

# **OREGON CITY HISTORIC DOWNTOWN RE-SURVEY**

## **FINAL REPORT**

prepared for  
The City of Oregon City

by

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## INTRODUCTION

This report is the summary document of a re-survey of historic resources in downtown Oregon City, Oregon. The survey was conducted by Historic Preservation Consultant, Michelle L. Dennis of Eugene, Oregon, and was completed during the spring of 2000 under the terms of a contractual agreement with the City of Oregon City and the State Historic Preservation Office (SHPO).

The scope and methodology for this project were developed by the City of Oregon City staff in conjunction with the consultant. This project was a re-survey of historic resources in the downtown central business district that were originally surveyed in 1983. These resources are primarily commercial, although a small number of resources were historically or are now associated with a function other than commerce and trade.

In addition to this document, the project generated fifty-nine (59) *Oregon Inventory of Historic Properties Historic Resource Survey Forms* (57 buildings and structures and two sites where buildings documented during the 1983 survey have been demolished). Each form provides architectural and historical information about the property, as well as a black and white photograph and a locator map of the property. Copies of this report and the inventory forms are available through the City of Oregon City; the original forms are housed at the SHPO in Salem.

This project was funded in part with Federal funds from the National Park Service, a division of the U.S. Department of the Interior, and administered by the Oregon State Historic Preservation Office. All work was completed in accordance with the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation.

## PROJECT BACKGROUND AND METHODOLOGY

### Purpose and Objectives

The purpose of this project was to conduct a re-survey of resources in Oregon City's historic downtown to determine if the downtown is eligible for listing as a historic district on the National Register of Historic Places. Specific objectives included (a) the recordation of pertinent architectural and historical information for each resource within the survey area, and (b) the evaluation of each resource for potential eligibility as a contributing resource in a historic district. Information gathered for this project may assist the City of Oregon City with future planning for the historic downtown business area.

### Research Design and Methodology

*Survey Boundaries.* The survey boundaries for this project were, in large part, determined by the area included in the 1983 survey. The majority of the historic resources are found within an area bounded by 5<sup>th</sup> Street on the south and 11<sup>th</sup> Street on the north, and between the bluff and the river.

*Criteria for Resource Selection.* Following SHPO's guidelines for conducting standard surveys, all resources within the survey boundaries were recorded on *Oregon Inventory of Historic Properties Historic Resource Survey Forms*. Because the purpose of this project was to determine if there is sufficient historic integrity for a National Register historic district, it was necessary to record and evaluate all resources, regardless of age, integrity or condition.

*Field Research.* Fieldwork was completed during the spring of 2000. For each resource, the consultant completed a survey form, recording architectural and historical information. Black and white photographs were taken of each property. Documentation was limited primarily to the exteriors of the buildings. Each resource site was recorded on a map, indicating its location within the survey boundaries.

*Archival Research.* The consultant conducted background research pertaining to the development of Oregon City's historic downtown and specific resources. Because the 1983 survey included a substantial amount of research and resulting information, only those resources where there were lingering questions or those resources that were not fully documented were further researched for this project. Several sources were consulted during the archival research including Sanborn Fire Insurance Maps, city directories, biographical encyclopedias, newspapers, tax records, SHPO files, local histories, and historic photographs. Information was gathered from the Oregon City Public Library, the Clackamas County Historical Society and Museum, the University of Oregon, and Oregon State University.

### Evaluation

Upon completion of the field and archival research, the consultant evaluated each resource's potential to be listed as a contributing resource in a National Register of Historic

Places historic district. Resources that also are eligible individually were noted. This evaluation was based on the premise that the period of significance for a downtown district in Oregon City would encompass the years from c.1860 (the earliest identified remaining resource) to 1950 (the current 50-year cut-off as established by the National Register) and most likely would be based on National Register Criterion A for its association with a pattern of events (the development of the commercial and governmental center of the community).

### Final Report

In addition information about the project background and methodology, this final report provides a brief overview of the historic of the community and its relation to local and statewide historic contexts, a discussion about resource types, survey results and recommendations. Specific information about individual resources can be found on the individual survey forms and/or in the appendices to this report.

