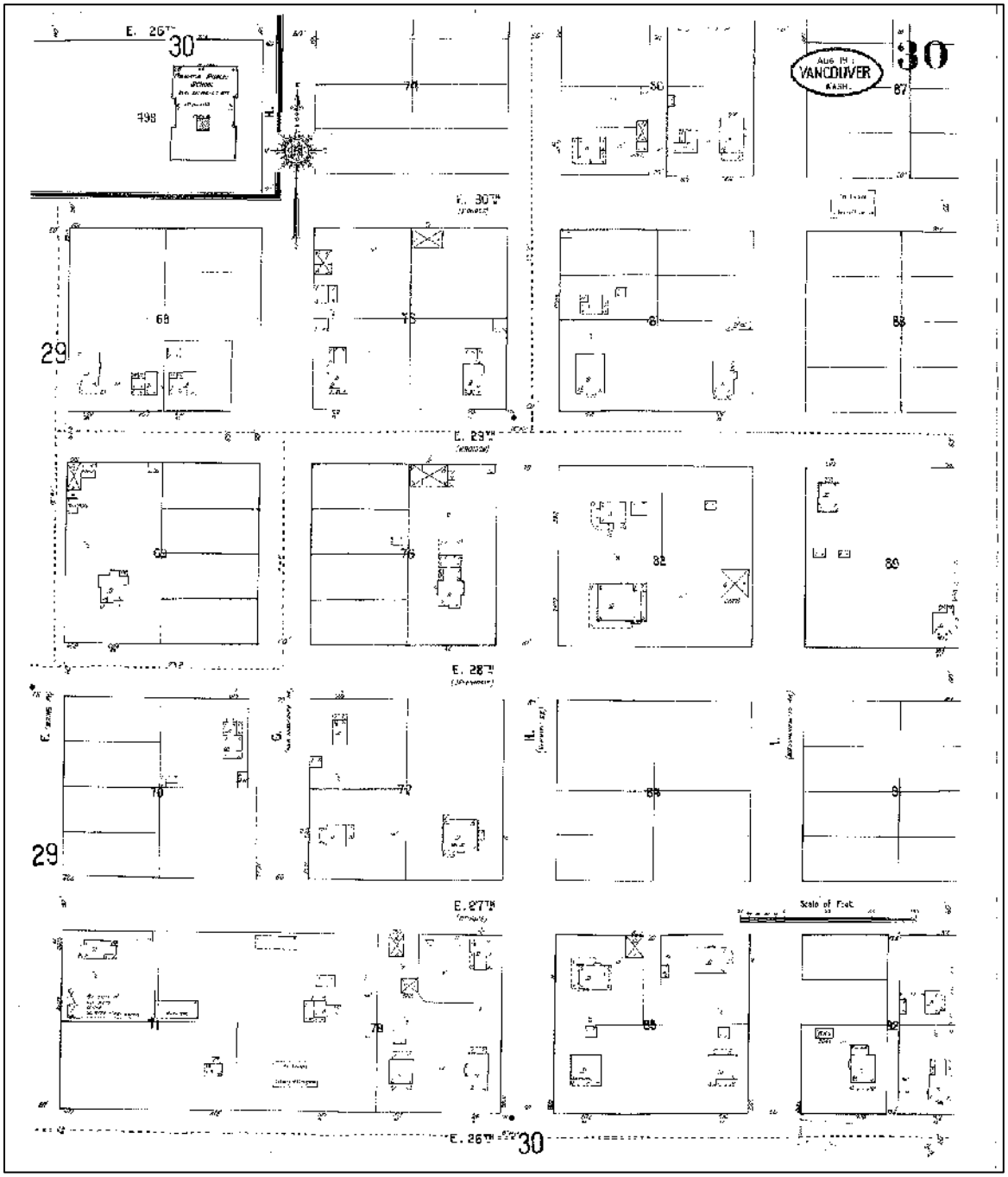


Figure 15. Sheet 30 from the August 1911 Sanborn Fire Insurance Map of Vancouver covering the southeast corner of the present-day Shumway Neighborhood (Sanborn Map Company *Vancouver* [1911], 30).

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 16. Aerial view of the Shumway Neighborhood before construction began on the Interstate widening project. The dotted line indicates the approximate area impacted by the widening (Clark County MapsOnline, 1974).



Figure 17. Aerial view of the Shumway Neighborhood after the Interstate widening project (Clark County MapsOnline, 1990).

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Figure 18. Annotated aerial view of the west end of Vancouver's Shumway neighborhood along Main Street (Clark County MapsOnline, 1955).



Figure 19. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along showing small to large-scale commercial and institutional development along Main Street by the early 1980s (Clark County MapsOnline, 1984).

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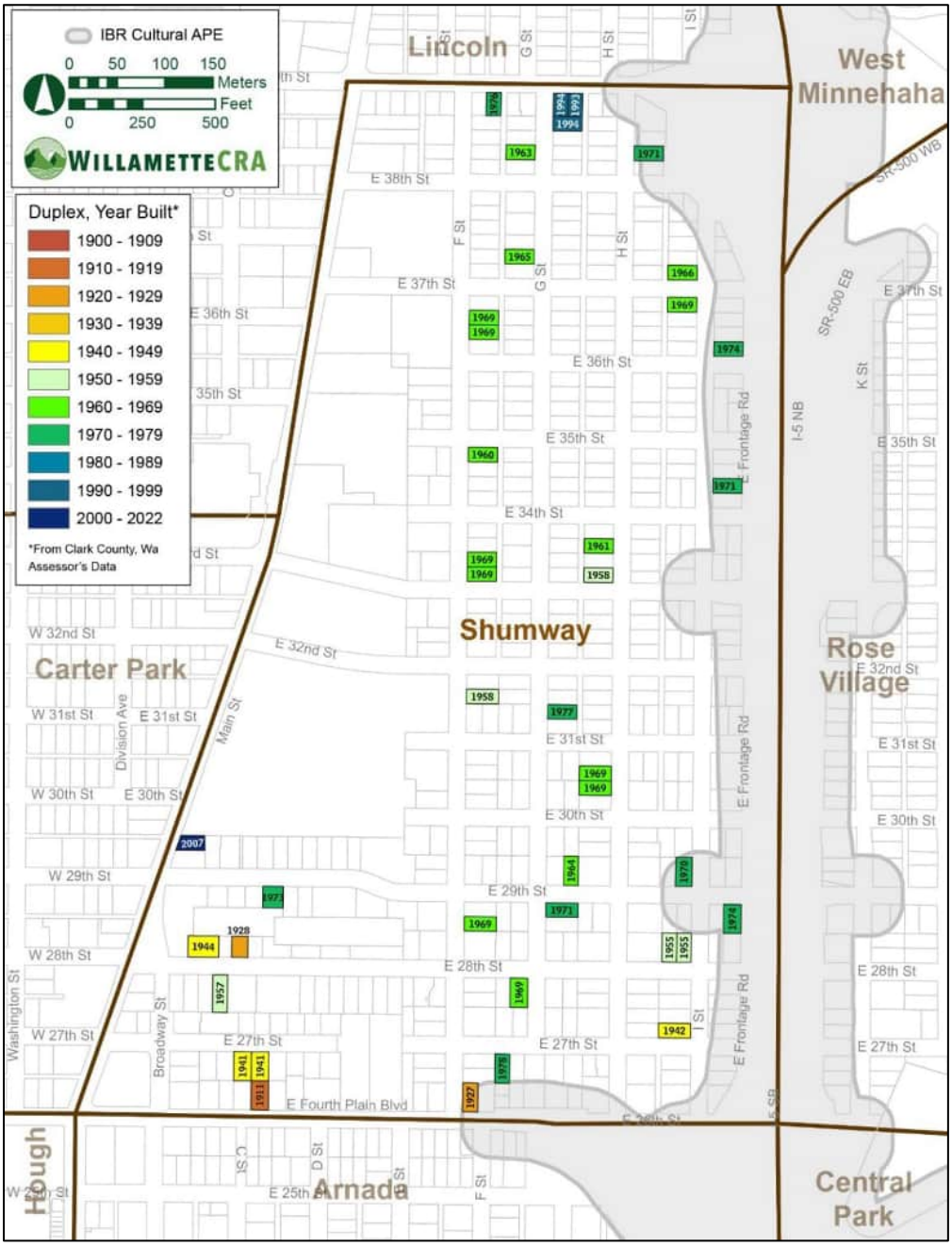


Figure 20. Map of the Shumway neighborhood depicting duplex construction 1900–2022. Note well, most duplexes were constructed in the 1960s and 1970s. This map is drawn from the Clark County Assessor's data and may have errors where the data is incomplete. As such, it is representational only. Data accessed April 14, 2023.

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: Green, Vernon L., House (WA 1287)	WISAARD Property ID: 89379
Street Address: 3515 I Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 15105000	Plat Block Lot: North Coast Heights, Block 23, Lot 8
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.647088°, -122.662697°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca.1950
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1950, Remodel (details unknown); 1953, Detached garage constructed; 1958, Rear addition constructed; Pre-2009, Cladding, most windows, doors replaced
Architectural Classification / Resource Type: Modern Movement/ Building	Historic Context:

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

Foundation Type: Concrete - Block	Form Type: Single Dwelling - Side Gable	
Window Type & Material: Fixed & aluminum; single-hung sash & vinyl	Exterior Surface Materials: Primary: Metal - Aluminum Siding Secondary: Decorative: Brick - Roman	
Roof Type & Material: Gable - Side / Asphalt/Composition		
Structural System Type: Wood - Platform Frame	Plan Type: L-Shape	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional, Contemporary	Plan	Extensive
	Windows	Extensive
Register Status: Unlisted	Cladding	Extensive
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

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: Green, Vernon L., House (WA 1287)	WISAARD Property ID: 89379
Street Address: 3515 I Street	City, County, State: Vancouver, Clark, Washington



Figure 1. View of 3515 I Street, west elevation, view facing east (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

The building at 3515 I Street, hereafter referred to as the Vernon L. Green House, is a Minimal Traditional residence located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within the neighborhood, the resource is situated along the western edge of Interstate 5 (I-5), in an area of single-family residences surrounded by a gridiron network of local streets. The building is located on a rectangular tax lot defined by I Street to the west, East 36th Street to the north, East Frontage Road to the east, and adjacent tax lots to the south. The lot includes the principal building, as well as an associated garage/shed at its southeast corner (Figures 2 and 3).

The principal building possesses an L-shaped footprint constructed atop a concrete block (CMU) foundation. The rectangular dimensions of the main volume measure 30 feet from north to south and 24 feet from east to west. The ell projects from the south side of the building's east (rear) elevation, and measures an additional 12.5 feet from north to south and 16 feet from east to west. The walls of the building rise a single story in height to a complex roof composed of a low-pitched side gable roof over the building's main volume, and a low-pitched hip roof over the rear ell. The roof has overhanging eaves on the hip roof, as well as the side gables; however, the gable ends have no overhang. The roof is covered in asphalt shingles (Figure 4).

The walls of the building are clad in aluminum panels designed to imitate the appearance of lapped wood. The west elevation is further ornamented with Roman brick wainscotting along the southwest corner, as well as Roman brick planters along the foundation and on either side of the concrete steps leading to the main entry. This entry is composed of a six-panel steel door placed beside a fixed plate glass corner window located above the wainscotting (Figure 1). An additional entry is located on the eastern elevation of the ell and is also composed of a six-panel steel door that opens onto a concrete stoop. The building's windows include fixed aluminum frame windows in the west elevation, as well as vinyl sash windows in the north and east elevations. An unusual aluminum frame reverse-cottage window with a smaller lower sash is located on the north wall of the ell (Figure 5). The south elevation was not visible from the public right of way.

The interior of the building was not accessible at the time of survey and no archival real estate photos of it were found.

Around the residence, a detached garage is located in the southeast corner of the tax lot. The garage was completed in 1953 and measures approximately 22 feet from north to south and 20 feet from east to west. The garage is a wood frame clad in oriented strand board (OSB) on its north elevation and wood-lapped siding; it is topped with a side gable roof oriented north to south. It features two vehicular entrances along the north elevation composed of separate slide-up plywood garage doors with abstract midcentury designs (Figure 6).

Alterations

Since its original construction around 1950, the Green, Vernon L., House has been altered with changes to the footprint and detailing. The footprint was altered with an addition to the rear ell in 1958, which dramatically expanded the residence's square footage, massing, and roof form. The exterior cladding, most of the building's windows, and both its entry doors were also replaced at an unknown point prior to 2009.

Beyond the main building, the detached garage has also been altered with one of its elevations re-clad in OSB at an unknown time.

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Boundary Description

The Vernon L. Green House is set on a single tax lot (14765000) which includes its footprint, the detached garage, and the surrounding ground, landscaping, and walkways. The boundaries of the tax lot have remained unchanged since its construction around 1950. The NRHP boundary is defined by the boundary of the tax lot and all of the built and hardscape features within it, including the walkways and the detached garage, which contribute to the resource's historic significance.

INTEGRITY

Since its construction, the Vernon L. Green House remains in its original location and continues to be used for its original purpose; however, its setting has been altered through the construction of the Vancouver Freeway and the loss of neighboring single-family detached residences to the east. Additional changes to the building's plan and historic fabric, as described above, have further diminished its integrity. Overall, the resource retains its integrity of location and association and, arguably, much of its integrity of feeling. Its integrity of setting, design, materials, and workmanship have been diminished or lost entirely.

STATEMENT OF SIGNIFICANCE

Development of the Shumway Neighborhood

The Vernon L. Green House is located in the northeast corner of the Shumway neighborhood of Vancouver, Clark County, Washington. The area now known as Shumway is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and I-5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[1] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[2] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[3]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted

[1] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0
[2] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[3] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4–5, 13–18.

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it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[4]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington, in 1902.[5] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[6] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[7] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[8] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[9] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 1–2).

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[10] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[11] Named for Charles Warren

[4] Freece, 13-46.
[5] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[6] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[7] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[8] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[9] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[10] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.
[11] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.

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Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[12]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Speculative developers built modest houses during this period including Lawrence "Larry" O. Collins (1908–1999), a building contractor who also lived in the neighborhood, among others.[13] St. Luke's Episcopal Church also constructed its new church building at East 26th and E Streets in 1932.[14] Then as the Great Depression started to subside going into the 1940s, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[15]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[16] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[17] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[18] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[19]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension, greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[20] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west (now East Frontage Road),

[12] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[13] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "Housewarming Party Held At Bailey Home," *The Columbian* (Vancouver, WA), February 19, 1935, 2; "City News In Brief: To Building Home," *The Columbian* (Vancouver, WA), February 13, 1935, 1; "Foundations Poured," *The Columbian* (Vancouver, WA), August 15, 1936, 6; "Larry O. Collins," *The Columbian* (Vancouver, WA), February 17, 1999; 16.
[14] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[15] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.
[16] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[17] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[18] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. *Vancouver, Clark County, Washington, November 1949* (New York: Sanborn Map Company, 1949) "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76.
[19]; "Construction of Church Is To Begin," *The Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[20] Alsobrook, et. al, 230-231.

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enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 3 and 4).[21]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 5–7). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[22] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[23] In response to these changes, area residents officially adopted the name "Shumway" for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[24] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[25]

Going into the early 1980s, the SNA joined other neighborhoods, including Rosemere and Arnada, to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[26] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[27]

The Vernon L. Green House

The 1928 Sanborn Insurance maps show limited development in the area where the Vernon L. Green House is currently located, which was at the northeast edge of what would become the Shumway neighborhood (Figure 7).[28] The neighborhood became relatively more dense over the subsequent decade, filled with cottages built during the Great Depression and workers' housing constructed during WWII. By 1949, though small houses had proliferated along F, G, and H Streets, I and J Streets were still relatively underdeveloped; this is perhaps due to the natural topography of the area (Figures 8 and 9).[29]

[21] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[22] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[23] Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[24] Bob Zeimer, "Market Zone Change Rejected," *The Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[25] Lee Rozen, "Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.
[26] Wendy Reif, "Neighborhood Groups Key On Liveability," *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[27] "Comprehensive Plan To Get Public Airing," *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *The Columbian* (Vancouver, WA), January 20, 1981, 15.
[28] Sanborn Map Company. *Vancouver, Clark County, Washington, 1928–1929* (New York: Sanborn Map Company, 1929), Sheets 57–58.
[29] Sanborn Map Company. *Vancouver, Clark County, Washington, November 1949*, 57–58.

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The Clark County Assessor has assigned a construction date of 1942 to the Vernon L. Green House; it does not, however, appear on the 1949 Fire Insurance map. The first known mention of the building in the historic record is in April 1950 when the Vancouver *Columbian* noted that a building permit was issued to "Vernon L. Green, to remodel his home at 3515 I [S]t. at an estimated cost of $2,000."[30] Coupled with the fact that the building sits on a CMU foundation, it is likely that the discrepancy between the assessor's build date and the absence from the Sanborn map is explained by the relocation of the residence between the years 1942 and 1950. During the planning and construction of the Vancouver Freeway, numerous residences within the footprint of the new highway were removed from their original parcels to vacant parcels nearby; this was often undertaken by owners, but also by investors, who purchased properties at auction and then moved them.[31] CMU foundations were often used at the new site of a relocated building and, additionally, a relocation explains the 1950 "remodel," which would have occurred less than one year after initial construction if the building's absence from the 1949 Sanborn maps is accurate.

The remodel undertaken by Green in 1950 transformed the residence from a modest Minimal Traditional style home—evidenced by its small scale, prominent side gable, lack of eaves, and corner window—into a modest Contemporary style residence—visible in its plate glass aluminum frame windows and Roman brick detailing. In 1953, Green added a detached garage in the rear yard at a cost of $200.[32]

By 1958, ownership of the residence had shifted from Green to Harry W. Fisher, who added a 16-foot by 12.5-foot addition containing a kitchen and utility room to the rear of the house.[33]

It is unclear if the Vernon L. Green House was constructed by Green himself—about whom little is known—or by speculative developers, as was common at the time. The residence evades classification stylistically. It contains characteristic elements of the Minimal Traditional style such as a gradual pitch gable roof, single-story height, small square footage, and lack of ornamentation, as well as elements of the Contemporary style, such as Roman brick cladding, planters, and corner picture windows.

Later occupants of the Vernon L. Green House and known dates of occupancy are as follows:

1958–1968: Harry W. Fisher (1893–unknown), occupation unknown, a retiree who was active as the president of the "Over 50 Club."[34]

1969–1974: Ron A. Hansen (ca.1945–unknown), a Vancouver policeman.[35]

[30] "Building Permits Drop," *Columbian* (Vancouver, WA), April 20, 1950, 1.
[31] "Homes Moving to Make Room for Freeway," The Columbian (Vancouver, WA), August 21, 1951, 1.
[32] 3515 I Street, February 2, 1953, Multnomah County Report of Inspection. On file at the Portland Bureau of Development Services, and obtained through Public Records Request. Note that a prominent cartoonist named Vernon Green (later "Greene") (1908–1965) was born in Battle Ground before moving to New York City and is regularly mentioned in the *Columbian*, among other local news sources. Unlike the owner of 3515 I Street, the cartoonist's middle name was "Van Atta" rather than beginning with an "L."
[33] 3515 I Street, June 24, 1958, Multnomah County Report of Inspection. On file at the Portland Bureau of Development Services, and obtained through Public Records Request; "Building Permits," *Columbian* (Vancouver, WA), June 27, 1958, 15; "Building Permits," *Columbian* (Vancouver, WA), July 9, 1958, 17.
[34] *Polk's Vancouver Directory*, 1959; "Senior Citizen Activities," *Columbian* (Vancouver, WA), July 9, 1963, 10.
[35] *Polk's Vancouver Directory*, 1969; Bruce Westfall, "Ex-Cop Gets 20 Years for Killing Wife," *Columbian* (Vancouver, WA), August 30, 1996, 9. Note that later in life Hansen achieved notoriety for the conviction of murdering his wife in 1996.

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1975–1978: Philip J. Thomasello (1943–unknown).[36]

1981–1982: Evelyn J. Meyer.[37]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Vernon L. Green House 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 WillametteCRA's evaluation of the Vernon L. Green House 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, the house is one of a few known surviving houses that were successfully relocated due to the construction of the Vancouver Freeway, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Vernon L. Green House does not possess a sufficiently strong association with personages significant to our past to qualify as significant under Criterion B.

The Vernon L. Green House is an example of a side-gabled single dwelling with elements of the Minimal Traditional and Contemporary 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 for as significant under Criterion C. Although the building contains elements of the Minimal Traditional and Contemporary styles, it does not adhere strongly enough to either to be considered a characteristic example.

The Vernon L. Green House 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 Vernon L. Green House is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.

[36] *Polk's Vancouver Directory*, 1975.
[37] *Polk's Vancouver Directory*, 1981.

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Walsh, Jeanette. "Memories of Arnada." *Neighborhood Link National Network*. March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.

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: Green, Vernon L., House (WA 1287)	WISAARD Property ID: 89379
Street Address: 3515 I Street	City, County, State: Vancouver, Clark, Washington

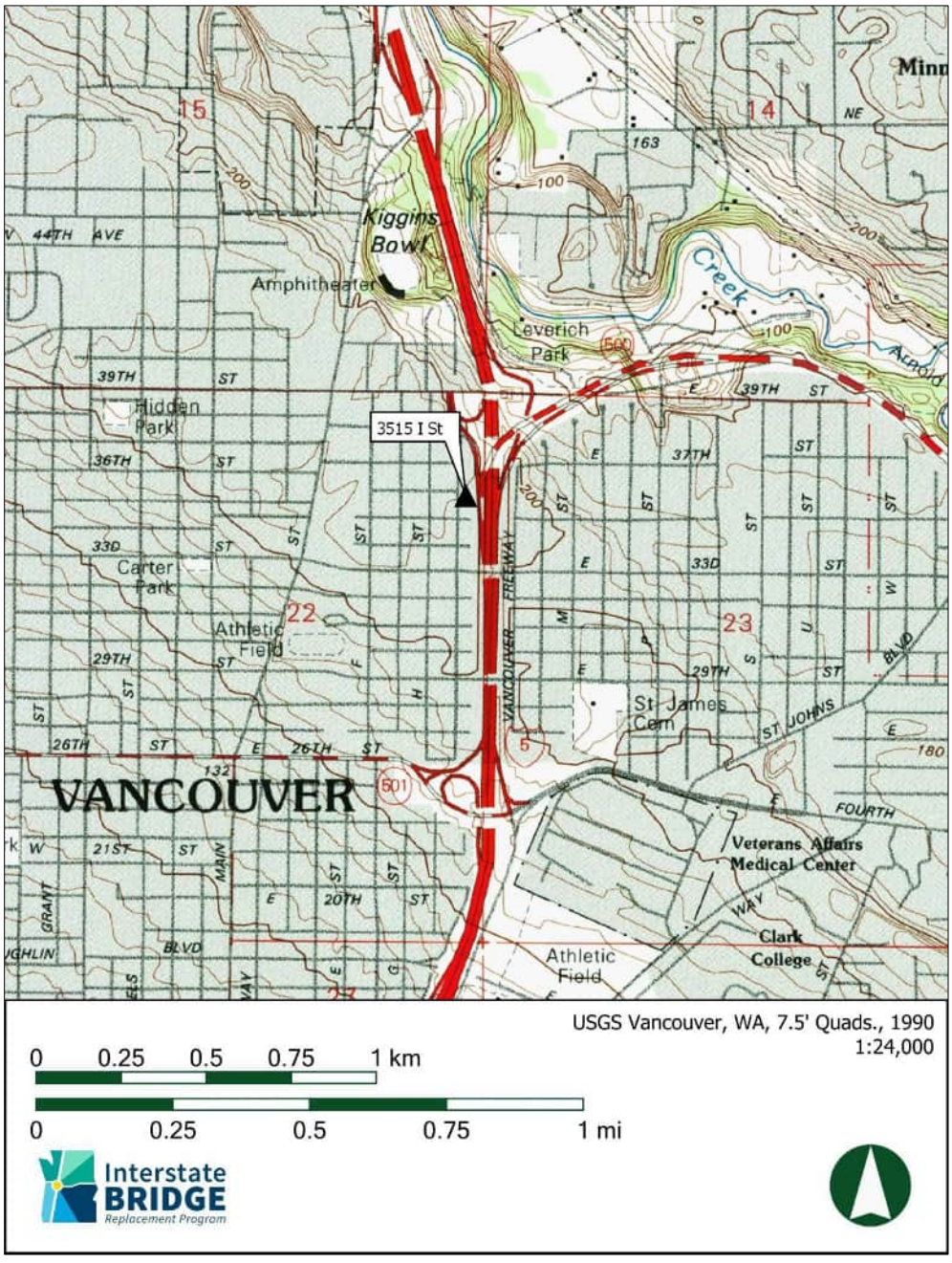


Figure 2. Location map of 3515 I Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3515 I Street, showing NRHP boundary in white.

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Figure 4. The Vernon L. Green House, hip-roofed rear addition, view facing southwest (WillametteCRA March 8, 2023).

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Figure 5. The Vernon L. Green House, north elevation, view facing south (WillametteCRA March 8, 2023).

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Figure 6. Garage located to the east of the Vernon L. Green House, north and east elevations, view facing southwest (WillametteCRA March 8, 2023).

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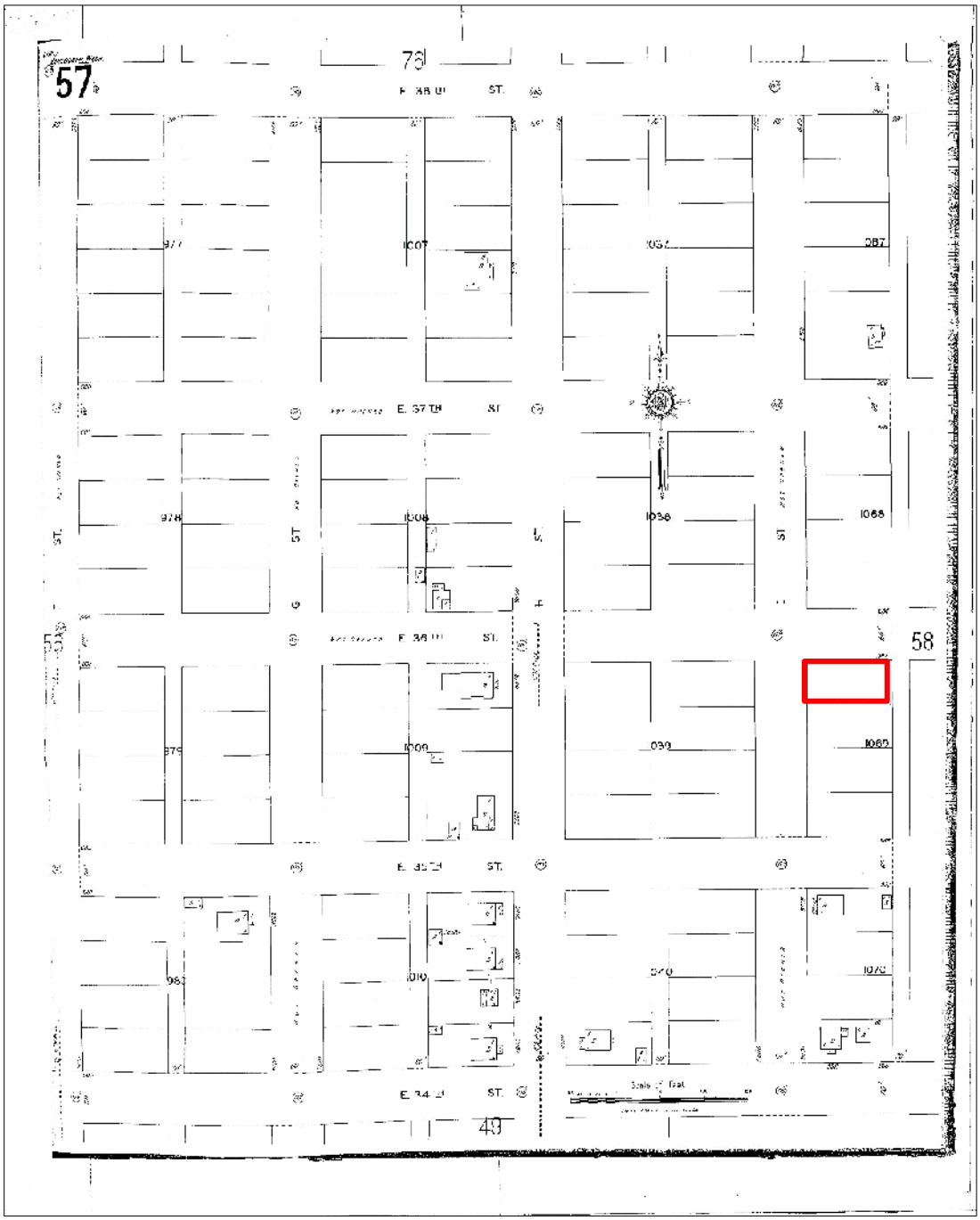


Figure 7. Sanborn Fire Insurance map showing the northeast corner of Shumway 1928. The Vernon L. Green House is marked in red (Sanborn Map Company, *Vancouver* [1928], 57).

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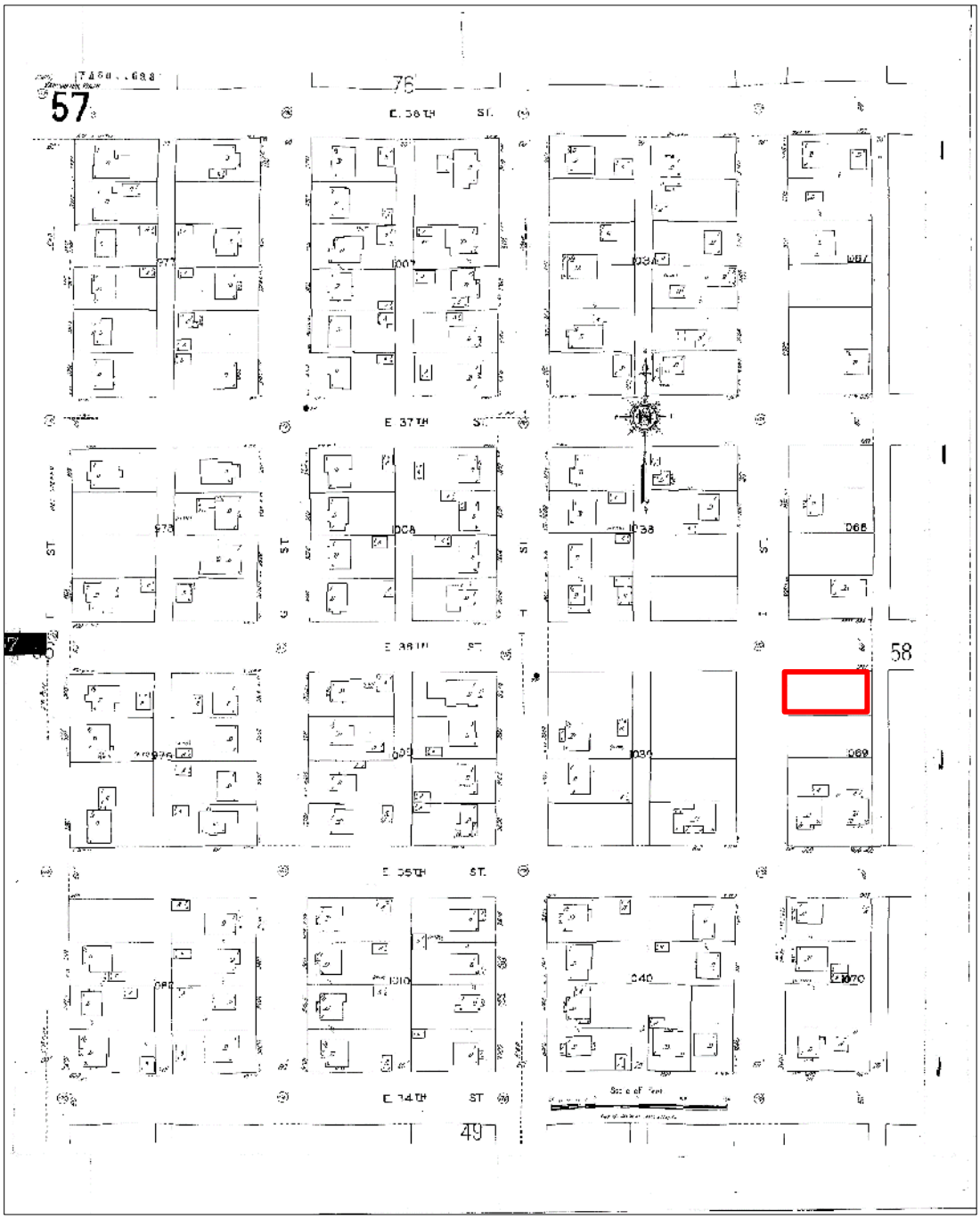


Figure 8. Sanborn Fire Insurance map showing the northeast corner of Shumway 1928–1949. The Vernon L. Green House is marked in red (Sanborn Map Company, *Vancouver* [1928–1949], 57).

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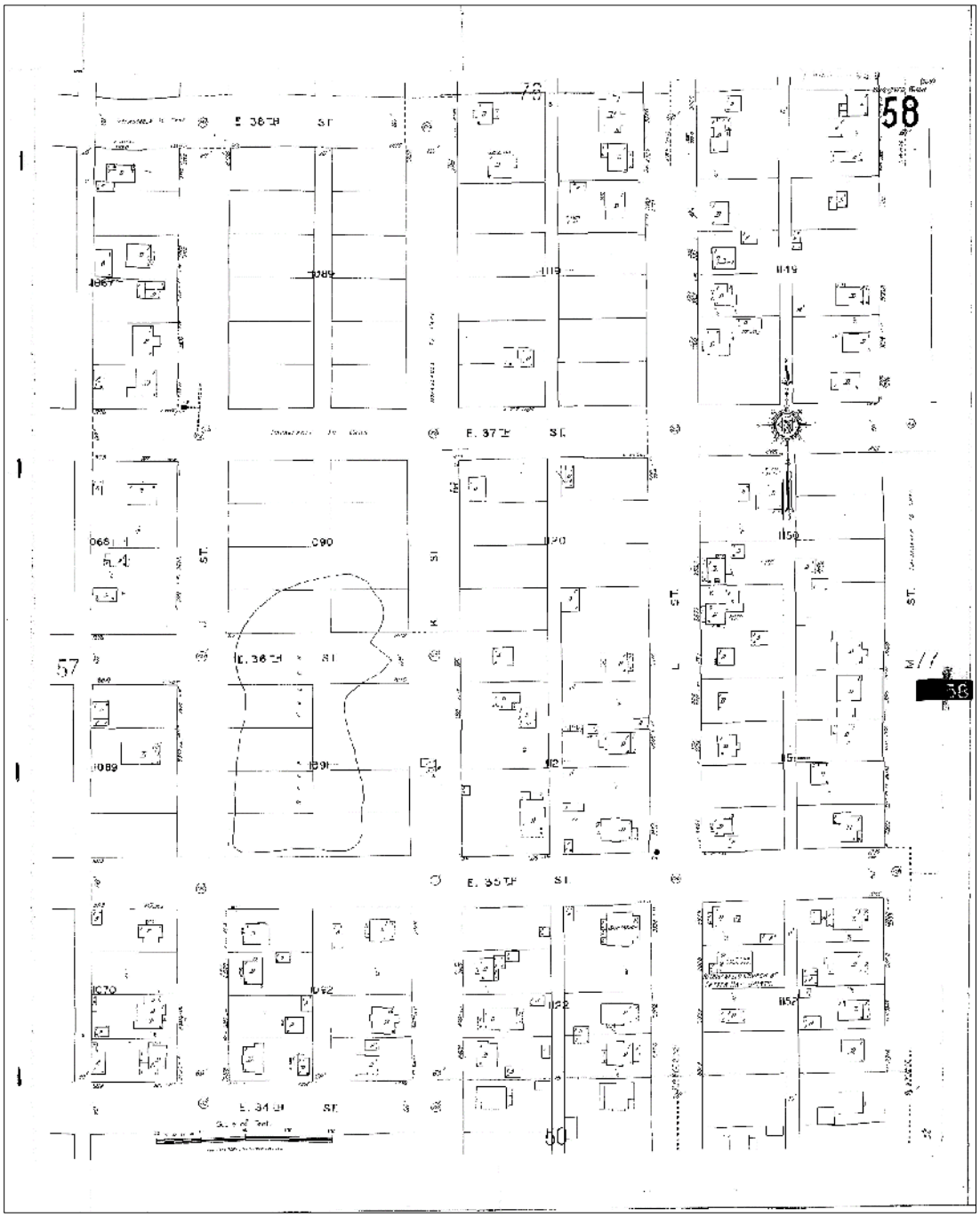


Figure 9. Sanborn Fire Insurance map showing the adjacent streets east of the Vernon L. Green House. Note the deep gulch in between J and K Streets, north of 35th Street (Sanborn Map Company, *Vancouver* [1928–1949], 58).

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: Larson, Oddie, House (WA 1289)	WISAARD Property ID: 89378
Street Address: 3605 I Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 14765000	Plat Block Lot: North Coast Heights, Block 15, Lot 6
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.647512°, 122.662600°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1955
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1981-1990, Rear shed constructed; pre-2007, Vinyl cladding and vinyl windows added
Architectural Classification / Resource Type: Other: Contemporary / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Ranch	
Window Type & Material: Sliding & vinyl, single-hung sash & vinyl	Exterior Surface Materials: Primary: Vinyl Siding Secondary: Decorative:	
Roof Type & Material: Gable - Front / Asphalt/Composition		
Structural System Type: Wood - Platform Frame	Plan Type: Irregular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Contemporary	Plan	Intact
	Windows	Extensive
Register Status: Unlisted	Cladding	Extensive
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. View of the Oddie Larson House, west elevation, view facing east (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:

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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PHYSICAL DESCRIPTION

The building at 3605 I Street, hereafter referred to as the Oddie Larson House, is a ranch house designed in the Contemporary style located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within the neighborhood, the resource is situated along the western edge of Interstate 5 (I-5) in a single-family residential area defined by a gridiron network of local streets. The building is sandwiched onto a narrow rectangular tax lot and is adjacent to I Street to the west, East Frontage Road (an alleyway) to the east, and neighboring single-family residences to the north and south. The lot includes the principal building, as well as an associated shed at its northeast corner (Figures 2, 3).

The building itself possesses an irregular-shaped footprint constructed atop a poured concrete foundation. The rectangular dimensions of the main volume measure approximately 27 feet from north to south and 38 feet from east to west. A garage at the northwest corner of the building extends westward an additional 10 feet from the building's primary west elevation (Figure 4). Although not visible at the time of survey, 2019 real estate photographs and a County Assessor's sketch plan indicate that the rear of the residence is defined by a recessed porch placed under the northeast corner of the main roof form. A concrete masonry unit (CMU) wood-fired outdoor oven and stovetop is located at the southeastern corner of the residence against the side of the porch (Figure 8).

The building's fenestration includes vinyl Chicago-style windows with fixed central panels and flanking sliding sashes, vinyl sliding windows, and single-hung vinyl sash windows. The primary entry is located on the west elevation and is composed of a flush wooden door placed behind a glass storm door (Figure 1). The projecting garage features a wooden twenty-four panel vehicular entry door along the west elevation. An additional entry on the east elevation is composed of another flush wooden door (according to the 2019 photos) and is set within the recessed porch (Figures 6 and 7).

The interior of the building was not accessible at the time of survey; however, online real estate photos indicate that it has a combination of carpet, wood, and laminate flooring, plaster walls, and wood baseboards; the interior was refinished circa 2000 (Figures 9, 10, 11, and 12).

A detached wood frame shed is located in the northeastern corner of the tax lot. The shed was completed at an unknown date and measures approximately 17 feet from north to south and 13 feet from east to west. The shed is clad in siding similar to the primary residence, and it is topped with a low-pitched front-facing gable roof oriented with overhanging eaves. It is accessed through a single door located on its north elevation (Figures 13 and 14).

Alterations

Since its original construction in 1955, the Oddie Larson House has been altered with the addition of vinyl cladding, as well as vinyl windows both added before 2007. The rear shed was constructed between 1981 and 1990.

Boundary Description

The Oddie Larson House is set on a single tax lot (14765000) which includes its footprint, the detached shed, the surrounding ground, landscaping, and walkways. The boundaries of the tax lot have remained unchanged since its construction in 1955. Therefore, the National Register of Historic Places (NRHP) boundary is defined by the tax lot. All of the built and hardscape features within it, except for the detached shed, are considered contributing (Figure 3).

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INTEGRITY

The building remains in its original location and continues to be used for its original purpose; however, its setting has been altered by the removal of neighboring houses to the east, effectively establishing a new neighborhood edge adjacent to this building. Changes to the building's historic fabric include the loss and replacement of original materials, particularly the replacement of its likely original wood cladding with vinyl and the replacement of its aluminum frame windows with vinyl units. Overall, the resource retains its integrity of location, design, and association. Its integrity of setting, materials, workmanship, and feeling, however, has been diminished. Although none of these aspects have been fully lost, taken together they mark a considerable deficit in the resource's overall retention of historic integrity.

STATEMENT OF SIGNIFICANCE

The Oddie Larson House was constructed in 1955 in the then-popular Contemporary style and in the then-popular form of a ranch house. The residence was built as infill within the historic Shumway neighborhood immediately after the Vancouver Freeway (later I-5) was constructed in the middle of the neighborhood's historic fabric, separating Shumway from its historic connection to Rose Village. Though ranches typically emphasize horizontal living, the residence was squeezed onto one of Shumway's narrow tax lots.

Development of the Shumway Neighborhood

Larson chose to construct his new home in the Shumway neighborhood, an area that then, as now, was contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 (I-5) on the east. In the post-Contact period, land within the present-day neighborhood remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[1] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[2] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[3]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver

[1] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0
[2] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[3] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.

Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of

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1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[4]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed racetrack as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington, in 1902.[5] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[6] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[7] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[8] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[9] With annexation, city services were provided to both the emerging Shumway residential district and the more established Arnada Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets (Figures 15 and 16).

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[10] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[11] Named for Charles Warren

[4] Freece, 13-46.
[5] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[6] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[7] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[8] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[9] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[10] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.
[11] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.

Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[12]

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Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s. Speculative developers such as Lawrence "Larry" O. Collins (1908–1999), a building contractor who also lived in the neighborhood, built numerous modest houses during this period.[13] St. Luke's Episcopal Church also constructed its new church building at East 26th and E Streets in 1932.[14] Then as the Great Depression started to subside going into the 1940s, the City of Vancouver built its second fire station at East 37th and Main Streets in 1940.[15]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[16] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[17] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[18] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[19]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension, greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[20] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street farther west (now East Frontage Road),

[12] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[13] "New Brick House Built By Collins Will Cost $3,800," *The Columbian* (Vancouver, WA), February 9, 1931, 4; "Housewarming Party Held At Bailey Home," *The Columbian* (Vancouver, WA), February 19, 1935, 2; "City News In Brief: To Building Home," *The Columbian* (Vancouver, WA), February 13, 1935, 1; "Foundations Poured," *The Columbian* (Vancouver, WA), August 15, 1936, 6; "Larry O. Collins," *The Columbian* (Vancouver, WA), February 17, 1999; 16.
[14] "Set Opening of Church Building," *The Columbian* (Vancouver, WA), December 5, 1932, 5.
[15] "Fire Station Dedication Planned," *The Columbian* (Vancouver, WA), May 7, 1940, 2.
[16] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[17] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[18] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[19]; "Construction of Church Is To Begin," *The Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *The Columbian* (Vancouver, WA), August 21, 1950, 1.
[20] Alsobrook, et. al, 230-231.

enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition (or removal) of several more homes (Figures 17 and 18).[21]

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Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 19, 20). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[22] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[23] In response to these changes, area residents officially adopted the name "Shumway" for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[24] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[25]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[26] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[27]

Even as Shumway was undergoing a period of rapid change in the 1950s, single-family residential construction continued as exemplified by the Oddie Larson House. The residence is indicative of the ways in which small-scale investors and prospective homeowners purchased vacant or underutilized lots and constructed homes upon them in popular forms and styles.

Contemporary Style

The style in which the Oddie Larson House was designed is today described as "Contemporary." The word "contemporary," one imagines, requires little etymological explanation: that which is contemporary is "with time." This straightforwardness underlaid historian Sigfried Giedion's (1888–1968) use of the term in the 1954 edition of his *A Decade of Contemporary Architecture.* Giedion pointed to architectural projects that he could identify as

[21] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[22] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[23] Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[24] Bob Zeimer, "Market Zone Change Rejected," *The Columbian* (Vancouver, WA), Arpril 28, 1976, 1; "Shumway Group To Try Again," *The Columbian* (Vancouver, WA), May 29, 1979, 11.
[25] Lee Rozen, "Shumway Area Organizes," *The Columbian* (Vancouver, WA), February 1, 1977, 2.
[26] Wendy Reif, "Neighborhood Groups Key On Liveability," *The Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborhly Neighborhoods," *The Columbian* (Vancouver, WA), September 12, 1980, 7.
[27] "Comprehensive Plan To Get Public Airing," *The Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *The Columbian* (Vancouver, WA), January 20, 1981, 15.

"new" or "recent," but he lacked a better descriptor to summarize the new qualities of the buildings that were, in the historian's opinion, related to, and perhaps extensions of, International Style architecture.[28] For Giedion, contemporary architecture was still related to structure, urbanism, and social improvement; its implied temporality was a counterpoint to Modernism's declaration of the atemporal, a supposed end to style. Some historians, like

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Sylvia Lavin (ca. 1962–), have marked Giedion's definitional dilemma as the beginning of "contemporaneity" in architecture—Lavin describes it as an environmental affect and architecture's exhibitionism—while others like Lesley Jackson (ca. 1962–) took it at face value, a new starting point for a style that defined American architecture of the 1950s.[29] Even with the benefit of hindsight, however, Jackson's 1994 book *'Contemporary': Architecture and Interiors of the 1950s* wasn't able to isolate the qualities of 1950s American architecture from the temporality of the category itself, grouping the visual distinctness of Eero Saarinen's (1910–1961) TWA Terminal (1959), John Entenza's (1905–1984) Case Study House Program (1945–1966), and Philip Johnson's (1906–2005) New Harmony Shrine (1960) under the veil of the "contemporary."

Despite its ambiguity as a descriptor, the architecture described as "Contemporary" was clearly different. It was related to International Style architecture—which, though popular in the prewar era, never resumed its trajectory after the suspension of nearly all construction during the war—but more optimistic, more colorful, and more tolerant of those things that fell outside of the rules of objectivity and functionalism. These characteristics appeared in wallpapers and furniture, patterns and collectibles, in what might better be called a sense of style rather than a style per se. These subjective "desires," as Lavin called them, were accommodated by architects working one-on-one with clients. The Contemporary style, Virginia McAlester wrote in *A Field Guide to American Houses,* was a favorite for architects, albeit less popular than other postwar styles like Minimal Traditional, the Ranch, and Split-Level, many of which were built on speculation and without a specific client in mind.[30] McAlester designates the shared characteristics of the 1950s buildings not just as "with time," but as defining characteristics of an identifiable style that lasted until 1990: low-pitched gabled roofs, wide overhanging eaves, exposed roof beams, natural materials, broad expanses of uninterrupted wall surface typical on the front façade, contrasting window panels, recessed or obscured entry doors, and generally asymmetrical.[31]

The features that have come to define the style for McAlester share many of the features typically attributed to Mid-century Modern architecture. With open floor plans, plenty of air and light, unbroken wall space for convenient furniture layouts, both Mid-century Modern and Contemporary styles offered casual living that was uncluttered. Both were eventually incorporated into the pattern and plan books of speculative developers and merchant builders, resulting in the proliferation of low-pitched and wide-eaved variations of standard houses, many with applied stylized features. These variations offered potential homeowners "long, low, and livable" houses, "cleverly zoned," with "comfort and style."[32] As catalogues of house plans inevitably do, the introduction of the "Contemporary" into these pages also expanded the style to incorporate its vernacular interpretation.

[28] See Sigfried Giedion, *A Decade of Contemporary Architecture* (New York: Wittenborn) 1954.
[29] Sylvia Lavin analyzes Giedion's word choice in "The Temporary Contemporary," *Perspecta* 34 (2003), 128-135, and *Form Follows Libido* (Cambridge: The MIT Press) 2007.
[30] McAlester contextualizes these American "styles" (she does not differentiate between a building form and a building style) : Minimal Traditional houses were prevalent 1935–1950, usurped by the popularity of the Ranch house, which, though present in the American southwest much earlier, became nearly ubiquitous in the years 1935–1975. The Split-level house was a variation, with half-story wings and sunken garages, and common 1955–1975. See "Contemporary Style" 482.
[31] McAlester, 628.
[32] Respectively, these ads: Model 50, Thyer Manufacturing's brochure of Pollman Homes, 1955; Design D 1258, Home Planners, Inc., 1963; and "The Shady Lane," from Aladdin Readi-cut homes, 1956.

The overall form of the Oddie Larson House is emblematic of the period; its design was likely chosen from a catalogue or pattern book by its first occupant, Oddie Larson. The design shows the adaptation of the popular ranch house form to an urban tax lot with Contemporary stylistic elements. In form, the residence is low with a front-facing garage, a picture window, and a rear porch. While the necessities of the parcel forced the expected horizontality of the ranch form into a narrower and deeper shape, the design evinces the importance of

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midcentury automotive culture through the prominent garage, as well as the ranch form's emphasis on private outdoor living through the large, recessed porch on the rear elevation. The Contemporary style is visible in the building's stylized structural elements including its flared roofline and exposed purlins. Still, these elements are restrained and placed beneath a traditional gable roof, at once allowing the residence to convey its newness while still fitting it into a traditional neighborhood context.

The Oddie Larson House

In November 1955 the Vancouver *Columbian* noted that "A new home at 3605 I St. was specified on a city building permit issued Tuesday to Oddie Larson, cost of the house and attached garage fixed at $10,000."[33] The building was constructed in the Contemporary style by Oddie Larson (1904–1978) for use as his own residence. Research did not reveal the architect.

Oddie Larson was born in Granite Falls, Minnesota.[34] He married Myrtle Squires (1912–2011) by 1935, and the two moved to Vancouver around the same time.[35] They had two children, Allen (1931-unknown) and Donna (1936-2007).[36] Oddie began working as the foreman of carpentry for the Vancouver School District in 1944, a job he held until his retirement in 1969.[37] Larson and his family resided in the house until 1958. Later occupants and known dates of occupancy are as follows:

1959–1960: Richard Dobbert (1893–1972), employee of Meyers Brothers Construction and husband of Dorothy M. Dobbert.[38]

1962–1966: George H. Willemarck.[39]

1969–1979: Agnes M. Johnson (1910-2003), born in North Prairie, Minnesota, owned Eddie's Music in Vancouver with her husband, Edwin.[40]

1980–1982: Stanley B. Syverson.[41]

National Register of Historic Places Eligibility

[33] "Home Permit Given," *Columbian* (Vancouver, WA), November 9, 1955, 1.
[34] "Oddie Larson," *Columbian* (Vancouver, WA), May 28, 1978, 16.
[35] "Myrtle Isabel (Squires) Larson," *Columbian* (Vancouver, WA), October 18, 2011, C5.
[36] "Oddie Larson," *Columbian* (Vancouver, WA), May 28, 1978, 16; "Donna Wilson," *Columbian* (Vancouver, WA), July 2, 2007, C4.
[37] "District Schools Lose 20 Teachers," *Columbian* (Vancouver, WA), May 7, 1969, 6.
[38] "Richard Dobbert," *Columbian* (Vancouver, WA), June 12, 1972, 2.
[39] *Polk's Vancouver Directory*, 1962.
[40] "Agnes M. Johnson," *Columbian* (Vancouver, WA), June 4, 2003, C4.
[41] *Polk's Vancouver Directory*, 1980.

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Oddie Larson House 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.

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Based upon WillametteCRA's evaluation of the Oddie Larson House 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 Oddie Larson House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Oddie Larson House is an example of a Contemporary style house and reveals how the ranch house form was adjusted to fit historic neighborhoods. Despite this, it does not sufficiently embody distinctive characteristics of its type, period, method of construction; represent the work of a master; or possess high artistic value to qualify as significant under Criterion C.

The Oddie Larson House 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 Oddie Larson House 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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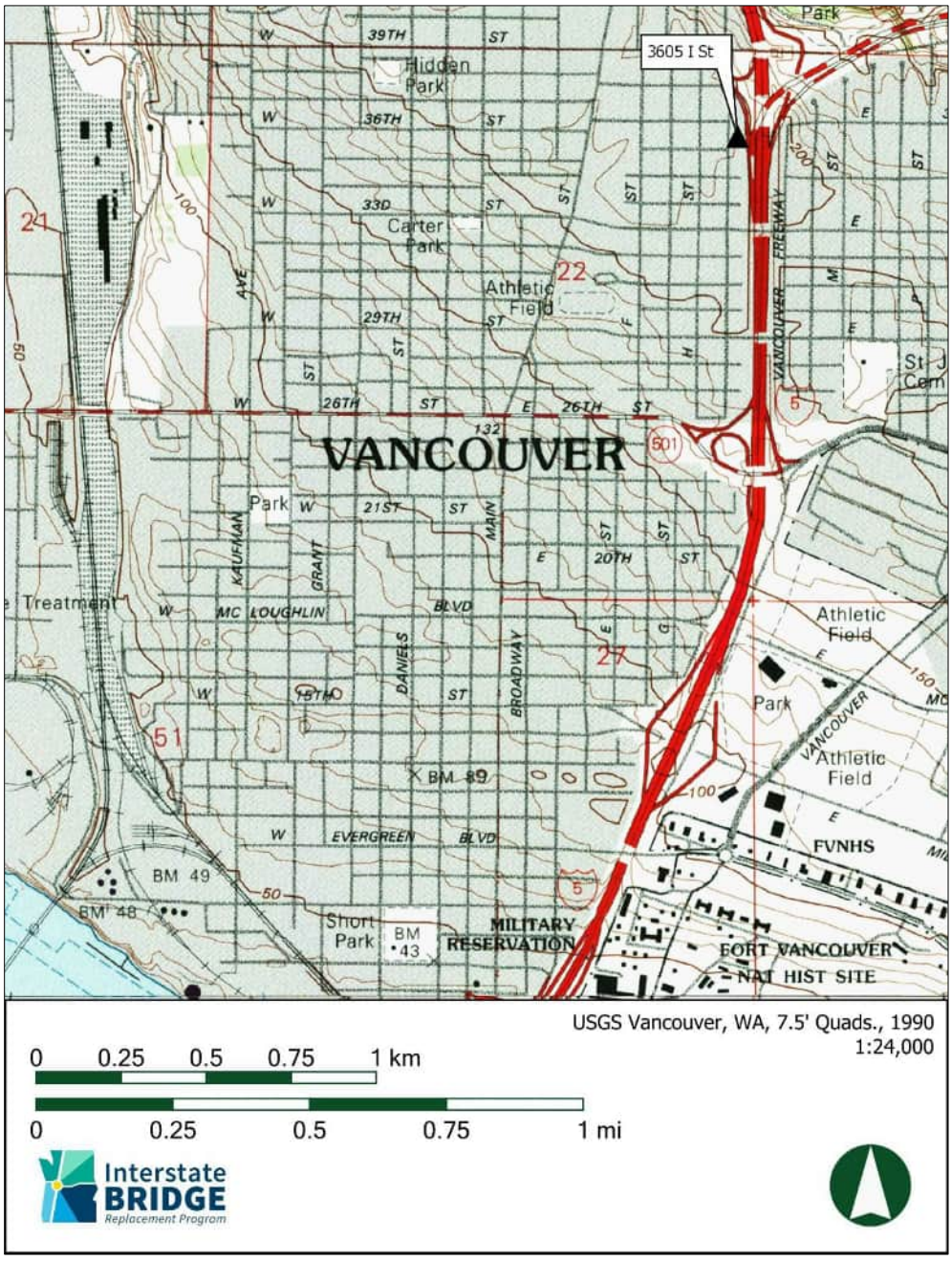


Figure 2. Location map of 3605 I Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3605 I Street, showing NRHP boundary in white.

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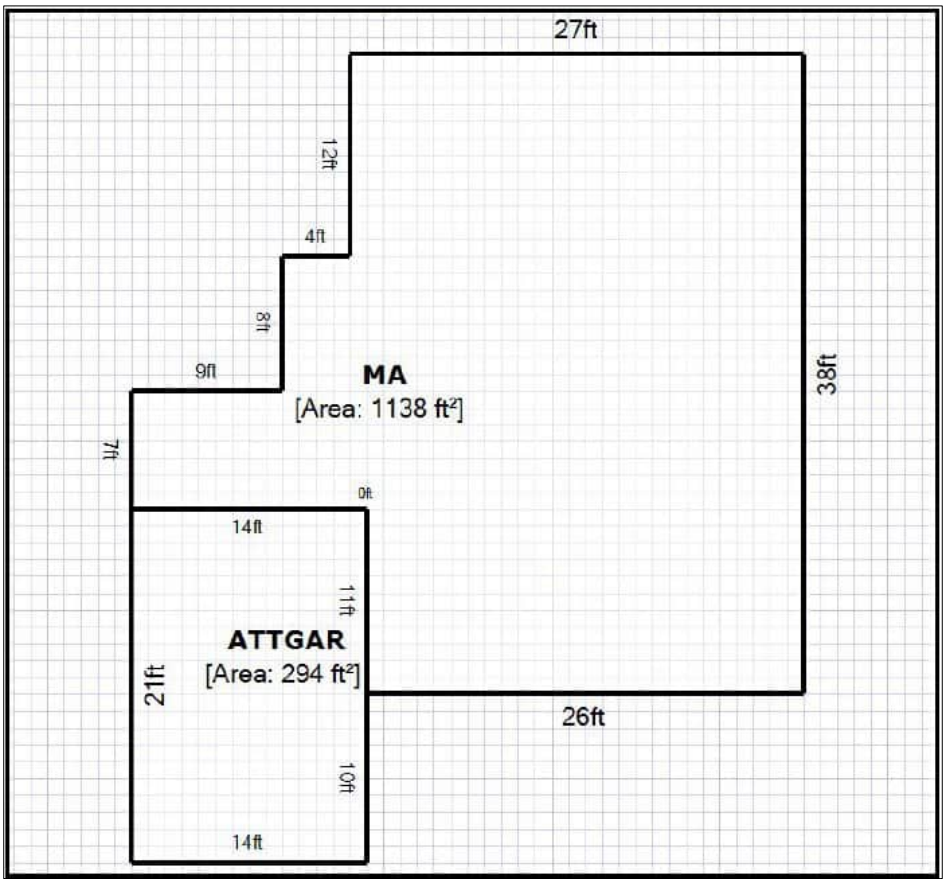


Figure 4. Sketch footprint of the Oddie Larson House (Clark County Assessor).

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Figure 5. The Oddie Larson House, view of north and west elevations, view facing southeast (WillametteCRA May 4, 2023).

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Figure 6. The Oddie Larson House, rear entrance, view facing southwest (Zillow, 2019).

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Figure 7. The Oddie Larson House, view of east and west elevations including rear entrance, view facing southwest (Zillow, 2019).

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Figure 8. The Oddie Larson House, view of north elevation, including outdoor oven, view facing east (Zillow, 2019).

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Figure 9. Interior views of the Oddie Larson House (Zillow 2019).

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Figure 10. Interior views of the Oddie Larson House (Zillow 2019).

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Figure 11. Interior views of the Oddie Larson House (Zillow 2019).

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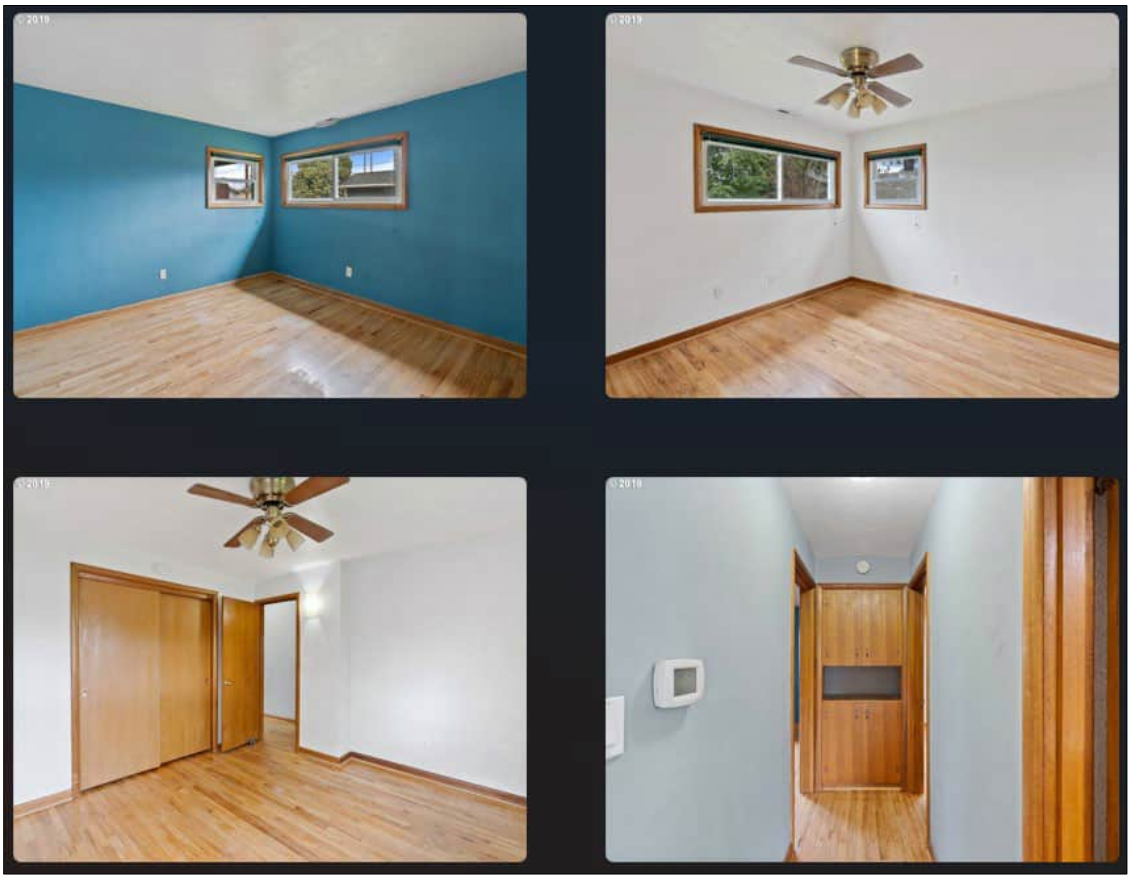


Figure 12. Interior views of the Oddie Larson House (Zillow 2019).

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Figure 13. Shed associated with the Oddie Larson House, view facing southwest (WillametteCRA May 4, 2023).

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Figure 14. Shed associated with the Oddie Larson House, view facing northwest (Zillow, 2019).

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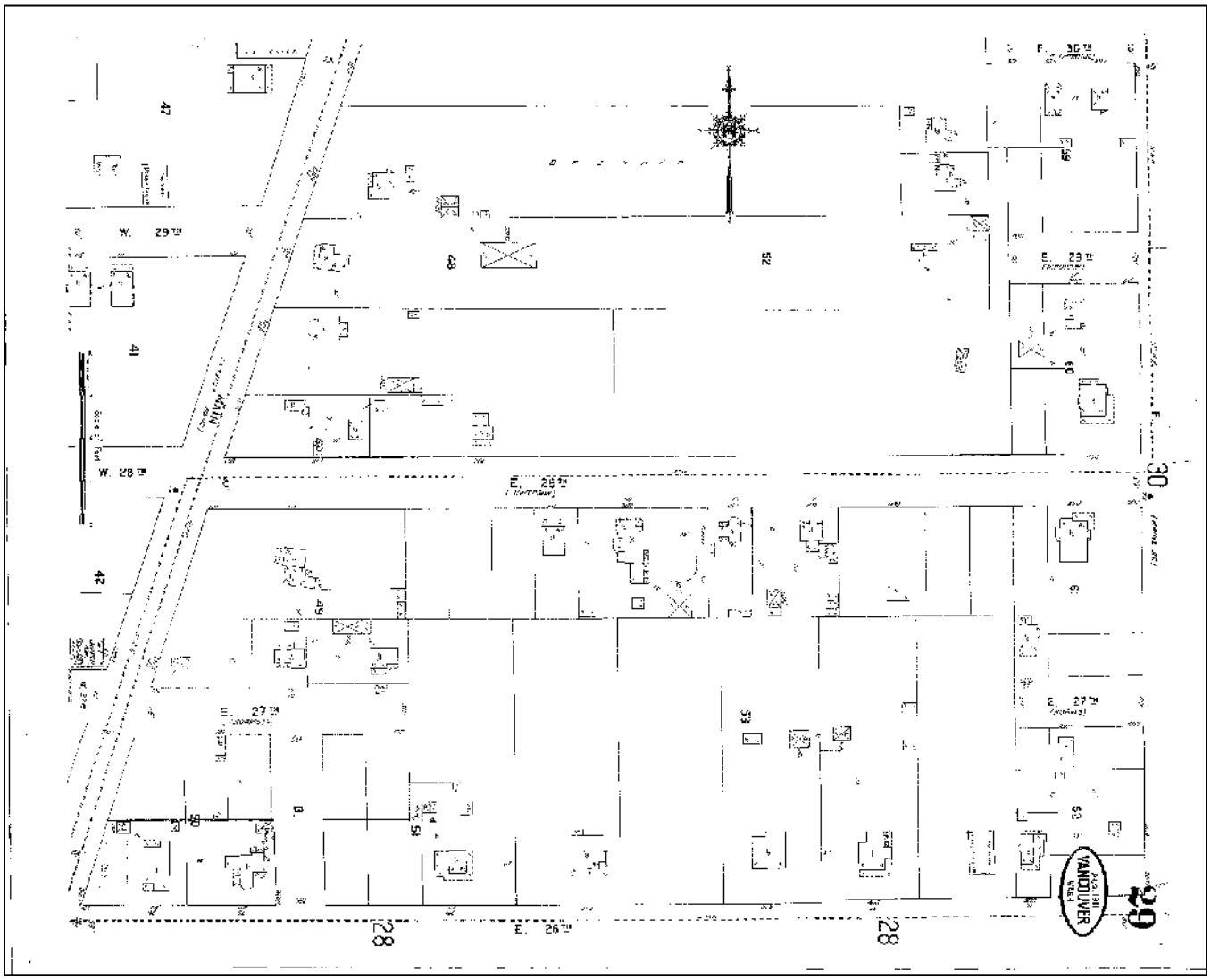


Figure 15. Sanborn Fire Insurance Map of Vancouver, August 1911, covering the southwest corner of the present-day Shumway Neighborhood (Sanborn Map Company, *Vancouver* [1911], 29).

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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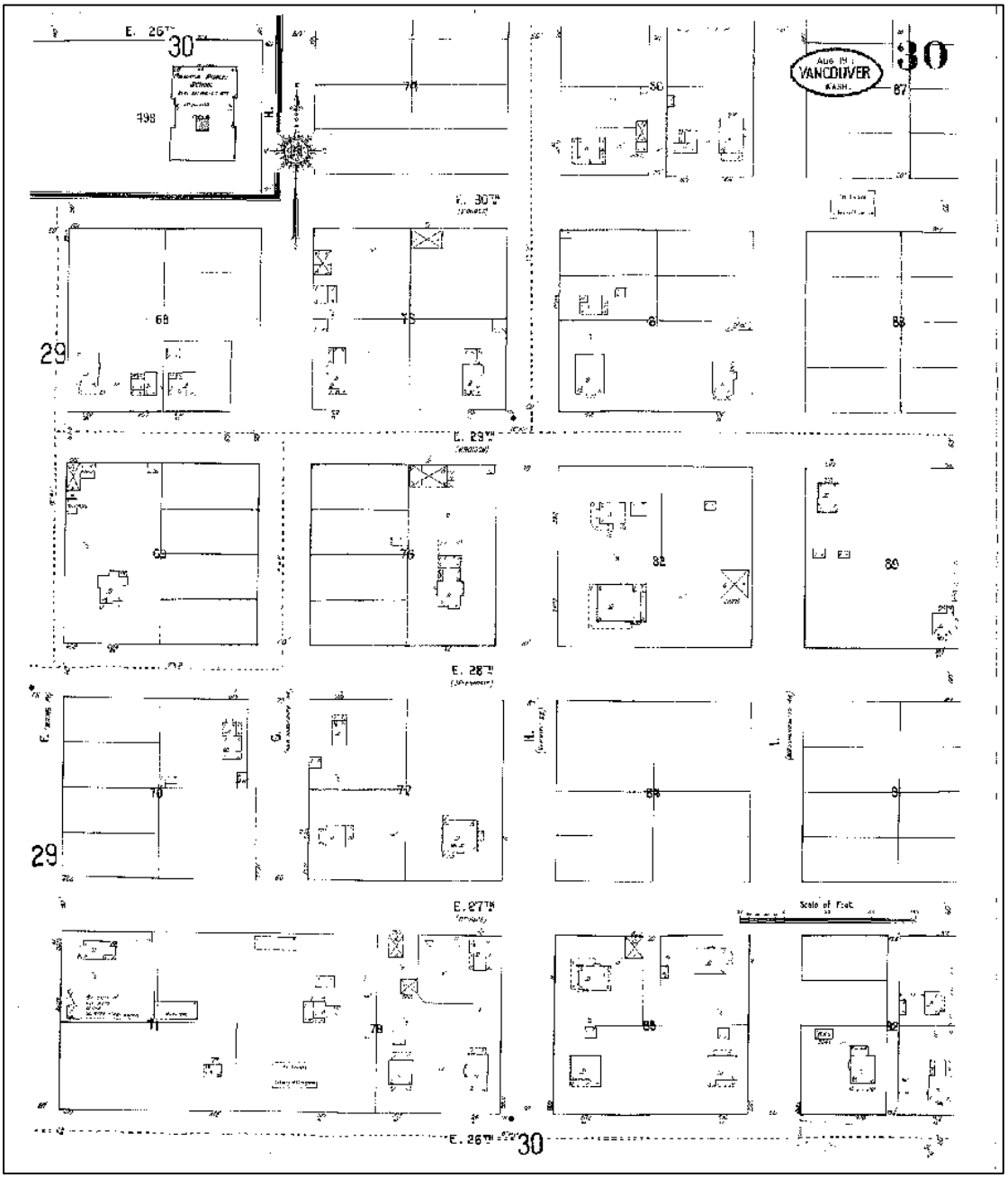


Figure 16. August 1911 Sanborn Fire Insurance Map of Vancouver covering the southeast corner of the present-day Shumway Neighborhood (Sanborn Map Company, *Vancouver* [1911], 30).

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Figure 17. Aerial view of the Shumway Neighborhood before construction began on the Interstate widening project. The dotted line indicates the approximate area impacted by the widening (Clark County MapsOnline, 1974).



Figure 18. Aerial view of the Shumway Neighborhood after the Interstate widening project (Clark County MapsOnline, 1990).

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Figure 19. Annotated aerial view of the West end of Vancouver's Shumway neighborhood along Main Street (Clark County MapsOnline, 1955).



Figure 20. Annotated aerial view of the West end of Vancouver's Shumway neighborhood showing small to large-scale commercial and institutional development along Main Street by the early 1980s (Clark County MapsOnline, 1984).

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: Residence, 3609 I Street (WA 1290)	WISAARD Property ID: 89377
Street Address: 3609 I Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 14766000	Plat Block Lot: North Coast Heights, Block 15, Lot 7
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.647688°, -122.662656°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca. 1928–1938
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 2003, Front porch enclosed; ca. 2003, Rear additions; ca. 2003, Exterior reclad
Architectural Classification / Resource Type: No style / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material: Vinyl & Horizontal Slider	Exterior Surface Materials: Primary: Wood - Plywood Secondary: Decorative:	
Roof Type & Material: Gable - Clipped/Jerkinhead & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangle	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: No style	Plan	Moderate
	Windows	Extensive
Register Status: Not listed	Cladding	Extensive
	(Other)	
Condition: ☐Excellent ☐Good ☒Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. 3609 I Street, west elevation, view facing east (WillametteCRA June 14, 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:

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, 3609 I Street (WA 1290)	WISAARD Property ID: 89377
Street Address: 3609 I Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The building at 3609 I Street is a single-family dwelling located in Vancouver, Clark County, Washington. The building is situated on a rectangular tax lot (14766000) in the Shumway neighborhood of Vancouver. The tax lot is bounded by an adjacent tax lot to the north, an alley and Interstate 5 to the east, an adjacent tax lot to the south, and I Street to the west (Figures 2 and 3).

The area immediately north, south, and west of the building is predominantly single-family residential in character. The original construction of the Vancouver Freeway (present-day Interstate 5) in the 1950s bisected the neighborhood along the former north-south alignment of J Street. The single-family residential buildings in the immediate vicinity are generally placed in the center of the lot and are surrounded by grass lawns, trees, and other vegetation typically found in well-established residential neighborhoods of the early to mid-twentieth century. The streets in the vicinity are asphalt-paved.

The footprint of the building is located in the western portion of the 0.11-acre tax lot, slightly closer to the north property line than to the south property line. The building is surrounded by grass lawn on the east, south, and west sides, and there are also large, mature trees along the west property line. The current tax lot includes the principal building as well as a detached garage located in the rear yard along the alley (Figure 3).

The footprint of the building's main massing is rectangular and measures approximately 24 feet from north to south and approximately 18 feet from east to west. The building is constructed atop a poured concrete foundation. The walls of the building are wood frame and rise one story in height. The building elevations are clad with painted plywood siding with painted flat wood trims. The main massing is capped with a side-gabled roof with jerkinhead gable ends clad with asphalt composition shingles. The roof has open eaves with painted wood soffits and fascia (Figures 1, 4–8, and 11).

An addition is located on the east side of the building and measures approximately 24 feet from north to south and approximately 5.5 feet from east to west. This addition is constructed atop a poured concrete foundation. The walls of the addition are wood frame and rise one story in height. The building elevations are clad with painted plywood siding with painted flat wood trims. The addition is capped with a shed roof clad with asphalt composition shingles. The roof has open eaves with painted wood soffits and fascia (Figures 10 and 11).

The main entrance to the building is on the west (primary) elevation. The former front porch on this elevation has been enclosed, creating an addition that measures approximately 8 feet from north to south and approximately 4 feet from east to west. The north, south, and west elevations of this addition are also clad with painted plywood siding with painted flat wood trim. This front addition is capped with a front gabled roof with a jerkinhead gable end clad with asphalt composition shingles. The roof has open eaves with painted wood soffits and fascia. The front entrance door is located in the middle of the west elevation of the addition (Figures 1, 4, and 5).

A covered porch is located on the east (rear) elevation of the building. This covered porch measures approximately 16 feet from north to south and approximately 8 feet from east to west. The porch's floor is poured concrete, and its shed roof is a continuation of the shed roof of the addition along the east side of the building. The roof is supported by two square wood columns and clad with asphalt composition shingles (Figures 10 and 11).

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Visible fenestration on the east, south, and west elevations consists of vinyl horizontal slider windows in a variety of sizes. The two vinyl horizontal slider windows on the west (primary) elevation both have simulated divided lights. There is a vinyl sliding glass door at the east elevation which leads out to the covered porch on the east side of the building. Another vinyl sliding glass door is located on the south elevation and leads out into the side yard along the south side of the building (Figures 1, 4–8, 10, and 11).

A detached garage is located to the east of the main building at the northeast corner of the property. This accessory building measures approximately 23 feet from north to south and approximately 11 feet from east to west. The four elevations of this building are clad with painted wood horizontal siding. The gable ends are clad with painted plywood. The building is capped with a gabled roof clad with asphalt composition shingles. A small window opening is located at the north elevation and a large roll-up garage door is located at the south elevation (Figures 9 and 10).

The interior of the main building was not accessible at the time of survey and there were no real estate photographs available of the building's interior.

Alterations

Despite extensive research, the precise date of construction is not known. Fire insurance maps and directories suggest the principal building at 3609 I Street was constructed between 1928 and 1938.[1] According to the 1949 fire insurance map, the original footprint of the main building at 3609 I Street appears to have measured approximately 24 feet from north to south and 18 feet from east to west (Figure 14).[2] The formerly open front porch was enclosed around 2003, and it appears that the addition and covered porch on the east side of the main building was also likely constructed at the same time.[3] The east addition expanded the footprint of the building to its current size, which measures approximately 24 feet from north to south and 22.5 feet from east to west.[4] Additionally, it appears that the painted plywood cladding on the exterior and the vinyl windows were most likely also added circa 2003.[5] The outward appearance of the main building has not appreciably changed since the tax assessor photo was taken in 2009 (Figure 12).

[1] Sanborn Map Company, Vancouver, Clark County, Washington, 1928, (New York: Sanborn Map Company, 1928), Sheet 41, accessed May 9, 2023, https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45547/47698/643143?accountid=1135; R. L. Polk & Company. Vancouver (Washington) City Directory (Seattle: R. L. Polk & Company, 1938).
[2] Sanborn Map Company, Vancouver, Clark County, Washington, 1928–November 1949, (New York: Sanborn Map Company, 1928–November 1949), Sheet 41, accessed May 9, 2023, https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/643229?accountid=1135.
[3] Department of Archaeology and Historic Preservation, Historic Property Inventory form for 3609 I Street, Vancouver, Clark County, Washington (DAHP Property ID Number 89377), accessed June 27, 2023, https://wisaard.dahp.wa.gov/Resource/48867/PropertyInventory/75685.
[4] Department of Archaeology and Historic Preservation, Historic Property Inventory form for 3609 I Street, Vancouver, Clark County, Washington (DAHP Property ID Number 89377), accessed June 27, 2023, https://wisaard.dahp.wa.gov/Resource/48867/PropertyInventory/75685.
[5] Department of Archaeology and Historic Preservation, Historic Property Inventory form for 3609 I Street, Vancouver, Clark County, Washington (DAHP Property ID Number 89377), accessed June 27, 2023, https://wisaard.dahp.wa.gov/Resource/48867/PropertyInventory/75685.

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The detached garage was added to the property in 1955.[6] The building is still in its original location; however, the overall mass, materials, and fenestration of the building have been extensively changed since its original estimated period of construction.

Boundary Description

The building located at 3609 I Street is currently a single-family residence. The building is situated on a rectangular-shaped, 0.11-acre tax lot (14766000) in Vancouver, Clark County, Washington. The tax lot is bounded by an adjacent tax lot to the north, an alley and Interstate 5 to the east, and adjacent tax lot to the south, and I Street to the west. As the boundaries of the tax lot have not changed since the building's estimated date of construction, if eligible, the recommended National Register of Historic Places (NRHP) boundary of 3609 I Street is defined by the tax lot boundaries (Figure 3).

INTEGRITY

The building is in its original location at 3609 I Street in Vancouver, Clark County, Washington. However, the original design, materials, and workmanship of the building have been obliterated by recent alterations and additions. The primary setting of the building consists of an adjacent tax lot to the north, an alley and Interstate 5 to the east, an adjacent tax lot to the south, and I Street to the west. The setting of the resource has changed somewhat from when it was originally constructed. The building is still used as a single-family residence. In summary, the building retains its integrity of location, and somewhat maintains its integrity of setting and association. However, the building has lost all integrity of design, materials, workmanship, and feeling.

STATEMENT OF SIGNIFICANCE

Fire insurance maps and historic directories indicate that the main building at 3609 I Street was constructed between 1928 and 1938. The property is associated with early to mid-twentieth-century residential development in the North Coast Heights subdivision, which is one of Vancouver's earliest residential subdivisions and is now part of the Shumway neighborhood.

Development of the Shumway Neighborhood

The area now known as the Shumway neighborhood is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[7] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain

[6] "Warehouse Is Planned," *Columbian* (Vancouver, WA), September 1, 1955, 17.
[7] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0

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Boulevard at least nine years prior to his patent filing (ca. 1860).[8] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[9]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[10]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed racetrack as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington, in 1902.[11] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[12] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[13] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[14] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished in 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[15] With annexation, city services were provided to both the emerging Shumway residential district and the more established Arnada Park district to the south.

[8] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[9] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.
[10] Freece, 13-46.
[11] "Gone Out of Business," *Columbian* (Vancouver, WA), January 2, 1902, 5.
[12] "Around the City," *Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[13] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[14] Untitled, *Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[15] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.

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Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[16] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[17] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[18] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased going into the 1930s with the onset of the Great Depression. Construction activity did not resume until the 1940s, starting with Vancouver's second fire station at East 37th and Main Streets in 1940, followed by a pair of duplexes on East 27th Street in 1941.[19]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[20] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[21] Many remaining vacant lots in the Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[22] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[23]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway along the east side of J Street between 1951 and 1954. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[24] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six

[16] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.
[17] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.
[18] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *Columbian* (Vancouver, WA), July 22, 1985, A5.
[19] "Fire Station Dedication Planned," *Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *The Columbian* (Vancouver, WA), June 13, 1941, 9.
[20] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.
[21] "Apartment of 36-Unit Capacity Due," *Columbian* (Vancouver, WA), July 20, 1944, 1.
[22] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[23]; "Construction of Church Is To Begin," *Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *Columbian* (Vancouver, WA), August 21, 1950, 1.
[24] Alsobrook, et. al, 230-231.

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lanes between 1977 and 1984, thereby shifting J Street farther west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges and resulting in the demolition (or removal) of several more homes (Figures 15 and 16).[25]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 17–19). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[26] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[27] In response to these changes, area residents officially adopted the name "Shumway" for its neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[28] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[29]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[30] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[31]

Bligh Family and other occupants

Ray Bligh (1897–1988), who was born in Wolf Creek, Oregon, and his wife, Nettie LaVerne Bligh (1908–1943) are the earliest known owners and residents of 3609 I Street.[32] Between 1917 and 1927 he worked as a millwright in Anacortes, Washington, and in the 1930s and early 1940s, he worked as a surveyor for the Bonneville Power

[25] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *Columbian* (Vancouver, WA), October 25, 1982, 1.
[26] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *Columbian,* July 29, 1985, A5.
[27] Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[28] Bob Zeimer, "Market Zone Change Rejected," *Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *Columbian* (Vancouver, WA), May 29, 1979, 11.
[29] Lee Rozen, "Shumway Area Organizes," *Columbian* (Vancouver, WA), February 1, 1977, 2.
[30] Wendy Reif, "Neighborhood Groups Key On Liveability," *Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[31] "Comprehensive Plan To Get Public Airing," *Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *Columbian* (Vancouver, WA), January 20, 1981, 15.
[32] R. L. Polk & Company. Vancouver (Washington) City Directory (Seattle: R. L. Polk & Company, 1938); Ancestry.com. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012. Original data: United States of America, Bureau of the Census. Sixteenth Census of the United States, 1940. Washington, D.C.: National Archives and Records Administration, 1940. T627, 4,643 rolls. Accessed May 8, 2023. https://www.ancestry.com/imageviewer/collections/2442/images/m-t0627-04335-00452?pId=66188025.

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Administration, the City of Vancouver, and the State of Washington.[33] Ray and Nettie Bligh lived in Stevenson, Washington, in 1935.[34] The Bligh family lived at 3609 I Street between 1938 and 1940, but their precise whereabouts between 1935 and 1938 are unknown.[35] Mr. and Mrs. Bligh and their six children moved to Trout Lake, Washington, between 1940 and 1943. Nettie Bligh died in February 1943.[36] Ray Bligh worked as a millwright and saw filer for the Hollenbeck Lumber Company in Trout Lake until 1949. He held a variety of jobs between 1949 and 1964 when he retired. Ray Bligh died on August 25, 1988, in Carson, Washington, at the age of 91.[37]

Alpha Beebe Hathaway (1864–1959) and his wife, Suedene Bell Hathaway (1874–1952) lived at 3609 I Street from circa 1946 to circa 1952.[38] Alpha B. Hathaway was born on March 31, 1864, in Washougal, Washington. His first wife, Emma Edith Davis Hathaway, died in January 1910, and he married Suedene Bell in August 1911.

Alpha and Sudeane Hathaway had moved to 3609 I Street by 1946.[39] Suedene Hathaway died on June 7, 1952.[40] Alpha Hathaway later moved to Camas, Washington, where he died on June 30, 1959, at the age of 95.[41]

Other occupants of the dwelling at 3609 I Street include:

[33] "Ray Bligh," *Enterprise* (White Salmon, WA), September 1, 1988, 14, accessed May 8, 2023, https://homepages.rootsweb.com/~westklic/orbligh.htm; "Services Held for Ray Bligh," *Skamania County Pioneer* (Stevenson, WA), September 14, 1988, 3, accessed May 8, 2023, https://homepages.rootsweb.com/~westklic/orbligh.htm.
[34] Ancestry.com. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012. Original data: United States of America, Bureau of the Census. Sixteenth Census of the United States, 1940. Washington, D.C.: National Archives and Records Administration, 1940. T627, 4,643 rolls. Accessed May 8, 2023. https://www.ancestry.com/imageviewer/collections/2442/images/m-t0627-04335-00452?pId=66188025.
[35] R. L. Polk & Company. Vancouver (Washington) City Directory (Seattle: R. L. Polk & Company, 1938); R. L. Polk & Company. *Vancouver (Washington) City Directory* (Seattle: R. L. Polk & Company, 1940).
[36] FamilySearch, "Washington State Department of Health, Division of Vital Statistics, Certificate of Death for Nettie LaVerne Bligh, State File No. 11, Registrar's No. 6," dated February 5, 1943, accessed May 8, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HT-DZC3-DP1?i=1391.
[37] "Ray Bligh," *Enterprise* (White Salmon, WA), September 1, 1988, 14, accessed May 8, 2023, https://homepages.rootsweb.com/~westklic/orbligh.htm; "Services Held for Ray Bligh," *Skamania County Pioneer* (Stevenson, WA), September 14, 1988, 3, accessed May 8, 2023, https://homepages.rootsweb.com/~westklic/orbligh.htm.
[38] Ancestry.com, Family Tree for Alpha Beebe Hathaway (31 March 1864–30 June 1959), accessed May 8, 2023, https://www.ancestry.com/family-tree/person/tree/165623817/person/352153482977/facts; Ancestry.com, Family Tree for Sudean [sic] Belle [sic] Johnson (19 April 1874–7 June 1952), accessed May 8, 2023, https://www.ancestry.com/family-tree/person/tree/165623817/person/352153482976/facts; R. L. Polk & Company. *Vancouver (Washington) City Directory* (Seattle: R. L. Polk & Company, 1946–1947); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1952).
[39] R. L. Polk & Company. *Vancouver (Washington) City Directory* (Seattle: R. L. Polk & Company, 1946–1947).
[40] FamilySearch, "Washington State Department of Health, Public Health Statistics Section, Certificate of Death for Suedene Bell Hathaway, State File No. 9798," dated June 9, 1952, accessed May 8, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HY-635Q-PT4?i=1512.
[41] FamilySearch, "Washington State Department of Health, Certificate of Death for Alpha Beebe Hathaway, State File No. 13515, Registrar's No. 171-D," dated July 2, 1959, accessed May 8, 2023, https://www.familysearch.org/ark:/61903/3:1:S3HT-6QC9-GQW?i=1827.

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Street Address: 3609 I Street	City, County, State: Vancouver, Clark County, Washington

ca. 1957–1958: Roger L. Olson (dates unknown), occupation unknown, lived at 3609 I Street from about 1957 to 1958.[42]

ca. 1959–1966: According to directory information, Clarence Harold Gibson (1875–1969), retired railroad engineer, lived at 3609 I Street from about 1959 to 1966.[43] His wife, Grace L. Gibson (1872–1965) also resided at this address until her death in August 1965. Confusingly, Clarence Gibson's obituary stated that he resided at 3609 I Street between 1948 and 1969, and Grace Gibson's obituary stated that she resided there between 1945 and 1965.[44] These earlier residence dates are likely erroneous, as the latest available census records indicate that in 1950, Clarence and Grace Gibson resided at 1015 East 45th Street in Vancouver.[45]

ca. 1967: Directories indicate that 3609 I Street was vacant at this time.[46]

ca. 1968: S. W. Howard (dates unknown), occupation unknown, lived at 3609 I Street about 1968.[47]

ca. 1968: Mrs. Melody Roberts (dates unknown), occupation unknown, lived at 3609 I Street about 1968.[48]

ca. 1970: Mrs. Mickey Lane (dates unknown) lived at 3609 I Street about 1970.[49]

ca. 1970–1971: Eddie Hellesen (1941–1999), steamfitter, lived at 3609 I Street between about 1970 and 1971.[50]

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[42] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1957); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1958).

[43] Ancestry.com, Family Tree for Clarence Harold "Clair" Gibson (5 February 1875–1 July 1969), accessed May 9, 2023, https://www.ancestry.com/family-tree/person/tree/7531470/person/382158263994/facts; R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1959); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1960); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1962); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1964); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1965); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1966).

[44] "Obituaries: Grace L. Gibson," *Columbian* (Vancouver, WA), August 18, 1965, 23.

[45] Ancestry.com. 1950 United States Federal Census [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2022. Original data: Department of Commerce. Bureau of the Census. 1913-1/1/1972. Population Schedules for the 1950 Census, 1950 - 1950. Washington, DC: National Archives at Washington, DC. Population Schedules for the 1950 Census, 1950 - 1950. NAID: 43290879. Records of the Bureau of the Census, 1790 - 2007, Record Group 29. National Archives at Washington, DC., Washington, DC.

[46] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1967).

[47] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1968).

[48] "Park has vandalism damage," *Columbian* (Vancouver, WA), September 23, 1968, 15.

[49] "Count admitted by man in court," *Columbian* (Vancouver, WA), November 11, 1970, 2.

[50] Ancestry.com, Family Tree for Eddie Helleson (23 September 1941–16 January 1999), accessed May 9, 2023, https://www.ancestry.com/family-tree/person/tree/44356413/person/25353061391/facts; R. L. Polk & Company. *Polk's*

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ca. 1972–1976: Directories indicate that 3609 I Street was vacant between about 1972 and 1976.[51] However, a newspaper article indicates that Robert George Oatney (1916–1994) and his wife, Jean Oatney (1918–1993), lived at 3609 I Street in November 1972.[52]

ca. 1977–1980: Michael J. Niebuhr (1953–2011), occupation unknown, lived at 3609 I Street between about 1977 and 1980.[53]

ca. 1981–1992: James Martin Adams (1960–), occupation unknown, lived at 3609 I Street between about 1981 and 1992.[54]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the residence at 3609 I Street 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.

Based upon WillametteCRA's evaluation of the residence at 3609 I Street 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.

The residence at 3609 I Street does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The residence at 3609 I Street is not a representative example of a dwelling designed in a particular style, 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.

The residence at 3609 I Street 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.

Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1970); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1971); "Obituaries: Eddie Hellesen," *Columbian* (Vancouver, WA), January 21, 1999, 18.

[51] R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1972); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1973); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal (Seattle: R. L. Polk & Company, 1974); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1975); R. L. Polk & Company. Polk's Vancouver (Clark County, Wash) City Directory (Kansas City: R. L. Polk & Company, 1976).

[52] "Woman hurt in collision," *Columbian* (Vancouver, WA), November 20, 1972, 11.

[53] Ancestry.com, Family Tree for Michael J. Niebuhr (24 July 1953–12 October 2011), accessed May 9, 2023, https://www.ancestry.com/family-tree/person/tree/53458145/person/232074914733/facts.

[54] Ancestry.com, U.S., Index to Public Records, James Martin Adams (1960–), accessed May 9, 2023, https://www.ancestry.com/discoveryui-content/view/1082462:62209?tid=&pid=&queryId=636d5d87afbf8d121cae3e973d02fda5&_phsrc=Ltf786&_phstart=successSource.

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Property Name: Residence, 3609 I Street (WA 1290)	WISAARD Property ID: 89377
Street Address: 3609 I Street	City, County, State: Vancouver, Clark County, Washington

In summary, the residence at 3609 I Street 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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Figure 2. Location map of 3609 I Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3609 I Street, showing recommended NRHP boundary in white.

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Figure 4. 3609 I Street, west elevation, view facing east (WillametteCRA March 8, 2023).

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Figure 5. 3609 I Street, west and south elevations, view facing northeast (WillametteCRA March 8, 2023).

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Figure 6. 3609 I Street, south elevation, view facing northeast (WillametteCRA March 8, 2023).

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Figure 7. 3609 I Street, south elevation and side yard, view facing northeast (WillametteCRA March 8, 2023).

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Figure 8. 3609 I Street, north elevation, view facing southeast (WillametteCRA March 8, 2023).

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Figure 9. 3609 I Street, east and north elevations of garage, view facing southwest (WillametteCRA March 8, 2023).

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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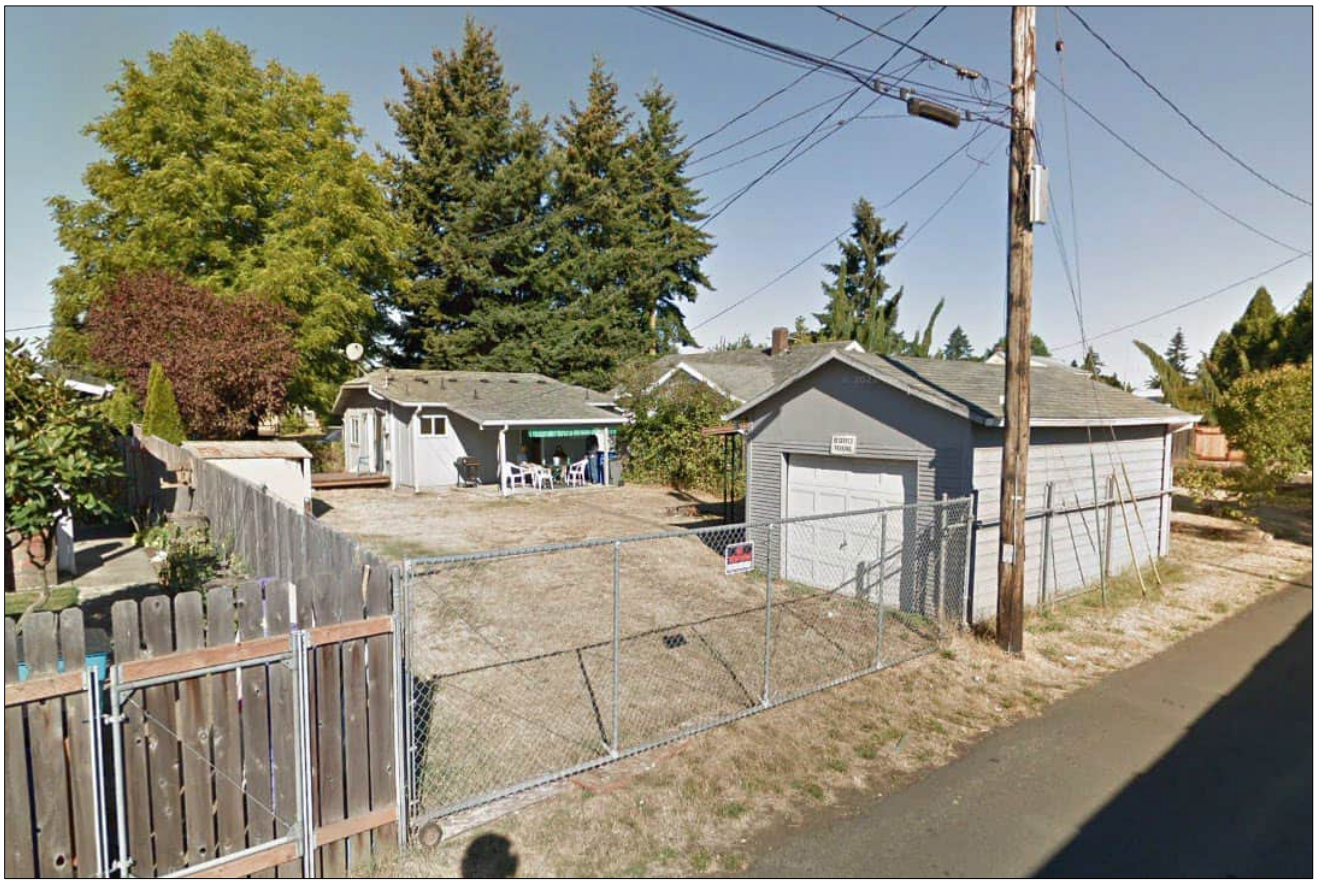


Figure 10. 3609 I Street, south and east elevations of main building and south and east elevations of detached garage, view facing northwest (Google Street View 2014).

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Figure 11. 3609 I Street, south and east elevations of main building, view facing northwest (Google Street View, 2014).

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Figure 12. 3609 I Street, west elevation, view facing northeast (Clark County Assessor, 2009).