## HISTORICAL OVERVIEW

The following is a brief history of Oregon City. The intent is to provide a general overview, rather than a comprehensive history, in hopes that the reader will understand the basic contexts for the survey results. Several in-depth histories are available for further information and are listed in the bibliography.

### Setting

Oregon City, the county seat of Clackamas County, is located southeast of Portland on the east side of the Willamette River, just below the falls. Its unique topography includes three terraces, which rise above the river, creating an elevation range from about 50 feet above sea level at the riverbank to more than 250 feet above sea level on the upper terrace. The lowest terrace, on which the earliest development occurred, is only two blocks or three streets wide, but stretches northward from the falls for several blocks.

Originally, industry was located primarily at the south end of Main Street nearest the falls, which provided power. Commercial, governmental and social/fraternal entities developed along Main Street north of the industrial area. Religious and educational structures also appeared along Main Street, but tended to be grouped north of the commercial core. Residential structures filled in along Main Street, as well as along the side and cross streets. As the city grew, the commercial, governmental and social/fraternal structures expanded northward first, and with time eastward and westward to the side and cross streets. Before the turn of the century, residential neighborhoods and schools were developing on the bluff. Some commercial development also occurred on this middle terrace, but the business center of the city continued to be situated on the lower terrace. Between the 1930s and 1950s, many of the downtown churches relocated to the bluff as well. The industrial area remained at the south end of the downtown area throughout the 20<sup>th</sup> century. As the city continued to grow, development eventually expanded to the upper terrace and spread eastward.

The small community of Canemah, located just south of Oregon City (and now included within its city limits) developed just above the falls on the river. Canemah is a National Register historic district.

### Native Americans, Early Exploration, Fur Trade and Missions: to 1846

Much of Oregon City's importance lies in its early history as the first permanent Euro-American settlement in the Willamette Valley and the first incorporated city west of the Rocky Mountains. Founded in 1829 and incorporated in 1844, it first became the home to fur traders and missionaries. As "the end of the Oregon Trail," it soon became the final destination for many early immigrants.

Prior to Euro-American settlement, the area where Oregon City is located was a focal point for fishing and trade among the Native Americans and home to the Clowwewalla (also known as the Charcowah) and the Cashhooks Indians (of the Upper Chinookan Linguistic group)

and the Mollala Indians (of the Waiilatpuan Linguistic family).<sup>1</sup> The nearby Clackamas Indians, also of the Upper Chinookan Linguistic group, located their villages along the Clackamas River, were. Smallpox, cholera and other Euro-American diseases introduced by early explorers decimated the tribes. By the time Euro-American settlement in the area began, only about 650 Clowwewalla and Cashhooks remained. Their numbers steadily declined into the mid-19<sup>th</sup> century. After the remnants of the tribes were relocated to the Grand Ronde reservation, they became extinct.<sup>2</sup>

In the 1810s, fur traders explored the Willamette Valley and surrounding areas. Donald McKenzie, a partner in the Pacific Fur Company located at Fort Astoria, is believed to be the first white man to visit the area of the Willamette Falls when he ascended the river in 1812. The company and the fort were sold to the North West Company, a British enterprise in 1813. By 1814, both the North West Company and the Hudson's Bay Company regularly trapped the lower Columbia and Willamette Rivers. In 1821 the two fur companies merged under the Hudson's Bay name and four years later built Fort Vancouver.<sup>3</sup>

In 1823, Dr. John McLoughlin was appointed Chief Factor of the Hudson's Bay Company at Fort Vancouver. In 1829, McLoughlin laid out a two-square mile claim at the Willamette Falls and began construction of three houses to shelter employees working at the site. The houses were burned by the natives, but rebuilt by McLoughlin. A small fur trading center was also established and work was begun on a millrace. These buildings became the first permanent white settlement in the Willamette Valley. By 1839, the settlement had grown to a collection of small houses clustered around the millrace populated primarily by employees of the Hudson's Bay Company.<sup>4</sup> The settlement, which would become Oregon City, was originally known as Willamette Falls.