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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Property Name: Residence, 3609 I Street (WA 1290)	WISAARD Property ID: 89377
Street Address: 3609 I Street	City, County, State: Vancouver, Clark County, Washington

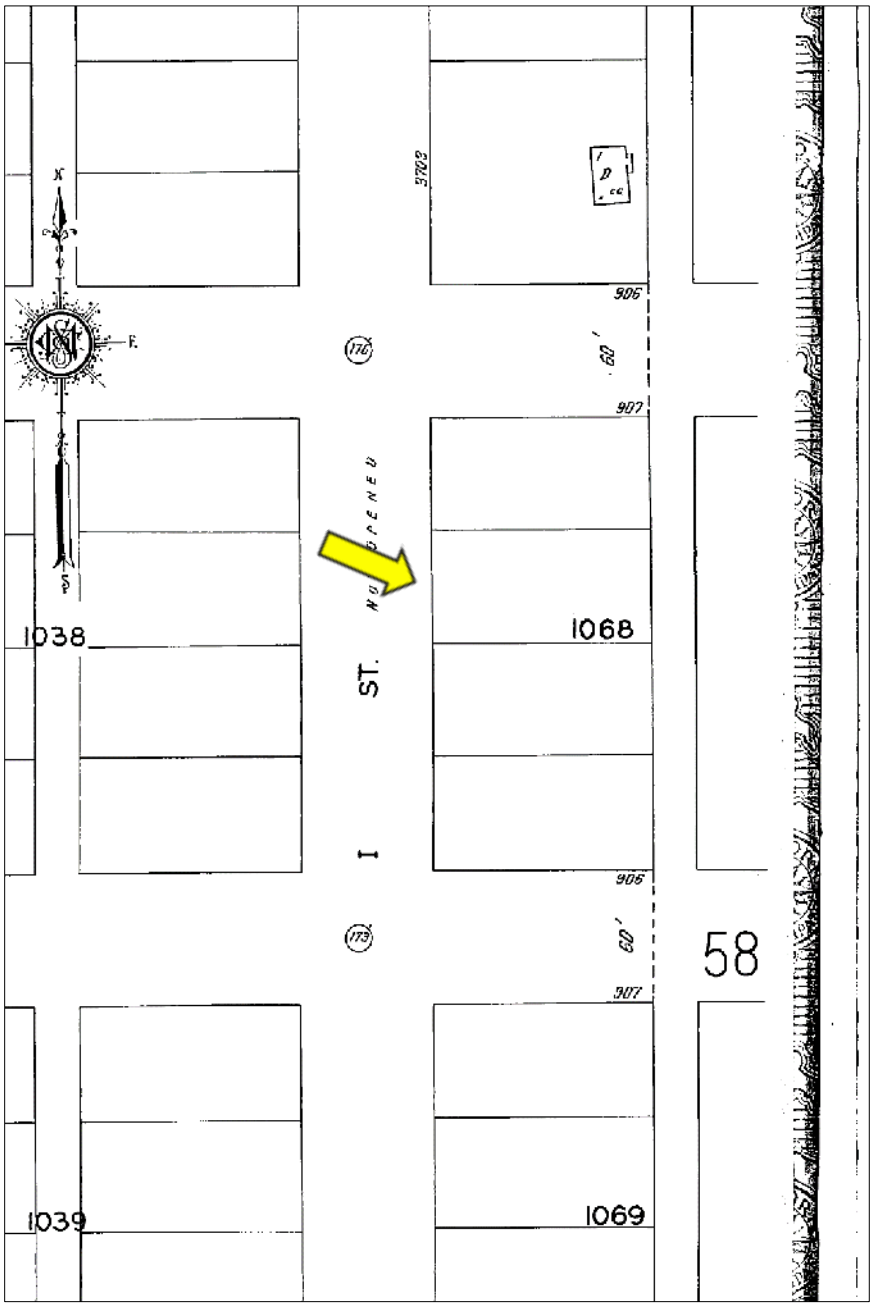


Figure 13. 3609 I Street (Sanborn Map Company, *Vancouver* [1928], 58).

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Property Name: Residence, 3609 I Street (WA 1290)	WISAARD Property ID: 89377
Street Address: 3609 I Street	City, County, State: Vancouver, Clark County, Washington

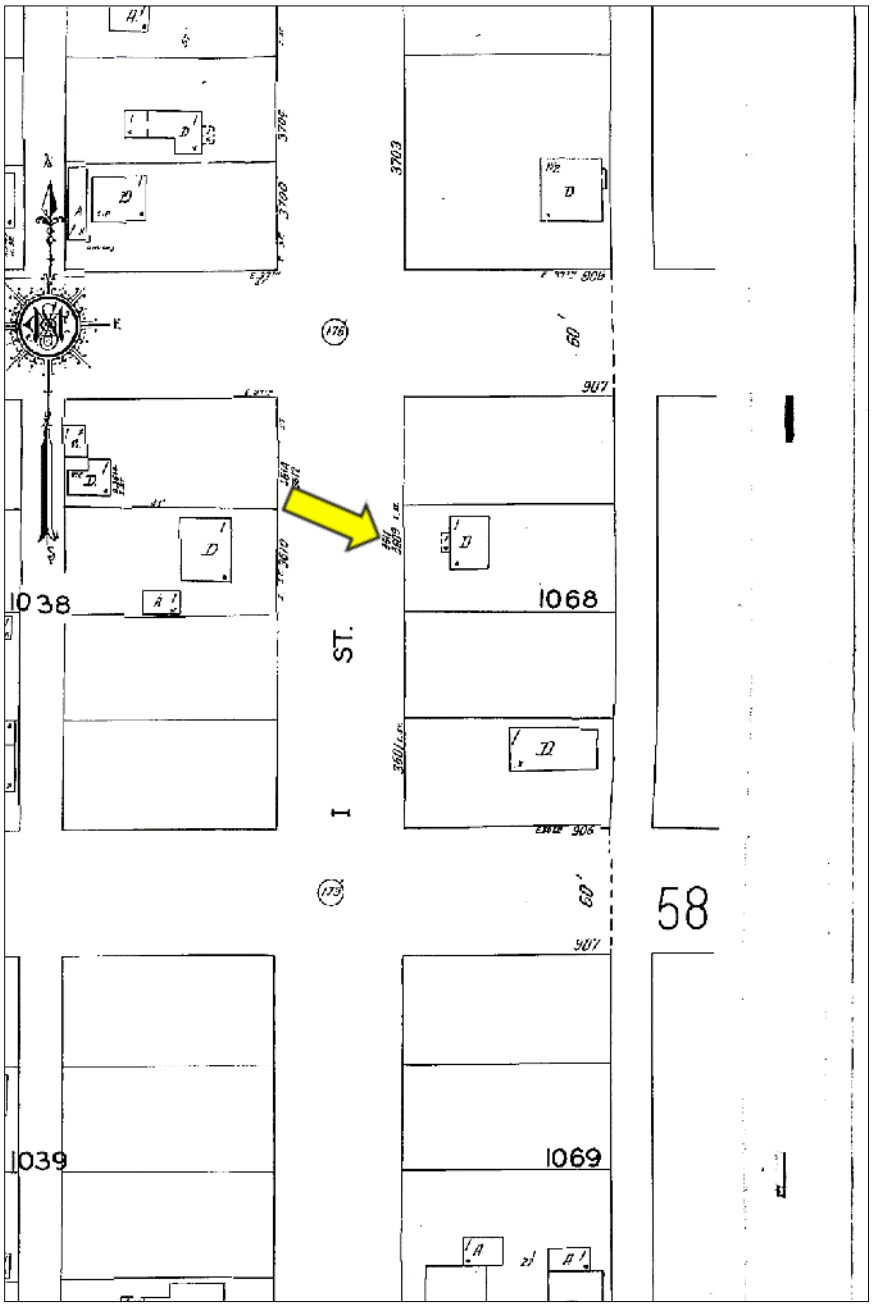


Figure 14. 3609 I Street (Sanborn Map Company, *Vancouver* [1949], 58).

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: Hershey, John J., House (WA 1294)	WISAARD Property ID: 89354
Street Address: 811 East 38th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 014590000	Plat Block Lot: North Coast Heights #1 Lots 1 & 2 Block 11
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.648736°, -122.663322°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1938
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca. 1938–1948, Rear south addition; ca. 1984, Removal of detached garage; 2004, Addition of detached garage, addition of chain link fence, addition of aluminum storm windows; ca. 2004–2007, Replacement of north elevation 3-light window, addition of cladding; ca. 2017, Replacement of original windows with vinyl, addition of front screen door
Architectural Classification / Resource Type: Craftsman / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Double-hung sash & wood; 3-light & wood; Single-hung sash & vinyl	Exterior Surface Materials: Primary: Wood - Shingle Secondary: Decorative:	
Roof Type & Material: Gable - Clipped/Jerkinhead & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: No style	Plan	Intact
	Windows	Extensive
Register Status: Not listed	Cladding	Extensive
	(Other) Roof	Intact
	(Other) Setting	Extensive
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. 811 East 38th Street, north elevation. View facing south (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:

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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PHYSICAL DESCRIPTION

The building at 811 East 38th Street, hereafter also referred to as the John J. Hershey House, is a World War II (WWII)-Era Cottage built in the Minimal Traditional style, located in the Shumway neighborhood of Vancouver, Clark County, Washington. Within Shumway, the building is situated on a single tax lot that is bounded by an alley to the west, East 38th Street to the north, and single-family residential lots to the east and south. The area surrounding the property is part of a single-family residential zone; the area immediately around the property is defined by a gridiron network of local streets and alleys, with no sidewalks and scattered street trees. The building is located on a rectangular tax lot that measures approximately 50 feet by 100 feet and is adjacent to single-family residences to the east, west, and south. The lot includes the residential building and a front and side yard, as well as an associated detached garage and driveway in the southeast corner (Figures 2 and 3).

The building's footprint is generally rectangular in shape and is constructed atop a poured concrete foundation with a partial basement (Figures 1, 4, and 5). The footprint measures approximately 24 feet from east to west and 32 feet from north to south.[1] The building's walls are constructed from wood framing clad in grooved cedar shingles with a wide reveal. The walls rise a single story in height to a moderately pitched front-facing gable roof with jerkinheads, knee braces, and a minimal overhang with partially boxed eaves. An addition constructed early in the building's history extends from the south (rear) side of the building and is capped by a hip roof that meets the main building block beneath the eaves of the principal roof form's side gable. The building's primary entrance is on the north (principal) elevation facing East 38th Street. It is accessed from a concrete stoop covered with a front-gabled porch roof. The porch roof is supported by wooden posts and imitates the main roof form in pitch and its own jerkinhead. A secondary entrance in the south (rear) elevation also possesses a covered stoop with a front-facing gable roof but without a jerkinhead. All of the roof elements are clad in 3-tab asphalt shingles.

The fenestration of the dwelling is primarily characterized by wood 1-over-1 double-hung sash windows, mostly covered with aluminum storm windows. Two of the three windows along the west elevation are recent vinyl replacements. Additional windows include a small 6-light fixed wood attic window above the entry porch; small fixed wood basement windows set into the foundation; and a picture window to the east of the main entrance with three horizontal lights

The interior of the building was not accessible at the time of survey; however, 2021 real estate photographs indicate the building contains at least five rooms including a front room/bedroom, kitchen, dining room, rear bedroom, and a bathroom (Figures 6, 7, and 8).

Alterations

Documentation on the early history of construction is scarce, however, research has revealed historic-age modifications prior to 1949 which entailed a rear addition on the south elevation and covered porch entries on the south and north elevations.[2] The original detached garage was removed circa 1984 and replaced in 2004 with a

[1] Clark County Geographic Information Services (GIS), "Property Information Center – 14590000," 2023. https://gis.clark.wa.gov/gishome/property/?pid=FindSN&account=14590000
[2] Sanborn Map Company, *Vancouver* [1949], 57.

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new driveway alignment, the same year that the owners installed a chain link fence at the side yard and storm windows over the remaining original fenestration (Figure 9).[3] The front entry door was replaced, windows along the west elevations were replaced with vinyl units, and new siding was likely added on all elevations circa 2007.[4] Substantial interior changes appear to have occurred around midcentury when the original kitchen and dining room were combined and updates made to the kitchen built-ins and, likely, the original bathroom; 2021 real estate photographs reveal further changes to the interior, including the replacement of the flooring upgrades to the bathroom.

Boundary Description

The John J. Hershey House is set on a single tax lot (14590000), which includes the dwelling and garage as well as the surrounding landscaping and concrete walkway. Some features within the tax lot contribute to the resource's historic significance including the building and associated landscaping elements; however, the existing chain link fencing, detached garage and its associated driveway are later additions and do not contribute. Although the boundary of the tax lot has changed since the building's construction, the residence has historically been detached from its neighbors and set within the middle of its tax lot. Because of this and because some elements of the tax lot continue to contribute to the resource's significance, if eligible, the recommended National Register of Historic Place (NHRP) boundary is defined by the boundary of the tax lot (Figure 3).

INTEGRITY

Since its construction, the building has remained in its original location and has continued to function as a single-family dwelling. With the construction and subsequent expansion of I-5 in the mid-1970s, its setting has changed considerably (compare Figures 12 and 13). Today, although the setting remains single-family in character with dwellings to the south and west, the residence is adjacent to the highway and on the fringe of a residential neighborhood rather than at its center.

Additionally, although some character-defining features such as massing, roof style, cladding, and most of the fenestration have been preserved, alterations including the replacement of some windows and the substantial loss of interior finishes have adversely affected the building. Other changes have occurred to the surrounding landscape including the replacement of the original detached garage, the addition of chain-link fencing, and the construction of a new paved driveway. Overall, the John J. Hershey House retains its integrity of location and association, however, its integrity of setting, design, materials, workmanship, and feeling has been diminished.

STATEMENT OF SIGNIFICANCE

The John J. Hershey House is located on the northeast corner of the Shumway neighborhood of Vancouver, Clark County, Washington. The building was constructed in a loose interpretation of the Craftsman and Minimal Traditional styles. No associated architect or builder could be found; likely, it is a modest iteration of the contemporary stylistic trends circulating throughout the construction industry. According to county assessor's

[3] Clark County GIS, "Property Information Center – 14590000;" Clark County MapsOnline, 1984 Aerial Photography.
[4] Clark County MapsOnline, 2004 Aerial Photography; Google Street View August 2007; Google Street View September 2017.

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records, the building was erected in 1938, and the earliest known occupant was a Hungarian immigrant and plywood laborer named John J. Hershey, who was first documented living at the dwelling in 1940.[5]

Development of the Shumway Neighborhood

The residence's neighborhood is now known as Shumway and is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and I-5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[6] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[7] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[8]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[9]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington, in 1902.[10] The land south of East 39th Street and north of East

[5] Clark County Geographic Information Services, "Property Information Center – 14590000;" Ancestry.com, *1940 United States Federal Census* [database on-line], Provo, UT: Ancestry.com Operations, Inc., 2012.
[6] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0
[7] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[8] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.
[9] Freece, 13-46.
[10] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.

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26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908 and North Coast Heights Addition in 1911.[11]

Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[12] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[13] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[14] With annexation, city services were provided to both the emerging Shumway residential district and the more established Arnada Park district to the south. By 1911, the south end of Shumway had approximately eighty dwellings constructed within Main, J, East 30th, and East 26th Streets.[15]

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver. Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923; this was the first of a string of institutional buildings constructed along Main Street up to the present day.[16] Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[17] Named for Charles Warren Shumway (ca. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[18] Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and institutional construction continued in the neighborhood going into the 1930s, albeit at a slower pace than before.

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after WWII when unprecedented numbers of wartime workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[19] To help fill the initial housing demand for war workers, the

[11] "Around the City," *The Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.
[12] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[13] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[14] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.
[15] Sanborn Map Company. *Vancouver, Clark County, Washington, August 1911* (New York: Sanborn Map Company, 1911), 29-30. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643069?accountid=1135.
[16] This institution was constructed on the east side of Main Street and between East 36th and 34th Streets.
[17] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.
[18] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *The Columbian* (Vancouver, WA), July 22, 1985, A5.
[19] Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western US. Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023),169, 182-183.

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Shumway area's first apartment complex was constructed "under war housing program priorities" in 1944.[20] Many remaining vacant lots in the Shumway area quickly developed as single-family homes after the war as the city's population surged to over 40,000 by 1950.[21] From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street, one block to the east of the subject property. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[22]

In 1954, the first usable portion of the Vancouver Freeway was opened to traffic.[23] That same year, an interchange connecting the Evergreen Highway (the present-day Lewis and Clark Highway or State Route 14) with Washington Street was put into operation.[24] However, this work did not occur without controversy. Over objections by the City of Vancouver and the Vancouver Chamber of Commerce, the Washington Department of Highways condemned 5th Street and severed an important east-west connection between the city and Fort Vancouver that had existed for over 100 years.[25] The following year, the 2.5-mile-long, 4-lane, controlled-access Vancouver Freeway was completed and opened to traffic when Governor Arthur B. Langlie cut the ribbon during an elaborate ceremony.[26] The federal government later incorporated this early freeway into the I-5 in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition of several more homes.[27] The expansion resulted in the removal of the blocks immediately east and north of the John J. Hershey House (Figure 11); it was also likely the era in which the property's tax parcel was updated from its historic shape as two combined lots to its current, singular lot shape (compare Figures 3 and 10).

Craftsman Style (ca. 1905–1930)

Built in 1938, the John J. Hershey House demonstrates a modest combination of two styles often deployed at that time in the construction industry: the Craftsman style, which, by 1938, was nearing the end of its popularity; and the Minimal Traditional style, a response to the economic restraints of the Great Depression and, in 1938, still on the rise. The combination is indicative of the specific era of the building's construction and demonstrates an

[20] The referenced apartment complex was the Heights Garden Court at 300-506 East 28th Street (now Colonial Park). "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1.
[21] John Caldbick, "1930 Census," *Historylink*, June 14, 2010, Accessed April 12, 2023. https://www.historylink.org/File/9451; City of Vancouver, "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[22] Alsobrook, et. al, 230-231.
[23] Bureau of Public Roads, *1954 Annual Report- Bureau of Public Roads: Fiscal Year 1955,* (Washington DC: U.S. Department of Commerce, 1954), 16.
[24] "Newest Link In Freeway To Be Open," *Columbian* (Vancouver, WA), April 14, 1954, 1.
[25] "Fifth Street Battle Plan To Be Laid." *Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision On 5th." *Columbian* (Vancouver, WA), February 25, 1954, 1.
[26] Bureau of Public Roads, *1955 Annual Report- Bureau of Public Roads: Fiscal Year 1955*, (Washington DC: U.S. Department of Commerce, 1955), 14; "Ribbon Snapped, Cars Roll." *Columbian* (Vancouver, WA), April 1, 1955, 1.
[27] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.

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understanding and appreciation for the artisanal craftsmanship represented by the Craftsman style as well as for the economic realities of purchasing a home during a financial downturn.

Craftsman-style architecture in the United States (US) has its roots in the British Arts and Crafts movement started in the 1850s and emerged largely as the result of the works of writer John Ruskin (1819–1900) and textile artist William Morris (1834–1896). Originally a reaction to mass-produced goods, the movement grew to a broader critique of social and economic conditions brought on by the Industrial Revolution. It called for a return to more traditional craftsmanship in which individual craftspeople created objects of beauty and utility.[28] Although the movement never fully achieved its ideals and would come to depend on mechanization it initially rejected, it had enormous influence on art, furniture, and architecture in Europe and North America going into the early twentieth century.[29]

The Arts and Crafts movement found its expression in architecture largely through the type of housing known as the bungalow. The word "bungalow" was a British adaptation derived from the Hindustani word *bangla* meaning "belonging to Bengal" and was used to invoke "pre-modern rural housing in Bengal, India." This type of housing, often described as "low and rambling," had a "pavilion shape with overhanging eaves and open verandahs [which] provided the necessary protection from the elements, shedding… rains and shading the doorway." The British brought the type back to Britain in the mid-nineteenth century and adapted it for use in vacation homes for the middle and upper-middle class.[30] The bungalow's bucolic roots as well as its simple and practical form complimented the romantic pre-industrial ideals of the Arts and Crafts movement, which in turn influenced it with "its emphasis on local, natural materials, and craftsmanship." However, in Britain, the movement was largely unsuccessful in providing "beautiful and functional housing" for the country's working class as it had intended and would find greater success in this aim in the US.[31]

Craftsman architecture emerged in the US among a cluster of well-to-do artists and craftsmen in Pasadena, California known as the "Arroyo Set."[32] Among this group were brothers and architects Charles Sumner Greene (1868–1957) and Henry Mather Greene (1870–1954) whose partnership operated from 1893 to 1923.[33] Trained in the manual arts, the Greene brothers were inspired by traditional Japanese architecture and heavily emphasized workmanship in their own work over contemporary revivalist modes. They designed and built numerous Craftsman bungalows throughout Pasadena, most notably their "ultimate bungalows" including the Blacker House (1907) and Gamble House (1908); while much less ornate than the high-style homes of the late nineteenth century, Greene and Greene maintained the grand scale as well as their expense.[34] These early Craftsman bungalows often contained "a spacious porch spread across the entire width of the facade… A slightly

[28] Lawrence Kreisman and Glenn Mason, *The Arts and Crafts Movement in the Pacific Northwest*, (Portland: Timber Press, 2007), 17.
[29] Kreisman and Mason, *The Arts and Crafts Movement*, 18.
[30] Kristine Hunt, "Our Bungalow Dreams: Housing and Occupation in the United States West, 1920," *Yearbook of the Association of Pacific Coast Geographers*, Vol 78, (2016): 48-50.
[31] Hunt, "Our Bungalow Dreams," 50.
[32] John Mack Faragher, "Bungalow and Ranch House: The Architectural Backwash of California," *Western Historical Quarterly*, Vol. 32, No. 2, (2001): 151.
[33] Alan Michelson "Greene and Greene, Architects (Partnership)," *Pacific Coast Architecture Database*, accessed March 23, 2023, https://pcad.lib.washington.edu/firm/18/.
[34] Hunt, "Our Bungalow Dreams," 53.

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raised foundation [or podium which] allowed for the maximum circulation of air under and through the structure… A wide, low-pitched roof with substantial overhangs at the eaves [which] shaded windows from the sun."[35]

While the Greenes' designs were out of reach for the average American, their style helped to inspire the smaller-scale and more modest Craftsman bungalow which would spread across the nation and influence the form of the John J. Hershey House. The smaller iteration of the style was distilled and popularized through a multitude of widely distributed architecture publications and pattern books.[36] These publications and the architects behind them gave the style a broader appeal to America's growing working and middle classes. According to architectural historian Robert M. Craig, these Craftsman bungalows are usually one or one and a half stories with either a gabled front including a prominent porch or side gables with prominent roof surfaces spanning the house. The eaves of the roof typically feature exposed rafter ends which along with "other evidence of wood framing and masonry that directly express the fabrication of the building, the art of the joinery and the labor of the… builder. The bungalow, as a sociological expression, is honest, democratic, middle class, and simple, in all, appropriate for an American clientele."[37]

The Craftsman style bungalow of California quickly found its way to the Pacific Northwest where its prominent use of locally sourced, natural materials was highly adaptable. The architectural vocabulary of the style's sloped roofs, overhanging eaves, and covered porches provided protection from the region's notorious climate; a job which the locally abundant resources such as Douglas fir and basalt stone were well suited to perform. Craftsman style architecture found expression in new American homes up through about 1930; however, by the 1920s its popularity had dwindled across the country, lingering mostly in the Pacific Northwest where it remained popular longer because of the abundance of local timber, brick, and stone.

The John J. Hershey House dwelling is a modest residence including some elements of the Craftsman style as it is expressed in a small, Depression-era home in the Pacific Northwest.[38] Built using an economy of material, scale, and ornamentation, the residence evokes characteristic Craftsman elements such as sloped gable roofs and a covered porch, jerkinhead roof treatment (reminiscent of thatching), multi-light wood windows, an attic window built above the porch, and exterior details which directly express the fabrication of the building such as overhanging eaves, rafter tails, and knee braces.

Minimal Traditional Style (1935–1950)

The "Minimal Traditional" style was first developed during the years of the Great Depression (1929–1939), and the style of construction was reflective of the austere conditions that had redefined the country and possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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

[35] Hunt, "Our Bungalow Dreams," 150.
[36] Some prominent titles include Gustav Stickley's (1858–1942) *The Craftsman* (1901–1917) as well as Henry L. Wilson's *The Bungalow Book* (1907–1909) and *Bungalow Magazine* (1911–1918); Faragher, "Bungalow and Ranch Houses," 155-158.
[37] Robert M. Craig, "Bungalows in the United States," *Grove Art Online*, January 20, 2015, https://doi.org/10.1093/gao/9781884446054.article.T2289898
[38] Kreisman and Mason, The Arts and Crafts Movement in the Pacific Northwest, 153.

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improve overall housing conditions, and, most importantly, to provide federal insurance for mortgages, thereby protecting lenders from foreclosure losses.[39]

As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[40] 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 FHA-insured houses of the 1930s revealed clear preferences, as the most common design was a small, wood-framed, "Colonial Revival" style cottage built over a full or partial concrete basement, with two bedrooms, one bathroom, and a separate dining room.[41]

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.[42] Houses were designed from stock plans already designed to meet FHA standards and were mostly one story in height and 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 the 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. To save on costs, many houses were built without a basement or a partial basement, such as that of the subject property. With its low cost and wide appeal, the style remained popular after the end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "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.[43]

Despite its development effectively ending in 1950 with the emergence of new building technologies and associated styles, the ubiquity and quality of construction of the Minimal Traditional style meant that it has had an outsized influence on speculative housing built in the US in the twentieth century. In addition to its Craftsman style elements, the John J. Hershey House demonstrates modest interpretations of this influence such as its front picture window with horizontal lights and the roof's partially boxed overhang.

Building Use and Occupants

The residence was originally constructed on two parallel lots that were bounded by an alley to the west, East 38th Street to the north, and I Street to the east; during the first few decades of its existence, the dwelling's address

[39] "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.
[40] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[41] 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).
[42] Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
[43] Washington Department of Archaeology & Historic Preservation [DAHP], "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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was known as "3207 I Street" (see Figure 10). John J. Hershey (1904–1997, born in Hungary) was affiliated with this alternate address and is the earliest documented owner and occupant of the property. He resided at the property with his wife Viola from approximately 1940 to 1949.[44] While living at the subject property, John worked as a plug-cutter for Vancouver Plywood, and Viola was a stenographer for a company called "Retail Credit Association."[45]

The subsequent known occupants of the property and known dates of occupancy are as follows:

1950: Willard H. Montgomery (1879–1957), occupation unknown, and his wife, Pearl.[46]

1952: William J. Secrest (1930–2011), partner-proprietor of Liberty Grocery Company.[47]

1954: John Harrison "Jack" Souhrada (1903–1975), construction and maintenance worker for the Bonneville Power Administration (BPA).[48]

1955 –1957: Oscar Post (1897–1975). While residing in Vancouver, Post operated a tool rental shop called "Post Rental Service"; he sold the business shortly after moving away in 1958.[49]

1958–1970: Gottlieb Hunziker (1882–1970, born in Switzerland), dairy farmer.[50]

1971: Lena Maria Hunziker, née Schenk (1885–1973, born in Switzerland), Gottlieb Hunziker's widow.[51]

[44] "Several Seek Citizenship," *The Columbian* (Vancouver, WA), May 7, 1941, 1; "Permits Issued," *The Columbian* (Vancouver, WA), July 7, 1948, 1; Ancestry.com, *1940 United States Federal Census*; Ancestry.com, *U.S., Social Security Death Index, 1935-2014* [database on-line], Provo, UT, USA: Ancestry.com Operations Inc, 2014.
[45] "Births," *The Columbian* (Vancouver, WA), February 13, 1947, 6; Ancestry.com, *1940 United States Federal Census*.
[46] "Emergency Oxygen Given," *The Columbian* (Vancouver, WA), August 3, 1950, 2; Ancestry.com, *1950 United States Federal Census* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2022.
[47] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1952*, (Seattle: R. L. Polk & Company, 1952); "Two Notices Filed," *The Columbian* (Vancouver, WA), April 4, 1952, 3; "William J "Pop" Secrest (1930-2011) – Find a Grave Memorial ID 147461579," *Find a Grave*, 2015, https://www.findagrave.com/memorial/147461579/william-j-secrest, accessed 08 May 2023.
[48] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1954*, (Seattle: R. L. Polk & Company, 1954); "John Souhrada obituary," *The Columbian* (Vancouver, WA), March 27, 1975, 2.
[49] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1955*, (Seattle: R. L. Polk & Company, 1955); "Licenses Sought," *The Columbian* (Vancouver, WA), January 12, 1955, 1; "Collection Suit Claim Awarded," *The Columbian* (Vancouver, WA), April 1, 1958, 5; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1957*, (Seattle: R. L. Polk & Company, 1957); Ancestry.com. "Oscar Post (1896-1975) – Find a Grave Memorial," *U.S., Find a Grave® Index, 1600s-Current* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2012, accessed April 12, 2023.
[50] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1958*, (Seattle: R. L. Polk & Company, 1958); 811 East 38th Street, 1958. Electrical Permit Application Number 2146. On file at the Portland Bureau of Development Services and obtained through Public Records Request; R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1970*, (Seattle: R. L. Polk & Company, 1970); "Gottlieb Hunziker Obituary," *The Columbian* (Vancouver, WA), May 25, 1970, 2.
[51] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1971*, (Seattle: R. L. Polk & Company, 1971); Ancestry.com, "Lena Hunziker (1885-1973) – Find a Grave Memorial," *U.S., Find a Grave® Index, 1600s-Current* [database on-line], Lehi, UT: Ancestry.com Operations, Inc., 2012, accessed April 12, 2023.

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1972–1982: Blanche Ruby Poerink (1894–1994), widowed homemaker and piano teacher.[52]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the John J. Hershey House is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the John J. Hershey House 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.

The John J. Hershey House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B

The John J. Hershey House is a modest residence that aptly depicts the combination of two concurrent styles popular in the US in the first half of the twentieth century, however, 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.

The John J. Hershey House 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 John J. Hershey house is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.

[52] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1972*, (Seattle: R. L. Polk & Company, 1972); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1982*, (Seattle: R. L. Polk & Company, 1982); "Blanche R. Poerink obituary," The Columbian (Vancouver, WA), July 21, 1994, A4.

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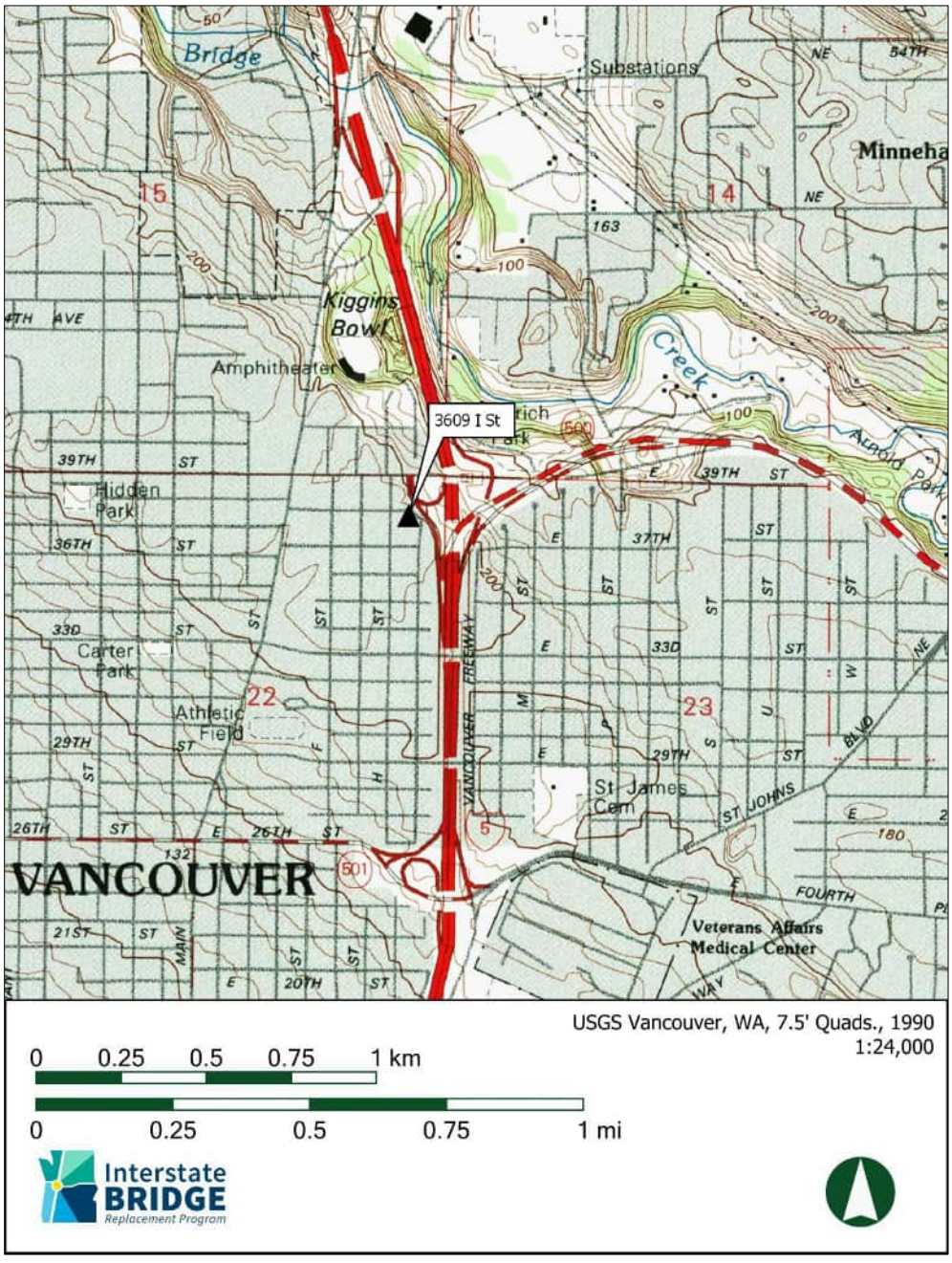


Figure 2. Location map of 811 East 38th Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 811 East 38th Street, showing NRHP boundary in white.

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Figure 4. John J. Hershey House, north and west elevations. View facing southeast (WillametteCRA March 8, 2023).

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Figure 5. John J. Hershey House, north and east elevations. View facing southwest (WillametteCRA June 14, 2022).

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Figure 6. John J. Hershey House, living room interior (Zillow 2021).

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Figure 7. John J. Hershey House, front room interior (Zillow 2021).

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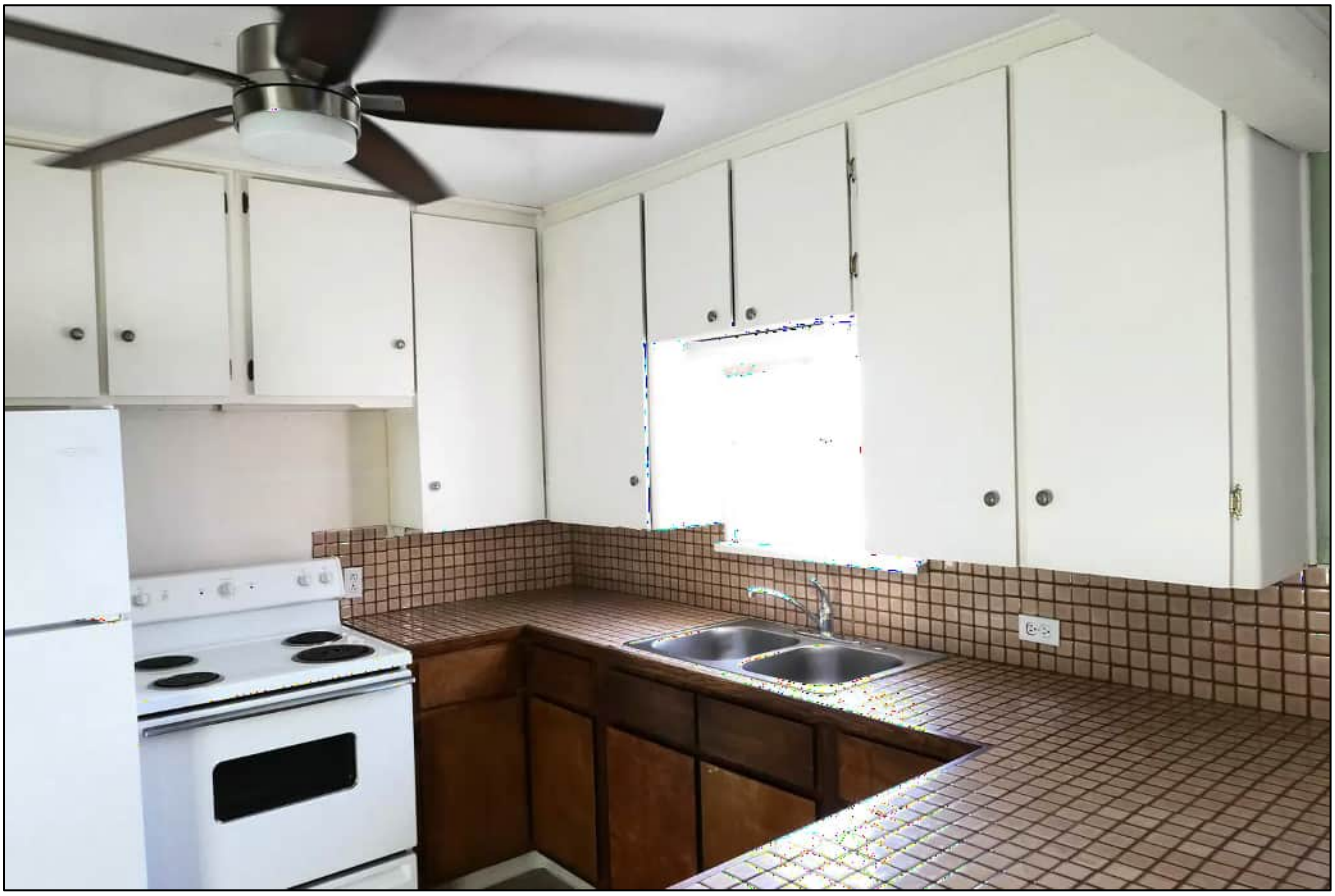


Figure 8. John J. Hershey House, kitchen interior (Zillow 2021).

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Figure 9. John J. Hershey House garage, west and north elevations. View facing southeast (Zillow 2021).

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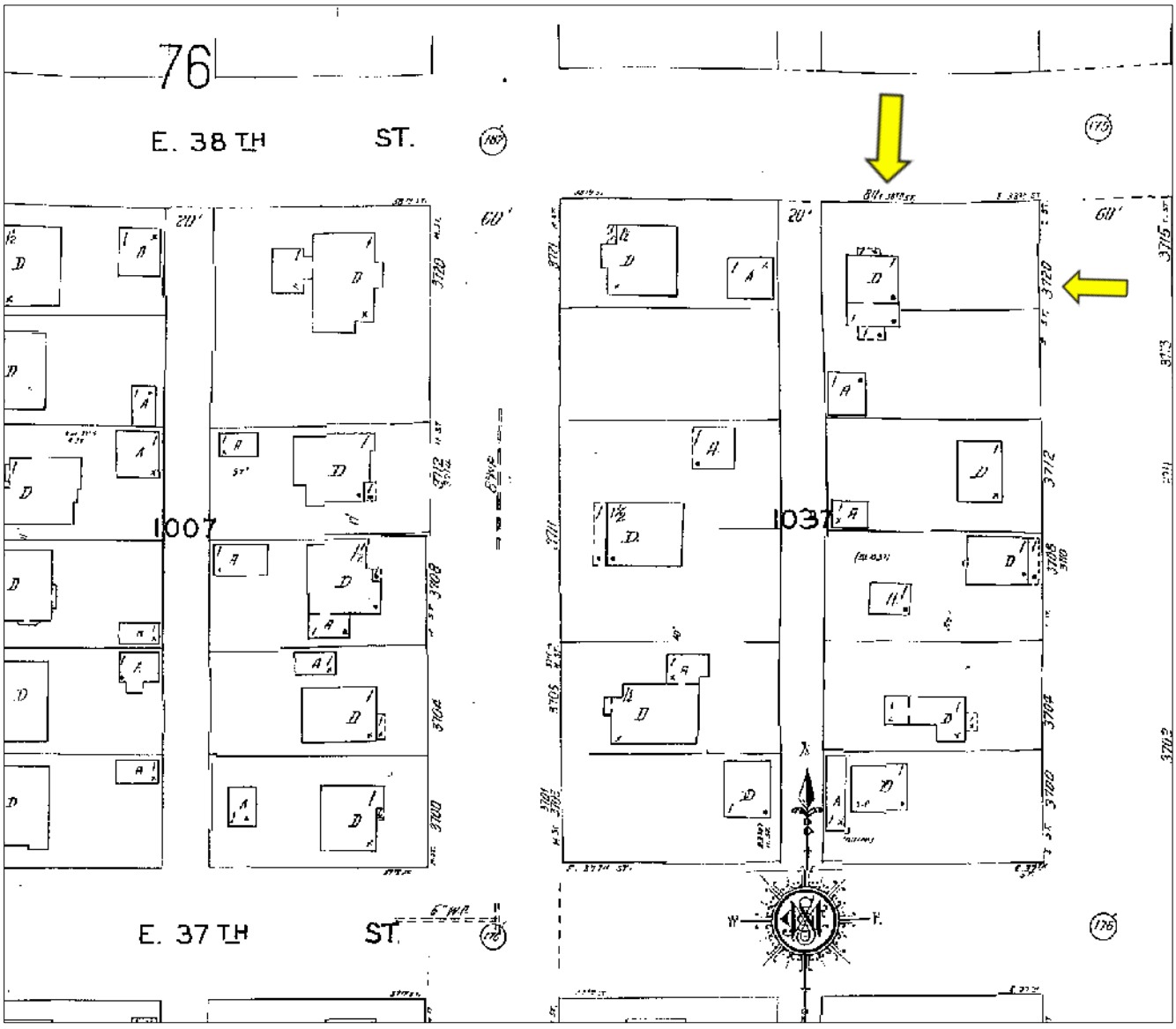


Figure 10. A yellow arrow identifies the combined parcels and footprint of dwelling ("D") and detached garage ("A") at 811 East 38th Street. A smaller arrow identifies the alternative address, "3720 I Street" (Sanborn Map Company, *Vancouver* [1949], 57).

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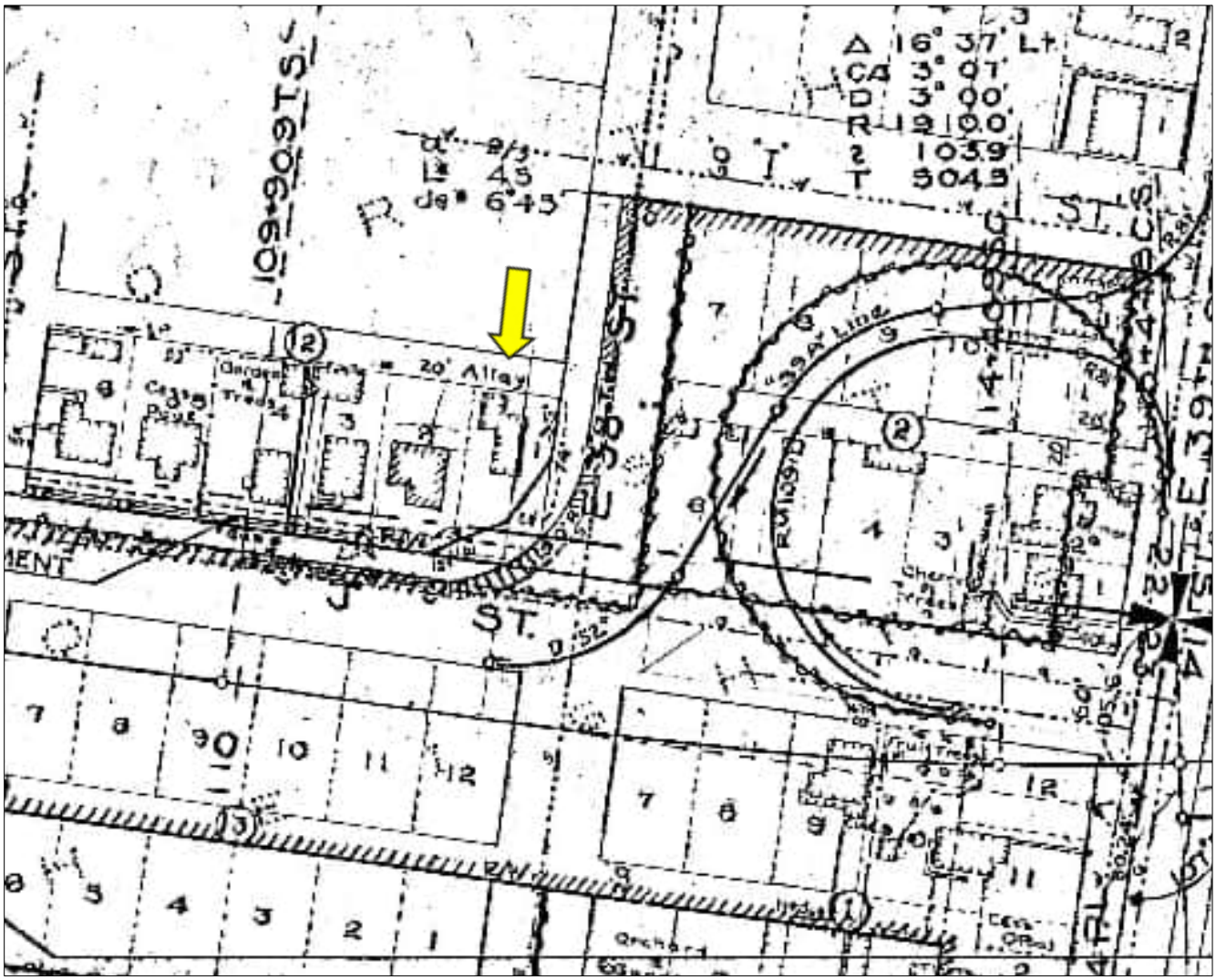


Figure 11. Subject property on the corner of East 38th Street and J Street in 1950, showing plans for removal of a corner of the subject property lot. A yellow arrow identifies the dwelling and garage footprint (Washington Department of Transportation).

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Figure 12. Aerial photograph of I-5 through Shumway and Rose Village neighborhoods. A yellow arrow identifies the location of the John J. Hershey House at 811 East 38th Street (Clark County MapsOnline, 1955).



Figure 13. Aerial photograph of I-5 through Shumway and Rose Village neighborhoods. A yellow arrow identifies the location of the John J. Hershey House at 811 East 38th Street (Clark County MapsOnline, 1990).

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: Kinney, William and Belle, House (WA 1312)	WISAARD Property ID: 89659
Street Address: 2914 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 16750000	Plat Block Lot: Vancouver Heights, Block 51, Lots 1 & 2, Lays Annex Block I, Lots 1 & 6
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.642758,° -122.661065°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1909
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: Pre-1928, Rear addition constructed; Post-1950, Rear garage constructed; Unknown, replacement of doors and windows, resided
Architectural Classification / Resource Type: Late 19th and 20th Century Revivals / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling - American Foursquare	
Window Type & Material: Casement & wood; sliding & vinyl; sash & vinyl	Exterior Surface Materials: Primary: Vinyl siding Secondary: Decorative:	
Roof Type & Material: Hip & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: L-shape	
Number of Stories: 2.5	Changes to Structures:	
	Category:	Change Level:
Styles: Eclectic	Plan	Intact
	Windows	Moderate
Register Status: Unlisted	Cladding	Extensive
	(Other)	
Condition: ☐Excellent ☒Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

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Figure 1. View of 2914 K Street facing west (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:

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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PHYSICAL DESCRIPTION

The building at 2914 K Street, hereafter referred to by its historic name, the William J. and Belle Kinney House, after its first occupants, is an Eclectic 3-bay American Foursquare constructed in 1909 and located in Vancouver, Clark County, Washington. The building is located at the western edge of the Rose Village neighborhood, on a corner lot at the intersection of K and East 30th Streets. The primary elevation of the building faces east onto K Street (Figures 1, 2, and 3).

The area around the Kinney house is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first and middle decades of the twentieth century. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfares of East 33rd and East 29th Streets run east-west through its center, and St. Johns Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets and the area is shaded by many mature trees.

The resource is located on a double lot that has 100 feet of north-south frontage on K Street and 100 feet of east-west frontage on East 30th Street. A one-story single-family home neighbors the property to the south and the building faces two single-family homes across K Street. Across East 30th Street sits a single-story Craftsman bungalow, which was built a few years after the construction of the Kinney house. To the west of the building, an unpaved alley runs north-south between the buildings on the west side of K Street and Interstate 5 (I-5), directly west. In addition to the principal building at 2914 K Street, the double lot also includes a detached garage and shed, both located at the northwest corner of the parcel, as well as various associated landscaping elements (Figure 3).

The building has an L-shaped footprint. The rectangular dimensions of the main volume measure 37 feet from north to south and 24.5 feet from east to west; the leg of the ell, on the northwest corner of the building, measures an additional 21 feet north to south and 9.5 feet east to west. The house is constructed atop a full basement made of poured concrete; the walls are wood-framed and rise 2.5 stories before terminating at the eaves of the low-pitched hip roof. A centered, hip-roofed dormer projects from the roof plane. Modillions adorn the boxed eaves, with a dentilled frieze directly below. The leg of the ell, also two stories, is covered by a hip roof that abuts the original roof at a perpendicular angle, its ridgeline and eaves slightly below the corresponding elements of the primary volume; a small balcony projects from its south-facing elevation (Figures 4, 5). On the primary, east façade, a one-story semi-circular portico surrounds the front door. The portico is supported by two Doric columns, oriented toward the door; a balustrade with turned wood balusters sits atop the portico entablature. The portico sits on a concrete base that leads, via a concrete walkway, to the city sidewalk along K Street. The walls are clad in a vinyl lap siding with a horizontal band in between the first and second floors (Figure 6). A red brick chimney is visible on the building's south elevation; a second chimney appears at the midpoint of the ridgeline (Figure 7).

The fenestration is varied and contributes to the building's eclecticism. Most notably, the second story of the east façade is comprised of two projecting volumes of bay windows, each with a fixed vinyl 18-light center window and two 6-over-6 double-hung vinyl sash windows. The bay windows are supported by a pair of carved wood corbels; the volumes are slightly inset from the pair of 10-light casement windows on either side of the ground floor. The middle bay of the 3-bay American Foursquare is defined by three fixed 16-light windows in the dormer (currently boarded over), 20-light French doors leading to the semicircular balcony, and the semicircular portico, which

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protects the primary entrance—currently a stamped panel composite door (Figures 1 and 8).[1] The north and south elevations contain wood-frame casement windows, double-hung vinyl sash windows, and fixed-frame vinyl windows. The second story of the ell is characterized by a ribbon of square, fixed wood frame windows. The entirety of the west elevation was not visibly accessible at the time of survey, but based on 2022 real estate photos, it appears to have three secondary entrances, one of which is a set of French doors, and the other two are stamped panel composite doors. A wood staircase leads to two of these entrances (Figure 5).

A detached, gable-roofed garage and gable-roofed shed sit next to each other at the west edge of the property. A retractable metal overhead door on the north gable end of the garage is connected to East 30th Street by means of a concrete driveway; an oversized utility light is affixed to the gable end. A stamped panel aluminum door is on the garage's east elevation and a modified six-light door is on its south. The shed is parallel to the garage, with a door on its south elevation. The garage is clad in vinyl siding, and the shed is clad in T1-11 siding; the roofs of both are covered in asphalt shingles (Figures 5 and 9). In addition to the accessory buildings, the tax lot also includes the rubble stone wall along K Street and 30th Street (likely added to the property after 1970), topped with a brick course and wrought iron gate. Brick piers accentuate the corners and the main entrance. Various shrubs and landscaping are planted on the property, none of which appear to be of historic age.

The interior of the building was not accessible at the time of survey; however, photographs from a 2022 real estate listing indicate that it contains some original or historic features, such as built-in cabinetry, arched entryways, pocket doors, wood paneled doors, and molding. Many features have been updated, including the kitchen, bathrooms, and circulation sequence, but the principal public spaces retain some of their original character (Figures 10, 11, and 12).

Alterations

Since its initial construction in 1909, despite maintaining the primary character-defining features like the 3-bay foursquare form, the bay windows, and the front portico, the Kinney House has been significantly altered. Though the addition of the ell in the northwest corner of the house altered the north and west elevations and the footprint, it was completed early in the building's existence, prior to 1928, and done in a similar style, with deference to the primary volume (Figure 13). More significantly, vinyl cladding was added over the original clapboard siding, which had a unique novelty profile and tied together the eclectic elements of the house (Figure 14). Additionally, for a brief period beginning in the 1940s, the house was used as a church parsonage and was the site of frequent gatherings.

Compared to its appearance in the early 1940s, the building's current appearance reveals that several windows have been replaced as well as the primary entrance, which was originally a 9-light wooden door (Figure 8). Many of the modillions underneath the portico balcony have also been removed. The landscaping has been pared down and hardscaping was added where there was initially a concrete wall along the streetcar route. In 1958, a permit was issued for the construction of an "outside stairway to upstairs room," although this does not appear to be extant.[2] A significant change to the neighborhood occurred in 1951 when the Vancouver Freeway (present-day I-5) was constructed along the former J Street, transforming the character of this adjacent property and its relationship to the neighborhood.

[1] As of November 2022, the primary entrance appeared to be the original, 9-light wooden door.
[2] 2914 K Street, October 17, 1958. Clark County Permit Number 4160. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.

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Boundary Description

The Kinney House is located on a double lot at 2914 K Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building's parcel (16750000) is bounded by an adjacent parcel to the south, K Street to the east, East 30th Street to the north, and the landscaped berm bordering I-5 to the west. The parcel includes the building, the garage, the shed, and associated landscaping and hardscaping. As the parcel boundaries have remained largely unchanged since the building's construction, the recommended National Register of Historic Places (NRHP) boundary is aligned with that of the resource's parcel (Figure 3).

INTEGRITY

The Kinney House is significant as a representation of an Eclectic 3-bay American Foursquare. The period of significance associated with the building's architecture is constrained to the year of its construction, 1909.

The building has not changed in form, location, or use since its original construction in 1909. The Eclectic character-defining features are still present, namely the bay windows on the second floor, the low-pitch hipped roof with a hipped roof dormer, and the unusual front entry portico, which was slightly altered by the removal of several modillions. The addition at the rear of the building, which was constructed shortly after the building was built, has slightly diminished the exemplary American Foursquare form. Many of the materials have been replaced or altered, including many windows and doors, and the addition of vinyl siding over or as a replacement of the original wood siding: most of these changes compromise the building's ability to convey its historic significance. The general setting of the neighborhood has continued to develop, mostly defined by residential interventions at a similar or slightly smaller scale as the Kinney House, but the 1951 construction of the Vancouver Freeway changed the immediate surroundings and the general character of K Street. The infrastructural intervention separated the once-continuous residential fabric blending Rose Village and Shumway, and the physical and visual connection between Rose Village and downtown Vancouver.

The building has integrity of location and association, moderately diminished integrity in relation to its design and feeling, and diminished integrity in relation to its workmanship, materials, and setting.

STATEMENT OF SIGNIFICANCE

American Foursquare (1900–1930) and the Evolution of Rose Village

The house built at 2914 K Street was one of the earliest houses built in the North Coast Company's Addition to Vancouver, and perhaps also one of the grandest. Lay's Annex to Vancouver Heights, platted in 1908, converted the old Vancouver Klickitat and Yakima railroad into residential lots and, combined with the North Coast plat of two years earlier, laid the groundwork for the double lot at the southwest corner of East 30th and K Streets where the Kinney family built their large home. William J. (1868–1933), his wife Belle (1870–1953), and their daughter Eleanor (1901–1982) had recently moved from Indiana to Vancouver, where William had taken a job as an insurance salesman at Northwestern Mutual Fire Association.

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The family's move into their newly constructed home was announced in the local paper, *The Columbian,* in June of 1909.[3] The area, Vancouver Heights, was developing quickly and many modest single-family homes were under construction. K Street was a central throughway, lined with street car tracks between 26th Street and 33rd Street, which connected the neighborhood with downtown Vancouver. The type of house the Kinneys constructed, an American Foursquare, was consistent with current architectural trends, albeit of a slightly larger proportion; it had an extra "bay" in the otherwise square proportions of its four-room floorplan which contained the central staircase.[4] The American Foursquare—which has also been called "the Rectilinear Style," the American Basic, Eclectic Cubes, and the square house, among other monikers—was a popular building type in the United States between 1900 and 1930.[5] The house was square in plan, divided into four quadrants, and usually topped by a hip roof, often with a centered dormer. On the ground floor, typical American Foursquares contained a reception hall and staircase, a parlor, a dining room, and a kitchen. On the second floor were bedrooms in each of the four corners and a full bath opposite the stair landing. A full or partial front porch was typical.

The American Foursquare was popular for many reasons, not least of which was its efficient and economical construction—corners defined by right angles and walls erected in straight sections—particularly important when the demand for new houses was growing so rapidly, as it was in the early decades of the twentieth century. More importantly, however, the houses were ordinarily plain but well-built, eschewing the trends of imported European or academic revival styles common in the United States in preference to the honest display of reliable materials. It was thought of as a builders' style and appeared as such in the trade publications of the late 1800s.

The houses were easily adapted to stylistic application, however, and many Neo-Colonial and Craftsman variations exist, which added a pedimented gable to the porch entry, a cornice with dentils or modillions, and often a Palladian-style window in the dormer on the former examples, or tapered porch posts, wide eaves with exposed rafter tails and braces, and a shed or hipped roof dormer on the latter example.

The design of 2914 K Street—the architect is unknown—is a unique interpretation and combination of contemporary trends. Though it lacks the front porch typical of the American Foursquare, the entrance is made notable by the central curved portico, an element more popular in revival styles than it was in any original versions. Further accentuated by the plain Doric columns, a defining feature of Neoclassical style buildings, the portico supports a second-story balcony above its plain entablature. Paired and grouped windows, like the curved portico, were similarly rare in original examples of Classical architecture; the bay windows on the second story of the Kinney House, originally a group of three one-over-one, double-hung wood sash windows, were more

[3] "Local Items," *The Columbian,* June 8, 1909, 3. Though the permit was not listed in the paper, it was noted in the annual recap of Vancouver's construction industry. Record of Kinney's permit for a $3000 Vancouver Heights residence ($100,000 in 2023 dollars) appeared in "Great Growth Made this Year," *The Columbian,* December 9, 1909, 1.
[4] This 3-bay variation of the American Foursquare was also called the "Center-Stair-Hall Foursquare" or "Center-hall." See Thomas Hubka, "Portland's greatest housing hits: Types of Foursquares," *The Oregonian,* September 27, 2016, www.oregonlive.com/hg/2016/09/four-square_portland_houses_hu.html.
[5] For a thorough analysis of the prevalence of the American Foursquare form, see Thomas Walter Hanchett, "The Four Square House in the United States," Master's thesis, University of Chicago, 1986. The Foursquare type, though largely accepted and in use by scholars and historians, has had many names due to its adaptability and ubiquity. Other names include the Rectilinear Style, the American Basic, Eclectic Cubes, the square house, the Denver Square, the Prairie Bungalow, and a more general category, the "four-square folk plan". See Hanchett, 9-13; Evelyn Montgomery, "Beyond the American Foursquare," *Buildings and Landscapes: Journal of the Vernacular Architecture Forum* (2018), 48; and Virginia McAlester, *A Field Guide to American Houses,* New York: Knopf, 2013. In her article, Montgomery claims that the name "American Foursquare" did not appear until 1982.

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commonly found in Shingle Style, Queen Anne, or Colonial Revival architecture.[6] Additionally, the windows, slightly inset from their casement counterparts on the first floor, belie the typical arrangement of rooms in the American Foursquare. The dentilled cornice and boxed eaves with modillions—the latter motif is repeated under the balcony (although several original modillions have been removed)—are identifiers of Colonial Revival architecture but found in Queen Anne (Free Classic) and Federal examples also.

From the vantage of their house, the Kinneys watched the neighborhood develop around them. They hosted bazaars, card games, teas, and club meetings. Few issues were ever noted in the paper, except the two burglaries in 1913 and 1914, one resulting in the loss of twelve red geraniums from the lawn, and the other in the loss of the backyard chickens.[7] They did, however, list the house for sale beginning in 1919: "Just completed dwelling on street car line. Full basement, double constructed, hardwood floors, fireplace, buffet, dutch kitchen, sleeping porch, laundry tubs, 55x100 foot lot. Cheapest and best buy in the city. 29th and K Streets."[8] It was not until 1921, however, that the Kinneys relocated.

The next occupant of significant duration was a friend and neighbor of the Kinney family, Harry Potter, and his family, who had built the Craftsman bungalow directly north, across East 30th Street, of 2914 K Street. The Porter family members, Harry and Hattie (1877–1972 and 1878–1954, respectively) and their four daughters were, like the Kinneys, some of the original inhabitants of the neighborhood. The area had been agricultural and, for a brief period at the end of the nineteenth century, a leisure area, anchored by the city's first and short-lived racetrack. The platting of residential lots and large investments in the city's transportation infrastructure facilitated a population boom in the areas presently known as Rose Village and its neighbor to the west, Shumway (annexed in 1909). A new school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who moved in and built single-family homes in the area. At that point, the neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars (and later, buses) were stored when not in use.[9] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city designated the neighborhood as Rose Village in 2005.[10]

The Porters stayed in the house until 1940, the same year their youngest daughter, Margaret Louise, married Ralph D. Melquist and moved to Bellingham, Washington.[11] The couple listed the property in 1939: "Buy from owner, beautiful home. No. 2914 K Street, three bedroom house and dandy sleeping porch, large living room, dining room and kitchen, nook, service room, sewing room, bath and extra toilet; full basement, fruit room, oil furnace; fireplace; spacious grounds, lawn and garden; double garage. Price $6500. Will take good mortgage,

[6] See Virginia McAlester, *A Field Guide to American Houses*, (New York: Knopf), 2013.
[7] "Plant Thievery Continues Bad," *The Columbian,* April 24, 1913, 5; "Around the City," *The Columbian*, April 13, 1914, 3.
[8] *The Columbian,* September 24, 1919, 6.
[9] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.
[10] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.
[11] In addition to listing her vital statistics, the article also mentioned Margaret Porter's hobbies, most of which were arts and crafts related, see "Kiwanis Backs Miss Porter in Queen Contest," *The Columbian,* May 17, 1934, 1-2; "Melquists Newlywed," *The Bellingham Herald,* August 18, 1940, 6; Washington State Marriage Records, 1940, ancestry.com; "Personal Mention," *The Columbian,* June 2, 1938, 4.

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contract or small home for down payment."[12] By April of 1940, Harry and Hattie Porter were living on the Evergreen Highway.[13]

As the Porters left the neighborhood, it began to fill in with unprecedented numbers of new Vancouverites, laborers moving to the city for jobs in the Kaiser Shipyards or Alcoa Aluminum plant. Hundreds of houses were constructed by and for these workers, filling in many of the vacant lots in Rose Village. These houses were modest, Minimal Traditional houses, typical for the rapidly densifying working-class neighborhood. The influx of workers created scarcities in the community services sector in Vancouver, which was noted by a group of Christians who wanted to provide a place of worship and formed the Calvary Evangelical Lutheran Church. The congregation worshipped in a rented hall while they constructed a building on K Street (Figure 15). The parsonage, where the Reverend Amos A. Schmidt (1909–1989) his wife Concordia (née Georg, 1910–1987), and their family lived, was moved into 2914 K Street. In addition to it being their residence, the house was folded into church operations, hosting meetings and socials in the comforts of domestic intimacy (Figure 16).

The church, and the neighborhood generally, were largely impacted by the construction of the Vancouver Freeway in the early 1950s, which transformed the area's edges and displaced multiple blocks of residents living on "I" and "J" Streets. K Street had once been a vibrant and central street running through the neighborhood, well-connected not only on account of the streetcar and bus routes but also because it was flanked by east-west thoroughfares like 26th Street and 33rd Street. At the corner of the military reservation, K Street merged with West Reserve, a quick path to downtown Vancouver and beyond. Infrastructural improvements, however, like the 2.5-mile, 4-lane highway that was quickly incorporated into I-5, were necessary for the city's continued growth. The freeway divided Shumway and Rose Village, and K Street became the neighborhood's new edge.

In anticipation of the construction, the congregation moved to a new church building, a relocated surplus Army chapel, at 29th and North Grand Boulevard in 1947, but the Schmidts—and perhaps the subsequent Reverend who arrived in 1949, John R. Sternberg (1920–2006)—stayed at the K Street parsonage until 1951.[14]

Robert and Maxine Card (1915–2005 and 1918–2005, respectively) moved into the house in 1952, according to the Polk City Directory, and they stayed for the remainder of their lives, more than five decades. Though there is little documentation that attests to the changes made to the building, it is likely, based on the change in materials, that most of the building's alterations occurred during the Cards' tenure.[15] Various permit applications detail plumbing and roofing fixes; in 1958, the Cards were issued a permit for an exterior staircase to the upstairs rooms, work which was either never completed or later removed. Card seemed to have operated his janitorial/appliance business out of the house, and even considered how it could be used by the Central Congregation of Jehovah's Witnesses, which was listed on multiple land use reviews in the Clark County Auditor's Department. The Cards were well known for their peripatetic ministry.[16]

[12] "Houses for Sale," *The Columbian,* November 3, 1939, 11.
[13] "Mothers Gather at Porter Home," *The Columbian,* April 16, 1940, 3.
[14] The Sternberg family, John R., his wife Pearl D. (née Wilshusen, 1926–2003), son Richard N. and daughter Rhoda Jane, was listed at the house in the 1950 US Federal Census, Vancouver, District 6-88, Sheet 12, www.ancestry.com; see also "Memorial Through the Years," Memorial Lutheran Church, www.mlc.org/history. Accessed May 2023.
[15] Except, of course, the sleeping porch added at the rear of the building, which was documented in the 1928 Sanborn maps. Perhaps this is what Kinney was referring to when he wrote in his 1919 classified "just completed."
[16] Both obituaries mention this; Robert's, in particular, portends that he may have knocked on the reader's door to share his favorite bible passages.

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While the Card couple occupied the large house, the neighborhood, visually and physically severed from the city fabric of downtown Vancouver, suffered from a lack of maintenance and upkeep. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[17] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[18] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[19] Between 1960 and 1980, scores of vacant lots still available in the neighborhood were infilled with investment properties, like the duplexes at 29th and K Streets, across from 2914. The character of the neighborhood continues to be built block by block rather than according to a cohesive master plan. 2914 K Street harkens to an optimistic era in the city's history that many might argue did not arrive.

Occupants

Based on newspaper records and the city's Polk Directory, owners and tenants of 2914 K Street include the following:

1909–1921: William J. Kinney (1868–1933, born in Indiana), his wife Alice "Belle" (née Boyle, 1870–1953, born in Michigan), and their daughter Eleanor(e) Reisland Kinney Simmonds (1901–1982, born in Indiana). A niece, Helen, was reported on the 1910 census, and a brother, Arthur R. Kinney, was included in the 1920 census.[20] The midwestern family had relocated from Angola, Indiana, where William was a professor at the Tri-State Normal College, to Vancouver, Washington, in 1906.[21] William took a job with the Northwestern Mutual Fire Association as an insurance salesman and immediately became involved in the goings-on of his new town: joining the Vancouver Commercial Club, eventually becoming its president; serving as the clerk of the board of education; and participating in various organizations, including the Afifi Temple of the Shrine of Tacoma, the Knights Templar, the Royal Arch Masons, and the Washington Lodge No. 4.[22] His wife Belle was a member of the city's Leisure Hour Book Club, the Athenaeum Club, and the Woman's Civic League. The couple was fond of card games, and hosted many at their home on K Street; the next tenant of the house, Miss M. Otis, was listed as a fellow member of the 500 Club and a frequent card-playing guest.[23] After K Street, the couple lived in houses at 2425 H Street and 2012 West Reserve Street.[24] Following her husband's death in 1933, Belle Kinney moved to Portland.

[17] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[18] Chandler, "Worst Areas," 5.
[19] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.
[20] United States Federal Census, District 0032, 1910, 1920. Arthur Kinney, a steamboat engineer, was also reported on in *The Columbian* for his harrowing survival of the "Janet Carruthers" shipwreck in 1919. *The Columbian,* January 29, 1919, 5.
[21] "Kinney-Boyle Wedding," *Steuben Republican,* December 27, 1899, 5.
[22] "Death Summons William Kinney," *The Columbian,* June 17, 1933, 1; "William Kinney," *The Columbian,* June 19, 1933, 4.
[23] "Vancouver Book Club Sees 'Little Minister', *"The Columbian,* May 24, 1909, 1; "Club Discusses Child Welfare," *The Columbian,* November 09, 1911, 7; "Around the City," *The Columbian,* January 17, 1913, 3; "Entertain Card Club," *The Columbian,* February 25, 1922; "Kinney Rites on Thursday," *The Columbian,* October 27, 1953, 8.
[24] In 1922, a local hosting announcement in the paper described their home "east of the barracks." *The Columbian,* February 10, 1922, 8.

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1921–1922: Miss Maribel Ransom Otis (1875–1960, born in Minnesota). Assumedly, Maribel Otis's family—aunts Celia L. Clarke (Mrs. Francis D.) and Belle Carroll (née Isabella H. Ransom, 1842–1931), and cousin, Annie L. Carroll (1880–1959, born in St. Paul)—also lived in the house, although no newspaper accounts attest to the fact.[25] The four women arrived in Vancouver in the spring of 1921, and made a home "east of the Garrison."[26] Originally from Flint, Michigan, the 1920 census listed their names on Yucca Street, in Los Angeles.[27] By the fall of the following year, they had moved across town: an October 1922 mention in the paper cited Maribel Otis's address at 914 Esther Avenue and her cousin Annie Carroll, who was an art teacher at the Washington State School for the Deaf, was mentioned at the same address a year later.[28] The 1930 census cites all four women living under the same roof in Flint, Michigan.

1922–1924: Dr. Jo Bennet Blair (1878–1965), his wife Lucretia M. (née Dennis, 1883–1966, born in Iowa), and children Barbara "Betty" (Mrs. Donald Simpson, 1912–1998), Jasper R. (1910–1962), and John D. "Jack" (1907–1982).[29] Dr. Blair lived in Clark County for most of his life and purchased the medical practice of Dr. J. T. Guerin in 1917. In 1920, the family was living in a small bungalow on E Street, but by October of 1923, *The Columbian* announced Mrs. J. B. Blair would host the Mothers Club at her home on K Street.[30] Their stay at 2914 K Street appeared to have been intended as a temporary arrangement: the announcement of their move in the same paper treated the family's two years there as a brief layover—"where they have been a living a number of months"—before their purchase of and relocation to the Arthur Fletcher home at 203 West 20th.[31]

1927–1940: Harry Rex Porter (1877–1972, born Woodbine, Iowa), his wife Harriet "Hattie" H. (née Hasbrough/Hasbrook/Hasbrouck, 1878–1954, born in Iowa), daughters Lucile (1907–2010), Beulah (1909–1990), Mildred (1910–2012), and Margaret Louise (1915–2016).[32] The Porter family was friendly with the Kinneys and their names often appeared alongside each other in the newspaper, a fitting representation of their physical proximity:

[25] Celia Laura Ransom Clarke was married to Dr. Francis Devereaux Clarke (1841–1913), superintendent of the Michigan School for Deaf; she was the niece of Michigan governor Epaphroditus Ransom. "Dr. Francis Clark [sic] is Dead," *The Yale Expositor,* September 11, 1913, 6; "Lt. Francis Devereux [sic] Clarke," www.findagrave.com/memorial/157925628. Isabel H. Ransom, sister of Celia, was schooled at the Michigan School for the Deaf in Flint, MI (established by her uncle, the governor) after scarlet fever left her deaf. She married the superintendent of the Minnesota School for the Deaf and Dumb, David H. Carroll. A third sister, Elizabeth Noyes Ransom (1847–1899), who married Charles Eugene Otis, was the mother of Maribel. See Wyllys C. Ransom, *Historical Outline of the Ransom Family of America.* (Ann Arbor: The Richmond A. Backus Company), 1903.
[26] "Leave for Park," *The Columbian,* August 18, 1921, 2.
[27] "Local News," *The Columbian,* June 21, 1921, 3. United States Federal Census, Los Angeles, District 0163, 1920. None of the four listed a profession or industry.
[28] "Personals," *The Columbian,* October 31, 1922, 3; "Personals," *The Columbian,* January 17, 1923. The United States Special Census on Deaf Family Marriages and Hearing Relatives 1888–1895 lists Isabella Ransom's 1876 marriage to David H. Carroll, which took place in St. Paul, Minnesota. Both David and Belle lost their hearing as a result of "brain fever"; their daughter Annie was not deaf. See "Isabella H. Ransom," https://www.ancestry.com/discoveryui-content/view/1578:1582
[29] "Dr. Jo B. Blair Succumbs at 86," *The Columbian,* January 18, 1965, 13.
[30] "Hostess at Club Meeting," *The Columbian,* November 13, 1923, 2.
[31] "Dr. Blair Moves," *The Columbian,* October 25, 1924, 2.
[32] R. L. Polk & Company. *Polk's Vancouver Directory*, 1912-1921. Seattle: R. L. Polk & Company, 1912–1921; *The Columbian,* January 28, 1916, 3; *The Columbian,* November 20, 1917, 3; *The Columbian,* September 11, 1937, 4; "Home from Crater Lake," *The Columbian,* August 29, 1929, 1; "Harry R. Porter," *The Columbian,* November 24, 1972, 2; "U. S. Presbyterian Church Records, 1907–1970," ancestry.com; "Harriet H. Porter," *The Columbian,* July 22, 1954, 21. See also Kenneth E. Hasbrouck, *The Hasbrouck Family in America, with European background,* New York: Huguenot Historical Society, 1961, www.archive.org

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the families lived next door to one another for over a decade—the Porters built the Craftsman bungalow directly across East 30th Street around 1912. Harry Porter was a notable insurance and real estate broker, "prominent in business, fraternal, and civic affairs of the city"; he was a founding member of Atkinson and Porter (ca.1910), a real estate and insurance company, also known as the Vancouver Savings and Loan Association.[33] He later joined the Vancouver school board and purchased an interest in the Clarke County Abstract Company, and in 1939, he purchased the John H. Elwell Insurance Agency. The Harry R. Porter Agency, as it was called, was responsible for the buying, selling, financing, and insuring of hundreds of Vancouver properties for hundreds of Vancouver residents. Porter sold the company in 1945.[34] His wife Hattie spent time with the Junior Aid Society and the Fireside Club.[35] The couple graduated from Iowa State College and had moved to Vancouver in 1912.[36] Though the couple's four daughters were mostly grown by the time the family moved across the street, it was the house they often returned home to on visits from school and married life.

1940–ca. 1943: Bernard Helm Kreis (1890–1988, born in Minnesota) and his wife Grace Ida (née Enewaldson, 1893–1979, born in Mississippi), their daughter Dorothy (Mrs. Ernest Greenlund), and son Robert.[37] Kreis had always been involved in the newspaper business and worked as a reporter, ad manager, and business manager in Montana, Idaho, and finally, Washington state, where he was part employee and part owner at *The Columbian.* He owned a local printing company as well as the building that housed the paper, at 20th and Broadway.[38] In addition to his membership on numerous local organizations, Kreis also served on the county planning board and as the county chairman of the state defense council, coordinating the local response to any perceived national threats during the Second World War.[39]

1943–ca. 1951: Calvary Evangelical Lutheran Church (present-day Memorial Lutheran Church Missouri Synod). In November of 1943, *The Columbian* announced a small fire at the parsonage of the Calvary Lutheran Church, caused by a hot stove pipe too close to the wall.[40] At that point, the church was newly founded, a response to the thousands of workers moving to Vancouver in the early 1940s to work in the Kaiser Shipyards, and the congregation worshipped in a rented hall until property was acquired and a building constructed on K Street. The 2914 K Street building, assumedly close to the new church building, was turned into the parsonage when Reverend Amos A. Schmidt, who, with his family, had recently arrived from Parma, Idaho, was installed as pastor in 1943.[41] The parsonage hosted regular church meetings, including the Calvary Missionary Society, a Friday evening social for young people and young married couples, and the Sunday school staff every Wednesday

[33] "Porter Buys out Agency," *The Columbian,* February 15, 1939, 2.
[34] Porter advertised in *The Columbian* for the Mortgage Investment Co. and as representative for the insurance agents Gerlinger, Richards, and Co. in April of 1923 (Figure 16); *The Columbian,* June 8, 1923, 2.
[35] "City Briefs," *The Columbian,* January 28, 1924, 2; "Society," *The Columbian,* April 15, 1924, 2.
[36] "Personals," *The Columbian,* June 23, 1923, 8; *The Columbian,* November 1, 1922, 8.
[37] "Grace I. Kreis," *The Columbian,* March 4, 1979, 16; "Bernard Kreis," *The Columbian,* April 17, 1988, 4.
[38] "New Shopping Center Grows in Heart of Downtown Business," *The Columbian,* November 224, 1955, 8.
[39] "Cache Built for Aluminum," *The Columbian,* July 16, 1941, 1; "Defense Unit to Query All Organizations," *The Columbian,* July 25, 1941, 1.
[40] "Firemen Have Five Calls," *The Columbian,* November 15, 1943, 1.
[41] Bill O'Neal, "Pastor to Return for Anniversary," *The Columbian,* March 15, 1968, 8. The 1950 census indicates that the Schmidt family had moved to Portland. Listed at their new address were the following members of the family: Amos, Concordia G., Lois M. (aged 13), Marianne L. (11), Amos A., Jr. (10), George P. (7), Concordia S. (6), Noel T. (3). See also "Rev. Amos Arthur Schmidt," *The Statesman Journal,* February 8, 1989, 10. There is no record of where on K Street the church buidling was located.

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(Figure 16).[42] In 1947, construction plans for the Vancouver Freeway precipitated the relocation of the church to its present site on 29th Street and North Grand Boulevard. It appears, however, that the parsonage remained at 2914 K Street for at least another few years; the 1950–1951 Polk Directory listed the pastor as inhabitant.[43]

1952–ca. 2001: Robert Harold Card (1915–2005), and wife Marjorie Maxine (née Thibodeaux, 1918–2005). Card was born in Jennings Lodge, Oregon, but spent most of his life in Vancouver, where he ran a janitorial business out of his home.[44] He and his wife were well known around the community for their ministry as Jehovah's Witnesses and perhaps used the house in their work for Clark County congregations: the Clark County Property Information Center lists multiple permit applications for land use reviews under the name "Central Congregation of Jehovah's Witnesses."[45] While the Cards owned the home, their permit application for an "outside stairway to upstairs rooms" was approved; this was likely attached to the second-floor balcony on the south elevation of the ell.[46]

2006–2023: Rosie L. Weathers-Govan and Bobby N. Govan, US Bank National Association.[47]

2023–present: Lenore Ami.[48]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the William J. and Belle Kinney House is significant under Criterion C with an overall period of significance of 1909. The resource, however, does not possess the requisite integrity to communicate its significance under Criterion C and it is therefore recommended not eligible for listing in the National Register of Historic Places.

Based on WillametteCRA's evaluation of the Kinney House 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 house is associated with the development of the Rose Village neighborhood, it is not a strong enough association to meet the threshold for NRHP significance.

The resource does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B. Although William J. Kinney was a prominent businessman in the city's early years and his name appeared regularly in newspaper accounts of Vancouver's goings-on, his positions as President of

[42] *The Columbian,* July 23, 1943.
[43] The paper announced the arrival of a new pastor, the Reverend John R. Sternberg, who, with his wife and son Richard moved from Parma, Idaho, to Vancouver in the fall of 1949. The paper reported that the Sternbergs would live in the parsonage at 2914 K Street. "Memorial Church to Receive New Pastor Soon," *The Columbian,* October 13, 1949, 4; R. L. Polk & Company. *Polk's Vancouver Directory*, 1950.
[44] This is based on the Polk Directory, where the business was listed as occupant. *Polk's Vancouver Directory*, 1959–1966.
[45] "16750000," Property Information Center, Clark County Building Department.
[46] *The Columbian,* October 21, 1958, 17; 2914 K Street, October 17, 1958. Clark County Permit Number 4160. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[47] Based on realtor records, the property was listed many times between 2014 and 2022, and was most recently owned by the bank. www.realtor.com/realestateandhomes-detail/M1623233518. See also "16750000," Property Information Center, Auditor Documents, Clark County Building Department.
[48] "16750000," Property Information Center, Auditor Documents, Clark County Building Department.

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the Vancouver Commercial Club, clerk of the board of education, and participation in numerous other local organizations, indicate his professional and social stature more than his historical importance. No scholarly judgment can currently be made about the impact Kinney had on the city of Vancouver in any of these roles. The house is also associated with several other persons, including Harry Rex Porter and Bernard Helm Kreis, but other known properties maintain a stronger association with these individuals' productive lives: Porter at his original home at 3000 K Street, and Kreis at the Columbian Building (110 East Evergreen Boulevard). The building is therefore not eligible under Criterion B.

The Kinney House is significant under Criterion C, at the local level of significance in the area of architecture. The building is a representative example of an American Foursquare decorated with elements of multiple styles. The house was additionally one of the first houses constructed in one of Vancouver's earliest residential developments. The period of significance under Criterion C is limited to the building's year of construction 1909.

Although the resource is significant under Criterion C, alterations to its integrity of setting, design, materials, workmanship, and feeling, including the rear addition, the detached garage, the replacement of windows and doors and the addition of vinyl siding have diminished its ability to convey its significance.

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

In summary, the William J. and Belle Kinney House does not possess sufficient integrity to communicate its area of significance. As such, WillametteCRA recommends the resource not eligible for listing in the NRHP.

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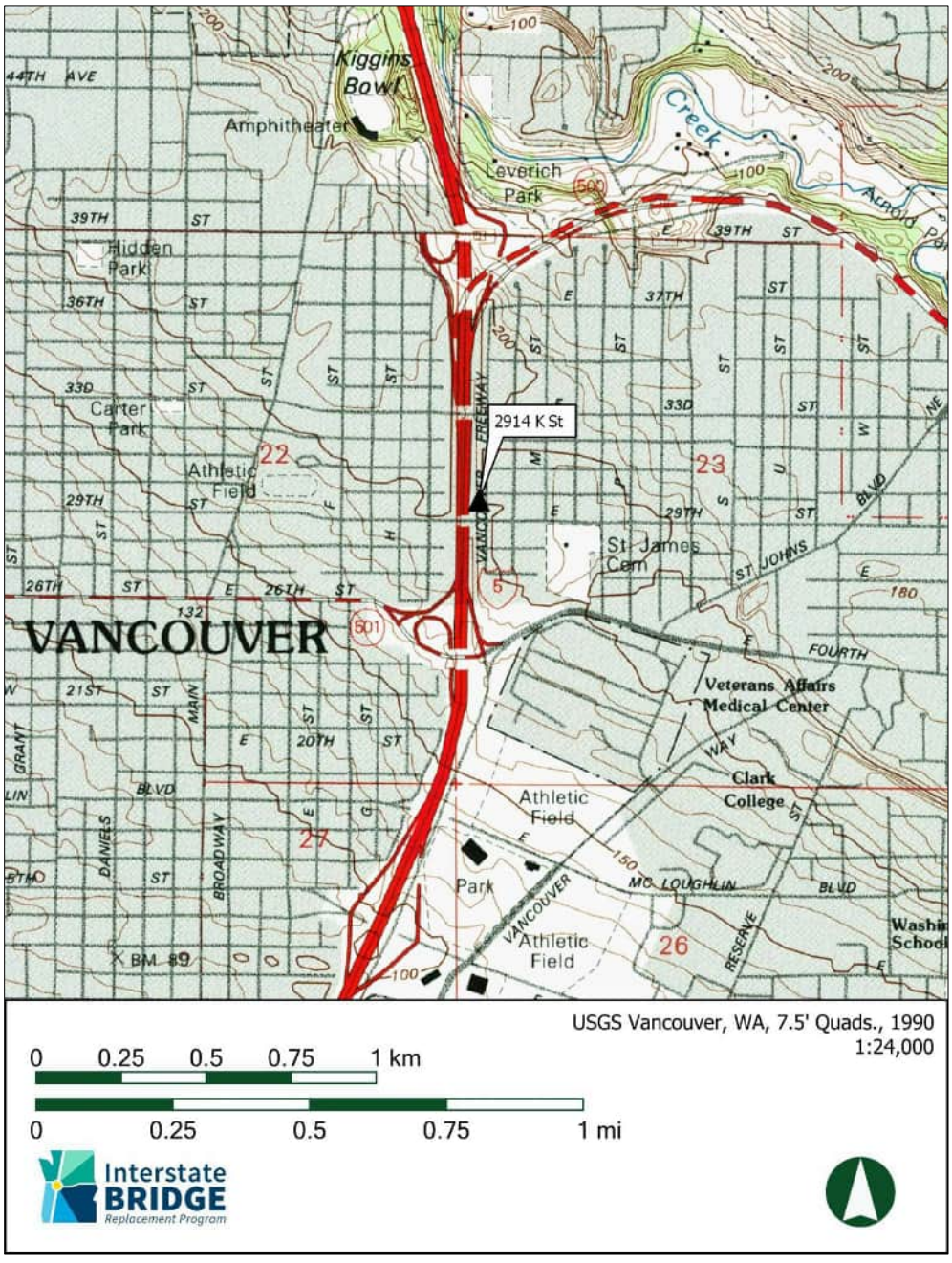


Figure 2. Location map of 2914 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial view of 2914 K Street, showing recommended NRHP boundary in white.

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Figure 4. North and west elevations of 2914 K Street, with partial view of garage on right. View facing southeast (WillametteCRA March 8, 2023).

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Figure 5. 2914 K Street, south and west elevations of residence and south elevations of garage and shed, view facing northeast (Keller Williams Realty, 2022).

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Figure 6. View of “ell” of 2914 K Street and a close detail of the same elevation. Note the vertical lines of the vinyl siding, and the concrete seam at the basement (WillametteCRA May 4, 2023).

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Figure 7. East and south elevations of 2914 K Street, view facing northwest. Note the garage and shed at the rear (WillametteCRA March 8, 2023).

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Figure 8. View of 2914 K Street as of November 2022. The front door appears to be original, the fixed 16-light windows in the dormer are visible (Google Street View, 2022).

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Figure 9. North elevation of garage at 2914 K Street, view facing southwest (WillametteCRA March 8, 2023).

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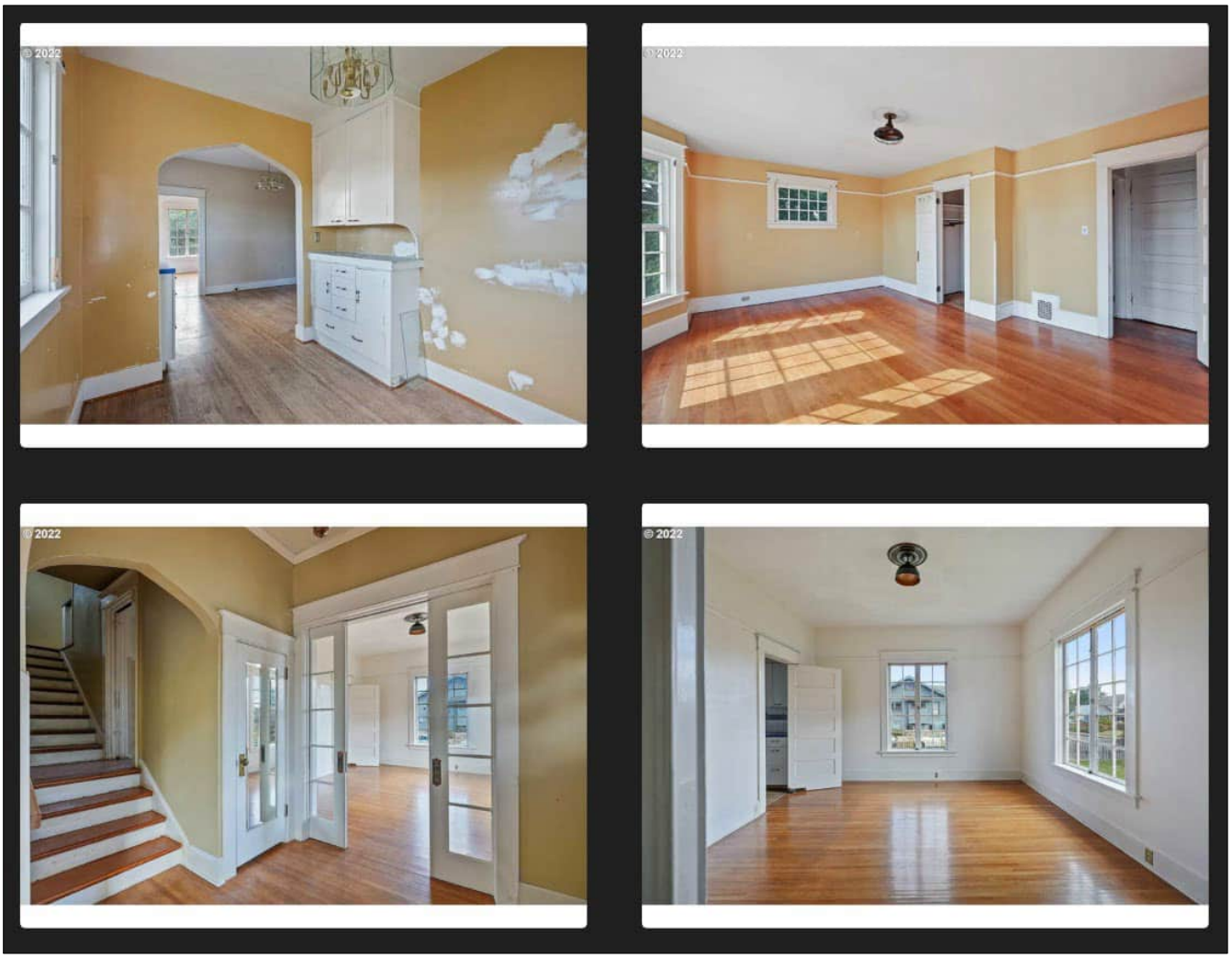


Figure 10. Interior views of 2914 K Street (Keller Williams Realty, 2022).

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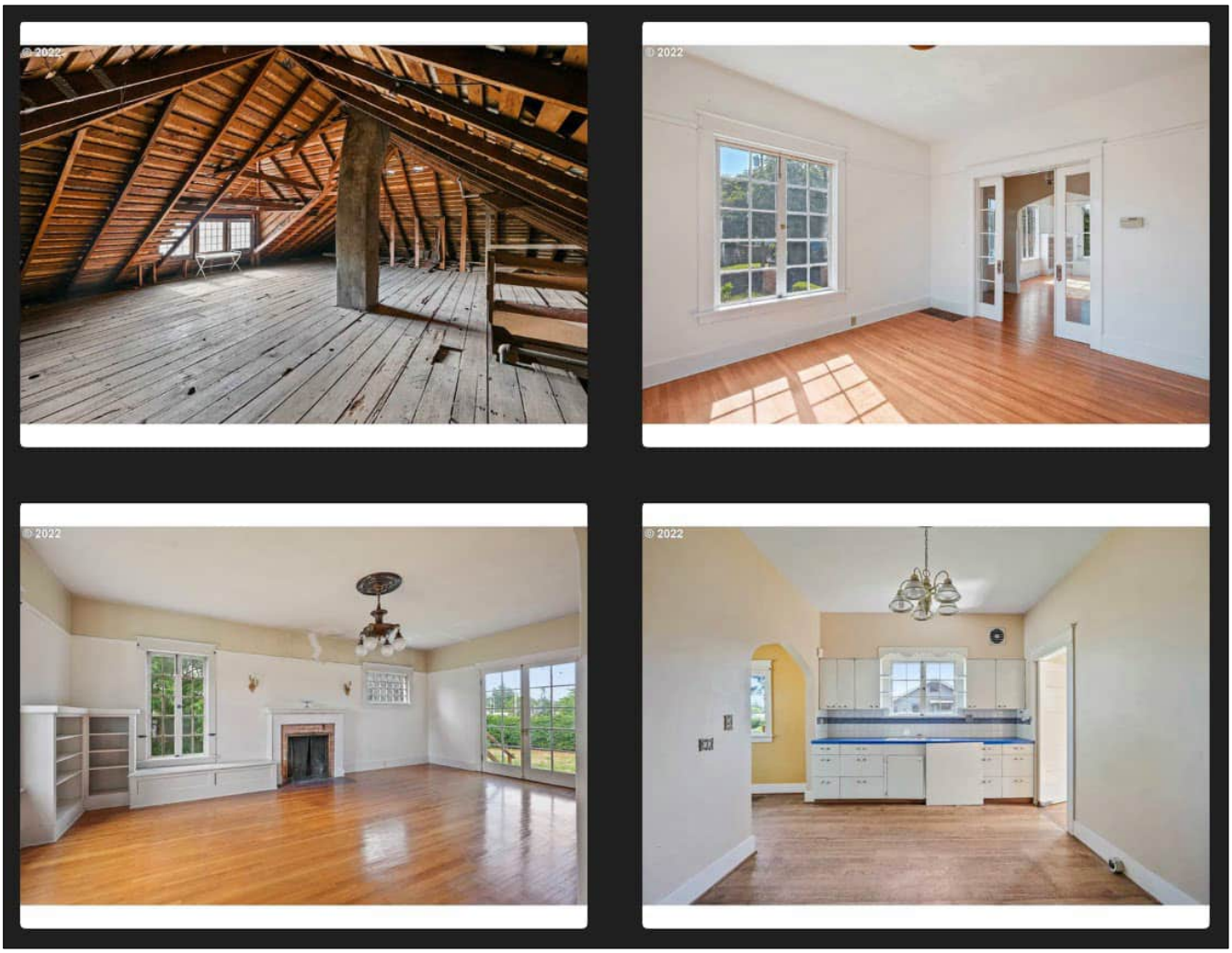


Figure 11. Interior views of 2914 K Street (Keller Williams Realty, 2022).

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Property Name: Kinney, William and Belle, House (WA 1312)	WISAARD Property ID: 89659
Street Address: 2914 K Street	City, County, State: Vancouver, Clark County, Washington

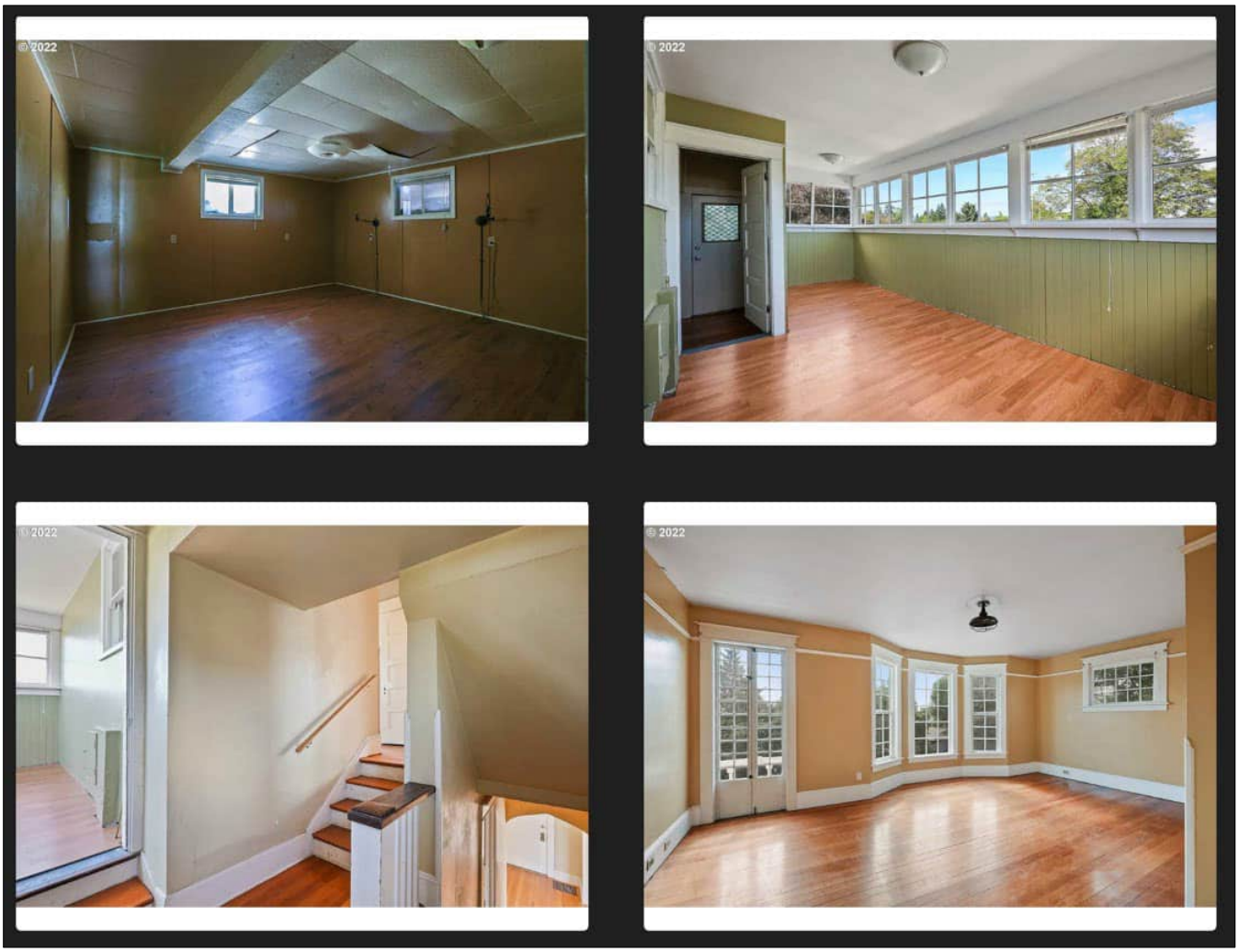


Figure 12. Interior views of 2914 K Street (Keller Williams Realty, 2022).