In 1833, Reverend Jason Lee and his nephew, Reverend Daniel Lee, were approved by the Mission Society of the Methodist Episcopal Church to establish a mission in the west. When the Lees arrived at Fort Vancouver, McLoughlin encouraged them to start their work south of the Columbia River in the Willamette Valley. The Willamette Mission was established in 1834 in present-day Marion County.<sup>5</sup>

During the winter of 1839-1839, Reverend Jason Lee gave a series of lectures in Peoria, Illinois in an effort to recruit reinforcements for the Methodist Mission and to encourage American settlement in the Oregon Territory. Following these lectures, the first overland

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<sup>1</sup> J. Neilson Barry. "The Indians of Oregon—Geographic Distribution of Linguistic Families," *Oregon Historical Quarterly*. Volume 28, 1927:57-60.

<sup>2</sup> Koler/Morrison Planning Consultants. *Oregon City, Oregon: Historic Context Statement for the Park Place Vicinity*. August 1990, 3.

<sup>3</sup> William A. Bowen. *The Willamette Valley, Migration and Settlement on the Oregon Frontier*. Seattle: University of Washington Press, 1978: 7-8.

<sup>4</sup> Koler/Morrison, 5-7.

<sup>5</sup> Bert and Margie Webber. *Oregon City (By Way of the Barlow Road) at the end of the National Historic Oregon Trail*. Medford, Oregon: Webb Research Group, 1993: 37-38.

American immigrant party was organized. Led by Thomas J. Farnham, the Peoria Party arrived at the Willamette Falls settlement in late 1839 and early 1840. Others arrived via ship, including George Abernethy and Alvin F. Waller, both part of the “Great Reinforcement” for the Methodist Mission, in June 1840.<sup>6</sup>

Reverend Waller was dispatched to establish a church and store at Willamette Falls later that year. Abernethy was appointed manager of the store. McLoughlin donated land and materials for the church and a parsonage. In 1841, Waller established the Island Milling Company and by 1842 was operating a small sawmill and was making plans for a flour mill on a portion of McLoughlin’s claim in what appears to have been an effort to secure an American claim to the land near the falls. McLoughlin, in a further effort to stake his claim, platted and named the growing village “Oregon City” in 1842.<sup>7</sup>

The Methodist Church, the first Protestant church west of the Rocky Mountains, was completed in 1843, the same year that a Provisional Government, under the jurisdiction of the United States, was established. Oregon City was incorporated in 1844, the first incorporated city west of the Rocky Mountains, as the number of immigrants was growing and Oregon City boasted 75 buildings.<sup>8</sup> In 1845, Oregon City became the seat of the Provisional Government and George Abernethy was appointed governor.<sup>9</sup> Oregon City continued to grow and by 1846, had a population of more than 500 and a growing number of businesses. The first Masonic Lodge in Oregon, Multnomah Lodge No. 1, was granted a charter that year.

#### Settlement, Statehood and Steampower: 1847 to 1865

Oregon Territory was officially created in 1848 and Oregon City was designated as the Territory’s first capital, an honor it held until the capital was moved to Salem in 1852. Oregon was granted statehood in 1859.

The city continued to grow rapidly with the increase in overland migration. Industry continued to develop as a number of mills were established to support the need for lumber and flour. Although the discovery of gold in California in 1847 initially reduced the territory’s population as a number of settlers left for the gold fields, it also opened the market for supplying provisions to miners, stimulating industry and commerce. A number of miners returned to the area after the gold rush passed. By 1849, the population of Oregon City was over 900.<sup>10</sup>

A new industry developed in 1850 when the first steamboat on the Willamette River, the “Lot Whitcomb,” was built.<sup>11</sup> An increase in agricultural production in the mid-Willamette

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<sup>6</sup> Koler/Morrison, 8.

<sup>7</sup> Webber, 37-40.

<sup>8</sup> Koler/Morrison, 13.

<sup>9</sup> Webber, 40.

<sup>10</sup> Koler/Morrison, 14.

<sup>11</sup> Ibid., 16.