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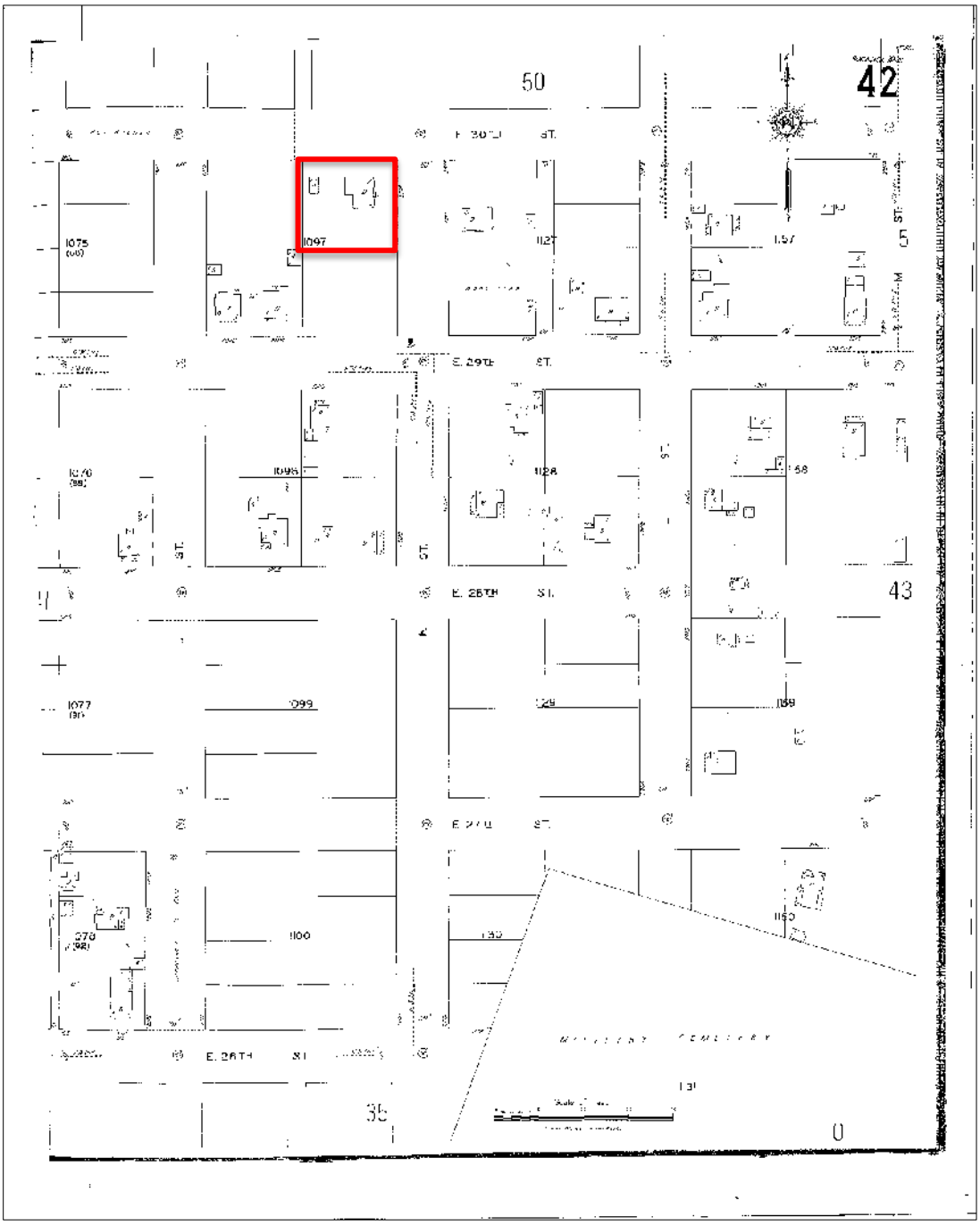


Figure 13. 1928 Sanborn map showing 2914 highlighted in red (Sanborn Map Company, Vancouver [1928], 42).

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Figure 14. Detail view of parsonage siding in 1940s (Dan Adams, Memorial Lutheran Church).

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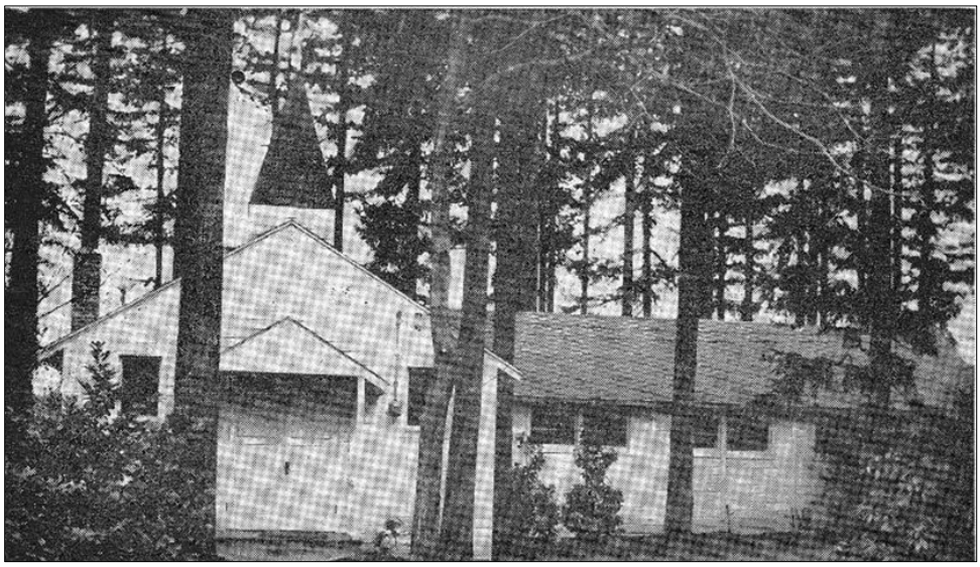


Figure 15. Calvary Lutheran Church, circa 1945 (Memorial Lutheran Church).

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Figure 16. View of the parsonage at 2914 K Street, circa 1945, with the congregation of Calvary Lutheran Church. Note the siding, modillions, and original double-hung windows (Dan Adams, Memorial Lutheran Church).

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: Residence at 2700 K Street (WA 1315)	WISAARD Property ID: 89662
Street Address: 2700 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17586000	Plat Block Lot: Vancouver Heights, Block 77, Lot 4
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.640964°, -122.661139°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: ca. 1917
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1951, Relocated; 1978, Dormer rebuilt; 2011–2014, Front door replaced, porch posts replaced; 2014–2022, several windows replaced, rear dormer cladding replaced, garage altered
Architectural Classification / Resource Type: Craftsman / Building	Historic Context: Architecture

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

Foundation Type: Concrete - Block	Form Type: Single Dwelling - Bungalow	
Window Type & Material: Double-hung sash & wood; sash & vinyl	Exterior Surface Materials: Primary: Wood - Clapboard Secondary: Fiber Cement Board Decorative:	
Roof Type & Material: Gable & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangle	
Number of Stories: 1.5	Changes to Structures:	
	Category:	Change Level:
Styles: Craftsman	Plan	Slight
	Windows	Moderate
Register Status: Unlisted	Cladding	Intact
	(Other) Location	Extensive
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. View of 2700 K Street, East Elevation, view facing west (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:

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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PHYSICAL DESCRIPTION

The building at 2700 K Street is a Craftsman-style bungalow located in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building is located at the western edge of Rose Village, on a corner lot at the intersection of K and 27th Streets. The primary elevation faces east onto K Street (Figures 1, 2, and 3).

The area around the 2700 K Street house is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first and middle decades of the twentieth century. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfares of East 33rd and East 29th Streets run east-west through its center, and St. Johns Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets and the area is shaded by many mature trees.

The resource is located on a rectangular tax lot that has 50 feet of north-south frontage on K Street and 100 feet of east-west frontage on the last block of East 27th Street before it abuts Interstate 5 (I-5). It is adjacent to a single-family house constructed in 2003 directly north and to another single-family house, built in 1938, across East 27th. Directly across K Street, the Revival Tabernacle Church occupies a circa 1941 building. Running roughly along the property line on the west side of the building is a concrete wall, approximately 8 feet tall, that defines the edge of I-5 (Figure 4). In addition to the principal building at 2700 K Street, the lot also includes a detached garage, located in the northwest corner of the lot, a detached shed, located in the southwest corner of the lot, and all associated hardscapes and landscaping elements (Figures 4 and 5).

The building has a rectangular footprint that measures approximately 36 feet north to south and 26 feet east to west, enclosing approximately 936 square feet on the main level. It has a full basement, made of concrete masonry units. From the ground floor, the walls of the building are wood-framed and rise 1.5 stories before terminating at the eaves of the moderately-pitched side-gabled roof. Dormers protrude from either side of the roof: on the east side, an enclosed, front-gable dormer covers the ground-level concrete front porch; on the west, rear side, of the house, a large dormer with a shed roof is aligned to the roof edge (Figures 1, 5, 6, and 7). On the primary (east) elevation, the front gable over the porch is supported by four square wood posts. The roof has overhanging eaves with exposed roof beams and rafter tails and is covered in asphalt shingles. The exterior walls of the house are clad in wood clapboard siding. A small volume projects from the south elevation, with a pair of vinyl windows, covered by a separate shed roof (Figure 8). The brick chimney is visible on the east side of the south elevation (Figure 8). The west elevation of the building (visible over the wood fence) is defined by the large shed-roofed dormer that breaks the line of the roof form, extending approximately two feet beyond the vertical plane of the first floor, as well as a protruding, covered entry, vertical screen walls, and a set of concrete steps (Figures 5 and 9).

The fenestration of the building is varied. In some cases, like the primary elevation, there are historic double-hung wood sash windows, and in the gable end above, small 2-over-1 fixed wood frame windows. The south elevation similarly includes a pair of original 2-over-1 double-hung wood windows flanking the fireplace (Figure 8). In other cases, the original windows have been replaced with visually compatible vinyl equivalents. The primary entrance, a paneled door with dentil shelf and decorative glass, appears to be made of wood (possibly imitation wood fiberglass) and is set slightly off-center within the confines of the front porch. A secondary entry is located on the west elevation, accessible by a set of concrete stairs and covered by an extension of the roof above; as of 2014, this entrance was a stamped panel fiberglass door with a 5-light semicircular insert (Figure 9). The current status of this entry remains unclear as it is not visible from the public right of way.

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A detached, single-story front-gabled garage with a sectional stamped-panel retracting metal door sits on the northwest corner of the tax lot, and a prefabricated shed with sliding barn doors sits on the southwest corner. The garage is clad in fiber cement board with asphalt shingles on the roof. A concrete driveway, accessible from the terminal block of 27th Street, connects the two accessory buildings. The tax lot also includes various landscaping elements, including a small front yard with two large trees and various, recently planted shrubs, as well as interspersed concrete pavers leading to the side yards and 27th Street. A wood fence, approximately 6 feet tall, encloses the southwest yard in between the house and the garage; there is also a wood fence in between the yard of this resource and the house directly north. A concrete walkway connects the city sidewalk on K Street to the front porch.

The interior of the building was not accessible at the time of survey; however, photographs from a 2014 real estate listing indicate that many of the original historic finishes have been altered. Several rooms have been updated, including the kitchen and the bathroom (Figures 10, 11, and 12). The plan of the two principal public-facing spaces, the front living and dining rooms, appears intact.

Alterations

Since its original construction, the residence at 2700 K Street has been subject to many changes—most notably, the relocation of the residence from its original site at 1000 East 29th Street. Like many houses, the construction of the Vancouver Freeway (present-day I-5) precipitated the demolition or displacement of buildings lining what were formerly “I” and “J” Streets. The house at 1000 East 29th was moved to a vacant site at 2700 K Street in 1951, the newly defined edge of the Rose Village neighborhood. A detached garage was added at the new site and in 1978, the house was reroofed, with the dormer rebuilt and resided. The posts supporting the front gable were replaced in kind between 2011 and 2014 (Figure 13). After 2014, the vertical siding on the rear dormer and rear entry screens was replaced with horizontal siding that matched the building’s exterior (perhaps fiber cement board); the garage was similarly resided and the roll-up door opening was widened. Changes to the building’s interior, as well as the addition and subtraction of various landscaping elements, like a chain link fence, later replaced by a wood fence, were completed more recently. Of these, the replacement of several wood frame windows and original entrance doors is of particular note.

Boundary Description

The residence at 2700 K Street is located in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building’s parcel (17586000) is bounded by an adjacent parcel to the north, K Street to the east, East 27th Street to the south, and the concrete barrier running parallel to I-5 to the west. The parcel includes the building, the garage and shed, and associated landscaping and walkways. Of these, only the main residence contributes to the resource’s significance; all others were constructed after the building’s period of significance (here defined as 1917) and are non-contributing. Because the residence was relocated, the recommended National Register of Historic Places (NRHP) boundary is the building’s footprint (Figure 3).

INTEGRITY

The period of significance for the residence at 2700 K Street is associated with the year of its construction, ca. 1917. In 1951, the building was moved from its original site on 29th Street, where it was oriented with the primary elevation facing south, to its current parcel located at the corner of 27th and K Streets, oriented to the east. Though the setting of the house has changed considerably, both sites were consistent with the general character of Shumway and Rose Village neighborhoods: mostly modestly-scaled single-family residential houses in a

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gridiron street pattern. The building's move was symptomatic of larger changes to the neighborhood due to the construction of the new Vancouver Freeway, which divided Shumway from Rose Village and introduced large-scale infrastructure into the residential fabric. The building, therefore, has diminished integrity of location and setting.

Though many of the building's original features are retained and still used as intended, there were also new additions: a new garage at the rear, and a new dormer to the west roof. Some of the original double-hung wood sash windows have been replaced with more modern materials, as have many of the interior features of the bungalow. The building retains integrity of feeling, and association, and has moderately diminished integrity in terms of materials, workmanship, and design.

STATEMENT OF SIGNIFICANCE

The house that currently sits at 2700 K Street was originally built at the corner of 29th Street and what was formerly "J" Street, at 1000 East 29th Street, circa 1917.[1] The first mention of the house in *The Columbian,* the local newspaper, was in 1918, when it was noted that Mrs. Mary Price (1865–1957) had purchased "the Kinney house" at said address in Vancouver, and moved the prior week.[2] Mary Price had previously resided in Sifton, where she and her husband LeBaron William Price (1852–1936), a timber cruiser and logging camp operator, kept a farm; Mary Price's mother, Adelia D. McGreal (ca. 1843–1915), "a Clarke county pioneer," lived on the 280-acre family homestead just a mile east.[3] Mary trained as a teacher and worked at schools in Cape Horn, Battle Ground, and the old Central School in Vancouver—at that time, she was one of seven teachers comprising the Vancouver Public School faculty.[4] It was likely for the latter job that she and two of her three children, son William and daughter Beryl, moved to East 29th Street in 1918.

The Craftsman Bungalow

The house was small but stately: a 1.5 story, 5-room bungalow with a front-gabled covered porch. Like many of the houses in the surrounding neighborhoods, Shumway to the west and Rose Village to the East (then called Washington and colloquially, "Car Barns," after the streetcar storage facility at 33rd Street and St. Johns Boulevard), the house was modest, but built with stylistic elements that reflected current architectural trends. The bungalow, as these kinds of houses were called, was a popular building form between the years 1900 and 1930.[5] It was introduced in America by the British, who, during the country's occupation of India, had adopted the "*bangla*," Bengali dwellings that were low and compact, accentuated with open verandas, as a new, efficient type of minimal houses for vacationers.[6] The modest houses were recognizable by their low-pitched roofs, projecting eaves, verandas or porches, and plentiful windows; for the British, this signified the escape from the industrializing

[1] Neither the purchase of the property nor the permit for construction was found. The date of 1917 is taken from the assessor's website.
[2] *The Columbian,* November 21, 1918, 5. Though there were many Kinneys living in Vancouver, William J. Kinney and his family lived just a couple of blocks away, in between 29th and 30th on K Street, in a house they constructed in 1909.
[3] "Aged Pioneer Passes Away at Home Near Sifton" *The Columbian,* March 13, 1915, 1. Note that "Clarke" with an "e" was often used instead of "Clark" until the mid-twentieth century.
[4] "Mrs. Price, Pioneer of Area, Dies," *The Columbian,* March 21, 1957.
[5] Kristine Hunt, "Our Bungalow Dreams," *Yearbook of the Association of Pacific Coast Geographers* 78 (2016): 52.
[6] Clay Lancaster, "The American Bungalow," *The Art Bulletin* 40, (1958), 239; Hunt, "Bungalow Dreams," 50. As Hunt notes, the vacationers were those who had time and money to spare; though the building was an affordable option, it was still primarily for the leisure class.

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density of urban life.[7] Once in America, the bungalow was also primarily intended as an affordable vacation home option; its earliest appearances in the country were in the mountains, seashores, and semi-tropics.[8] It rapidly became integrated into the city and its surrounding landscapes, especially as large swaths of land were platted and transformed into residential streetcar suburbs. This corresponded with new emphases on healthy living—a response to the unsanitary conditions of industrial life taking their toll—achieved with open spaces, a direct relationship to nature, fresh air, and sunlight.[9]

With a climate defined by its sun and healthful attributes and a huge migration of settlers in the first decades of the twentieth century, California became the most appropriate of locations for the bungalow to proliferate, and was, coincidentally, also home to a newly emerging style that was easily and artistically applied to the building form.[10] "Craftsman" style art and architecture (ca. 1905–1930) emphasized artisanal craftsmanship and the honest display and use of materials; it rejected the adoption of historical and revivalist styles and the quality of industrially-produced mass-market goods. Gustav Stickley (1858–1942) promoted the ideology in his magazine *The Craftsman;* despite the magazine's location in New York, it often featured the work of California architects Charles Sumner Greene (1868–1957) and his brother, Henry Mather Greene (1870–1954). The Greene brothers designed and built numerous bungalows in Pasadena, California, most notably the Gamble House (1908), an exquisite example of the artistry and workmanship so often found in Craftsman style homes. In addition to promoting their work, Stickley also promoted the bungalow form, including within his magazine's pages plans for its construction and eventually starting a company, the Craftsman Homebuilders' Club (1904), to monetize its sale.[11]

Built around 1917, the house the Price family moved into was a modest, pared-down version of the Craftsman bungalow. Its low-pitch gabled roof with wide unenclosed eave overhangs, intersected by the roof of the small, partial-width, front-gabled porch was common in both bungalows and the Craftsman style. The workmanship of the style is emphasized in the details: exposed rafter tails and decorative beams supporting both the main roof and front gable (albeit currently muted by the paint colors). The original fenestration and clapboard siding were also typical of Craftsman houses.[12]

Mary Price and her children lived in the house on and off for many years, despite listing it for rent in both 1923 and 1924: "a furnished, modern 5 room house with garage."[13] The J. F. Bachman Family moved in between 1933 and 1935 and the small house played backdrop to Kathryn Bachman's wedding to Guy L. Sisson, of Longview, in

[7] Hunt, "Bungalow Dreams," 50.
[8] Richard Mattson, "The Bungalow Spirit," *Journal of Cultural Geography* 1 (1981).
[9] These concerns pervade many movements and ideologies at the turn of the century; the Progressive movement was perhaps the most vocal of advocates. See Gwendolyn Wright, *Building the Dream: A Social History of Housing in America* (New York: Pantheon), 1981.
[10] Peaks of bungalow development occurred at other times, also, and in other locations, like in Chicago after the first World War. Because the form was easily adapted to the specifics of regional climates and resources, bungalows across the country often look visually different despite roughly contemporaneous construction.
[11] "Announcement of the Homebuilders' Club," *The Craftsman* 5 (1904), 524. For more on Stickley, see Mark Alan Hewitt, "Words, Deeds, and Artifice: Gustav Stickley's Club House at Craftsman Farms," *Winterthur Portfolio* 31 (1996): 23-51.
[12] See also Virginia McAlester, *A Field Guide to American Houses* (2013), (New York: Knopf), 2018, 566-578.
[13] *The Columbian,* January 9, 1924, 5. Mary Price was listed at the house in July, when she was home recovering from a tonsilectomy, but by December of that year, she was reported as living in Brush Prairie, and "visiting" Vancouver. See also *The Columbian,* July 10, 1924, 3, and December 22, 1924, 6.

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June of 1935.[14] But by 1940, another young family had moved in: Morris (1902–2000) and Beryl Swan (1902–1983), married in 1925, with their daughter Charlotte (1931–2012), and mother-in-law Mary appear to have occupied the house for the last decade it sat on 29th Street. It was familiar ground for Beryl Price Swan, as was for her mother Mary Price, both of whom had already spent many years in the house more than a decade prior.

The Evolution of Rose Village

By the time the city announced plans for a new freeway connecting downtown Vancouver to its outskirts, the house at 1000 East 29th Street was owned by Robert A. Porter (1907–ca. 1957) and his wife Dorothy (née Scherer, 1906–1989). The new freeway was planned along the path of what was then "I" and "J" Streets, and the city, which was supported by most residents, began clearing conditions for the new construction. Many residents in the path of what was viewed as "progress" relocated their families to other houses in the city[15]. Still, others chose to relocate their family homes to then-vacant lots, an option that the R. A. Porter family chose. Sometime in 1951, the couple hired Richard U. Paulson to move their house from East 29th and J Streets to the empty lot on the northwest corner of East 27th and K Streets (Figure 14).

Shortly after the house arrived at its new site, permits were filed for a sewer tap, dwelling repairs, and work on a new garage and the basement.[16] The couple also filed a lawsuit against Paulson, alleging that his "cost plus ten percent" buried overhead charges that were not relevant to the specific job of moving the house three blocks. The judge agreed, and faulted the contractor for positioning the house on the site incorrectly, poorly constructing the front porch, mismanaging water, and billing his clients without a "strict fidelity to duty."[17] The year after his winning lawsuit, Robert Porter filed paperwork to operate a "collecting and investigating business" called The Stores Collection Agency.[18]

The house's new site, on the west side of K Street, was at a newly defined edge of the Rose Village neighborhood. K Street had once been a vibrant and central street running through the neighborhood, well connected not only on account of the streetcar and bus route but also because it was flanked by east-west thoroughfares like 26th Street and 33rd Street. At the corner of the military reservation, K Street merged with West Reserve, a quick path toward downtown Vancouver and beyond. Infrastructural improvements, however, precipitated the construction of the new freeway, a 2.5-mile, 4-lane highway that was quickly incorporated into I-5. The freeway divided Shumway from Rose Village and became the visual and physical barrier at K Street's edge.

The residential fabric of Vancouver was carved up by the introduction of the freeway and many neighborhoods began to show signs of neglect. The decades after the freeway's opening corresponded with the city's Urban Renewal program, which targeted those areas of the city that were "depressed," including Rose Village. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters,

[14] "Miss Bachman Wed to Guy L. Sisson," *The Columbian,* June 24, 1935, 2.
[15] The construction of the freeway was talk of the town for many years. See, for example, a common reaction to the project: "Can't Stop Progress," *The Columbian,* January 17, 1950, 6.
[16] "City News in Brief," *The Columbian,* October 26, 1951, 2; "2700 K Street," October 22, 1951. Clark County Permit Number A-5124. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[17] "Judge Cuts Down Claim," *The Columbian,* October 7, 1953, 9.
[18] *The Columbian,* January 13, 1954, 2.

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believed to be eking out a living on Social Security pensions, welfare and other meager means."[19] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[20] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[21]

The city directory notes that Dorothy Porter left K Street in 1962, replaced by the Ronald W. Murphy family, who lived there for the next four decades and was responsible for "rebuilding" the rear dormer as well as the installation of fencing around the yard (since replaced).[22] The family's tenure corresponded to the increasing development of the area, usually by small-scale builders who constructed single-story duplexes on still-vacant lots. These developments have been permitted by the city on an ad-hoc basis rather than according to a large-scale master plan, and have thus slowly changed the general character of Rose Village, once recognizable as an early twentieth-century development, into a less cohesive, late twentieth-century residential fabric.

Occupants

Based on newspaper records and the city's Polk Directory, owners and tenants of 2700 K Street (and, prior to 1951, 1000 East 29th Street) include the following:

1918–1935: Mary E. Price (1865–1957), her son William (1897–1955), and daughter Beryl (1902–1983).[23]

1935–ca. 1939: J. F. Bachman (1867–1953, born in Illinois), a theater watchman, his wife Ola L. (née Gooch, 1876–1964, born in Tennessee).[24] The Bachmans' daughter Kathryn married Guy L. Sisson at the house in 1935; their son Ray Bachman, editor and publisher of *The Columbian*, lived nearby, on West 28th Street. They had three more daughters, Virginia Hughes, Margaret Cobb, and Dorothy Dulin.[25]

1940–ca. 1950: Morris S. "Morrie" Swan (1902–2000, born in South Dakota) was an insurance broker at the firm he founded in 1938, Swan General Agency. He was a member of the Vancouver Chamber of Commerce, the Vancouver Historical Society, the Navy League, Wauna Lake Club, Royal Oaks Country Club, and, in 1952, a

[19] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[20] Chandler, "Worst Areas," 5.
[21] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.
[22] A permit was filed with the city citing the followng work: "reroof, rebuilt, & reside dormer, install gutters." It is unclear, based on the available evidence, if a dormer had previously been added to the west side of the roof; "2700 K Street," July 25, 1978. Clark County Permit Number M1080. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[23] "Death claims ex-mayor," *The Columbian,* September 2, 1955, 16. William Raymond Price served as mayor of North Bonneville from 1934 until 1942; "Beryl Elizabeth Price Swan," https://www.ancestry.com/discoveryui-content/view/122225901:60525.
[24] Bachman's 1953 obituary specified his work as a church deacon, "Death Takes J. F. Bachman," *The Columbian,* March 4, 1953, 1.
[25] United States Federal Census, Vancouver, District 0042, 1930.

member of the Washington State Legislature.[26] He was the son of Floyd and Minnie Swan, who owned Vancouver

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Real Estate and maintained a home on East 26th Street, in the Swan's Addition area of the city.[27] His wife Beryl Swan (née Price, 1902–1983), had lived in the house previously. Their daughter Charlotte (1931–2012) was frequently mentioned in *The Columbian* for her skillful playing of the piano. She married real estate agent Ellery H. Riem in 1955.[28]

1950–1962: Robert A. Porter (1907–ca. 1957), his wife Dorothy (née Scherer, 1906–1989), and son Michael (1939–2005).[29] The couple was listed at the East 29th Street address in the 1950 census, and thereafter at the K Street site. Beginning in 1957, Mrs. Dorothy Porter is listed alone in the city directory, assumedly a widow.[30]

1962–2002: Ronald Washington Murphy (1923–2000, born in Nebraska), his wife Irene Daisy (née Goodwin, 1919–2006, born in Iowa), son Ronald Gale (1950–2015), daughters Linda, Kathleen, and Debra (1961–2014).[31] Murphy filed several permits with the city, including for the rebuilt dormer project, fence posts, and chain-link fencing.[32]

2002: Jeffrey W. Shull, owner of a real estate services company.[33]

2002–2005: Matthew H. and Eryn M. Kesler, a teacher and a photographer.[34]

2005–2009: Tammy M. Ewing.[35]

2009–2014: Cory S. Smarz (spouse of Tammy Ewing).[36]

2014–present: Cassie L. and Jason M. Dalbey.[37]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the residence at 2700 K Street is significant under Criteria C, with an overall period of significance of 1917. The resource, however, which, on account of its 1951 relocation, must meet the additional requirements of Criteria Consideration B, does not

[26] "Morris S. Swan," *The Columbian,* February 8, 2000, 16.
[27] See Clark County Community Planning, "Swan House," www.clark.wa.gov/community-planning/swan-house.
[28] "Charlotte D. Riem," https://www.findagrave.com/memorial/147465102/
[29] "Blair Proctor Bride of Michael Porter," *The Columbian,* December 18, 1967, 7.
[30] R. L. Polk & Company. *Polk's Vancouver Directory*, 1957. Seattle: R. L. Polk & Company, 1951–1983.
[31] "Ronald W. Murphy," www.ancestry.com. Accessed May, 2023.
[32] On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[33] "17586000," Property Information Center, Auditor Documents, Clark County Building Department.
[34] "17586000," Property Information Center, Auditor Documents, Clark County Building Department. Eryn Kesler is a photographer and Matthew Kesler a school principal.
[35] "17586000," Property Information Center, Auditor Documents, Clark County Building Department.
[36] "17586000," Property Information Center, Auditor Documents, Clark County Building Department.
[37] "17586000," Property Information Center, Auditor Documents, Clark County Building Department.

possess the requisite integrity to communicate its significance and it is therefore recommended not eligible for listing in the National Register of Historic Places.

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Based on WillametteCRA's evaluation of the residence at 2700 K Street within its historic context, the house does not possess a sufficiently strong association with a historic event or pattern of events to qualify as significant under Criterion A.

Despite its long-standing association with the Price, Swan, and Murphy families, the residence does not possess a sufficiently strong association with people significant in our past to qualify as significant under Criterion B.

The residence at 2700 K Street does possess significance under Criterion C, at the local level of significance in the area of architecture. The house is a representative example of a modest Craftsman bungalow built in the Pacific Northwest for a small family; its period of significance corresponds to the year of its construction, 1917. The building's distinctive characteristics—front-gabled porch entry, small but efficient layout, with plenty of windows for natural light and fresh air—demonstrate how the Craftsman bungalow type flexibly accommodated smaller or lower-middle-class families in a compact footprint.

Criteria consideration B specifies that properties with significance under Criterion C must "retain enough historic features to convey its architectural values and retain integrity of design, materials, workmanship, feeling, and association."[38] The alterations to the residence at 2700 K Street, including the rear dormer construction and subsequent residing, the interior renovations, the addition of the garage, the replacement of doors, windows, and porch posts, and the addition of the fence and shed have compromised the integrity of the building such that it is unable to convey its historic significance under Criterion C.

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 not significant under Criterion D.

In summary, the residence at 2700 K Street does not possess sufficient integrity to communicate its area of significance. WillametteCRA, therefore, recommends the house not eligible for listing in the NRHP under Criterion C. It is not recommended eligible under Criteria A, B, or D.

[38] National Park Service, *National Register Bulletin 15: How to Apply the National Register Criteria for Evaluation*, (Washington DC: US Department of the Interior, National Park Service, 1990 [revised for Internet 1995]), https://www.nps.gov/subjects/nationalregister/upload/NRB-15_web508.pdf.

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Figure 2. Location map of 2700 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 2700 K Street, showing recommended NRHP boundary in white.

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Figure 4. View of 2700 K Street rear garage and shed. Note the I-5 concrete barrier directly west (WillametteCRA March 8, 2023).

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Figure 5. South and west elevations of 2700 K Street, view facing northeast (WillametteCRA March 8, 2023).

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Figure 6. East and North elevations of 2700 K Street, view facing southwest (WillametteCRA March 8, 2023).

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Figure 7. South and East elevations of 2700 K Street, view facing northwest (WillametteCRA March 8, 2023).

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Figure 8. South elevation of 2700 K Street, view facing north (WillametteCRA March 8, 2023).

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Figure 9. 2014 view of the west elevation of 2700 K Street (Prime Realty NW, 2014).

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Figure 10. Interior photos of 2700 K Street (Prime Realty NW, 2014).

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Figure 11. Interior photos of 2700 K Street (Prime Realty NW, 2014).

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Figure 12. Interior and exterior photos of 2700 K Street. Note the cinderblock wall in the basement (Prime Realty NW, 2014).

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Figure 13. East elevation of 2700 K Street (Clark County Assessor's Office, 2003).

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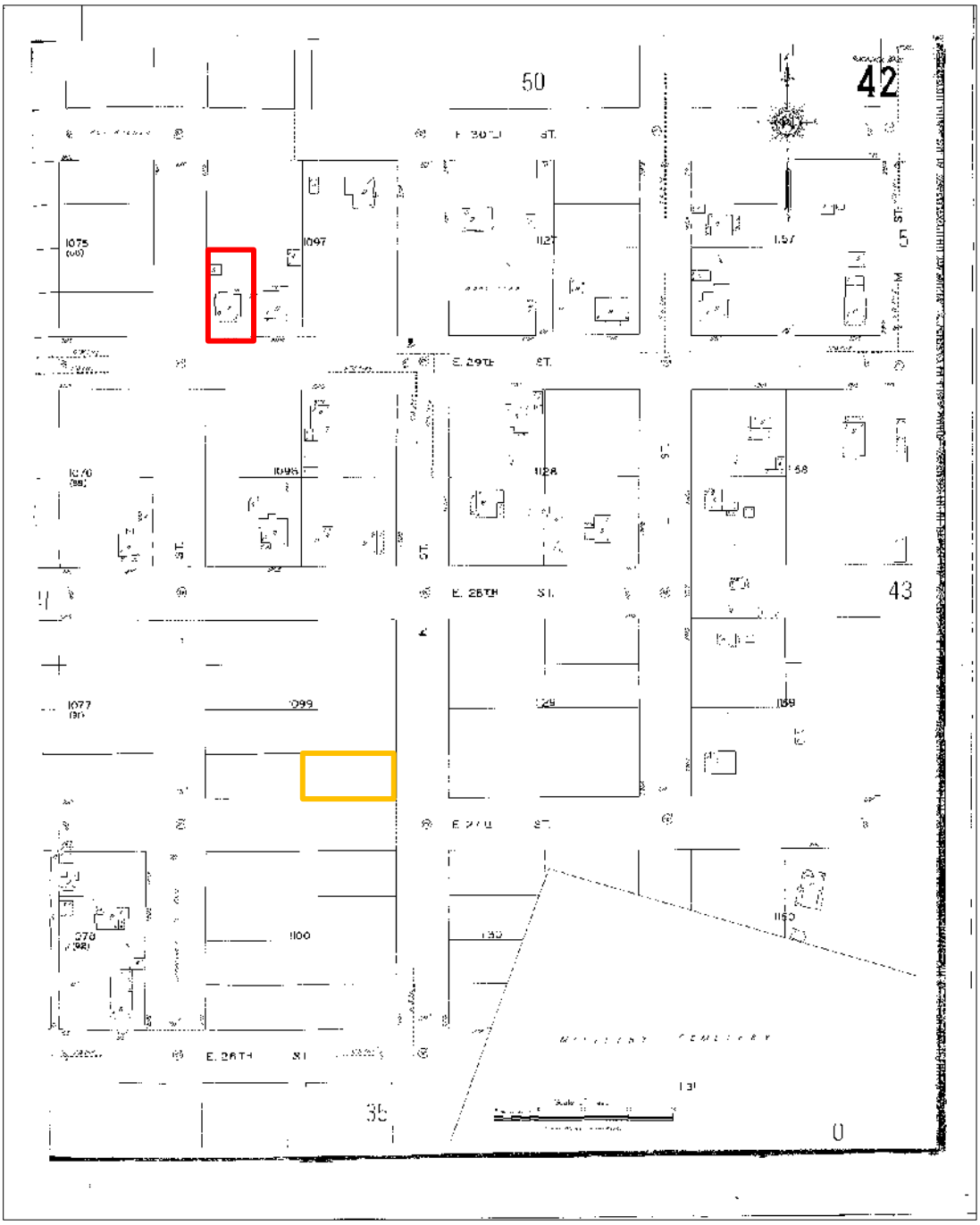


Figure 14. 1928 Sanborn map showing 1000 E 29th Street highlighted in red and the house's future site, 2700 K Street, highlighted in yellow (Sanborn Map Company, Vancouver [1928], 42).

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: Erhardt, Maude, House (WA 1316)	WISAARD Property ID: 89663
Street Address: 2614 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17925000	Plat Block Lot: Vancouver Heights #1, Block 86, Lot 1
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.640656°, -122.661142°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1938
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: Unknown date, Rear addition and roof cladding replacement; ca. 2007, Installation of fence; ca. 2016, Interior renovations; ca. 2022, Window replacements
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material:	Exterior Surface Materials: Primary: Wood Secondary: Decorative:	
Roof Type & Material: Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform frame	Plan Type: Rectangular	
Number of Stories: 1.5	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Extensive
	Windows	Moderate
Register Status: Not listed	Cladding (Roof)	Extensive
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☐Fair ☒Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. Maude Erhardt House, east elevation, view facing west. (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:

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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PHYSICAL DESCRIPTION

The building at 2614 K Street, hereafter referred to as the Maude Erhardt House, is a small cottage built in 1938 in the Minimal Traditional style, located in the Rose Village neighborhood of Vancouver, Clark County, Washington. Within Rose Village, the property is situated on a corner parcel along the eastern edge of Interstate 5 (I-5); the building faces east onto K Street. The area around Maude Erhardt House is part of a single-family residential zone, defined by a network of local streets lined with paved sidewalks and street trees, bounded by the I-5 and the Vancouver Barracks National Cemetery. The building is located on a rectangular tax lot which measures approximately 50 feet by 100 feet and is adjacent to a single-family residence to the south, the terminus of East 27th Street to the north, the terminus of K Street to the east, and a vegetated planting strip that bounds the east edge of the I-5 to the west. The lot includes the principal building, a rear yard, a detached shed in the northwest corner, and a wood fence that surrounds the property (Figures 2, 3, and 11–13).

The building's footprint is rectangular in shape and is constructed atop a poured concrete foundation (Figures 1, 4–8). The footprint overall measures approximately 25 feet by 25 feet. The walls rise 1.5 stories in height to a steep-pitched front-gabled roof with minimal overhang, clad in 3-tab asphalt shingles. The building's frame walls are clad in lapped wood siding. The primary entrance on the east elevation is covered with a front-facing gable porch roof over a small concrete stoop. A brick chimney is present at the center of the roof at the ridgeline.

The dwelling's fenestration is characterized by vinyl sash and sliding windows; the east elevation entry is a half-glass screen door and a 6-panel metal door.

The interior of the building was not accessible at the time of survey; however, 2016 real estate photographs indicate that at that time, the building contained at least seven rooms including a family room and kitchen, three bedrooms, utility room, and bathroom; flooring was a combination of linoleum, non-historic tile, and non-historic carpet; and finishes included plaster walls, historic plywood paneling, and faux-wood cladding (Figures 9 and 10).

Alterations

Changes since construction include the infill of the building's rear porch and replacement of original wood shingles with 3-tab asphalt shingles at an unknown time after 1949, the installation of a wood fence around 2014, updates to interior finishes shown by a 2016 real estate listing, and updates to fenestration completed before 2022.[1]

Boundary Description

The Maude Erhardt House is set on a single tax lot (17925000) which includes the dwelling, a detached shed, and the surrounding fence. Some of the features within the tax lot contribute to the resource's historic significance; however, the existing wood fencing and shed are later additions and do not contribute. As the tax lot boundaries have remained unchanged since the end of the resource's recommended period of significance (1938), the recommended National Register of Historic Places (NRHP) boundary is the boundary of the tax lot (Figure 3).

[1] Sanborn Map Company, *Vancouver, Clark County, Washington, November 1949* (New York: Sanborn Map Company, 1949), 42; Google Street View August 2014.

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INTEGRITY

Since its construction, the Maude Erhardt House has remained in its original location and continues to function as a single-family dwelling. The property's setting changed considerably with the construction and subsequent expansion of I-5 in the 1950s and 1970s. Today, although the setting remains single-family in character with dwellings to the south and east, the building's setting is strongly characterized by an adjacency to the highway and by its location on the liminal fringe of a residential neighborhood rather than within it.

Additionally, although some character-defining features such as massing, roof style, and cladding have been preserved, alterations have adversely affected the building including the replacement of most windows and doors as well as the substantial loss of interior finishes. The building's immediate landscape has also been altered with the installation of a tall perimeter fence and the removal of historically prominent vegetation. Overall, the Maude Erhardt House retains its integrity of location and association while its integrity of design, setting, materials, workmanship, and feeling have been diminished or lost.

STATEMENT OF SIGNIFICANCE

The Maude Erhardt House is located on the northeast corner of the Rose Village neighborhood of Vancouver, Clark County, Washington. The building was constructed in 1938 in the Minimal Traditional style for the dwelling's first owner, Maude Emma Erhardt née Mead (1893–1983).[2]

The Development of the Washington-Car Barns-Rosemere-Rose Village Neighborhood

The neighborhood chosen by Erhardt for her new residence is now known as Rose Village neighborhood and is contained within Washington State Route 500 and Leverich Park on the north, I-5 on the east, North Grand Boulevard on the west, and East 4th Plain Boulevard on the south. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[3] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (ca. 1860).[4] The land was initially agricultural orchards, wheatfields, and pastureland for cattle.

More extensive development followed in the late 1880s when the Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's lumber mill, the Michigan Mill, to

[2] "Permit Secured," *The Columbian* (Vancouver, WA), June 18, 1938, 2.
[3] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0
[4] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.

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Brush Prairie, just northeast of the city.[5] The land was platted for the first time, by the Columbia Land and Improvement Company (CLIC) based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed, "a $125.00 lot at North Coast Heights and a good tent or small bungalow will save money and time" (Figure 14).[6]

The residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889.[7] After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890 the street car's presence facilitated the area's early development as a residential district.[8] However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890 precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893 and by 1897 the street railway was removed.[9]

Significant development in the Rose Village area did not resume until CLIC platted the land within and around the failed race track as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[10] Major investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's (VTC) new electric street railway system in 1908.[11] A new streetcar line extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard. VTC built a storage garage in that same year at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use; this was the first institution to be built on what would later become the St. Johns commercial corridor.[12]

[5] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5.
[6] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson, "Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.
[7] Freece, 4-5, 13-18; Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history
[8] Freece, 4-5, 13-18; Rosemere Neighborhood Association, "Rosemere History."
[9] Freece, 13-46.
[10] "Gone Out of Business," *The Columbian* (Vancouver, WA), January 2, 1902, 5.
[11] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.
[12] The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes. Freece, 71.

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The North Bank Railroad bridge connected Vancouver with Portland and the street railway helped to connect the present-day Rose Village neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[13] This growth prompted the City of Vancouver to plat the area adjacent to North Coast Heights east of "K Street" (then Connecticut Ave), between 1907 and 1911; this included the lot upon which Maude Erhardt would build her home three decades later and comprised the rest of what would become Rose Village.[14] With annexation, the city provided services to Rose Village and constructed a school, Washington Elementary, in 1911. The school was a necessary amenity for the many residents who built small, single-family homes in the area in the first few decades of the twentieth century; by 1911, the south end of Rose Village had approximately thirty dwellings constructed within East 26th Streets, F Streets, East 31st Streets, and K Streets.[15] The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the VTC building erected at 33rd and St. Johns.

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver, which enabled greater trade and access to the agricultural lands north of town. By the mid-1920s, the neighborhood began to develop a greater sense of identity, exemplified in the decision of the grocer near Washington School to change the business name to "Rosemere Grocery."[16] During this time, residents began referring to the neighborhood as "Rosemere" despite the official and unofficial nomenclature, which lasted until the city re-designated the neighborhood as Rose Village in 2005.[17]

Despite the poor economic conditions brought on by the stock market crash of 1929, both residential and commercial construction continued in the neighborhood into the 1930s, albeit at a slower pace The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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; it is likely that Erhardt, the builder of the subject property, was an FHA-beneficiary.[18] Similar to the rest of Vancouver, Rose Village once again experienced a construction boom during and after World War II (WWII) when unprecedented numbers of workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[19] To help fill the initial housing demand for war

[13] Untitled, *The Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.
[14] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.
[15] Sanborn Map Company, *Vancouver, Clark County, Washington, August 1911* (New York: Sanborn Map Company, 1911), 29-30, accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643069?accountid=1135.
[16] Originally constructed at East 33rd and S Streets, now the location of S & S Mart. "Club to Boost for Rosemere," *The Columbian* (Vancouver, WA), November 5, 1926, 1.
[17] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian* (Vancouver, WA), August 31, 2005, 14.
[18] "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.
[19] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023),169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western US.

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workers, the Shumway area's first apartment complex was constructed "under war housing program priorities" in 1944.[20] Many remaining vacant lots in the Shumway area quickly developed as single-family homes after the war as the city's population surged to over 40,000 by 1950.[21] The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[22]

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension, greater self-awareness, starting with the construction of the Vancouver Freeway in the 1950s, which redefined the area's edge. The new freeway divided the Rose Village area from Shumway to the west and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[23] In 1954, the first usable portion of the Vancouver Freeway was opened to traffic.[24] That same year, an interchange connecting the Evergreen Highway (the present-day Lewis and Clark Highway or State Route 14) with Washington Street was put into operation.[25] However, this work did not occur without controversy. Over objections by the City of Vancouver and the Vancouver Chamber of Commerce, the Washington Department of Highways condemned 5th Street and severed an important east-west connection between the city and Fort Vancouver that had existed for over 100 years.[26] The following year, the 2.5-mile-long, 4-lane, controlled-access Vancouver Freeway was completed and opened to traffic when Governor Arthur B. Langlie cut the ribbon during an elaborate ceremony; by 1957 the federal government incorporated this early freeway into the I-5. [27]

By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[28] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled

[20] "Apartment of 36-Unit Capacity Due," *The Columbian* (Vancouver, WA), July 20, 1944, 1. The referenced apartment complex was the Heights Garden Court at 300-506 East 28th Street (now Colonial Park).
[21] John Caldbick, "1930 Census," *Historylink*, June 14, 2010, Accessed April 12, 2023. https://www.historylink.org/File/9451; City of Vancouver, "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. *Vancouver, Clark County, Washington, November 1949.* (New York: Sanborn Map Company, 1949), 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[22] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.
[23] Alsobrook, et. al, 230-231.
[24] Bureau of Public Roads, *1954 Annual Report- Bureau of Public Roads: Fiscal Year 1954*, (Washington DC: U.S. Department of Commerce, 1954).
[25] "Newest Link In Freeway To Be Open," *The Columbian* (Vancouver, WA), April 14, 1954, 1.
[26] "Fifth Street Battle Plan To Be Laid." *The Columbian* (Vancouver, WA), February 1, 1954, 1; "City Chamber Hit Decision On 5th." *Columbian* (Vancouver, WA), February 25, 1954, 1.
[27] Bureau of Public Roads, *1955 Annual Report- Bureau of Public Roads: Fiscal Year 1955*, (Washington DC: U.S. Department of Commerce, 1955), 14; "Ribbon Snapped, Cars Roll." *The Columbian* (Vancouver, WA), April 1, 1955, 1.
[28] The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research. Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5.

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"substandard."[29] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite the presence of an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[30]

Most of the neighborhood had been owner-occupied until the 1960s, but more than 800 rental units were built between the years 1960 and 1974, according to the 1980 census.[31] Speculative builders constructed duplexes sprang up all over Rosemere, saturating the area to the point that in 1968, members of the Rosemere Community Center asked the Vancouver City Council to halt the construction of new duplexes.[32] The request was nearly rhetorical—it wasn't in the city's power unless they undertook a complete re-zoning, but it also wasn't in the city's interest. There was a pressing need for more affordable housing, and even small-scale duplex development mitigated some of that need. Though Rosemere residents were not against the duplexes per se, they were reluctant to see small-scale development occur at the expense and opportunity of a city-sponsored large-scale low-rent housing complex, which the Vancouver Housing Authority had tentatively suggested.[33] The city continued to issue building permits for duplexes, which became emblematic of this era of development in Vancouver and the gradual increase in the neighborhood's density. The modern shape of Rose Village was carved between 1977 and 1984 when the federal government widened the I-5 to six lanes, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges, and resulting in the demolition of several more homes and the fragmentation of the previously continuous Shumway and Rose Village neighborhoods.[34]

Minimal Traditional Style (1935–1950)

Houses built in the "Minimal Traditional" style such as the Maude Erhardt House were mainly constructed during the period from 1935 to 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 possibilities for its future. Their form and ornamentation sought to strike a delicate balance between traditional forms and a self-conscious modernity giving them appeal to the widest possible audience. The opportunity for new home construction during the Depression was afforded in large part by the passing of the 1934 National Housing Act and 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.[35]

[29] Chandler, "Worst Areas," 5.
[30] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.
[31] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *The Columbian,* July 29, 1985, A5.
[32] "Area Fears Duplex rise takes lots," *The Columbian,* April 24, 1968, 2.
[33] Likely, this tentative proposal turned into large, low-rent housing complex known as Van Vista Plaza, which opened to senior residents in 1970, in the Esther Short neighborhood. See The Vancouver Housing Authority, *50 Years of Progress Dedicated to People,* Vancouver, WA (1992). https://vhausa.org/component/edocman/fifty-years-of-progress/.
[34] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *The Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *The Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *The Columbian* (Vancouver, WA), October 25, 1982, 1.
[35] "Federal Housing Policy Developments, 1932-50," *Monthly Labor Review*, 682–83.