Valley required improved methods of shipping goods and river transport became common between the upper valley and Oregon City. Because the falls initially required the movement of freight from one ship to another, shipbuilding enterprises developed at both Canemah (above the falls) and Oregon City (below the falls). Shipbuilding was more prolific at Canemah, but at least eight steamboats were built in Oregon City in the 1850s and 1860s.<sup>12</sup>

Oregon City's position as the hub of the Territory declined in the 1850s as the capital was moved to Salem and Portland surpassed it as a population and shipping center. Its position as the center for trade, politics and urban activity in the county, however, was secure.

In the 1860s, Oregon City's growth continued, but at a slower, steady pace. The economy shifted from a service and shipping-based economy to one firmly rooted in manufacturing. The Imperial Flour Mills were built in 1863-1864 and the Oregon Manufacturing Company (Oregon Woolen Mills) was established in 1864.<sup>13</sup>

### Railroads and Industrial Growth: 1866 to 1883

Industrial growth and diversification mark the first years of this period. The first paper mill in Oregon was established in Oregon City in 1866 as the Pioneer Paper Manufacturing Company (also known as the Oregon City Paper Mill and the Oregon City Paper Manufacturing Company) began operations.<sup>14</sup> Although financial difficulties resulted in closure of the mill the following year, it introduced an industry that perhaps has had the greatest impact on Oregon City over the years.

The Oregon and California Railroad Company began laying tracks in Portland in 1868, and heading south on the east side of the Willamette River, crossed the Clackamas River and arrived in Oregon City in 1869. The line was completed as far as Roseburg before being stalled by financial difficulties. As the first rail transport in the state, it opened the Willamette Valley to shipping ports to the north. High rail freight costs, however, resulted in the construction of the Willamette Locks to improve river transport by the Willamette Falls Company in 1873.<sup>15</sup> Not only did the opening of the locks serve to drop the freight rates, but it further stimulated shipbuilding as crops could then be shipped directly to Astoria for transfer to European ships. The railroad, which helped extend the life of steamboat transportation for awhile, was eventually its undoing as rail lines – and freight rates – became more accessible throughout the valley.

Oregon City continued to grow throughout this time period. By 1880, the population was nearing 1400. Commercial businesses developed to accommodate the growing number of residents, as did educational, religious and social organizations. Most of the development

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<sup>12</sup> Webber, 62-65.

<sup>13</sup> Koler/Morrison, 16.

<sup>14</sup> Ibid., 17.

<sup>15</sup> Ibid., 18.

continued in the area of the original townsite on the first terrace, although the congestion was moving people to look at development on the bluff above the city center.

### The Progressive Era: 1884-1913

The Progressive Era saw continued growth. A new Clackamas County Courthouse was constructed in Oregon City in 1884. The original courthouse had burned in 1849 and government business had been conducted in rented offices and halls during the intervening years.<sup>16</sup> In 1888, the West Linn and Oregon City suspension bridge was construction across the Willamette River.<sup>17</sup>

The timber and wood products industries developed into major contenders and the end of this time period were the largest employers in Oregon City and the county. Although the H.L. Pittock and Company Paper Mill, located just north of Oregon City at Park Place, relocated to Camus, Washington in 1885, other mills soon opened in Oregon City. The Willamette Falls Pulp and Paper Company was organized in 1889 and the Crown Mill in 1890. The Hawley Paper Company was established in 1908.<sup>18</sup>

In 1889, the Willamette Falls Electric Company made history when it transmitted the first electricity over long distance power lines to Portland. The growing use of electricity made possible the construction of the first interurban electric railroad in the county, the East Side Railway, which made its first run between Portland and Oregon City in 1893.<sup>19</sup> The establishment of the railway made the concept of commuting a reality for the first time and paved the way for further growth by persons wishing to live in Oregon City and work in Portland.

A number of new subdivisions and additions were platted between 1888 and the mid-1910s and growth began in earnest on the bluff. Residential neighborhoods shifted from the city center to the second terrace before the turn of the century, as did the location of the schools. A small number of commercial enterprises located on the upper level, but the commercial core remained in the downtown business center. The bluff was accessed by wooden stairs and unimproved roads.