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As it developed, the FHA created a set of basic building standards that houses were required to meet in order 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 small set of styles, sometimes humorously referred to as "Banker's Modern."[36] 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 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.[37]

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.[38] 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 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 end of the Depression both during WWII and into the postwar period. Such was their abundance across the country that other names sprang up for them including "Roosevelt Cottages" and, later, "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.[39]

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. Minimal Traditional houses were built to answer the ever-growing need for single-family housing and were commonly constructed by speculative builders. As originally designed, the Maude Erhardt House is indicative of the style with its small footprint, simple roof form, minimal overhang, and lack of revivalist ornamentation. The simplicity of the house would have made it affordable to individuals such as Erhardt and, although additional research is needed, the house was likely the result of an FHA loan that provided the necessary funding for its construction.

Building Use and Occupants

The subject dwelling was constructed on a vacant lot in Vancouver Heights Addition, which was platted between 1908 and 1911. In 1938, the new residence was constructed in the popular Minimal Traditional style for Maude

[36] Virginia Savage McAlester, *A Field Guide to American Houses*, rev. (New York: Knopf, 2017), 599.
[37] 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).
[38] Virginia and Lee McAlester, *A Field Guide to American Houses* 2nd ed. (New York: Knopf, 2006), 478.
[39] Washington Department of Archaeology & Historic Preservation [DAHP], "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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Emma Erhardt, who moved into the cottage that year following the death of her husband, William Erhardt (1904–1937).[40] Born in Minnesota, Maude had relocated to Vancouver by the 1920s and is recorded as the owner of 2614 K Street from 1940 to 1979.[41] In 1938, Maude co-founded and operated a childcare nursery, The Tiny Tot Home, then worked for the *Columbian* during the 1940s, and thereafter worked as a housekeeper for most of her life.[42] The subsequent occupant was Charles Johnson Junior (1928–2013), who is recorded as the owner and occupant of the property through 1982.[43]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Maude Erhardt House is not significant under Criteria A, B, C, or D. As such, it is recommended not eligible for listing in the NRHP.

Based upon WillametteCRA's evaluation of the Maude Erhardt House 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 Rose Village neighborhood during the last years of the Great Depression this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Maude Erhardt House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

The Maude Erhardt House is an example of a cottage residence 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 for as significant under Criterion C. Although the building is an example of the Minimal Traditional style, it does not possess enough of the style's characteristics to be considered a true representative of the style.

The Maude Erhardt House 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 Maude Erhardt House is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource as not eligible for listing in the NRHP.

[40] Ancestry.com, *Washington, U.S., Death Index, 1940-2017* [database on-line], Provo, UT: Ancestry.com Operations, Inc., 2002; Ancestry.com, *Washington, U.S., Marriage Records, 1854-2013* [database on-line]. Provo, UT: Ancestry.com Operations, Inc., 2012.
[41] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1940*, (Seattle: R. L. Polk & Company, 1940); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1979*, (Seattle: R. L. Polk & Company, 1979); "Maude Erhardt obituary," *The Columbian* (Vancouver, WA), November 23, 1983, B2; Ancestry.com, *1940 United States Federal Census* [database on-line]. Provo, UT: Ancestry.com Operations, Inc., 2012.
[42] "Nursery Opened," *The Columbian* (Vancouver, WA), February 14, 1938, 2; "Maude Erhardt obituary," *The Columbian*; Ancestry.com, *1940 United States Federal Census* [database on-line].
[43] R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1981*, (Seattle: R. L. Polk & Company, 1981); R. L. Polk & Co. *Vancouver (Clark County, Wash.) City Directory, 1982* (Seattle: R. L. Polk & Company, 1982).

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Figure 2. Location map of the Maude Erhardt House, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of the Maude Erhardt House, showing the recommended NRHP boundary in white.

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Figure 4. The Maude Erhardt House, east and south elevations. View facing northwest (WillametteCRA March 8, 2023).

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: Erhardt, Maude, House (WA 1316)	WISAARD Property ID: 89663
Street Address: 2614 K Street	City, County, State: Vancouver, Clark County, Washington



Figure 5. The Maude Erhardt House, east and north elevations. View facing southwest (WillametteCRA March 8, 2023).

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 6. The Maude Erhardt House, north and west elevations. View facing southeast (WillametteCRA March 8, 2023).

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 7. The Maude Erhardt House, east elevation, view facing west (Redfin 2016).

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Figure 8. The Maude Erhardt House, north elevation, view facing south (Redfin 2016).

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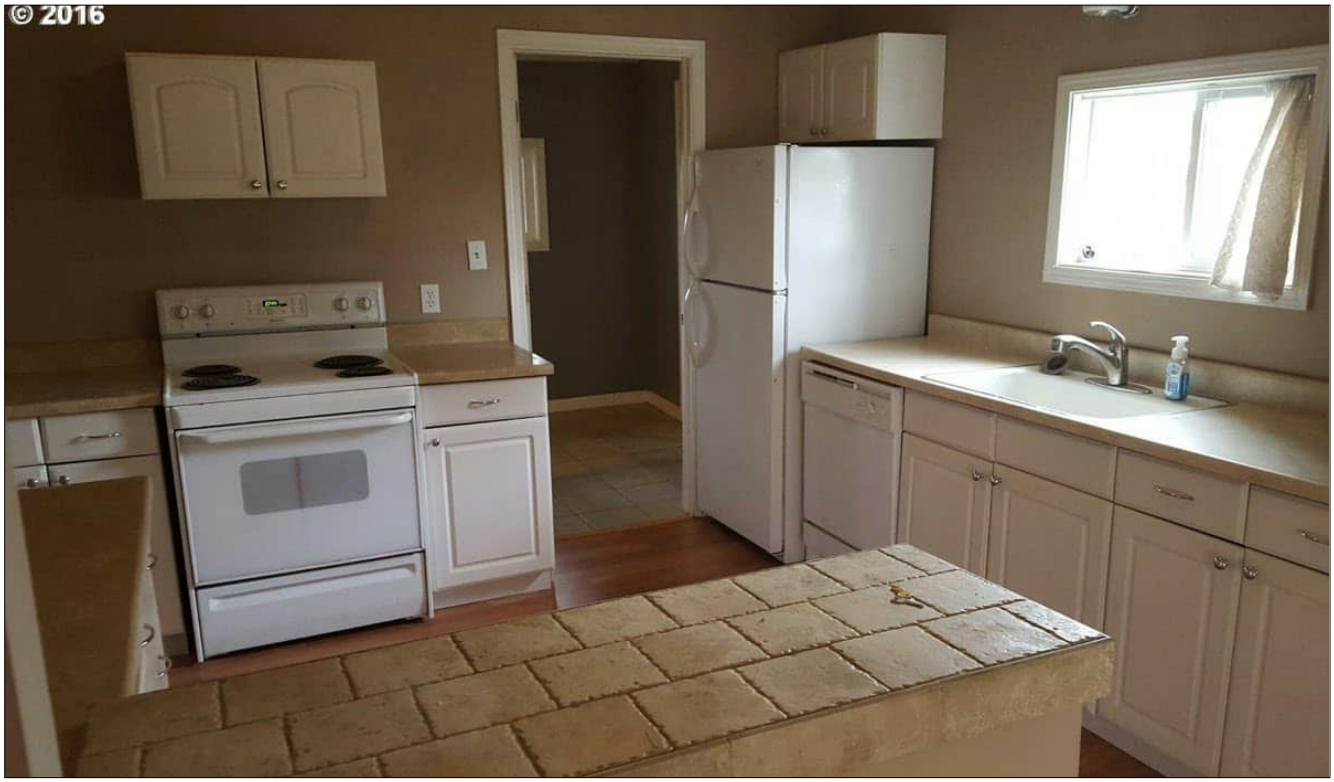


Figure 9. The Maude Erhardt House, kitchen and utility room interior, showing imitation wood and tile flooring (Redfin 2016).

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Figure 10. The Maude Erhardt House, upper room interior showing carpeted flooring (Redfin 2016).

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Figure 11. The Maude Erhardt House, rear yard and detached shed (Redfin 2016).

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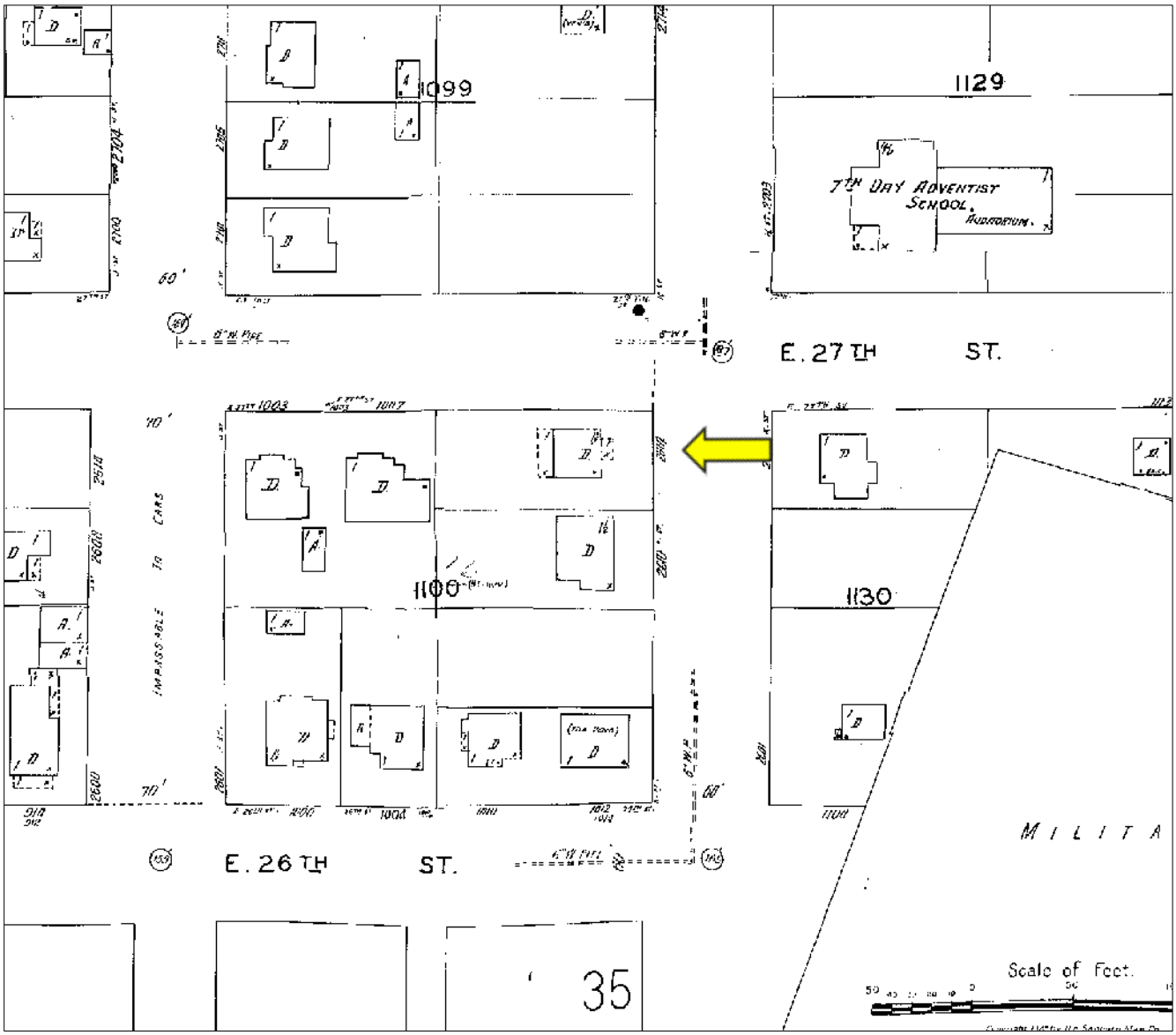


Figure 12. The footprints of the Maude Erhardt House and parcel, address indicated with yellow arrow (Sanborn Map Company, *Vancouver* [1949], 42).

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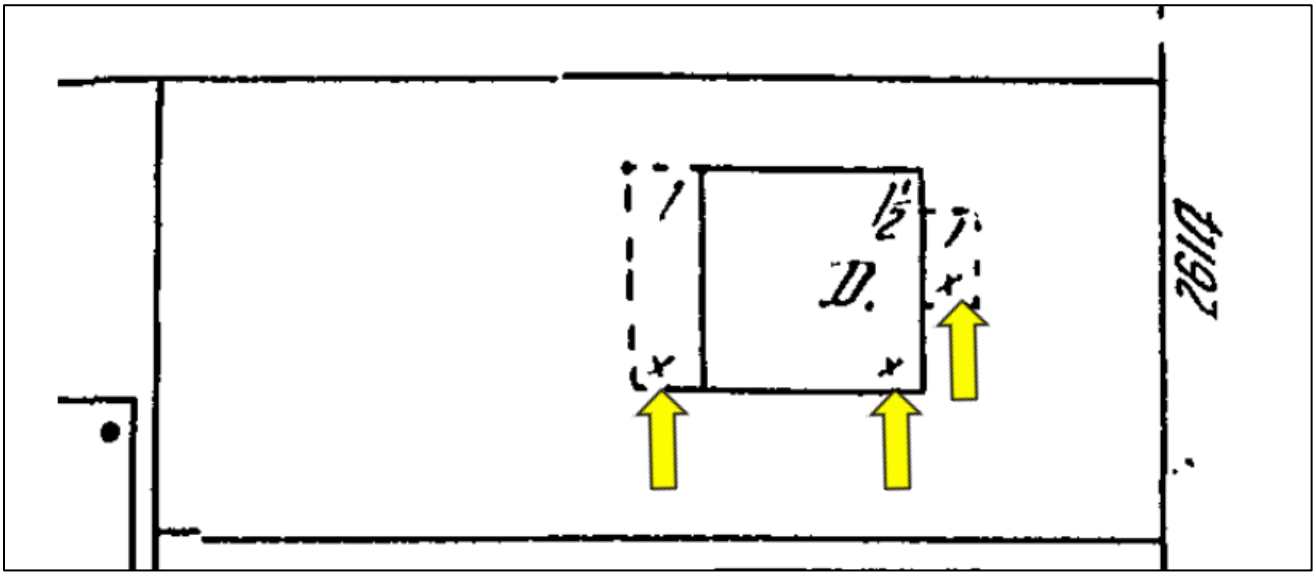


Figure 13. The footprints of the Maude Erhardt House and parcel at 2614 K Street, a yellow arrow indicates “X” in each roof section, the Sanborn Map Company symbol for wood shingle roof (Sanborn Map Company, *Vancouver* [1949], 42).

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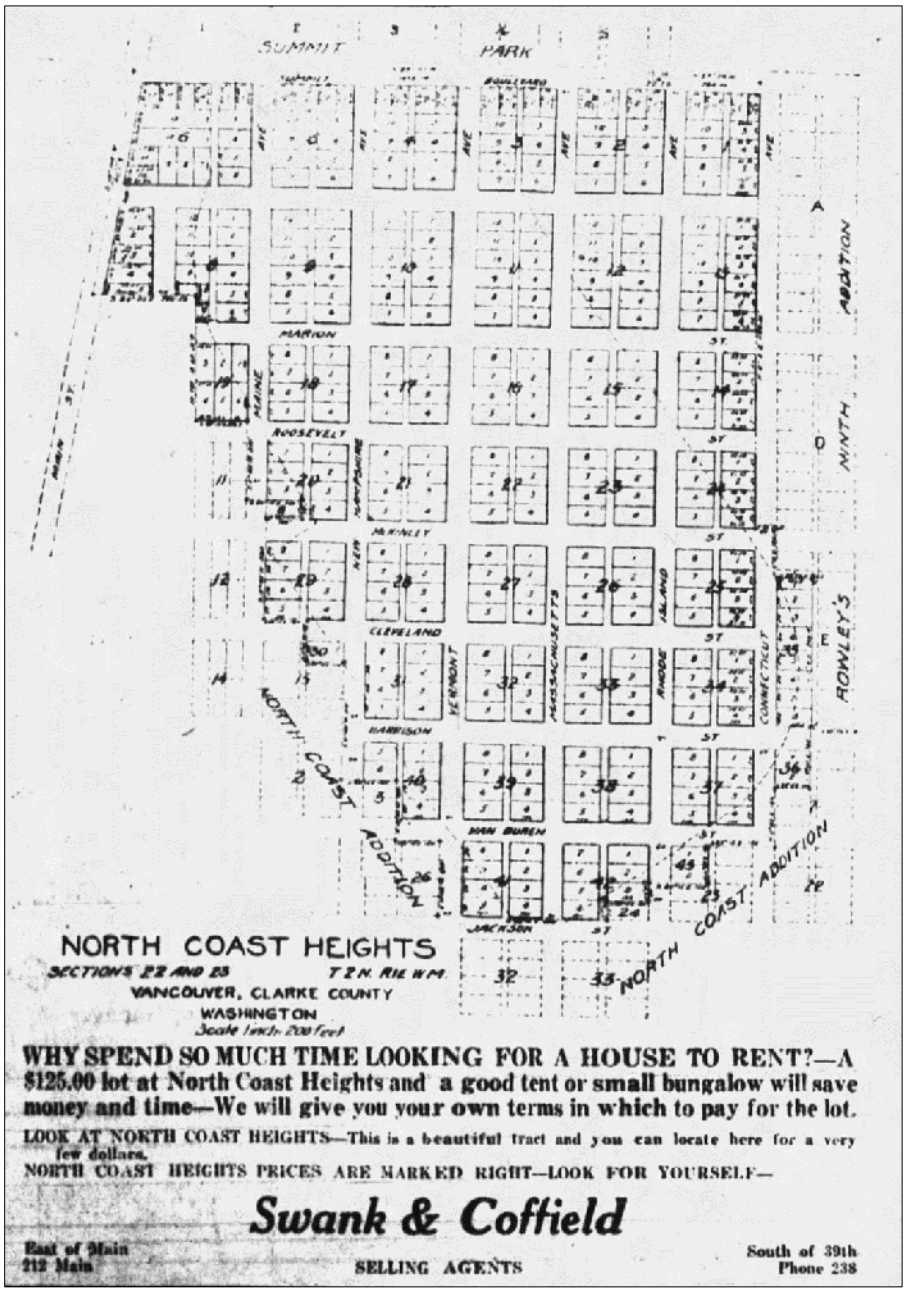


Figure 14. Plat of North Coast Heights. The remnants of the racetrack can be seen in a dashed line (*The Columbian* [Vancouver, WA], 1922).

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: St. James Acres Cemetery (Mother Joseph Catholic Cemetery of Vancouver) (WA 1320)	WISAARD Property ID: 731277
Street Address: 1401 East 29th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17450000	Plat Block Lot: VANCOUVER HEIGHTS ALL OF BLKS 65 & 66
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23, SW ¼
Coordinates: 45.641273˚, -122.657779˚	
This property is part of a ☐ District	

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

Current Use: FUNERARY / cemetery	Construction Date: 1871
Historic Use: FUNERARY / cemetery	Alterations & Dates: ca. 1955–1968, Construction of outbuilding; ca. 1978–1984, Re-alignment of northwest path; 1999, Addition of two adjoining tax parcels
Architectural Classification / Resource Type: No Style / Site	Historic Context: Exploration and Settlement; Religion

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

Foundation Type: N/A	Form Type: Site	
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: Irregular	
Number of Stories: N/A	Changes to Structures:	
	Category:	Change Level:
Styles: No style	Plan	Slight
	Windows	N/A
Register Status: Not Listed	Cladding	N/A
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☒Good ☐Fair ☐Poor	

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 1. View of St. James Acres Cemetery looking north (WillametteCRA June 14, 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:

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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Street Address: 1401 East 29th Street	City, County, State: Vancouver, Clark County, Washington

PHYSICAL DESCRIPTION

The site at 1401 East 29th Street, hereafter referred to by its historic name St. James Acres Cemetery, is a cemetery located on the southern edge of the Rose Village neighborhood in Vancouver, Clark County, Washington.[1] Within the neighborhood, the resource is located adjacent to the Vancouver Barracks National Cemetery and the site's entrance faces south onto East 4th Plain Boulevard (Figures 1 and 11–13).

The area around the cemetery is a residential neighborhood, one of the city's oldest, and largely composed of modest single-family homes built in the first few decades of the twentieth century. The neighborhood is defined by an orthogonal grid of streets with the main thoroughfare of East 33rd Street running east-west through the center, and Saint Johns Boulevard—a diagonal street that was once the streetcar route and is now a commercial stretch—cutting through the eastern edge of the neighborhood. Sidewalks line the city streets, and the area is shaded by many mature trees. East 4th Plain Boulevard passes along the southern edge of the neighborhood and the resource, while Interstate 5 is present a few blocks to the west.

The resource itself is located on an irregular tax lot and neighbors residential lots to the west; East 29th Street and O Street to the north and east, respectively; and the Vancouver Barracks National Cemetery to the south. Access to the site is still pending. The property includes approximately eight acres and an estimated 500 burial lots with more than 5,000 individual burials; one outbuilding that was not accessible at the time of survey; a paved pathway system; and associated landscaping.[2]

The cemetery's topography is flat, and the landscape is characterized by grass and a loose array of tall, mature trees of multiple varieties which have been planted informally throughout the southern section of the property. Although there are many species represented in the cemetery, a theme of evergreen trees such as cedar, cypress, and boxwoods are repeated throughout the landscape; these carry associations of immortality and the afterlife.[3] Four mature cypress trees (*Cupressus sempervirens*), flank the southern entrance pathway, and a line of small trees, possibly false cedar (*Thuja occidentalis*), defines the northern edge of the small section.[4] The general arrangement of the trees has not changed substantially since the historic period, defined within the evaluation process as ending in 1982. Views of the surrounding landscapes abound from within the property, a characteristic that the property has retained since the historic period. These include views south to the Vancouver Barracks National Cemetery, residential streets to the north and east, and single-family homes to the west and east.

[1] The site is recorded by Washington Department of Archaeology and Historic Preservation (DAHP), site number 45CL866.
[2] Find A Grave, "Mother Joseph Catholic Cemetery 77030," FindAGrave.com accessed March 28, 2023 https://www.findagrave.com/cemetery/77030/mother-joseph-catholic-cemetery.
[3] Julie Rugg, "Lawn Cemeteries: The Emergence of a New Landscape of Death," *Urban History* 33, no. 2 (2006): 213–33, http://www.jstor.org/stable/44614196; TalkDeath, "Cemetery and Graveyard Trees: Folklore, Superstition and History," TalkDeath.com, accessed June 20, 2023, https://www.talkdeath.com/cemetery-graveyard-trees-folklore-supersitition-history/.
[4] The Sisters of Charity of Providence section was not accessible at the time of survey.

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The property's spatial organization and cluster arrangement have not changed substantially since the end of the historic period. Landscape characteristics are largely defined by the arrangement of hedges and the patterned placement of individual gravestones, which are oriented in rows running north to south throughout a majority of the site, with the exception of one section to the southwest that is dedicated to Mother Joseph and the other Sisters of Charity of Providence interred here. The Sisters section measures approximately 100 feet north to south by 115 feet east to west and the rows of gravestones are oriented east to west.

The cemetery's circulation has also not changed substantially since the historic period and is defined by a paved path (N Street), which runs along a central axis and measures approximately 8 feet wide and connects from the south to north within the property (Figure 11). A smaller paved pathway, approximately 6 feet wide and flanked with rose bushes, extends directly west from N Street through the center of the Sisters section rows, terminating at a funerary monument to Mother Joseph and the Sisters of Charity of Providence (Figure 1). A vegetated traffic circle is present along the main path immediately north of the Sisters section; after continuing straight north, the main path pivots at a diagonal to the east, running adjacent to a storage outbuilding and intersecting an access road before terminating at a central point along the parcel's northern 29th Street boundary. The access road extends west from N Street before turning north and terminating at a secondary entry on the northwest corner of the parcel (Figure 12). The southern entrance, no longer in use, possesses a prominent entry at the southern end of N Street, flanked with rough-cut stone posts, likely installed in 1924, and a short line of mature Mediterranean cypress trees (*Cypressus sempervirens)* that evoke a long funerary tradition (Figure 13).[5]

The singular outbuilding, located centrally along the N Street pathway, was not accessible at the time of survey. The building rises a single story with a square footprint measuring 30 feet from north to south and 30 feet from east to west. It is likely constructed from wood frame atop a concrete foundation with walls clad in vertical wood siding and is topped by a low-pitch shed roof (Figure 11). Documentation is scarce as to the building's date of construction but historic aerial imagery from 1955 shows no footprint, and imagery from 1968 reveals the building footprint in the current location; the date of construction can therefore be estimated to have occurred between 1955 and 1968 (Figure 13).[6]

Alterations

Since its initial construction in 1871, the St. James Acres Cemetery has been altered with only a few changes to its setting, footprint, and character-defining features. The cemetery footprint was extended twice: in 1947, when the lots along 29th Street were converted to the present configuration; and in 1999, the Catholic Diocese purchased two tax lots (17995000, 21750000) adjacent to the southwest and northeast corners of the original footprint, respectively (Figure 8).[7] The parcels were both originally lots for single-family residences; the residence on the southwest parcel was demolished and converted to turf in 2000 and the building on the northeast parcel was also demolished in 2004.[8]

[5] "Workers Busy Cleaning Up at Cemetery," *The Columbian* (Vancouver, WA), May 23, 1924, 5.
[6] Clark County, "OpenMaps" Ortho Photography by Washington Department of Natural Resources, July 1968.
[7] Romero, "St. James," 404.
[8] Clark County, "OpenMaps" Ortho Photography by Pixxures, Inc., 2005. Accessed March 20, 2023; Clark County, "OpenMaps" Ortho Photography by Bergman Photographic Services, 2002. Accessed March 20, 2023.

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According to a newspaper report in 1924, the terminus of East 27th Street, historically, was used as a gated entrance for visitors traveling by streetcar.[9] The East 27th Street entrance gate has since been removed and is currently obstructed by a chain-link fence; a plan of the cemetery in 1933 indicates that the entrance was no longer in use by that date (Figure 14). Historic aerial imagery reveals that a second traffic circle once existed in the approximate location of the outbuilding, likely dating from the site's expansion in 1947, and a path originally extended diagonally from the traffic circle to the northwest corner (Figures 5 and 15). The northern traffic circle is still present in 1968 imagery, visibly adjacent to a new outbuilding (Figures 6 and 16); the current access road alignment replaced the traffic circle and is first present in 1984 aerial photography (Figures 7 and 17). Because of the intermittent dates of available aerial imagery, the approximate date of re-alignment is 1978–1984.

Boundary Description

The resource is located at 1401 East 29th Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The cemetery is situated on three parcels (17450000, 17995000, 21750000) which are bounded by adjacent residential parcels to the west, East 29th Street and O Street to the north and east, respectively; and the Fort Vancouver Military Cemetery to the south. The central parcel (17450000) is the historic boundary and is the only parcel that contributes to the property's historic significance; the legal boundary of the central parcel is thus recommended as the resource's recommended National Register of Historic Places (NRHP) boundary (Figure 3).

INTEGRITY

The period of significance for the St. James Acres Cemetery spans 1871 to 1947, encapsulating the year of the cemetery's inception and the end of its major period of development. The St. James Acres Cemetery has been utilized as a cemetery since its inception in 1871 and therefore possesses a high degree of association and location. Notable changes include the extension of the footprint in 1947, when the lots along 29th Street were converted to the present configuration; and in 1999, the Catholic diocese purchased two tax lots (17995000, 21750000) adjacent to the southwest and northeast corners of the original footprint, respectively (Figure 8).[10] The 1947 extension contributes directly to the property's significance and thus does not affect the integrity negatively. The addition of corner lots to the historic footprint has slightly affected the integrity of design; however, the location of each parcel is extremely peripheral to the historic core of the site and, therefore, does not affect any of the character-defining features such as circulation, cluster arrangement, land use, vegetation, or views and vistas.

Historic aerial imagery reveals that a second traffic circle once existed in the approximate location of the present-day outbuilding, likely dating from the site's expansion in 1947, and a path originally extended diagonally from the traffic circle to the northwest corner of the lot at the still-present entrance on East 27th Street and M Street (Figures 5 and 15). The current access road alignment replaced the traffic circle and was first present in 1984 aerial photography (Figures 7 and 17). This re-alignment slightly diminishes the site's integrity of design. However, the alteration is present in a peripheral segment of the site and overall does not negatively impact the cemetery's ability to communicate its historic significance.

[9] "Workers Busy Cleaning Up at Cemetery," *The Columbian*.
[10] Romero, "St. James," 404.

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An outbuilding was constructed between 1955 and 1968 (Figures 6 and 16). Historic aerial imagery from 1968 shows that the historic northern traffic circle (mentioned above) was initially preserved during the installation of the outbuilding. The construction of the outbuilding slightly diminishes the cemetery's integrity of design and workmanship, however, the broad patterns of circulation and the vast majority of viewsheds, cluster arrangements, and spatial organization are not impacted and continue to reflect the resource's significance. Despite some alterations that have resulted in diminished integrity of design, the resource possesses a high degree of integrity of location, association, materials, feeling, setting, and workmanship of the cemetery. St. James Acres Cemetery, therefore, possesses sufficient integrity to communicate its significance in the areas of exploration/settlement and religion.

STATEMENT OF SIGNIFICANCE

A Mission in Fort Vancouver

In November of 1838, after seven months of travel from Montreal, Quebec, François Norbert Blanchet (1795–1883) and Modeste Demers (1809–1871) arrived in Fort Vancouver on the distant west fringe of the continent in order to establish a Catholic mission at the request of Hudson's Bay Company (HBC). The two priests were selected by the Bishop of Quebec; Blanchet—the more experienced of the two—had jurisdiction over the territory "which is comprised between the Rocky Mountains on the East, the Pacific Ocean on the West, the Russian possessions on the North and the Territory of the United States [U.S.] to the South."[11] The priests were provided a church and rooms at the fort and received an allowance from the HBC, but they were not considered employees of the company.[12] Within the next year, the pair continued on and established several missions on the Cowlitz River, at Walla Walla, and in the Willamette Valley, but Fort Vancouver remained their headquarters.[13]

The origins of the HBC date to 1670 when England's King Charles II (1630–1685) established it by royal charter.[14] Although its corporate structure allowed it to receive private financing, the HBC acted as a powerful colonial arm in the British settlement of North America with sweeping governmental authorities.[15] Beginning in 1821, the HBC's jurisdiction was extended west to include the "Columbia Department" (what U.S. citizens called the "Oregon Country") after its merger with an upstart rival, the Canadian North West Company.[16] The merger allowed the HBC to protect and foster British interests in the region which had remained contested territory since the War of 1812.[17]

Fort Vancouver had been established in 1825 under the joint guidance of the HBC's Colonial Governor George Simpson (1792–1860) and Chief Factor John McLoughlin (1784–1857). Under McLoughlin's direction in the 1820s and 1830s, the fort became a center of industry and a home base for a diverse population of Native

[11] Victoria L. Ransom, "St. James Mission, Cathedral and Church," in *Clark County History* (Vol. 15), (Camas, WA: Camas-Washougal Post-Record, Fort Vancouver Historical Society, 1974), 391.
[12] Ransom, "St. James," 392.
[13] Ransom, "St. James," 392.
[14] Gregory P. Shine, "Hudson's Bay Company," Oregon Encyclopedia. Portland: Portland State University and the Oregon Historical Society, 2018, Updated August 19, 2022, https://www.oregonencyclopedia.org/articles/hudson_s_bay_company/#.YuJbzoTMJD.
[15] Shine, "Hudson's Bay Company."
[16] Shine, "Hudson's Bay Company."
[17] Shine, "Fort Vancouver."

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people, immigrants, trappers, traders, and missionaries.[18] Eventually, approximately 800 people lived and worked in or around Fort Vancouver; the demography of the fort included Native Americans, Native Hawaiians, French Canadians, Scottish, English, and Métis people.[19]

The first U.S. citizens began to travel overland along the Oregon Trail to establish homesteads in the Willamette Valley, starting in 1840.[20] Their choice of location was encouraged by developments in contemporary U.S. political discourse which supported an expansionist agenda.[21] The first arrivals traveled over the Blue Mountains before floating down the Columbia River where they would alight and resupply at Fort Vancouver before continuing south along the Willamette River.[22] By 1843, immigrants began pouring into the region, and by 1845, the European American population had swelled to 3,000, dwarfing both British and Indigenous residents by an increasingly large margin.[23] The fort's first Catholic church had been constructed inside the stockade, and by this time the Fort's Catholic parishioners expressed the desire for a more suitable church building. HBC would not sell them the requisite land, but instead turned land over to Father Blanchet for this use. A new church was built in 1846, located northwest of the stockade (Figure 4).

A New Diocese

In 1846, because of the declining fur trade, expanded U.S. settler migration, and the difficult navigation of the Columbia River Bar (the "Graveyard of the Pacific"), the HBC moved their headquarters northward to Victoria on Vancouver Island.[24] With the removal of the company's headquarters, company lands at Fort Vancouver were leased to the U.S. Army who established Camp Vancouver in 1849.[25] The camp—later called the Columbia Barracks (1850–1853), Fort Vancouver (1853–1879), and finally the Vancouver Barracks (1879 onward)—was

[18] Kit Oldham, "Hudson's Bay Company opens Fort Vancouver on March 19, 1825," HistoryLink.org Online Encyclopedia of Washington State History, posted February 20, 2003, https://www.historylink.org/File/5251; René M. Senos, Anita Hardy, Allen Cox, Anne-Emilié Gravel, Mischa Ickstadt, James Sipes, and Keith Larson, *Vancouver National Historic Reserve Cultural Landscape Report, Vancouver, Washington*, (Washington, DC: Department of the Interior, National Park Service, 2005); Gregory P. Shine, "Fort Vancouver," Oregon Encyclopedia, Portland: Portland State University and the Oregon Historical Society, 2018. Updated August 30, 2022, https://www.oregonencyclopedia.org/articles/fort_vancouver/#.YuJb5YTMJD8.
[19] National Park Service (NPS), "Fort Vancouver Cultural Landscape Report," 2003, http://www.npshistory.com/publications/fova/clr/chap1-1.htm; Douglas C. Wilson, "Fort Vancouver: History, Archaeology, and the Transformation of the Pacific Northwest," in *Exploring Fort Vancouver*, ed. Douglas C. Wilson and Theresa E. Langford (Seattle: University of Washington Press, 2011), 7–11; Anne Hyde, Empire, Nations, and Families: A New History of the North American West, 1800-1860, (New York: HarperCollins, 2011), 400–402.
[20] Stephen Dow Beckham, *An Interior Empire: Historical Overview of the Columbia Basin* (Walla Walla: Eastside Ecosystem Management Project, 1995), https://www.fs.fed.us/r6/icbemp/science/beckham.pdf, 31; Senos et al. *Vancouver National Historic Reserve*, 16.
[21] Beckham, *An Interior Empire*, 29.
[22] Lavender, *Land of Giants*, 235.
[23] Beckham, *An Interior Empire*, 31–32; Senos et al., *Vancouver National Historic Reserve*, 16.
[24] Douglas C. Wilson, "The Decline and Fall of the Hudson's Bay Company Village at Fort Vancouver." In *Alis Volat Propriis: Tales from the Oregon Territory, 1848-1859*, ed. Chelsea Rose and Mark Axel Tveskov, (Salem, OR: Association of Oregon Archaeologists, 2014), 24; Shine, "Fort Vancouver;" See Hammond, "Marketing Wildlife," 17, 21: All told, between 1825 and 1847, over 443,000 beaver pelts had been exported from the HBC's Columbia District, most of them by way of Fort Vancouver; by 1847, beaver was sold for a price of 3 to 4 shillings--down from a price of 35 shillings in the early 1820s.
[25] Duane Colt Denfeld, "Fort Vancouver is renamed Vancouver Barracks on April 5, 1879." HistoryLink.org Online Encyclopedia of Washington State History, posted March 7, 2010. https://www.historylink.org/file/9326; Wilson, "The Decline and Fall of the Hudson's Bay Company," 24; Shine, "Fort Vancouver."

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located on lands above the stockade and village, looking down on the HBC company center.[26] Around it, a rectangular reserve was created to both protect HBC lands from settler incursion and create room for future growth.[27] The transfer coincided with the expansionist agenda of the U.S. Polk Administration and the signing of the Oregon Treaty in the same year, which marked the official removal of British claims to the Oregon Territory and placed a permanent international boundary on the 49th parallel.[28]

Also in 1846, A. Magloire A. Blanchet (1797–1887), brother of François, had been appointed as Bishop of the Walla Walla Diocese. However, after what became known as the Whitman Massacre, during which Protestant missionaries were killed by Cayuse tribal members in 1847, it was felt that Walla Walla was unsafe at the time for missionaries.[29] In 1850, Rome reorganized its Oregon City episcopal see and established a new Diocese of Nesqually [*sic*] with headquarters in Fort Vancouver on the north side of the Columbia.[30] When Congress created the Territory of Washington in 1853, the St. James Catholic Church, located within the fort, found itself as the seat of a diocese that now stretched from the Columbia River north to the 49th parallel (see Figure 4). In recognition of its status, the parish church was designated as a pro-cathedral.[31]

Spurred by the new territorial status and looking forward to the continued growth of his parish, Bishop Blanchet filed a 640-acre land claim in 1853 for the St. James Catholic Mission under the Act of Congress of 1848. [32] The act provided, among other things, that "title to the land, not exceeding 640 acres, now occupied by mission stations among the Indian tribes of said territory, together with all improvements thereon, be confirmed and established in the several religious societies to which said missionary stations respectively belong." According to historian Victoria Ransom, Blanchet apparently interpreted the legal verbiage to include land used by parishioners, as well as land occupied by the mission's building.[33] His interpretation became a matter of contention between the government and the church until 1895, when the U.S. Supreme Court confirmed the

[26] Wilson, "The Decline and Fall of the Hudson's Bay Company," 24.
[27] Kit Oldham, "United States Army establishes Camp Columbia at the Hudson's Bay Company's Fort Vancouver on May 13, 1849," HistoryLink.org Online Encyclopedia of Washington State History, posted February 21, 2003, https://www.historylink.org/File/5263.
[28] Donna L. Sinclair, *Part I, "Our Manifest Destiny Bids Fair Fulfillment": An Historical overview of Vancouver Barracks, 1846-1898*, (Washington, DC: Department of the Interior, National Park Service, 2004), 8; Shine, "Fort Vancouver;" While HBC retained ownership of Fort Vancouver, its regional business dealings were relocated to the grounds of the fort itself as well as a mercantile shop in Oregon City, and additional shops in Champoeg. See Wilson, "The Decline and Fall of the Hudson's Bay Company," 24.
[29] John J. Caldbick, "Bishop Augustin Blanchet dedicates Washington's original St. James Cathedral at Fort Vancouver on January 23, 1851," HistoryLink.org Essay 9126, August 29, 2009. https://www.historylink.org/File/9126.
[30] An Episcopal see is a term for a diocese or territory over which a bishop rules; The Diocese of Nesqually [*sic*] operated under this spelling until the diocese's name was changed to Diocese of Seattle in 1907. This spelling is in contrast to the accepted contemporary spelling of Nisqually.
[31] Caldbick, "Bishop Augustin"; Ransom, "St. James," 396. In the Roman Catholic Church, a pro-cathedral is a parish or missionary church that becomes a cathedral and holds the bishop's chair, or cathedra,
[32] Ransom, "St. James," 392, 394.
[33] Ransom, "St. James," 392, 394. See Thomas A. Anderson, "The Vancouver Reservation Case," *Oregon Historical Society Quarterly*, Vol. 8, pp. 219-30; also Howard J. Burnham, ibid., Vol. 48 (2), pp.7–44. Burnham explained that most of the original townsite of Vancouver, two thirds of the military reservation and a chunk of the Esther Short Donation Land Claim were included in the Mission's claim.

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decisions of three lower courts that the mission was entitled only to the land occupied by its buildings, or 44/100 of an acre, rather than the 640 acres once asserted in the claim.[34]

Sisters of Charity of Providence

As the population grew, Bishop Blanchet asked the Bishop of Montreal for more assistance; on December 8, 1856, five Sisters of Charity of Providence arrived at the fort, led by Sister Joseph (later known as Mother Joseph, born Esther Pariseau; 1823–1902). After their tedious journey, the Sisters made quick work and by the next year, they had established a boarding school, an orphanage, and a hospital.[35] By 1864, the Diocese of Nesqually [*sic*] boasted thirty-one Sisters, seven diocesan priests, five Jesuit priests, and two Oblate missionaries, serving a Catholic population of about 8,000.[36]

After the departure of the HBC from the fort, the U.S. Army commenced the removal of former HBC institutions and worked to convert the fort site to wholly military use. In 1867, a captain from the Army sent the Mayor of the City of Vancouver a letter ordering citizens to "… make arrangements to provide a cemetery for the burial of their dead, as the vacant ground of this station will be required for the exclusive use of the garrison."[37] The City purchased the site of an alternate cemetery later in 1867, which would later be named the Old City Cemetery. Between 1867 and 1883, the garrison cemetery was gradually obliterated, and many graves relocated; the remains of known civilians who were not enlisted were removed to "other cemeteries" including St. James Acres.[38] The Army attempted to evict members of the St. James Cathedral from the land it occupied with the military reservation's boundaries in 1870.[39] The Church did not comply with the letter of request, and it would be seventeen years before the government made another attempt to evacuate.[40] However, the eviction notice did seem to spur an action on the Bishop's part when, in 1871, he purchased four acres of land to the northwest of the military site, adjacent to the new Vancouver Barracks Cemetery for the purpose of establishing a burial ground for Catholic parishioners.[41]

In 1873, Mother Joseph designed and oversaw the construction of a building to house the Sisters' Providence Academy, which operated as the seat of governance for the Sisters' ministries within the region for the next three decades and served as a significant catalyst of early growth for the town of Vancouver.[42] For many years, the Providence Academy was regarded as the largest brick building north of San Francisco, and it is indeed the most celebrated building, out of the many for which Mother Joseph was responsible.[43] Although clear historical records are scarce, Mother Joseph is widely recognized as the first architect in the Washington Territory, and the Sisters

[34] Erigero, *Historic Overview*, 49; Senos et al., *Vancouver National Historic Reserve*, 29.
[35] Carl Landerholm, "Vancouver Area Chronology: 1784 – 1958," Vancouver, WA: Self-published, 1960, 93.
[36] Caldbick, "Bishop Augustin."
[37] Letter to the Mayor of the City of Vancouver, *Vancouver Register,* March 23, 1867, 2, https://newspaperarchive.com/vancouver-register-mar-23-1867-p-2.
[38] "Cemetery Removals," *Vancouver Independent,* September 6, 1883, 5; Mary Rose, "Naming the Dead," *The Columbian* (Vancouver, WA), April 25, 1999, D7.
[39] Romero, "St. James," 397.
[40] Romero, "St. James," 397.
[41] "Catholic Cemetery," *Vancouver Independent*, May 19, 1881, 4; Landerholm, "Vancouver Area Chronology," 100.
[42] Mitchell, Terri. "OHQ Research Files: The Sisters of Providence Archives, Seattle." *Oregon Historical Quarterly* 102, no. 2 (2001): 223, 226; Historic Trust Vancouver Washington, "Providence Academy History." Historic Trust Vancouver Washington (website), accessed November 28, 2022. https://www.thehistorictrust.org/providence-academy/history/.
[43] Jollota, "Vancouver."

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of Charity of Providence were intricately involved in those projects.[44] A daughter of a carriage maker, she learned carpentry at an early age and is credited with playing the role of architect, builder, and construction supervisor to an extensive network of facilities throughout the Pacific Northwest. Writing of her accomplishments after her death in 1902, the *Catholic Sentinel* reported that "…she was adept in nearly all the arts and trades… but her genius found its strongest expression in architecture. The numerous buildings planned and superintended by her bear testimony to this fact… From the date of the foundation of the Washington Province of the Sisterhood, Mother Joseph established no less than eleven hospitals, seven academies, five Indian Schools and two orphanages."[45]

Bishop A.M.A. Blanchet formed an association called the Catholic Cemetery Association of Vancouver in 1881, for the purpose of adopting "such measures as would secure to the congregation of St. James Cathedral Church a suitable burying ground." The Bishop donated the four acres he had previously purchased, and the association purchased an adjoining parcel of 1 and ¾ acres from Mr. C.H. Whitney (date not known).[46] The grounds were surveyed and the work of clearing them commenced.[47] The Catholic cemetery was consecrated in 1882, with "a very large concourse of people" who witnessed the solemn ceremonies.[48] The neighborhood surrounding the cemetery, Vancouver Heights, was platted in 1889 and lists those 5.64 acres as outside of the boundaries of the plat, labeling the land as "sold to Catholic Mission" (see Figure 9).[49] In 1883 the Army ordered the garrison cemetery to be completely exhumed and individuals re-buried in a newly established military cemetery (Vancouver Barracks Cemetery or sometimes "Post Cemetery") in the northwest corner of the military reserve surrounding the fort, to the south of the parish cemetery.[50]

In the late 1880s, the Army took a final action to consolidate its real property and reportedly demolished "part of citizens' buildings which… projected over the reservation line." [51] As the *Vancouver Independent* reported, the demolition "seems hard for property owners, but cannot be helped."[52] The Army completed its rout of former HBC institutions when it evicted the members of the St. James Mission from their small complex located within the reservation's boundaries.[53] The mission's land claim, once protected by the Army, had been found increasingly tenuous in the eyes of military officials.[54] To stop the seizure, church officials brought an injunction against the government; however, when the case was winding through the court system, the old St. James Church burnt to

[44] Cheryl Sjoblom, "Mother Joseph of the Sacred Heart (Esther Pariseau)," in *Shaping Seattle Architecture* by Jeffrey Karl Ochsner (editor), (Seattle: University of Washington, 2014), 38.
[45] Sjoblom, "Mother Joseph," 39.
[46] The final acre was purchased April 30, 1881
[47] "Catholic Cemetery," *Vancouver Independent*, May 19, 1881, 4.
[48] "_" *Vancouver Independent*, May 25, 1882, 5.
[49] Map of Vancouver Heights. 1889. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/
[50] "Cemetery Removals" *Vancouver Independent*, September 6, 1883, 5. Archaeological studies have since determined that not all graves were exhumed.
[51] *Vancouver Independent,* Feb. 8, 1888 as cited in Landerholm, "Vancouver Area Chronology," 146.
[52] *Vancouver Independent,* Feb. 8, 1888 as cited in Landerholm, "Vancouver Area Chronology," 146.
[53] Patricia C. Erigero, *Historic Overview and Evaluation of significant Resources*, Draft, Washington, DC: Department of the Interior, National Park Service, 1992. http://www.nps.gov/parkhistory/online_books/fova/historic_overview.pdf, 49.
[54] Erigero, *Historic Overview*, 49; *Vancouver Independent*, June 26, 1889 as cited in Landerholm, "Vancouver Area Chronology," 150.

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the ground in 1889 under unclear circumstances.[55] The church received its last services in 1885, when a new cathedral (what is now the Proto-Cathedral of St. James the Greater at 218 West 12th Street) was completed.[56]

Mother Joseph passed away in January 1902, and her remains were placed in a prominent location within the Sisters section of the St. James Acres cemetery.[57] On December 22, 1907, a Seattle church was sanctified as the new St. James Cathedral, and Rome renamed the Diocese of Nesqually [*sic*] as the Diocese of Seattle. In Vancouver, the building that had served as a cathedral for twenty-two years became St. James Proto-Cathedral, dedicated to serving its local parish, just as its Fort Vancouver predecessor had done more than sixty years before.[58]

According to a newspaper report in 1924, the terminus of East 27th Street was once used as a gated entrance for visitors traveling by streetcar.[59] The East 27th Street entrance gate was removed within the following decade, as evidenced by a map of cemetery plots and circulation from 1933 (Figure 14). Rev. Father John Egan (1891-1966) served as pastor from 1924 to 1952, after which he transferred to St. John's Parish in Seattle.[60] In 1947, Egan was authorized to purchase additional land for the development and extension of the Parish cemetery at a cost of $7,000, extending the cemetery to its full historical footprint of 7.6 acres (Figure 3).[61] The extension prompted the creation of a second traffic circle and a path that originally extended diagonally from the traffic circle to the northwest corner of the site (Figures 5 and 15). The northern traffic circle continued to be present in historic aerial imagery until approximately 1978, when the current access road alignment replaced the traffic circle (Figures 16 and 17).

The cemetery has received care over the years from private citizens as well as from the Catholic Cemetery Association, in the form of gravestone cleaning and landscape beautification efforts. An outbuilding, likely used for storage and maintenance purposes, was installed between 1955 and 1968.[62] In 1999, the Catholic Diocese purchased two tax lots (17995000, 21750000) adjacent to the southwest and northeast corners of the original footprint, respectively (Figure 8).[63] The southern entrance was closed at an unknown point in time; however, the original pathway, stone markers, and trees are still extant and accessible from within the site; and the entrance remains visible from the exterior through a porous chain-link fence (Figure 13). The cemetery was deeded to the City of Vancouver and renamed Mother Joseph Catholic Cemetery in 2007.[64]

[55] Erigero, *Historic Overview*, 49; Senos et al., *Vancouver National Historic Reserve*, 28.
[56] *Vancouver Independent*, March 20, 1885 as cited in Landerholm, "Vancouver Area Chronology," 140.
[57] *Vancouver Independent,* January 19, 1902, as cited in Landerholm, "Vancouver Area Chronology," 212.
[58] Caldbick, "Bishop Augustin;" "Fr. Egan to Be Honored By Parishoners," *Catholic Northwest Progress,* 28 January, 1949 Vol. 54 (4), 1. https://washingtondigitalnewspapers.org/?a=d&d=CATHNWP19490128.2.4. A Proto-Cathedral was once a Pro-Cathedral that no longer served as the seat of a diocese.
[59]"Workers Busy Cleaning Up at Cemetery," *The Columbian*.
[60] "Msgr. John Egan Dies in Ireland," *Catholic Northwest Progress*, Vol. 69 (29), 22 July 1966, 1.
[61] Romero, " St. James," 404.
[62] Clark County, "OpenMaps" Ortho Photography by Pacific Aerial Surveys, Inc. 1955. Accessed March 20, 2023; Clark County, "OpenMaps" Ortho Photography by Washington Department of Natural Resources, 1968. Accessed March 20, 2023.
[63] Romero, "St. James," 404.
[64] "Mother Joseph Catholic Cemetery of Vancouver," *The Proto-Cathedral of St. James the Greater* [website], https://www.protocathedral.org/cemetery, updated 2023.

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National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the St. James Acres Cemetery is significant under Criteria A and D with an overall period of significance of 1871 through 1947. As the resource possesses the requisite integrity to communicate its significance under both criteria, it is recommended eligible for listing in the NRHP.

The National Register Bulletin 15, *How to Apply the National Register Criteria for Evaluation*, notes that "[o]rdinarily cemeteries, birthplaces, or graves of historical figures…shall not be considered [individually] eligible for the National Register" unless they fall under a specific set of circumstances described as Criterion Considerations."[65] Pertinent to the St. James Acres Cemetery is Criterion Consideration A; "[a] religious property deriving primary significance from architectural or artistic distinction or historical importance," as well as Criterion Consideration D; "[a] cemetery which derives its primary significance from graves of persons of transcendent importance, from age, from distinctive design features, or from association with historic events."[66] Additional guidance is provided by National Register Bulletin 41, *Guidelines for Evaluating and Registering Cemeteries and Burial Places*, which provides further evaluative direction, as well as integrity considerations for cemeteries as a unique property type.[67]

Based upon WillametteCRA's evaluation of the St. James Acres Cemetery within its historic context, the resource is significant under Criterion A, with Criterion Considerations A and D, because of its distinctive "historical importance" and its strong "association with historic events." The resource is significant at the local level in the areas of exploration/settlement and religion. Owing to some changes within the St. James Acres Cemetery since its early development, as well as the challenges of defining those interred there that may possess "transcendent importance," the site's significance lies in its direct connection with the early settlement of Vancouver and its longstanding Catholic population. The cemetery is strongly associated with the very beginning of U.S. occupation of Fort Vancouver, and Catholic presence in the Pacific Northwest more broadly. The resource acts as a link with early Catholic figures and orders including Bishop A.M.A. Blanchet and the Sisters of Charity of Providence, and perhaps most prominently, Esther Pariseau or Mother Joseph Pariseau. The period of significance for this criterion begins with the cemetery's inception in 1871 and spans through the end of its major development in 1947.

The St. James Acres Cemetery does not possess a sufficiently strong association with the *productive* life of significant personages to qualify as significant under Criterion B.

The St. James Acres Cemetery is an example of a cemetery in the open lawn 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 St. James Acres Cemetery also holds the potential to yield valuable information in relation to the re-interment of remains from the garrison cemetery, which had been the oldest cemetery associated with Vancouver. Between

[65] Patrick W. Andrus and Rebecca H. Shrimpton, *How to Apply the National Register Criteria for Evaluation*, Rev. ed. National Register Bulletin (Washington, DC: NPS, 1997), 2.
[66] Andres and Shrimpton, *How to Apply*, 2.
[67] Elisabeth Walton Potter and Beth M. Boland, *Guidelines for Evaluating and Registering Cemeteries and Burial Places*, National Register Bulletin (Washington, DC: NPS, 1992).

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1867 and 1883, the remains of known civilians who were not enlisted were removed to "other cemeteries" including St. James Acres.[68] Indeed, many gravestones within the subject resource pre-date the cemetery's 1871 establishment, and scarce documentation exists pertaining to the funerary practices that accompanied the coordinated re-interment or about the identities of the individuals who were relocated. The St. James Acres Cemetery, therefore, is also recommended eligible under Criterion D with a period of significance from the cemetery's inception in 1871 to the conclusion of re-interment in 1883.[69]

In summary, the St. James Acres Cemetery possesses sufficient integrity to communicate its multiple areas of significance. As such, WillametteCRA recommends the resource as eligible for listing on the NRHP under Criteria A and D. It is not recommended eligible under Criteria B or C.

[68] "Cemetery Removals," *Vancouver Independent,* September 6, 1883, 5; Rose, "Naming the Dead."
[69] Rose, "Naming the Dead."

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Figure 2. Location map of 1401 East 29th Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of St. James Acres Cemetery, 1401 East 29th Street, showing recommended NRHP boundary in white.

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Property Name: St. James Acres Cemetery (Mother Joseph Catholic Cemetery of Vancouver) (WA 1320)	WISAARD Property ID: 731277
Street Address: 1401 East 29th Street	City, County, State: Vancouver, Clark County, Washington

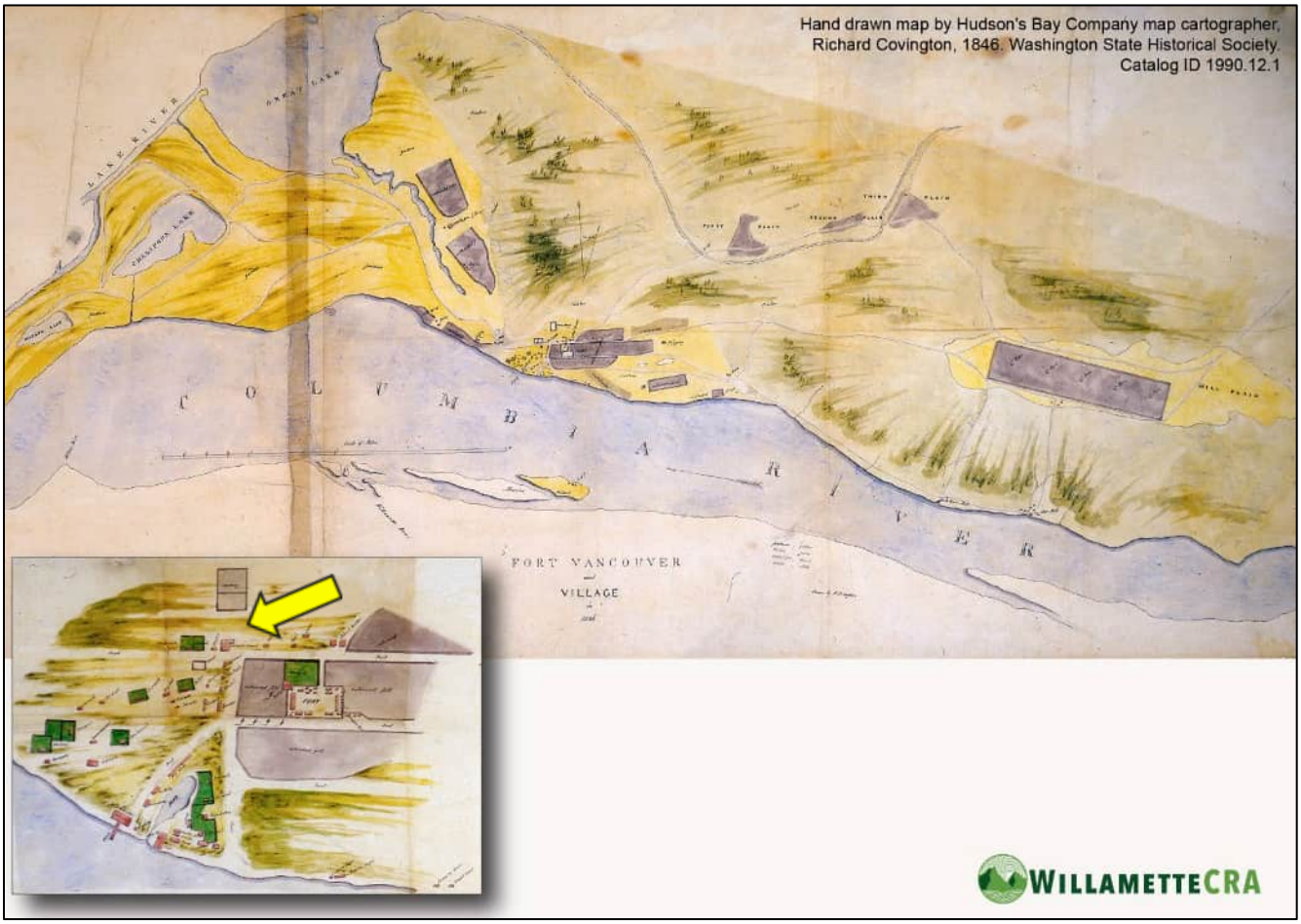


Figure 4. Detail of map showing the development of Fort Vancouver. Richard Covington, Fort Vancouver and Village, 1846. (Washington State Historical Society Illustration, Catalog ID 1990.12.1). Used with permission of the Washington State Historical Society. Yellow arrow denotes location of the first St. James church in Vancouver, labeled "Catholic Church."

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Figure 5. Aerial photograph of St. James Acres Cemetery, 1955 (Clark County "MapsOnline").

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Figure 6. Aerial photograph of St. James Acres Cemetery, 1968 (Clark County "MapsOnline").

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Figure 7. Aerial photograph of St. James Acres Cemetery, 1984 (Clark County "MapsOnline").

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Figure 8. Aerial photograph of St. James Acres Cemetery, 2009. Yellow arrows indicate locations of added parcels (Clark County "MapsOnline").

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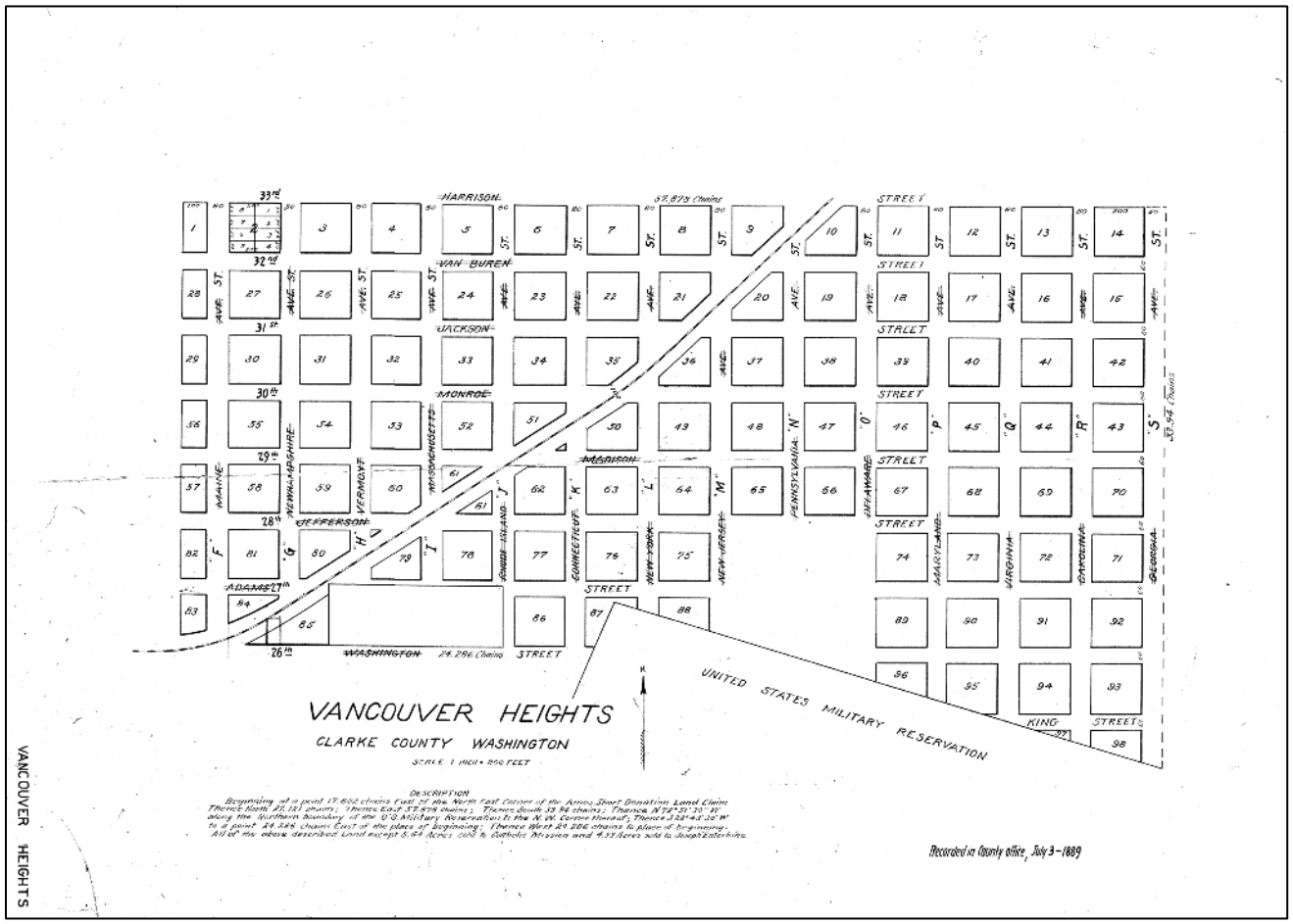


Figure 9. Plat of Vancouver Heights, 1889. Description includes a note, "5.64 Acres sold to Catholic Mission" (Clark County "MapsOnline").

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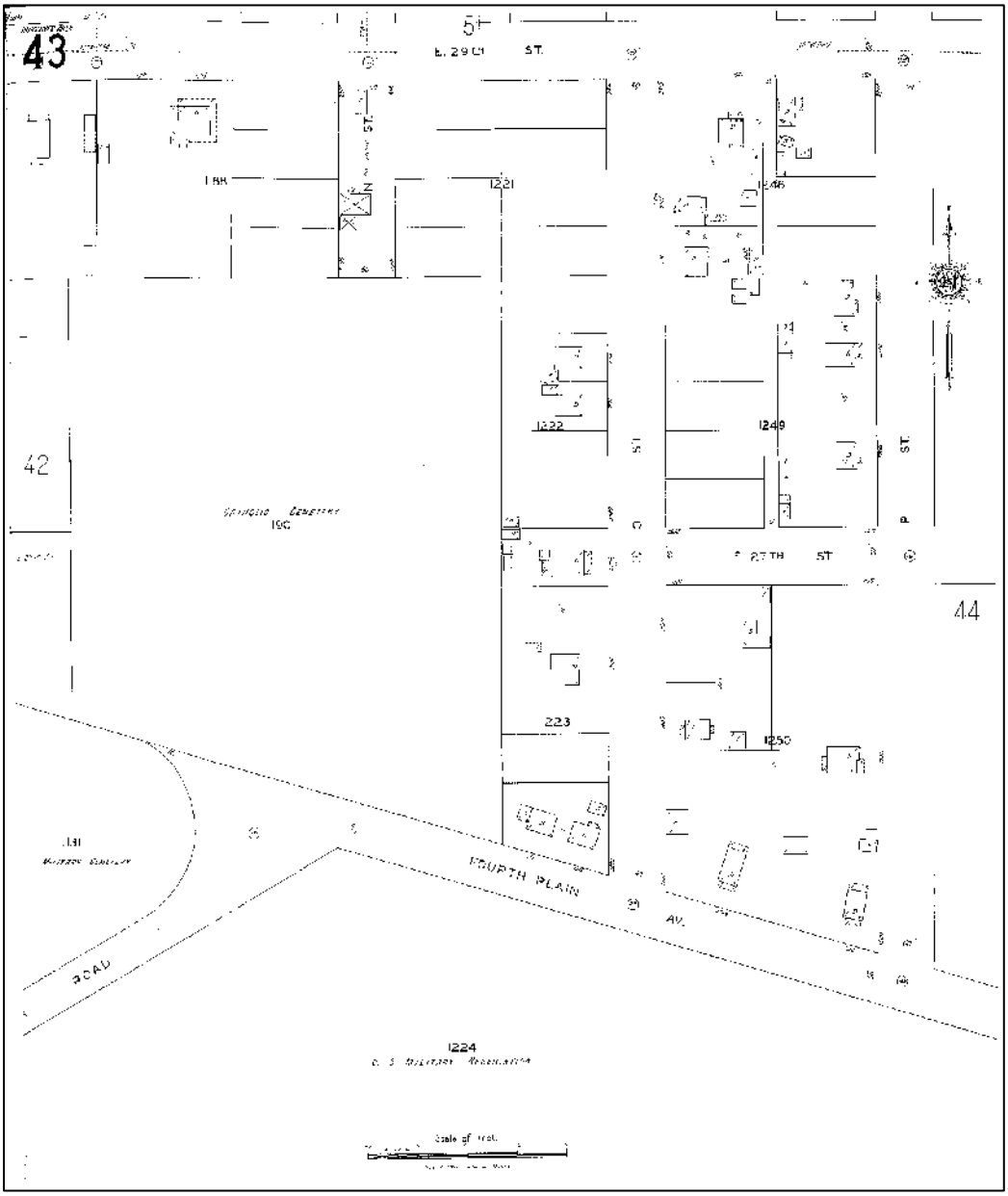


Figure 10. Footprint of the St. James Acres Cemetery, labelled "Catholic Cemetery" and surrounding parcels (Sanborn Map Company, *Vancouver* [1928], 43).

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Figure 11. St. James Acres Cemetery. View facing south (WillametteCRA June 14, 2022).

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Figure 12. St. James Acres Cemetery. View facing southeast (WillametteCRA June 14, 2022).

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Figure 13. St. James Acres Cemetery southern entrance gates. View facing northwest (WillametteCRA June 14, 2022).

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Figure 14. Map of St. James Acres Cemetery plots, 1933. Author unknown (FindAGrave.com).

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Figure 15. Aerial photograph of St. James Acres Cemetery, 1955. Yellow arrow indicates approximate location of northern traffic circle, and northwest diagonal path (Clark County "MapsOnline").

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Figure 16. Aerial photograph of St. James Acres Cemetery, 1968. Yellow arrow indicates approximate location of outbuilding, northern traffic circle, and northwest diagonal path (Clark County "MapsOnline").

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Figure 17. Aerial photograph of St. James Acres Cemetery, 1984. Yellow arrow indicates modified northwest path (Clark County "MapsOnline").

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: Pauley House (WA 1329)	WISAARD Property ID: 731285
Street Address: 809 East 29th Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 17190000	Plat Block Lot: VANCOUVER HEIGHTS #1 BLK 60 LOTS 1 & 2
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 22
Coordinates: 45.642030°, -122.663420°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1951
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: 1970, Metal storage building in rear yard; 1976, Aluminum siding on south elevations of the building (note: current oblique aerial imagery does not indicate aluminum siding on the south elevations of the building)
Architectural Classification / Resource Type: Other: Minimal Traditional / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material: Fixed & Painted Wood; Double hung & Painted Wood	Exterior Surface Materials: Primary: Brick Secondary: Decorative:	
Roof Type & Material: Hipped & Asphalt/Composition - Shingle		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangular	
Number of Stories: 1	Changes to Structures:	
	Category:	Change Level:
Styles: Minimal Traditional	Plan	Intact
	Windows	Intact
Register Status: Not listed	Cladding	Intact
	(Other)	
Condition: ☐Excellent ☐Good ☒Fair ☐Poor	Integrity: ☒Excellent ☐Good ☐Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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Figure 1. View of 809 East 29th Street, north elevation, 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:

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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PHYSICAL DESCRIPTION

The building at 809 East 29th Street is a single-family dwelling constructed in 1951 and located in Vancouver, Clark County, Washington. The building is situated on a rectangular tax lot (17190000) located on the south side of East 29th Street between H and I Streets in the Shumway neighborhood of Vancouver. The tax lot is bounded by East 29th Street to the north and adjacent tax lots to the east, south, and west (Figures 2 and 3).

The area around 809 East 29th Street is part of a residential zone defined by a gridiron network of streets. The original construction of the Vancouver Freeway (present-day Interstate 5) in the 1950s bisected the neighborhood along the former north-south alignment of J Street. The single-family residential buildings in the immediate vicinity are generally placed in the center of the lot and are surrounded by grass lawns, trees, and other vegetation typically found in well-established residential neighborhoods of the early to mid-twentieth century. The streets in the vicinity are asphalt paved.

The building at 809 East 29th Street is an amalgam of the World War II (WWII)-Era Cottage dwelling and Ranch forms. It has no discernable or unified style but possesses character-defining features typical of both the Minimal Traditional style and postwar Modern styles, such as the Prairie Ranch. The footprint of the building is located in the center of the 0.11-acre tax lot, though the building is closer to the north property line than to the south property line. The building is surrounded by grass lawn on all four sides (Figures 1, 4–10). Additional landscape elements include a freestanding wrought iron lamppost adjacent to the building's entry, a concrete driveway, and a wooden fence in the west side yard. The current tax lot includes the principal building as well as a detached metal storage building located in the rear yard, which was placed on the site in 1970.[1]

The primary footprint of the building is generally rectangular and measures approximately 32 feet from north to south and 28 feet from east to west. An attached garage is situated at the southeast corner of the primary building footprint and measures approximately 20 feet from north to south and 12 feet from east to west. The north elevation of the attached garage is set back approximately 20 feet from the northeast corner of the primary building footprint (Figures 4 and 8).

The building is constructed atop a poured concrete foundation. The walls of the building are wood frame and rise one story in height. The west, north, and east elevations of both the primary building and attached garage are clad with brick masonry laid in a running bond. Building permit records indicate that the south elevations of the primary building and attached garage were re-clad with aluminum siding in 1976. However, oblique aerial imagery created for the IBR Program indicates that the south elevations of the primary building and attached garage are clad with brick masonry and not aluminum siding (Figures 9 and 10).[2] The primary building is capped with a hipped roof oriented north to south and the attached garage is capped with a hipped roof orientated perpendicular to the main roof mass. The roofs are clad with asphalt composition shingles. The boxed eaves have shallow overhangs with painted wood soffits and fascia. The hipped roof over the attached garage has a painted wood dovecote located along the roof ridge line. The dovecote has a hipped roof clad with asphalt composition shingles. A large brick masonry chimney is located at the west elevation of the primary building mass and another

[1] Whelden, Austin. February 3, 1970. City of Vancouver Permit Number B-22206, 809 East 29th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[2] Whelden, Austin. July 7, 1976. City of Vancouver Permit Number 33622, 809 East 29th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.

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smaller brick masonry chimney constructed from Roman bricks is located at the east elevation of the primary building mass (Figures 1, 4–8).

A recessed porch is located at the northeast corner of the primary building footprint and measures approximately 4 feet from north to south and approximately 9 feet from east to west. The primary entrance to the building is located at the west end of the recessed porch. The porch floor is poured concrete which has been painted red. The northeast corner of the roof over the recessed porch is supported by a decorative painted wrought iron column, and a painted wrought iron balustrade runs along the north side of the porch (Figures 1, 4, 5, 8).

Visible fenestration on the north and east elevations of the primary building mass consists of large painted wood picture windows. The remainder of the visible windows on the east elevations of the primary building mass and attached garage are double-hung units with painted wood upper and lower sashes. The primary entrance door is covered by an original wooden screen door with a decorative metal grill. An additional half-glass entrance door is located at the east elevation of the primary building mass to the north of the attached garage. A large painted wood swing-up garage door is located at the north elevation of the attached garage (Figures 4, 6, 8).

The interior of the building was not accessible at the time of survey and there were no real estate photographs available of the building's interior.

Alterations

Construction of the building at 809 East 29th Street began in October 1950 and was completed by March 1951.[3] Based on the field survey and review of available building permit records, the only apparent changes to the building at 809 East 29th Street are the addition of the metal storage building in the rear yard in 1970 and the addition of aluminum siding on the south elevations of the building in 1976.[4] However, oblique aerial imagery created for the IBR Program indicates that the south elevations of the building are clad with brick masonry and not aluminum siding. Since its original construction in 1951, the setting of the building at 809 East 29th Street appears to have changed somewhat, particularly with the construction of the adjacent highway to the east. However, the building is in its original location and the highway is three tax lots and one street removed from the building's immediate surroundings. The building's overall form, fenestration patterns, and materials appear to be intact.

Boundary Description

The building located at 809 East 29th Street is currently a single-family dwelling. The building is situated on a rectangular-shaped, 0.11-acre tax lot (17190000) in the Shumway neighborhood of Vancouver, Clark County, Washington. The tax lot is bounded by East 29th Street to the north and adjacent tax lots to the east, south, and west. The tax lot boundaries have remained unchanged since the original building's construction and contains the main building and attached garage, driveway, lamppost, and front and back yards. All of these features contribute to the property's historic significance, with the exception of the rear metal shed. As a result, the recommended

[3] "City News In Brief: Permits Issued," *Columbian* (Vancouver, WA), October 11, 1950, 1; "Houses for Sale," *Columbian* (Vancouver, WA), March 8, 1951, 22.
[4] Whelden, Austin. February 3, 1970. City of Vancouver Permit Number B-22206, 809 East 29th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request; Whelden, Austin. July 7, 1976. City of Vancouver Permit Number 33622, 809 East 29th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.

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National Register of Historic Places (NRHP) boundary of 809 East 29th Street is defined by the tax lot boundaries (Figure 3).

INTEGRITY

The residence at 809 East 29th Street has been altered little since it was originally completed in 1951. It is a late example of the WWII cottage form and retains character-defining features indicative of both the Minimal Traditional style and postwar Modern styles, such as the Prairie Ranch. The setting of the building consists of East 29th Street to the north and adjacent tax lots to the east, south, and west. The setting of the resource has changed somewhat from when it was originally constructed. The building is still used as a single-family residence. In summary, the building maintains integrity of location, design, materials, workmanship, feeling, and association; however, it has somewhat diminished integrity of setting.

STATEMENT OF SIGNIFICANCE

The single-family dwelling at 809 East 29th Street was completed in 1951. Throughout the spring of that year, it was advertised for sale in the Vancouver *Columbian* newspaper as a "Well built, very attractive new home," at a price of $11,300. Other features highlighted included its all-brick front and attached garage.[5]

Prior to 1945, only two single-family dwellings occupied the block bounded by East 29th Street to the north, I Street to the east, East 28th Street to the south, and H Street to the west.[6] The single-family dwelling at 2815 H Street was constructed first, in about 1891, and the large single-family dwelling at 2801 H Street was completed in 1910.[7] Each of these buildings occupied one-half of the block, and their primary elevations faced west toward H Street. In 1945, a single-family dwelling was completed at 815 East 29th Street, with its primary elevation facing north toward East 29th Street (Figures 11–13). In 1951, the single-family dwelling at 809 East 29th Street (the subject residence) was built as an additional infill residence between the detached garage for 2815 H Street and the single-family dwelling at 815 East 29th Street.

The building at 809 East 29th Street is a representative example of infill development in Vancouver's Shumway neighborhood in the post-World War II era. It is also an example of a speculative building constructed by the

[5] "Houses for Sale," *Columbian* (Vancouver, WA), March 8, 1951, 22; "Houses for Sale," *Columbian* (Vancouver, WA), March 14, 1951, 10; "Houses for Sale," *Columbian* (Vancouver, WA), March 20, 1951, 14; "Houses for Sale," *Columbian* (Vancouver, WA), April 4, 1951, 14; "Open Houses," *Columbian* (Vancouver, WA), July 16, 2000, 81.
[6] Sanborn Map Company. Vancouver, Clark County, Washington, August 1911. New York: Sanborn Map Company, August 1911. "Sanborn Fire Insurance Maps," Sheet 30. Date Accessed May 11, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45546/47697/643098?accountid=1135; Sanborn Map Company. Vancouver, Clark County, Washington, 1928. New York: Sanborn Map Company, 1928. "Sanborn Fire Insurance Maps," Sheet 41. Date Accessed May 11, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45547/47698/643143?accountid=1135; Sanborn Map Company. Vancouver, Clark County, Washington, 1928–November 1949. New York: Sanborn Map Company, 1928–November 1949. "Sanborn Fire Insurance Maps," Sheet 41. Date Accessed May 11, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/643229?accountid=1135.
Clark County Assessor, Property Information Center, 815 East 29th Street, Property Identification Number 17200000, accessed May 11, 2023, https://gis.clark.wa.gov/gishome/Property/?pid=findSN&account=17200000#.
[7] "$1,500,000 Spent In City Improvements," *Columbian* (Vancouver, WA), December 20, 1910, 9.

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builder James E. Green, Jr., (1902–1958) of Vancouver, who built at least nineteen similarly sized single-family dwellings throughout Vancouver, including several located in the vicinity of the building at 809 East 29th Street.

Development of Shumway

The area where Green chose to develop the residence, now known as the Shumway neighborhood, is contained within East 39th Street on the north, Main Street on the west, East Fourth Plain Boulevard on the south, and Interstate 5 on the east. In the post-Contact period, it remained largely undeveloped as the region fell under British and later American control. Only after the mid-nineteenth century and the widespread arrival of European American settlers was the first land patent taken out in 1869 by Vancouver attorney William G. Langford (1835–1893). In an era of foot and horse travel, Langford's claim was comparatively far from Vancouver's urban core and included the southeast corner of the present-day neighborhood.[8] According to General Land Office surveyor Lewis Van Vleet (1826–1910), Langford had established his home just outside of the neighborhood's boundaries to the south of East Fourth Plain Boulevard at least nine years prior to his patent filing (c. 1860).[9] More extensive development followed in the late 1880s when a railroad track and a street railway line were first constructed through the area. The former brought timber from the north into Vancouver's Michigan Mill while the latter facilitated the area's development as a residential district.[10]

This residential district, which included portions of the present-day Shumway and Rose Village neighborhoods, was originally called Vancouver Heights when the Columbia Land and Improvement Company (CLIC) first platted it in 1889. After completing the street railway line that year, the CLIC had sold twenty-five lots in Vancouver Heights by the middle of 1890. However, this early success was short-lived. Ridership on the line and property sales fell after plans for a transcontinental railroad through Portland and Vancouver were canceled at the end of 1890, precipitating a local recession. To reinvigorate interest in Vancouver Heights, CLIC sold sixty acres north of Vancouver Heights in 1892 for the development of Vancouver's first racetrack and sold the street railway in a plan to electrify it ahead of the first races. Although initially successful, both ventures eventually failed following the economic Panic of 1893, and by 1897 the street railway was removed.[11]

Significant development in the Shumway area did not resume until CLIC platted the land within and around the failed racetrack as the Columbia Orchard Lots in 1900 and sold it along with its Vancouver Heights development to North Coast Company of Olympia, Washington in 1902.[12] The land south of East 39th Street and north of East 26th Street between E and L Streets was subsequently replatted as the North Coast Company Addition in 1906, Lay's Annex to Vancouver Heights Addition in 1908, and North Coast Heights Addition in 1911.[13] Major

[8] Bureau of Land Management (BLM), "General Land Office Records," 2023. https://glorecords.blm.gov/details/patent/default.aspx?accession=WAVAA%20%20080919&docClass=SER&sid=nbzswwk4.p03#patentDetailsTabIndex=0
[9] Rick Minor, Kathryn Toepel, *Interstate 5 Columbia River Crossing: Archaeology Technical Report*, Heritage Research Associates, Inc, May 2008. 4-102; "L. Van Vleet Dies," *The Oregonian* (Portland, OR), April 16, 1910, 11.
[10] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889-1926" (Master's thesis, Portland State University, 1984), 4-5, 13-18.
[11] Freece, 13-46.
[12] "Gone Out of Business," *Columbian* (Vancouver, WA), January 2, 1902, 5.
[13] "Around the City," *Columbian* (Vancouver, WA), July 18, 1911, page 5, column 3; North Coast Company, *Map of the North Coast Company Addition*, 1906. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/; John M. Lay, *Map of Lay's Annex to Vancouver Heights*, 1908, Plat map, 1:200 Scale. Clark County MapsOnline.

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investments in Vancouver's transportation infrastructure occurred during this time such as the North Bank Railroad's rail bridge across the Columbia River, as well as the Vancouver Traction Company's new electric street railway system in 1908.[14] The bridge connected Vancouver with Portland and the street railway reconnected the present-day Shumway neighborhood with Vancouver's central business district, facilitating transformative growth in the city whose population exploded by 194.7 percent between 1900 and 1910.[15] This growth prompted the City of Vancouver to annex the Shumway area in 1909 and to construct the Arnada Park school (demolished 1966) on Shumway's southern border at the southwest corner of H Street and East Fourth Plain Boulevard (then East 26th Street) in 1910.[16] With annexation, city services were provided to both the emerging Shumway residential district and the more established Aranda Park district to the south.

Growth in Vancouver and the Shumway area continued over the next two decades as the military lumber mill was established at the Vancouver Barracks in 1917 during World War I and additional transportation infrastructure brought more people into Vancouver.[17] Larger institutions entered the neighborhood during this time with the construction of a retirement home and orphanage for members of the Knights of Pythias in 1923 on the east side of Main Street and between East 36th and 34th Streets. This was the first of a string of institutional buildings constructed along Main Street up to the present day. Shumway Junior High School (now the Vancouver School of Arts and Academics) at East 32nd and Main Streets, followed soon after in 1928.[18] Named for Charles Warren Shumway (c. 1861–1944), who served as Vancouver's school superintendent from 1895 to 1930, the school eventually became eponymous with the neighborhood.[19] Although St. Luke's Episcopal Church constructed its new church building at East 26th and E Streets in 1932, development in the area largely ceased going into the 1930s with the onset of the Great Depression. Construction activity did not resume until the 1940s starting with Vancouver's second fire station at East 37th and Main Streets in 1940 followed by a pair of duplexes on East 27th Street in 1941.[20]

Similar to the rest of Vancouver, Shumway once again experienced a construction boom during and after World War II when unprecedented numbers of wartime workers arrived in the city with jobs in the Alcoa Aluminum plant and the Kaiser Shipyards on the Columbia River.[21] To help fill the initial housing demand for war workers, the Shumway area's first apartment complex, the Heights Garden Court at 300-506 East 28th Street (now Colonial Park), was constructed "under war housing program priorities" in 1944.[22] Many remaining vacant lots in the

https://gis.clark.wa.gov/mapsonline/; North Coast Company, *Map of North Coast Heights,* 1911. Plat map, 1:200 Scale. Clark County MapsOnline. https://gis.clark.wa.gov/mapsonline/.

[14] Pat Jollota, "Vancouver – Thumbnail History," *Historylink*, August 7, 2009. Accessed April 12, 2023. https://historylink.org/File/9101.

[15] Untitled, *Columbian* (Vancouver, WA), December 15, 1910, column 1, page 4.

[16] Jeanette Walsh, "Memories of Arnada," *Neighborhood Link National Network*, March 1998. Accessed April 12, 2023. http://www.neighborhoodlink.com/Arnada/pages/152348.

[17] Adam Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington* (Portland, OR: WillametteCRA, 2023, 179-180, 224-229.

[18] "1929," Vancouver Public Schools, Published June 19, 2018, https://vansd.org/timeline/1929/.

[19] Brian J. Cantwell, "Two Areas Emphasize Neighborliness," *Columbian* (Vancouver, WA), July 22, 1985, A5.

[20] "Fire Station Dedication Planned," *Columbian* (Vancouver, WA), May 7, 1940, 2; "Flat-Duplexes," *The Columbian* (Vancouver, WA), June 13, 1941, 9.

[21] Alsobrook et. al, *Interstate Bridge Replacement Program Historic Resources Baseline Survey Report, Clark County, Washington*,169, 182-183. Established in 1940, the Alcoa aluminum plant in Vancouver was the first to manufacture aluminum in the western United States.

[22] "Apartment of 36-Unit Capacity Due," *Columbian* (Vancouver, WA), July 20, 1944, 1.

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Shumway area quickly developed after the war as the city's population surged to over 40,000 by 1950.[23] Additional institutions followed with the construction of the First Methodist Church at 401 East 33rd Street between January 1948 and August 1950.[24] As part of this boom, speculators such as Green constructed infill residences in the neighborhood which were built on vacant or subdivided lots and sold at a profit to the developer.

From the 1950s to the 1970s, the neighborhood started to develop greater geographic distinction, and by extension greater self-awareness, starting with the creation of the 2.5-mile, 4-lane Vancouver Freeway between 1951 and 1954 which ran along the east side of J Street. The new freeway divided the Shumway area from Rose Village to the east and resulted in the significant demolition and, more rarely, relocation of housing within the alignment.[25] The federal government later incorporated this early freeway into the I-5 freeway in 1957 and widened it to six lanes between 1977 and 1984, thereby shifting J Street further west, enlarging the East Fourth Plain Boulevard and East 39th Street interchanges and resulting in the demolition (or removal) of several more homes (Figures 15–16).[26]

Between these two major transportation projects, the area transformed from an almost exclusively single-family neighborhood to a denser urban district with a mix of commercial and institutional developments along Main Street and approximately thirty new duplexes constructed among the single-family homes (Figures 17–19). Duplex construction coincided with a decline in single-family home ownership from 60 to 50 percent between 1970 and 1980.[27] The City also saw duplexes as a more affordable means of encouraging population growth during a period of stagnation (particularly after 1970) and had therefore encouraged their construction.[28] In response to these changes, area residents officially adopted the name "Shumway" for the neighborhood when they organized the Shumway Neighborhood Association (SNA) in 1976 to initially oppose additional commercial development along Main Street.[29] The following year, this group helped lead Vancouver's local neighborhood movement in the late twentieth century by becoming the city's second official neighborhood council in 1977.[30]

Going into the early 1980s, the SNA joined other neighborhoods including Rosemere and Arnada to curb and mitigate new duplex construction. By this point, residents of Shumway and other neighborhoods were concerned about the impact duplexes were having on their largely single-family neighborhoods. They observed that speculators were demolishing historic houses and replacing them with low-quality and out-of-character "cracker-

[23] John Caldbick, "1930 Census," *Historylink*, June 14, 2010. Accessed April 12, 2023. https://www.historylink.org/File/9451; "The History of the Vancouver Police Department 1937–1962," *City of Vancouver Washington,* Undated. Accessed April 12, 2023. https://www.cityofvancouver.us/police/page/history-vancouver-police-department-1937-1962; Sanborn Map Company. Vancouver, Clark County, Washington, November 1949. New York: Sanborn Map Company, 1949. "Sanborn Fire Insurance Maps," Sheets 40, 41, 48, 49, 56, 57, 76. Date Accessed April 12, 2023. https://digitalsanbornmaps-proquest-com.ezproxy.spl.org/browse_maps/48/9329/45548/47699/results?mapid=643184&accountid=1135.
[24]; "Construction of Church Is To Begin," *Columbian* (Vancouver, WA), January 9, 1948, 1; "Many Attend First Service In New Church," *Columbian* (Vancouver, WA), August 21, 1950, 1.
[25] Alsobrook, et. al, 230-231.
[26] Alsobrook, et. al, 232-233; "Freeway Job has Go-Ahead," *Columbian* (Vancouver, WA), March 15, 1977, 1; "Interstate 5 Freeway Work Gets Under Way," *Columbian* (Vancouver, WA), September 28, 1977, 9; "The Home Stretch," *Columbian* (Vancouver, WA), October 25, 1982, 1.
[27] Brian Cantwell, "Time-worn Rosemere stirs loyalty," *Columbian,* July 29, 1985, A5.
[28] Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[29] Bob Zeimer, "Market Zone Change Rejected," *Columbian* (Vancouver, WA), April 28, 1976, 1; "Shumway Group To Try Again," *Columbian* (Vancouver, WA), May 29, 1979, 11.
[30] Lee Rozen, "Shumway Area Organizes," *Columbian* (Vancouver, WA), February 1, 1977, 2.

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box duplex[es]" which "absentee landlords" failed to properly maintain thereby making them the "biggest blight" in the neighborhood.[31] The effort resulted in Vancouver's new comprehensive plan including provisions to make new duplex construction compatible with existing housing stock including the creation of a residential committee to review construction proposals.[32]

James E. Green, Builder

In October 1950, Vancouver builder James Elbert Green, Junior (1902–1958) received a permit to construct the single-family dwelling and garage at 809 East 29th Street.[33] James Elbert Green, Jr., was the son of James Elbert Green, Senior (1862–1941) and Mary Ann Smith Green (1879–1958). The Green family moved from Texas to Clark County in 1917.[34] By 1934, James E. Green, Jr., lived in Vancouver and worked as a carpenter.[35] In 1940, he was still working as a carpenter, and he and his wife, Blanche Marie Burch Green (1905–1989) and their son, Richard R. Green (1930–), lived at 3602 H Street in Vancouver.[36] By 1950, the Greens had moved to 700 East 32nd Street, and James E. Green, Jr. was still working as a carpenter.[37] James Elbert Green, Jr., died of a heart attack on April 11, 1958, at the age of 55.[38]

In addition to the single-family dwelling at 809 East 29th Street, James E. Green, Jr., constructed at least nineteen other single-family dwellings in Vancouver and the immediate vicinity between 1929 and 1958:

- 2209 East 33rd Street, Vancouver (1929; single-family dwelling).[39]
- East 40th Street and H Street, Vancouver: dwelling (1934).[40]
- Residence for J.E. Green, Junior, Pacific Highway north of Vancouver (1936).[41]

[31] Wendy Reif, "Neighborhood Groups Key On Liveability," *Columbian* (Vancouver, WA), July 2, 1980, 11; Bill Dietrich, "Two Men Fight For Sightly, Neighborly Neighborhoods," *Columbian* (Vancouver, WA), September 12, 1980, 7.
[32] "Comprehensive Plan To Get Public Airing," *Columbian* (Vancouver, WA), July 1, 1980, 12; John Harrison, "Group To Review Commercial, Multifamily Plans," *Columbian* (Vancouver, WA), January 20, 1981, 15.
[33] "City News In Brief: Permits Issued," *Columbian* (Vancouver, WA), October 11, 1950, 1. Note: the permit was issued under "811 East 29th Street," even though this permit was for the existing building at 809 East 29th Street.
[34] "Obituaries: James E. Green," *Columbian* (Vancouver, WA), December 10, 1941, 2.
[35] R. L. Polk and Company, Polk's Vancouver (Washington) City Directory (Seattle, WA: R. L. Polk and Company, 1934), 108.
[36] Ancestry.com. 1940 United States Federal Census [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc., 2012. Original data: United States of America, Bureau of the Census. Sixteenth Census of the United States, 1940. Washington, D.C.: National Archives and Records Administration, 1940. T627, 4,643 rolls.
[37] Ancestry.com. 1950 United States Federal Census [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2022. Original data: Department of Commerce. Bureau of the Census. 1913-1/1/1972. Population Schedules for the 1950 Census, 1950 - 1950. Washington, DC: National Archives at Washington, DC. Population Schedules for the 1950 Census, 1950 - 1950. NAID: 43290879. Records of the Bureau of the Census, 1790 - 2007, Record Group 29. National Archives at Washington, DC., Washington, DC.
[38] "J. E. Green Dies at 55," *Columbian* (Vancouver, WA), April 14, 1958, 2.
[39] "Building Totals During Six Days Reach But $2,600," *Columbian* (Vancouver, WA), August 5, 1929, 5.
[40] "Improves Property With Small House," *Columbian* (Vancouver, WA), January 22, 1934, 6.
[41] "Suburban Home Plot Improved," *Columbian* (Vancouver, WA), February 15, 1936, 5; "New Cape Cod Home," *Columbian* (Vancouver, WA), June 19, 1937, 8.

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- 3913 G Street, Vancouver (1937; single-family dwelling).[42]
- 3601 H Street, Vancouver (1937; single-family dwelling).[43]
- 3502 H Street, Vancouver (1938; single-family dwelling).[44]
- 3614 H Street, Vancouver (1939; single-family dwelling).[45]
- 3604 H Street, Vancouver (1939; single-family dwelling).[46]
- 2212 I Street, Vancouver (1940; single-family dwelling).[47]
- 1004 East 28th Street (1941; single-family dwelling).[48]
- 1011 East 26th Street (1941; single-family dwelling).[49]
- 2201 Grand Avenue, Vancouver (1942; single-family dwelling).[50]
- 900 East 29th Street, Vancouver (1949; single-family dwelling).[51]
- 3205 H Street, Vancouver (1950; single-family dwelling).[52]
- 520 West 34th Street, Vancouver (1951; single-family dwelling).[53]
- 2200 F Street, Vancouver (1952; single-family dwelling).[54]
- 10007 SE Evergreen Highway, Vancouver (1955; single-family dwelling).[55]
- 6105 Riverside Drive, Vancouver (1956; single-family dwelling).[56]

[42] "Greene [sic] Starts New Residence," *Columbian* (Vancouver, WA), March 20, 1937, 9.
[43] "City News In Brief: To Erect House," *Columbian* (Vancouver, WA), October 25, 1937, 2.
[44] "City News In Brief: Building Permits Issued," *Columbian* (Vancouver, WA), April 9, 1938, 1.
[45] "April Drop In Permits Is Shown," *Columbian* (Vancouver, WA), May 1, 1939, 8.
[46] "City News In Brief: Repair Permits Issued," *Columbian* (Vancouver, WA), November 14, 1939, 2.
[47] "City News In Brief: Permit Secured," *Columbian* (Vancouver, WA), November 20, 1940, 2.
[48] "Many Permits Secured," *Columbian* (Vancouver, WA), April 2, 1941, 2.
[49] "City News In Brief: Clerk Issues Permits," *Columbian* (Vancouver, WA), June 23, 1941, 1.
[50] "City News In Brief: Several Permits Issued," *Columbian* (Vancouver, WA), August 31, 1942, 1.
[51] "Four Building Permits Given," *Columbian* (Vancouver, WA), November 2, 1949, 2.
[52] "City Issues Seven Permits," *Columbian* (Vancouver, WA), April 25, 1950, 3.
[53] "City News In Brief: J. E. Green Will Build," *Columbian* (Vancouver, WA), June 20, 1951, 1.
[54] "City News In Brief: Residence to Rise," *Columbian* (Vancouver, WA), June 10, 1952, 1.
[55] "City News In Brief: Construction Authorized," *Columbian* (Vancouver, WA), September 15, 1955, 1.
[56] "City News In Brief: Homes Planned," *Columbian* (Vancouver, WA), February 6, 1956, 1.

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- 10001 SE Evergreen Highway, Vancouver (1956; single-family dwelling).[57]

The current status of every building on the above list was unable to be ascertained, due in part to the lack of definitive street addresses for some buildings and also due to street address numbers which have apparently changed from when they were originally mentioned in the Vancouver *Columbian* newspaper. However, based on the examples able to be located, the single-family residences built by Green between the late 1920s and late 1930s are modest, one-story, or one-and-one-half-story single-family dwellings rendered in either the Cape Cod Revival or Minimal Traditional styles. His completed single-family dwellings from about 1940 to about 1950 are generally WWII cottages in the Minimal Traditional style, with the exception of 2200 F Street, which could be described as Ranch style. Green's later dwellings from the mid-1950s onward were not able to be definitively located.