Several civic improvements took place during the Progressive Era. The city water system and fire department was expanded and improved. Electric lights and sidewalks were installed and street improvements began. The Carnegie Library was completed in 1913.<sup>20</sup> Interestingly, the city's first major effort at historic preservation occurred in 1909, when Dr. McLoughlin's house was relocated from downtown to the bluff where it has been restored and designated as a landmark.

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<sup>16</sup> Tom Miller. *Oregon City Enterprise* article for Anniversary Edition, October 27, 1926.

<sup>17</sup> Koler/Morrison, 21.

<sup>18</sup> *Ibid.*, 19.

<sup>19</sup> *Ibid.*, 20.

<sup>20</sup> *Ibid.*, 22.

## The Motor Age: 1914 to 1940

The arrival of the automobile brought significantly changed life in America. The first automobile arrived in Oregon City in 1903 when C.G. Miller established his automobile dealership. His business became known as the Miller-Parker auto dealership in 1913 and the C.G. Miller Company in 1922.<sup>21</sup> Several other dealerships followed and a number of auto-related businesses, including garages and service stations, were established. The State Highway Commission was created in 1913 and legislation in 1917 created the State Highway Fund. Soon after, construction on a modern highway system began. Highway 99E, referred to in 1923 as the "Super Highway," was constructed through downtown Oregon City. In addition to construction of the highway, street paving improved.<sup>22</sup> A new bridge across the Willamette River replaced the Oregon City-West Linn suspension bridge in 1922.

Transport of another sort developed in 1913, when the first municipal elevator in Oregon City was constructed. The water-powered elevator made the trip between the downtown and bluff easier for residents and supported a continuing trend to locate the residential neighborhoods on the upper terraces, while the downtown remained the focal point for commercial and governmental business. After the construction of a new fire station on the bluff, a new city hall office building was built downtown in c.1925. Commercial development was strong following World War I and a number of new store and office buildings in the downtown were constructed and existing buildings remodeled. Growth continued through the Great Depression, but at a slightly slower rate.

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Although the Great Depression was not as devastating in Oregon as it was in other parts of the country, its affects were felt locally. Oregon City was the recipient of a variety of funds from federal programs, many of which results in new improvements in the downtown area. A new Clackamas County Courthouse was constructed in 1936-1937 with assistance from the Public Works Administration. The highway underpass was also constructed in 1936-1937 with PWA funding. The Singer Creek Falls and Steps were constructed in 1936 with funding from the Works Projects Administration (WPA). Other federally funded projects in Oregon City included a new high school, a new grade school, a new swimming pool, and street and highway improvements.<sup>23</sup>

With improved roads and new trucking technology, the timber and wood products industry experienced great expansion. The Willamette and Crown mills merged in 1914 to become The Crown Willamette Pulp and Paper Company. The Great Depression, however, brought a slowing to the industry and several smaller mills closed. In 1937, Anthony Zellerbach took control of several mills, including Crown Willamette, which became Crown Zellerbach.<sup>24</sup>

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<sup>21</sup> C.G. Miller. *Oregon City Enterprise* article for Anniversary Edition, October 27, 1926.

<sup>22</sup> Koler/Morrison, 24.

<sup>23</sup> *Oregon City Enterprise*, January 1, 1937.

<sup>24</sup> *Ibid.*, 24.

## World War II and the Post-War Era: 1941 to 1950

World War II brought an end to the Great Depression and ushered in a fully modern period. Although growth and development was slowed during the war, the period following the war was one of substantial expansion in Oregon City, as it was in most communities around the country.

The timber and wood industry recovered from the Great Depression slump and was restored to its position as the state's leading industry with the building boom that followed the war. New residential neighborhoods expanded eastward to the third terrace above the river as newfound prosperity allowed many to buy their own homes. Schools followed and churches that had been located downtown for years migrated to the bluff as well.

Commercial growth in the downtown area continued, although only a handful of new buildings were constructed. Much of the development involved the creation of new "modern" businesses, which opened their doors in existing buildings.