Residents of 809 East 29th Street

1951–1954: Stephen Pauley (1915–2009), and his wife, Olga Pauley (1916–2014) are the earliest known residents of 809 East 29th Street.[58] Stephen Pauley was the plant manager for the Flexatone Printing Company in Vancouver.[59] The Pauley family moved into this dwelling by December 1951 and moved out by September 1954.[60]

1954–ca. 1962: The DeWitt family was the second known occupant of 809 East 29th Street. James O'Byrne DeWitt, Senior (1900–1957), a merchant marine purser, and his wife, Alice Dorothy DeWitt (1904–1996), a Washington state government social worker, moved to this dwelling by September 1954.[61] Their son, James Alfred O'Byrne DeWitt, also known as James O. DeWitt, Junior (1929–2008), an officer in the United States Navy, was also identified as a resident of 809 East 29th Street in 1954.[62] As a merchant mariner, James O. DeWitt,

[57] "Four Homes Given Okeh," *Columbian* (Vancouver, WA), July 12, 1956, 10.
[58] Find a Grave, "Olga Pauley, 3 April 1916–24 September 2014, Memorial ID 207259159," accessed May 11, 2023, https://www.findagrave.com/memorial/207259159/olga-pauley; Find a Grave, "Stephen Pauley, 15 October 1915 – 21 April 2009, Memorial ID 207259158," accessed May 11, 2023, https://www.findagrave.com/memorial/207259158/stephen-pauley.
[59] Ancestry.com. 1950 United States Federal Census [database on-line]. Lehi, UT, USA: Ancestry.com Operations, Inc., 2022. Original data: Department of Commerce. Bureau of the Census. 1913-1/1/1972. Population Schedules for the 1950 Census, 1950 - 1950. Washington, DC: National Archives at Washington, DC. Population Schedules for the 1950 Census, 1950 - 1950. NAID: 43290879. Records of the Bureau of the Census, 1790 - 2007, Record Group 29. National Archives at Washington, DC., Washington, DC. "Firms Rap Expansion of Airport," *Columbian* (Vancouver, WA), November 13, 1953, 2.
[60] "Burglars Loot Home in City," *Columbian* (Vancouver, WA), December 17, 1951, 1; R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1952); R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1954); "Hello, World," *Columbian* (Vancouver, WA), September 3, 1954, 12.
[61] Ancestry.com, Family Tree for James Joseph [sic] DeWitt, Senior (19 October 1900–14 November 1957), accessed May 11, 2023, https://www.ancestry.com/family-tree/person/tree/152512055/person/332198964468/facts; Ancestry.com, Family Tree for Alice Dorothy DeWitt (12 June 1904 – 22 December 1996), accessed May 11, 2023, https://www.ancestry.com/family-tree/person/tree/152512055/person/332198964334/facts;
[62] "City News In Brief: Summer Cruise Planned," *Columbian* (Vancouver, WA), May 16, 1952, 2; "Local Vessel Participates," *Columbian* (Vancouver, WA), September 2, 1954, 1.

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Senior, appears to have been away from home frequently.[63] He died in November 1957.[64] After his death, Alice Dorothy DeWitt remained at 809 East 29th Street until at least November 1962, when she received a building permit to repair the roof of the dwelling, which had likely been damaged during the Columbus Day Storm of October 12, 1962.[65] Alice D. DeWitt remained in Vancouver until about 1969, when she retired and moved to San Diego.[66] However, her exact place of residence between 1963 and 1969 is unknown.

c. 1963 to 1969: Unknown

c. 1970 to 1987: Austin Leslie Whelden (1924–1987), who worked for the Carnation Milk Company in Portland, and his wife, Verda Mae Moorman Whelden (1928–2019) resided at 809 East 29th Street from about 1970 until his death in 1987.[67]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Pauley House 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.

Based upon an evaluation of the Pauley House 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 resource is associated with the development of the Shumway Neighborhood, this association is not comparatively strong enough to meet the threshold for NRHP significance.

The Pauley House 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 the productive lives of the Pauley, DeWitt, and Wheldon families, these individuals are not comparatively significant enough to meet the threshold for NRHP significance.

The Pauley House is an amalgam of WWII cottage dwelling and Ranch forms, 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.

[63] "City News In Brief: Charge Admitted," *Columbian* (Vancouver, WA), March 10, 1955, 11; "Long Daylight, Fields Of Ice Seen By Vancouverite," *Columbian* (Vancouver, WA), October 14, 1955, 1; "Vancouver Man Finds Plenty Of Ice In Polar Regions On Special Trip," *Columbian* (Vancouver, WA), October 14, 1955, 11; "Local Man Home After Stint With Mid-East Tanker," *Columbian* (Vancouver, WA), January 16, 1957, 11.
[64] "Probate," *Columbian* (Vancouver, WA), December 17, 1957, 21.
[65] DeWitt, Mrs. November 19, 1962. City of Vancouver Permit Number B-10297, 809 East 29th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request.
[66] "Evans Aide Speaks To State Employes [sic]," *Columbian* (Vancouver, WA), May 20, 1965, 13; "Obituaries: Alice D. DeWitt," *Columbian* (Vancouver, WA), December 23, 1996, 9.
[67] Whelden, Austin. February 3, 1970. City of Vancouver Permit Number B-22206, 809 East 29th Street. On file at the City of Vancouver Department of Community Development and obtained through Public Records Request; "Church is hit," *Columbian* (Vancouver, WA), July 6, 1970, 22; "Obituaries: Austin L. Whelden," *Columbian* (Vancouver, WA), March 5, 1987, 4.

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The Pauley House 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 Pauley House 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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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: Pauley House (WA 1329)	WISAARD Property ID: 731285
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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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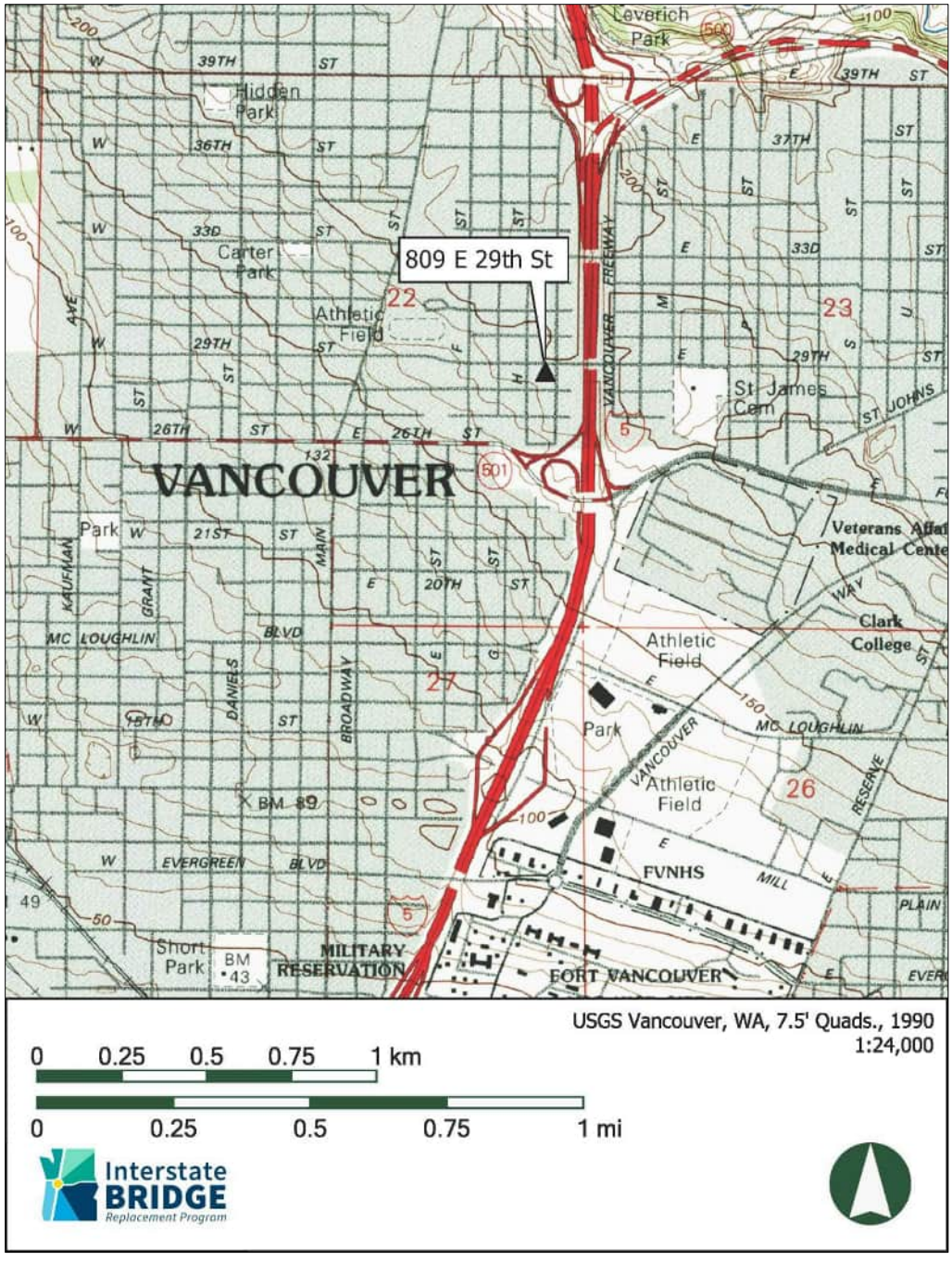


Figure 2. Location map of 809 East 29th Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 809 East 29th Street, showing NRHP boundary in white.

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Figure 4. 809 East 29th Street, east and north elevations, view facing southwest (Willamette CRA March 8, 2023).

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Figure 5. 809 East 29th Street, east and north elevations, view facing southwest (Willamette CRA March 8, 2023).

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Figure 6. 809 East 29th Street, north elevation, view facing south (Willamette CRA March 8, 2023).

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
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Figure 7. 809 East 29th Street, north and west elevations, view facing south (Willamette CRA March 8, 2023).

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 8. 809 East 29th Street, east and north elevations, view facing southwest (Clark County Assessor, 2009).

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. 809 East 29th Street, south elevation, oblique aerial view facing north (IBR/Bentley Systems May 26, 2022).

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Figure 10. 809 East 29th Street, south and east elevations, oblique aerial view facing northwest (IBR/Bentley Systems May 26, 2022).

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Property Name: Pauley House (WA 1329)	WISAARD Property ID: 731285
Street Address: 809 East 29th Street	City, County, State: Vancouver, Clark County, Washington

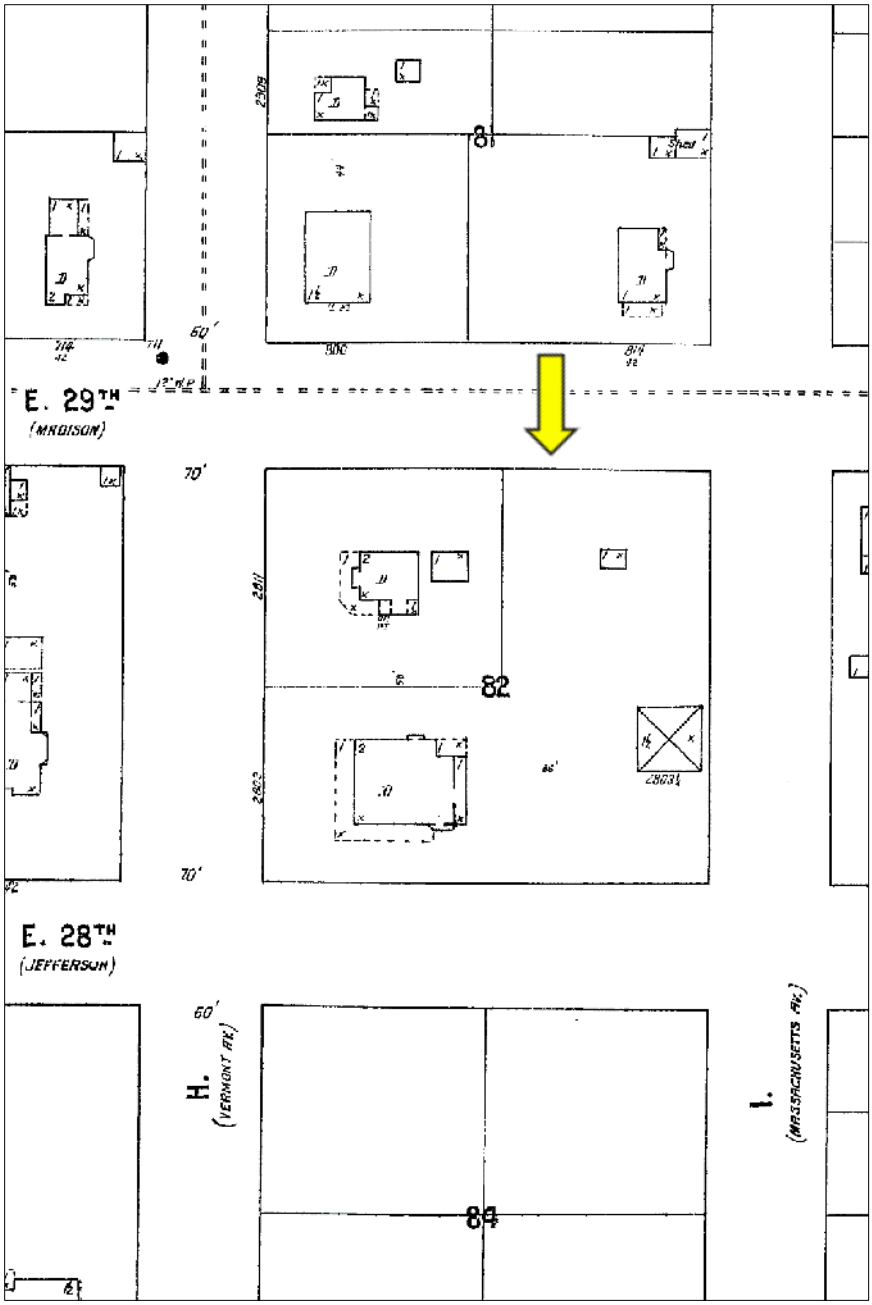


Figure 11. 809 East 29th Street, 1911 (Sanborn Map Company *Vancouver* [1911]).

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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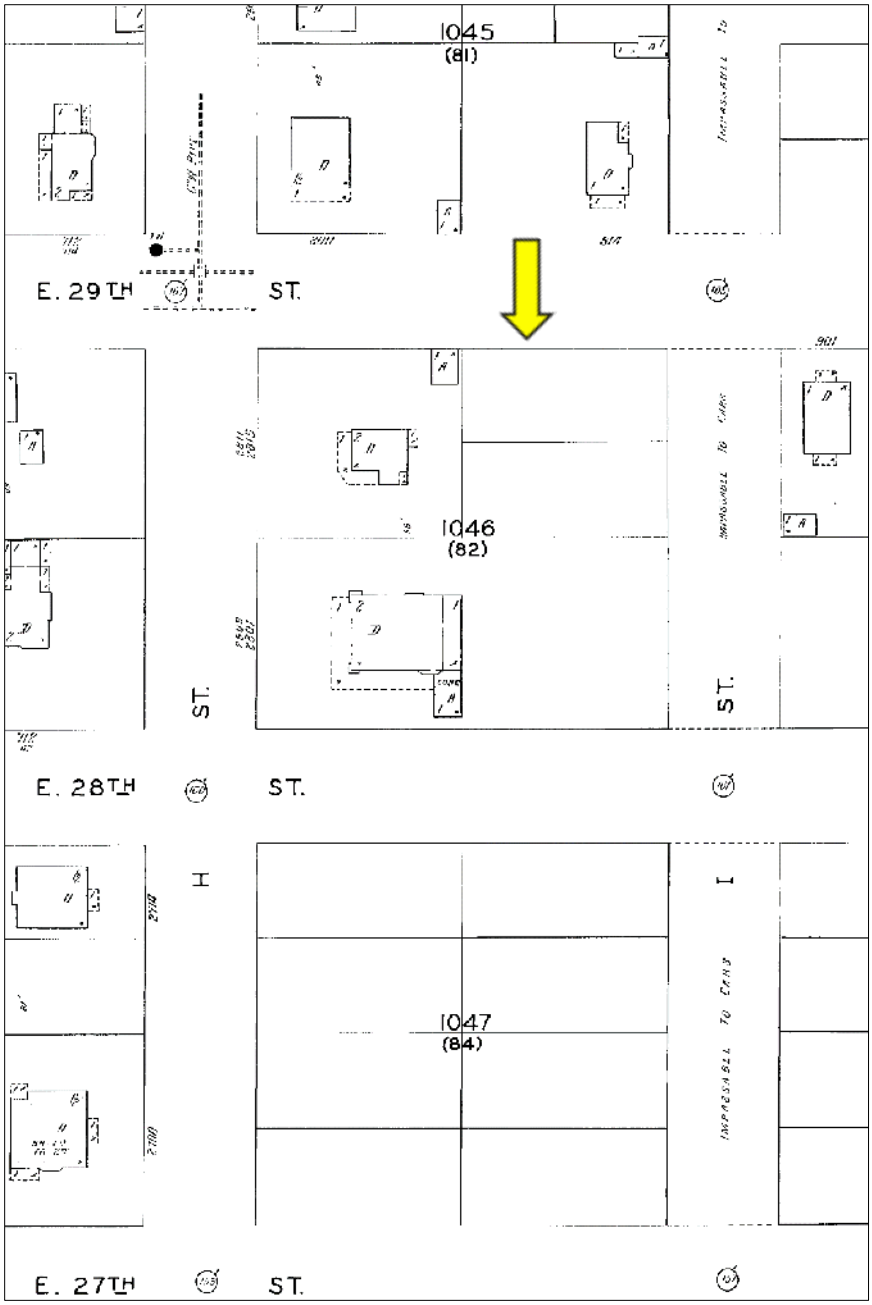


Figure 12. 809 East 29th Street, 1928 (Sanborn Map Company *Vancouver* [1928]).

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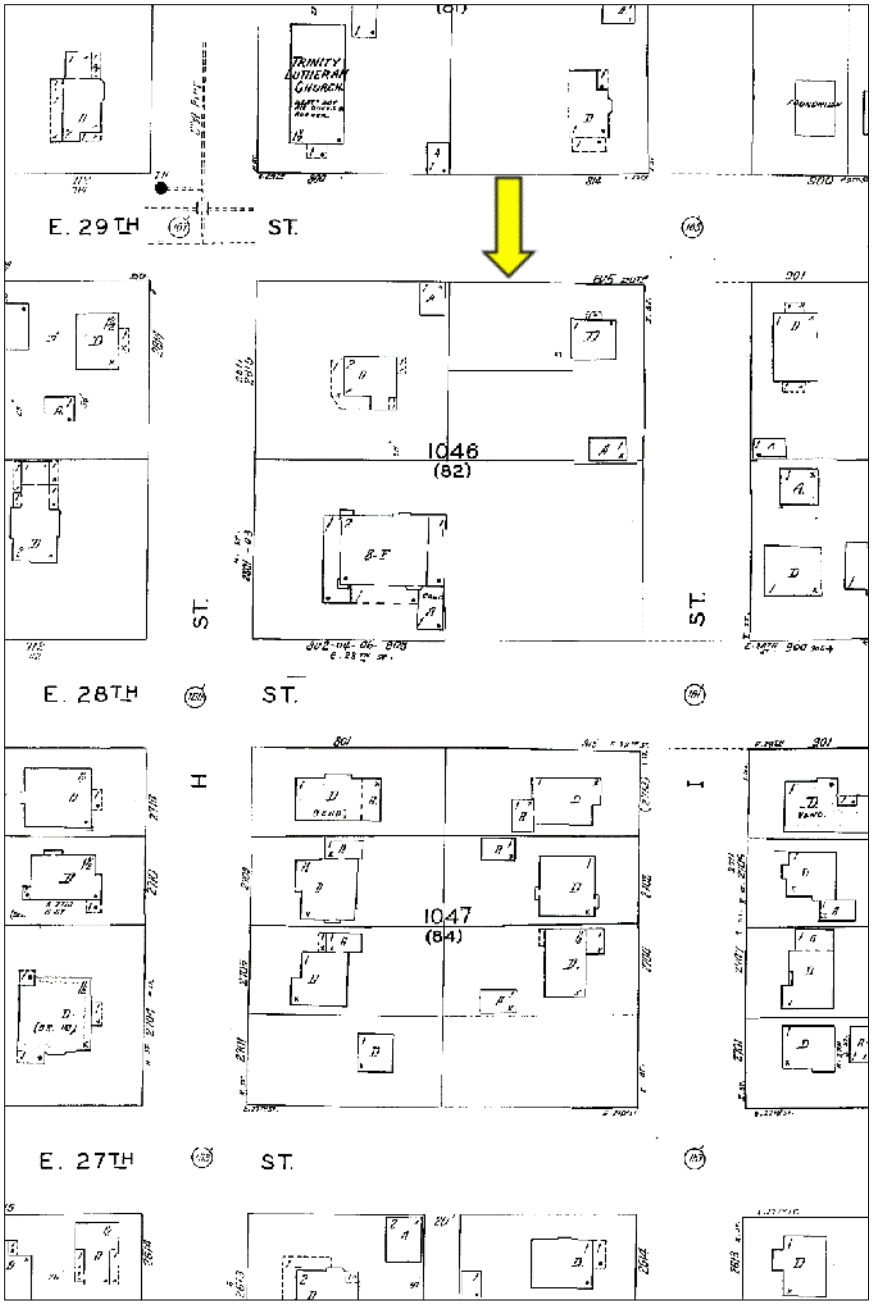


Figure 13. 809 East 29th Street, 1949 (Sanborn Map Company *Vancouver* [1949]).

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: Crawford, Harry E. and Jessie May, House (WA 1340)	WISAARD Property ID: 552755
Street Address: 3207 K Street	City, County, State: Vancouver, Clark County, Washington
Tax Parcel Number: 13200000	Plat Block Lot: North Coast Co Addition, Block 7, Lot 6
USGS Quad Name: Vancouver Quadrangle	Township: 2N Range: 1E Section: 23
Coordinates: 45.644638°, -122.660545°	
This property is part of a ☐ District	

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

Current Use: DOMESTIC / single dwelling	Construction Date: 1910
Historic Use: DOMESTIC / single dwelling	Alterations & Dates: ca.1930-1950, Cladding replaced; 1957, Rear porch enclosed; 1958, Front porch enclosed; 1985, Storm windows installed
Architectural Classification / Resource Type: Other: Dutch Colonial Revival / Building	Historic Context:

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

Foundation Type: Concrete - Poured	Form Type: Single Dwelling	
Window Type & Material: Double hung sash & wood,	Exterior Surface Materials: Primary: Wood - Shake Secondary: Wood - T1-11 Decorative:	
Roof Type & Material: Gambrel - Front / Asphalt/Composition		
Structural System Type: Wood - Platform Frame	Plan Type: Rectangle	
Number of Stories: 1.5	Changes to Structures:	
	Category:	Change Level:
Styles: Dutch Colonial Revival	Plan	Moderate
	Windows	Moderate
Register Status: Unlisted	Cladding	Moderate
	(Other)	
Condition: ☒Excellent ☐Good ☐Fair ☐Poor	Integrity: ☐Excellent ☐Good ☒Fair ☐Poor	

INTERSTATE BRIDGE REPLACEMENT PROGRAM

SECTION 106 DOCUMENTATION FORM
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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: Crawford, Harry E. and Jessie May, House (WA 1340)	WISAARD Property ID: 552755
Street Address: 3207 K Street	City, County, State: Vancouver, Clark County, Washington



Figure 1. 3207 K Street, west and north elevation, view facing southeast (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:

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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PHYSICAL DESCRIPTION

The building at 3207 K Street, the Crawford, Harry E., House, hereafter referred to as the Crawford House, is a Dutch Colonial style residence located in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building is located at the western edge of the Rose Village neighborhood and faces west onto K Street (Figures 2 and 3).

The area around the Crawford House is a residential neighborhood—one of the city's oldest—that is largely made up of modest, detached single-family homes built in the first and middle decades of the twentieth century. The neighborhood is defined by a grid of orthogonal streets: the main thoroughfares of East 33rd and East 29th Streets run east-west through its center, and St. Johns Boulevard, a diagonal street that was once the streetcar route and is now a commercial strip, cuts through the eastern edge of the neighborhood. Sidewalks line the city streets and the area is shaded by many mature trees.

The resource is located on a rectangular tax lot that is oriented east-west and neighbors residences to the north and south. The lot includes the principal building, as well as front and rear lawns and a garage to the east of the primary building. The building possesses a rectangular footprint with a single-story rear projection and is constructed atop a full concrete basement foundation which measures approximately 28 feet from north to south and 35 feet from east to west. The walls of the building are constructed from wood framing and rise a single story in height where a gambrel roof covers an upper half story (Figure 1). The roof is covered in asphalt shingles with shed dormers on the north and south elevations and a roof skirt separating the lower and upper story on the west elevation (Figure 4). The single-story rear projection is topped with a flat porch, which is accessed from the building's upper level (Figure 5). The walls of the building are primarily clad in painted cedar shingles grooved to look like shakes with a 12-inch reveal; the skirt around the foundation is clad in T1-11 wood paneling (Figure 4).

The building's fenestration includes wooden double-hung sash cottage windows with a decorative diamond pattern in the upper sash, as well as one-over-one wooden double-hung windows. There are aluminum storm windows installed in front of several windows, and aluminum sliding windows are inset into the skirt to provide daylight and emergency egress to the basement. The principal entry is located in the west elevation and is composed of a wooden door that opens onto a raised wooden porch with a post and pier foundation (Figure 6). A secondary entry is located in the south elevation and is composed of a wooden door with 3 horizontal glass panels in the top half of the door (Figure 7). Both the principal and south entry are covered by modest awnings. A third entry is located on the rear east elevation, accessed from a full-width wooden porch (Figure 5).

To the east of the building sits a single-story gable-roofed garage measuring approximately 24 feet from north to south and 27 feet from east to west, and a single-story gable-roofed shed measuring approximately 10 feet from north to south and 12 feet from east to west (Figure 8).

The interior of the building was not accessible at the time of survey and no archival real estate photos of it were found.

Alterations

Since its original construction in 1910, the Crawford House has been altered with changes to the footprint, detailing, and setting.

Among the earliest changes include the replacement or covering of the original cladding with wide cedar shingles (likely Certigrade or Fitite brand) likely between 1930 and 1950. Other changes are known through permits which

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were issued for the construction of garages on the property in 1939 and 1948; the existing garage likely corresponds with the latter date.[1] In 1957, the back porch of the house was expanded and converted into a bedroom, and in the following year, the front porch, originally a recessed entry according to 1949 Sanborn maps, was enclosed.[2] This change also likely resulted in the mid-century Colonial Revival style entry door (Figure 9). During the 1950s, a beauty salon was run out of the basement of the home, which may have necessitated the addition of the aluminum sliding windows. The side door was also replaced. In 1974, a 6.5-foot by 12-foot wooden deck was added to the rear of the building.[3] In 1985, storm windows were installed.[4] The shed located on the southeast corner of the property was added in 2018. The setting was significantly changed in 1951 when the Vancouver Freeway was constructed along the former J Street, dividing Rose Village from the adjacent neighborhood, and creating a new edge of the neighborhood at K Street.

Boundary Description

The Crawford House is located at 3207 K Street, in the Rose Village neighborhood of Vancouver, Clark County, Washington. The building's parcel (13200000) is bounded by adjacent parcels to the north and south, K Street to the west, and an alley running north-south to the east. The parcel includes the building and the garage, as well as the associated landscaping and walkways. Of these, the main residence and associated garage contribute to the resource's significance; the shed was constructed after the period of significance (here recommended as 1910–1955) and does not contribute to the resource's overall significance. The building's placement within its tax lot—including its setback from the street and rear yard—is an important element of its design and location. Therefore, the National Register of Historic Place (NRHP) boundary is recommended as the boundary of the resource's current tax lot (Figure 3).

INTEGRITY

The residence has not changed in form, use or location since its construction in 1910, although from approximately 1954 until 1994, a beauty shop operated out of its basement.[5] The enclosure of the rear and front porches in 1957 and 1958 significantly diminished the building's integrity of design, materials, and workmanship. The development of the neighborhood has continued throughout much of the twentieth century, largely constrained to similarly-scaled residential houses. In 1951, the setting of the house was significantly altered by the construction of the Vancouver Freeway (present-day I-5), built along the former J Street. The highway introduced a large infrastructural element into the residential fabric, divided the contiguity of Rose Village and Shumway, and transformed K Street into the new edge of the neighborhood. The Crawford House is still located on its original site and has not been changed from residential use since its construction in 1910, although Alterations outside of the period of significance, most notably the enclosing of the front and rear porches, have

[1] "Building Permits Issued," *Columbian* (Vancouver, WA), May 31, 1939, 2; "Building Permits Issued," *Columbian* (Vancouver, WA), August 5, 1948, 2.
[2] 3207 K Street, April 2, 1957, Clark County Permit Number 126, and 3207 K Street, May 2, 1958. Clark County Permit Number 3250. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[3] 3207 K Street, July 21, 1974. Clark County Permit Number 30642. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[4] 3207 K Street, August 20, 1985. Clark County Permit Number 1322. On file at the Clark County Department of Building, Vancouver, Washington. Obtained through Public Records Request.
[5] Bob Sisson, "A Clip here, a snip there, a shoulder to cry on," *Columbian* (Vancouver, WA), November 12, 1979, 20.

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diminished the building retains integrity of location and association, and has diminished integrity of design, materials workmanship, and feeling.

STATEMENT OF SIGNIFICANCE

In June 1910, Harry Emmett Crawford (1879–1957) purchased a lot in what was at the time known as the "North Coast Addition" from Clifford E. Pitcher for a price of one dollar, and the house at 3207 K Street was constructed later that year.[6] Crawford, a linotype operator at *The Columbian*, his wife Jessie Mae Crawford (née Schmidt, 1879–1961), and daughter Aleda Frances (1896–1985, married Asa Wallace Ryan) were listed at the address in Vancouver city directories from 1914 until 1916.[7] Their tenure in the home is unknown, but by 1925, it was advertised for rent in the local paper.[8] In 1931, "Mrs. Harry E. Crawford" was issued a permit to re-shingle the house.[9] The next known owner of the property is Roy Dale Keiser, who was issued a permit to build a garage in 1939; likely, Keiser had purchased the property in the intervening years.[10]

The Development of Washington-Car Barns-Rosemere-Rose Village Neighborhood

The land that eventually became Rose Village was once agricultural: orchards, wheatfields, and pastureland for cattle. The Vancouver-Klickitat-Yakima Railroad Company laid rail tracks through the area in the late 1880s, connecting the company's downtown lumber mill, the Michigan Mill, to Brush Prairie, just northeast of the city.[11]

The land was platted, for the first time, by the Columbia Land and Improvement Company based on the company's speculation that the railroad would eventually increase the value of the 500 acres they had purchased and named Vancouver Heights. After a failed racetrack venture, the land was re-platted into residential lots and named North Coast Heights. The new development offered "as good a residence site as you can find in any city" and claimed "a $125.00 lot at North Coast Heights and a good tent or small bungalow will save money and time."[12] The adjacent area, east of "K Street" (then Connecticut Ave), which comprised the rest of what would become Rose Village, was platted between 1907 and 1911.[13] A new streetcar line, owned by the Vancouver Traction Company, extended accessible transportation beyond Vancouver Heights, east to St. Johns Boulevard,

[6] "Transfers of Real Estate," *Columbian* (Vancouver, WA), June 14, 1910. 3.
[7] Polk 1914, 53
[8] Aleda Crawford's 1918 marriage license specifies that she and her mother, at least, were living in Hood River, Oregon (Certificate of Marriage #13941, Clarke [sic] County 1918 Sep-Dec), and the 1920 census indicates that Harry Crawford and his wife were living in Salem, Oregon (U. S. Federal Census, District 0345 Marion County, 1920). See also "For Rent," *Columbian* (Vancovuer, WA). July 30, 1925, 5.
[9] "Permits Issued," *Columbian* (Vancouver, WA), August 21, 1931, 11.
[10] "Building permits Issued," *Columbian* (Vancouver, WA), May 31, 1939, 2.
[11] David Warren Freece, "A History of the street railway systems of Vancouver, Washington, 1889–1926" (Master's thesis, Portland State University, 1984), 4–5.
[12] In order to increase visibility of the neighborhood, the Columbia Land and Improvement Co. helped to develop the city's first racetrack, Vancouver Driving Park, by selling sixty acres of "Vancouver Heights." The racetrack hosted horse racing events on and off from 1890 to 1896; in 1898, after two years of inactivity, it was sold to the Hidden brothers, who were part-owners of the Columbia Land and Improvement Company. The track was demolished in 1910; for more, see Dorothy Carlson, "Vancouver's First Race Track," *Clark County History* Vol XV, Vancouver: Fort Vancouver Historical Society, 1974. North Coast Heights advertisements appeared in *The Columbian* beginning in 1911.
[13] An inexhaustive list of the plats includes: Rowleys, Lays, Minnehaha, Bouton's, Merrifields, and Niagra Park; the area was re-platted in the 1940s as Columbia Orchard. Clark County Land Records, gis.clark.wa.gov/mapsonline.

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in 1908.[14] A school, Washington Elementary, was constructed in 1911, a necessary amenity for the many residents who built small, single-family homes like this one in the first few decades of the twentieth century. The neighborhood, like the school, was referred to as Washington, or Washington City, but it was known colloquially as "Car Barns," after the building erected at 33rd and St. Johns, where street cars, and later, buses, were maintained and stored when not in use.[15] Residents later began referring to it as Rosemere, despite the official and unofficial nomenclature, which lasted until the city re-designated the neighborhood as Rose Village in 2005.[16]

Similar to the rest of Vancouver, Rose Village experienced a construction boom during the years of World War II when unprecedented numbers of workers arrived in the city with jobs in the Kaiser Shipyards on the Columbia River. The neighborhood was quickly developed to fulfill housing needs for the city's booming population. It was, however, still at the northern edge of the city. Annexation was proposed a handful of times in order to incorporate the areas north of East 39th Street but was always soundly defeated, leaving a large area of county residents underserved.[17] The neighborhood, especially K Street, was largely impacted by the construction of the Vancouver Freeway in the 1950s, which redefined the area's western edge, separated Rose Village from the neighboring residential fabric of Shumway, and displaced multiple blocks of residents in the process.

By the mid-1960s, city officials had invested in the idea that "Urban Renewal" would ameliorate the city's depressed areas, and Rosemere was one of the neighborhoods that they targeted. A 1967 study revealed that the "Washington" neighborhood (as the authors still called it) was inhabited largely by "renters, believed to be eking out a living on Social Security pensions, welfare and other meager means."[18] The old housing stock had not been maintained, and though many older homes were "almost agreeable," many more were labeled "substandard."[19] The study concluded with recommendations: establish a new community center, revise the tax code to encourage rehabilitation of older homes, hire a city-paid neighborhood organizer for the area, increase bus service, and create new playgrounds and parks. Despite an active neighborhood organization that agreed with the 1967 suggestions, few of these recommendations were instituted at the study's completion.[20]

Dutch Colonial Revival Style

In contrast to the architectural styles of the nineteenth century, which were primarily identified by creative combinations of historical referents, between 1880 and 1940 new, faithful interpretations of European architectural styles emerged in the United States, sometimes referred to as the Eclectic movement. Architectural design in this period "stress[ed] relatively pure copies of domestic architecture as originally built in various

[14] Rosemere Neighborhood Association, "Rosemere History," Accessed March 9, 2023. www.rosemerena.org/home/wp-content/uploads/2009/03/rosermere-history.
[15] Freece, "Street Railway Systems," 71. The streetcar system ceased in 1926, due to increased expenses and decreased ridership. Because the city was largely built around the system's lines, many buses followed similar routes.
[16] Justin Carinci, "Rosemere Neighborhood now Rose Village," *The Columbian,* August 31, 2005, 14.
[17] One proposal, in 1975, failed 50-15. See Rosemary Maynard, "Failure pleases officials," *The Columbian,* January 17, 1975. Annexation finally succeeded in 1990. Loretta Callahan, "Annexation can become official," *The Columbian,* December 15, 1990.
[18] Don Chandler, "Worst Areas Show Islands of Hope for Recovery," *The Columbian,* August 23, 1967, 5. The neighborhood study was conducted by Dr. Mihail W. Dumbeliuk-Czernowicky, of Eleusis Research.
[19] Chandler, "Worst Areas," 5.
[20] A 1974 article in *The Columbian* bemoaned the efforts and lack of action. Lee Rozen, "City Attention returns to older neighborhoods," *The Columbian,* October 20, 1974, 30.

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European countries and their New World colonies." [21] The movement began at the end of the nineteenth century when architects began designing homes for wealthy clients in styles such as Italian Renaissance, Chateauesque, Beaux Arts, Tudor, and Colonial Revival.[22]

The Dutch Colonial Revival style draws inspiration from 18th Century Dutch and Hugenot architecture of settlers in the Hudson River Valley, who built houses in the familiar traditions of (present-day) Germany, France, and the Netherlands.[23] The homes they built were predominantly modest ones; the nineteenth- and twentieth-century re-interpretations were attracted to the peaceful, romantic farmhouse.[24] Some of the earliest houses built in the Dutch Colonial Revival style were designed by architects such as Aymar Embury II (1880–1966) and Wilson Eyre (1858–1944).[25]

The style is most recognizable by its gambrel roof, which was used extensively on farmhouses throughout the northeast.[26] In his 1913 book *The Dutch Colonial House*, Embury noted that the gambrel does not in fact have origins in Holland and called the roof type "America's principal contribution to the science of building."[27] Other common elements of the Dutch Colonial Revival style include chimneys and round windows on gable ends, horizontally oriented siding, porches under overhanging eaves, and shed dormers.[28]

The Dutch Colonial style emerged in the last decades of the 1800s, but in his book *The Comfortable House,* Alan Gowans notes that it did not become popular until the late 1910s.[29] It is unclear exactly when it was most commonly employed in the Northwest, but like many revival styles, can be partially attributed to the return of American soldiers after European tours.[30] In 1909, Portland architect Lewis I. Thompson (1888–unknown) built his house in the Dutch Colonial style.[31] Throughout the 1920s, plans for Dutch Colonial homes were often printed in *The Columbian*, with descriptions that emphasized the warmth and hominess of the residences constructed in the style.[32] The Crawford is emblematic of the style, featuring characteristic elements such as the gambrel roof and cottage windows.

[21] Virginia Savage McAlester, *A Field Guide to American Houses* (New York: Knopf, 2015), 406; Pennsylvania Historical & Museum Commission, "Late 19th & Early 20th Century Revival Period," http://www.phmc.state.pa.us/portal/communities/architecture/styles/late-19th-century-revival.html
[22] McAlester, *A Field Guide to American Houses*, 406.
[23] "Dutch Colonial Revival," Vancouver Heritage Association, https://www.vancouverheritagefoundation.org/house-styles/dutch-colonial-revival/.
[24] Alan Gowans, *The Comfortable House: North American Suburban Architecture, 1890-1930* (Cambridge: MIT Press, 1986), 128.
[25] Old House Journal, "Dutch Colonial Revival," October 20, 2021, https://www.oldhouseonline.com/house-tours/house-styles/dutch-colonial-revival/; Gowans, *The Comfortable House*, 130.
[26] Gowans, *The Comfortable House*, 126.
[27] Aymar Embury, *The Dutch Colonial House*, (New York: McBride, Nast & Company, 2013), 8.
[28] "Dutch Colonial Revival," History Colorado, 2023, https://www.historycolorado.org/dutch-colonial-revival.
[29] Gowans, *The Comfortable House*, 130.
[30] Old House Journal, "Dutch Colonial Revival."
[31] "Home to be Artistic," *Oregonian* (Portland, OR), November 14, 1909, 9.
[32] "A Modern Example of the Gambrel Roof Dutch Colonial Cottage," *Columbian* (Vancouver, WA), June 22, 1925, 6; "A Modified Dutch Colonial," *Columbian* (Vancouver, WA), May 7, 1928, 4.

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Occupants

Based on newspaper records and the Polk Directory, residents of the Crawford house include the following:

1910–1916: Crawford family.[33]

1920: John F. Elmgren (1887–1943), born in Blossberg, New Mexico and moved to Vancouver in 1912. Elmgren worked for the Vancouver traction company and, later, Portland General Electric.[34] His wife Christina (née Henry, later Gunz, 1893–1971), and her siblings Mary (later Timmerman, 1903–1971) and Walter Henry (1905–1972) also resided at the house.[35]

1926-1930: Lloyd Mortimer O'Banion (ca.1887–1930), who worked as a salesman for the Wild Motor Company, lived at the residence with his wife Olive (ca.1883–1965), and their children James (ca.1917–) and Catherine (ca.1921–). [36]

1934–1938: George Volker.[37]

1939–1952: Roy D. Keiser (1897–1984), born in Wahoo, Nebraska and moved to Vancouver in 1928, his wife Ethel (1903–1975), and their children Ruby, Virginia, and Clarence.[38] Keiser worked as a beater room superintendent at Columbia River Paper Company and Ethel worked as a secretary for the Vancouver School District.[39]

1954–1982: Ann Lowry Starkey (née Lowry, 1912–2003) was born in Anadarko, Oklahoma and moved to Vancouver around 1926.[40] In 1939, she married Wallace Bernard Starkey (1905–1964), and they had two sons, Hugh B. (b. 1941) and David J. (1946–1970), before they divorced in 1947.[41] Ann's mother, Lola Moore, also lived at the house for a period prior to her death in 1963.[42] From approximately 1939–1994, Starkey operated a beauty shop; many of those years were conducted "in the basement of her tidy green house at 3207 K. St."[43] The business relied primarily on word of mouth. An article in *The Columbian* profiled the shop for its 40th anniversary

[33] R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1914), 53, R. L. Polk & Company. *Polk's Vancouver (Clark County, Wash) City Directory including Camas and Washougal* (Seattle: R. L. Polk & Company, 1916), 40
[34] "Life Ends for John Elmgren," *Columbian* (Vancouver, WA), December 22, 1943, 1.
[35] 1920 United States Federal Census, Washington, Clark County, Vancouver, District 0032, Sheet 8.
[36] "Lloyd O'Banion Taken by Death," *Columbian* (Vancouver, WA), November 19, 1930, 1; "Recovering from Operation," *Columbian* (Vancouver, WA), August 25, 1926, 1.
[37] Polk, *Vancouver* 1934–1938.
[38] "Ethel R. Keiser," *Columbian* (Vancouver, WA), May 28, 1975, 2.
[39] ""Keiser, Roy D," *Columbian* (Vancouver, WA). June 4, 1984, 10.
[40] "Ann L. Starkey," *Columbian* (Vancouver, WA), February 1, 2003, 20.
[41] "Ann L. Starkey," *Columbian* (Vancouver, WA), February 1, 2003, 20; "David J. Starkey," *Columbian* (Vancouver, WA), September 11, 1970, 3; "Miss Ann Lowry is Bride of Wallace Starkey," *Columbian* (Vancouver, WA), November 14, 1939, 3; "12 Plaintiffs Get Divorces," *Columbian* (Vancouver, WA), June 25, 1947, 12.
[42] "Lola Moore," *Columbian* (Vancouver, WA), April 23, 1964, 2.
[43] Bob Sisson, "A Clip Here, a Snip There, a Shoulder To Cry On," *Columbian* (Vancouver, WA), November 12, 1979, 20.

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and noted "There is no sign in front of Mrs. Starkey's shop, nor is there a listing in the yellow pages. Her customers, mostly older women, she said, heard about her from other customers."[44]

National Register of Historic Places Eligibility

Willamette Cultural Resources Associates (WillametteCRA) recommends that the Crawford House 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 on WillametteCRA's evaluation of the Crawford House in 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 Crawford House does not possess a sufficiently strong association with personages significant in our past to qualify as significant under Criterion B.

Although the Crawford House is an example of a single-family dwelling in the Dutch Colonial Revival style, it does not sufficiently possess enough 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 Crawford House 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 Crawford House is not significant under Criteria A, B, C, or D. As such, WillametteCRA recommends the resource not eligible for listing in the NRHP.

[44] Bob Sisson, "A Clip Here, a Snip There, a Shoulder To Cry On," *Columbian* (Vancouver, WA), November 12, 1979, 20.

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Figure 2. Location map of 3207 K Street, Vancouver, Clark County, Washington.

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Figure 3. Aerial map of 3207 K Street, showing NRHP boundary in white.

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Figure 4. 3207 K Street, north elevation, view facing south (WillametteCRA, March 8, 2023).

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Figure 5. 3207 K Street, east elevation, view facing west (IBR/Bentley Systems May 26, 2022).

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Figure 6. 3207 K Street, west elevation, view facing east (WillametteCRA, March 8, 2023).

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Figure 7. 3207 K Street, west and south elevations, view facing northeast (WillametteCRA, March 8, 2023).

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Figure 8. 3207 K Street, east elevation, view facing northwest showing rear garage and shed (IBR/Bentley Systems May 26, 2022).

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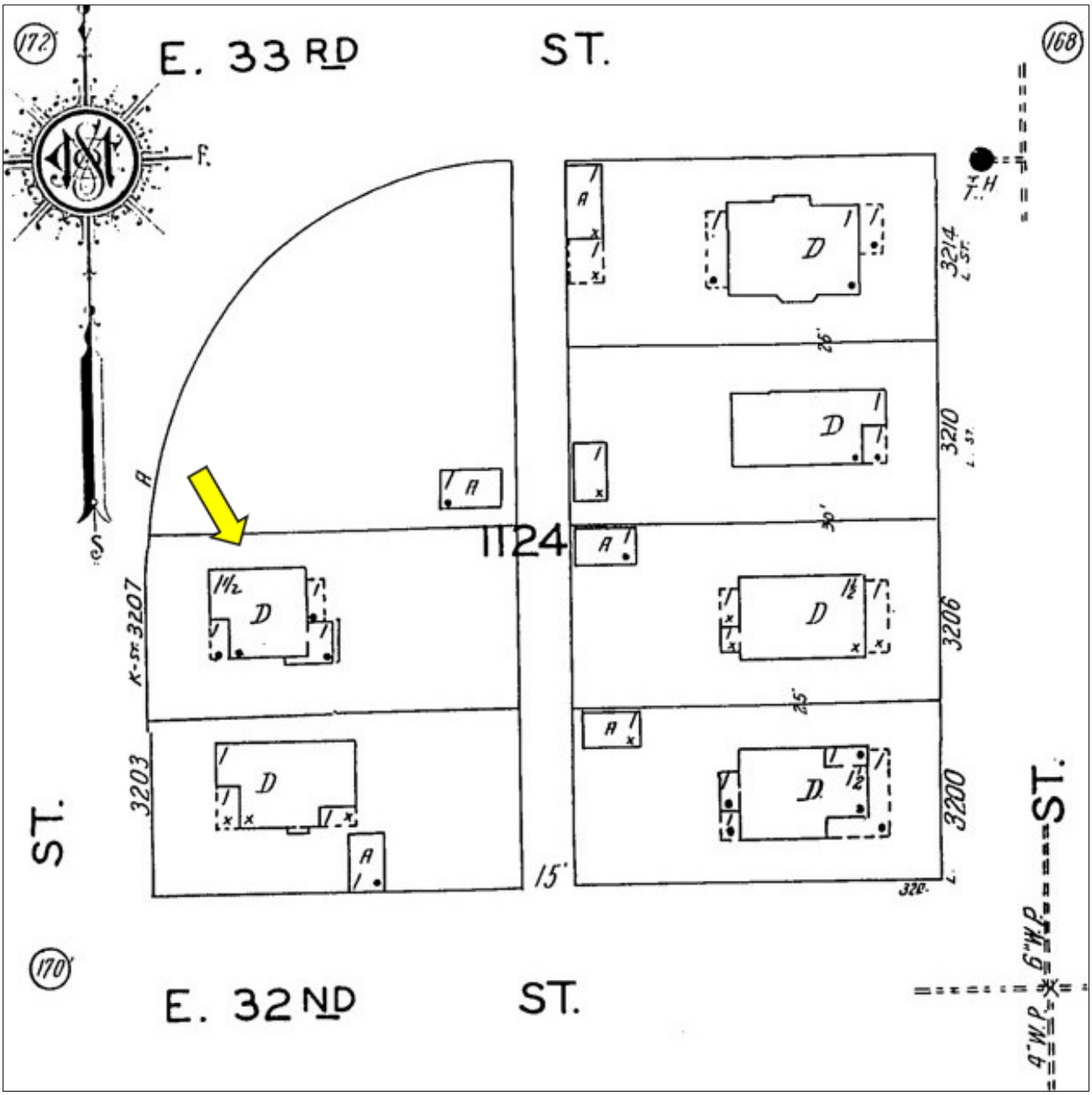


Figure 9. 1928-1949 Sanborn map showing the Crawford House indicated with yellow arrow (Sanborn Map Company, *Vancouver* [1928-1949], 50).