## Contemporary Era: 1951 to Present

By the 1950s, the downtown was well developed with little room for expansion. There have been only a dozen or so new buildings constructed in commercial core in the last several decades as development spread to other parts of the city on the upper terraces.

The 1950s was a period of bringing the "old" downtown into the modern era with substantial alterations to several buildings, especially storefronts, many of which are still evident today. A new city elevator was constructed in 1954.

Some modernization carried over into the 1960s. By the 1970s and 1980s, however, the old buildings were sometimes seen as obsolete and either substantially altered or demolished. As the city continued to grow eastward on the third terrace, the focus of commercial enterprise shifted to newer strip developments and eventually malls. Some businesses remained downtown, but many closed or moved to newer areas. Although the city government relocated to offices on the upper terraces, the county government continued to be centered in the downtown area, eventually spreading into a number of downtown buildings, some of which were further altered for office use. Clackamas County has become the largest property owner in the downtown.

Today the downtown is one of mixed use. There are a small number of "mom and pop" type businesses, professional business offices, county offices, small eateries, bars and taverns, and a bank. Gone are the theaters, clothing and shoe stores, department stores, grocery stores, drug stores, camera shops, laundries, and newspaper offices. Only a handful of businesses that existed before 1950 remain. These include the Busch Furniture Store, the Depot Barber Shop, Muno's Bakery, and Clackamas Auto Parts. Also remaining from the historic period are the Clackamas County Courthouse, the Oregon City-West Linn Bridge, the Singer Creek Falls and Stairs, and the Highway Underpass. Industrial complexes remain at the south end of Main Street in the area that industry was originally located.

Two recent developments may have a significant impact on Oregon City's historic downtown area. The County's decision to move their offices out of downtown will leave several buildings vacant and their future uncertain. Interim alterations until this move occurs, including the demolition of historic buildings for parking lots, potentially could erode further the existing historic fabric of the downtown. The Regional Center Master Plan, although still evolving, has also included proposals that pose a threat to the downtown's historic resources.

These potential threats to the downtown have rekindled an interest in revitalizing the historic downtown, including the rehabilitation and adaptive re-use of some historic buildings. Understanding of the significance and appreciate of the historic character is evidenced by the recent removal of earlier inappropriate alterations and additions to storefronts on a couple buildings and the adaptive reuse of a 1930 parish hall for a restaurant. There is much work yet to do, however, if Oregon City's historic downtown is to be saved as a historic resource.

## **HISTORIC RESOURCE IDENTIFICATION**

### Resource Functions and Areas of Significance

Historic resources are broadly grouped as buildings, structures, sites, objects and districts. Resources can further be described by their historic functions or use (such as store or church), which are generally related to its area of significance (Commerce/Trade or Religious).

Resources associated with commerce and trade in downtown Oregon City include stores (including clothing, shoe, department, variety, grocery, jewelry, and camera stores), warehouses, automobile dealers and garages, a bakery, cafes and restaurants, taverns and pool halls, laundries, business and professional offices.

Government resources in the survey area include a city hall, a county courthouse, and public works projects. Resources associated with social/fraternal/humanitarian movements include lodge halls or meeting halls. Recreational and cultural resources include movie theaters. Resources associated with religious significance in downtown Oregon City include a parish hall.

Transportation resources include highways, railroads, a bridge, and an underpass. For the purposes of this survey, the City Elevator has been classified as a transportation resource. Landscape resources include designed elements such as the Singer Creek Falls and Stairs.

Although resources associated with industry and manufacturing include resources such as mills and factories, any resources associated with early mills in Oregon City were outside the survey area and not included in the study. Only one resource, an industrial laundry, was counted as an industrial resource.

### Architectural Styles and Building Materials

As was common in early settlements, most buildings were constructed of wood. The earliest buildings in Oregon City were reportedly of log construction, although frame construction quickly replaced it as sawmills made lumber available. Some buildings may have been of timber frame construction, although it is likely that most mid-19<sup>th</sup> century buildings were balloon frame or plank construction. Western platform framing had replaced early framing methods by the turn of the century. Wood framed buildings were usually clad in horizontal board siding, often shiplap or clapboard, and painted for protection when paint was available. Wood frame buildings were used for commercial, industrial, governmental, educational, religious, and residential buildings.

The 1892 Sanborn maps indicate that the majority of buildings in downtown Oregon City were of wood construction. By 1911, however, masonry construction was common for commercial and social/fraternal buildings. Brick was the frequent choice for "fire-proof" buildings until replaced by concrete and hollow clay tile construction after World War I. The 1925 Sanborn maps show a number of concrete and hollow clay tile buildings in the survey area. The earliest recorded masonry building in Oregon City apparently was the Abernethy's brick

store in 1851. There is also evidence of an early (c.1860) stone store on Main Street, although its exact date of construction has not yet been determined.

In the 1940s and 1950s new materials became available. Materials such as Vitrolite or Carrara Glass (also called structural glass), colored tile panels and aluminum lent themselves to the more modern, streamlined styles of commercial buildings and were often used as decorative elements. Aluminum was also used in the framing of windows and doors. Evidence of each material exists in downtown Oregon City.

Downtown commercial buildings sometimes utilized stylistic influences popular during their period of construction. Examples of this might be an Italianate building constructed during the 1880s or an Art Deco building constructed during the 1930s. There are examples of stylistic influences in downtown Oregon City, but more commonly was what has become called the Commercial Style. This is sometimes broken into subcategories dependent upon the date of construction. Commercial Style buildings constructed from about 1890 to 1930 are often referred to as "Streetcar Commercial." Buildings constructed from about 1930 to the present are often referred to as "Modern Commercial." There are examples of both subcategories in downtown Oregon City. A third subcategory, known as "Highway Commercial" includes a specific type of building commonly associated with strip development. There were no examples of this style in the survey area.

## SURVEY RESULTS AND RECOMMENDATIONS

During this re-survey of Oregon City's downtown, a total of 59 resources were recorded and evaluated (including two vacant lots where buildings stood during the 1983 survey). An *Oregon Inventory of Historic Properties Historic Resource Survey Form* was completed for each resource (see Appendices for example of survey form). These forms address the physical elements of the resources, including an evaluation of each resource's integrity and condition. Information pertaining to the resource's history is included when known. Evaluation of the potential eligibility for the National Register of Historic Places, both as an individual resource and as a contributing resource within a historic district, is indicated on each form. In addition, a black and white photograph for each resource, depicting its current appearance, is attached to the survey form.

The survey results presented here are a summary only. Specific information about each resource can be found on the individual survey forms. The resources have been quantitatively and qualitatively analyzed using chronological periods and thematic categories established by the Oregon State Historic Preservation Office (SHPO) and the National Park Service. Findings regarding each resource's potential eligibility for the National Register is also in accordance with SHPO and NPS standards.

### Changes in Downtown Resources Since the 1983 Survey

There were three overall changes of note since the 1983 survey was completed. The first obvious change is the absence of two resources identified in 1983. The Huntley-Draper Building (713 Main) and the Enterprise Courier Building (918 Main) have been demolished. A parking lot has replaced the first building and the lot stands vacant where the second building stood. The second change is the recent addition of one new building, a drive-through coffee stand, on the northeast corner of Main and 10<sup>th</sup>.

The third change, perhaps more significantly, is the alteration of some of the buildings' facades. In some cases, the changes were toward a more historically appropriate appearance, while other changes resulted in the loss of historic material and appearance, compromising the historic integrity of the resource. Examples of these changes include: the removal of an inappropriate, non-historic material from the front facade of the Bank Block Building (504-514 Main); the alteration of the entrance of the Swartz Building (527 Main), which included the removal of earlier inappropriate materials, but resulted in the use of still-inappropriate materials; the alterations of the Safeway #3 Building (524 Main), which included removal of an inappropriate mansard roof/awning, but resulted in the inappropriate replacement of the windows and a reconfiguration of the entrance; the alteration of the First National Bank Building (821 Main), which included the removal of an inappropriate facade material, but resulted in the replacement of historic windows; and the extensive remodel of the W.B. Stokes Motor Co. Building (1024 Main), which resulted in the replacement of historic windows and alterations to the first floor bays and openings. Other common occurrences since the 1983 survey include the addition of awnings and murals to some buildings.

Overall the downtown has not changed dramatically since the earlier survey.

## Distribution of Resources

For the purposes of this project, the distribution of resources has been examined in the following frameworks: distribution by historic function, distribution by period of historical development, and distribution by potential eligibility for the National Register of Historic Places. Geographically, all the resources were located within or contiguous to the downtown central business district along Main Street between 5<sup>th</sup> and 11<sup>th</sup>, and between the bluff and the river. Because a purpose of this project was to determine if there is National Register historic district potential, all the resources with the area were recorded and evaluated.

The original or earliest known functions of the surveyed resources represent several categories set forth in the National Register of Historic Places guidelines. As might be expected, the predominant category is Commerce/Trade. Some of the resources fit into more than one category (for example, the Masonic Building fits into both the Commerce/Trade category and the Social category) and are therefore counted twice in the following table. Table 1 illustrates the distribution of resources by historic function. Information for individual resources can be found in the appendices.

Commerce/Trade = 46	Industry = 1
Government = 2	Transportation = 5
Social = 3	Landscape = 1
Recreation & Culture = 2	Religious = 1

The use of the Oregon State Historic Preservation Office's periods of cultural development in Oregon provides for further analysis of the surveyed resources based on historic time periods or temporal contexts. Organized chronologically, these periods represent broad patterns of history within the state.

There are seven identified periods of historical development. There were no resources surveyed for this project that fall under the first period (Native Americans and Early Exploration: To 1845), although it must be noted that Oregon City's history would indicate the likelihood of below-ground resources from this period. Examples of resources from each of the other five periods of history were identified during this survey. In the cases where buildings were constructed in phases from two time periods, they are counted as resources in both periods.

Table 2 illustrates the distribution of resources by periods of historical development. Information pertaining to individual resources can be found in the appendices.

Table 2  
**Distribution by Periods of Historical Development**

Native Americans, Early Exploration, Fur Trade & Missions: To 1846 = 0
Settlement, Statehood & Steampower: 1847-1865 = 1
Railroads and Industrial Growth: 1866-1883 = 1
The Progressive Era: 1884-1913 = 13
The Motor Age: 1914-1940 = 31
World War II and the Post-War Era: 1941-1950 = 6
Contemporary: 1951 to the Present = 11

For the purposes of this project, potential eligibility for the National Register of Historic Places was examined in terms of each resource's ability to contribute to a historic district, as well as individual resource eligibility. Potential eligibility is determined by age and physical integrity.

Generally, resources must be at least 50 years of age to be considered eligible for the National Register. Exceptions are made for resources that have achieved their significance within the past 50 years. In evaluating Oregon City's resources, there was one resource, the Oregon City Elevator built in 1954, that may meet the exception to the 50 year criterion. Over 90 percent of all resources within the survey area would meet the 50-year-old requirement. Those resources constructed after 1950, with the exception mentioned above, are considered "Not Eligible" as non-historic resources.

The age requirement, however, is only the first step in evaluating potential eligibility. Being 50 years of age does not automatically qualify a resource. To be considered potentially eligible, either individually or as a contributing resource in a historic district, a resource also must retain sufficient integrity to convey its historic character. Integrity is the authenticity of the resource's historic identity and is the composite of seven qualities: location, design, materials, workmanship, association, setting, and feeling.

In evaluating potentially eligible resources in a district, particular attention is paid to materials, design and workmanship. For integrity to be supported, several exterior elements must be evident. Original siding materials must be intact or if non-original coverings were applied during the historic period of significance, they must be documented. If non-historic siding has been applied, it should not obscure historic trim and detailing around doors and windows and the original should be intact beneath it. Most stylistic hallmarks, such as significant decorative trim, detailing around openings, configuration of bays, primary and secondary cornices, and decorative fenestration must be present. Original openings in the walls (doors and windows) should be intact, as should the original materials (some minor modification is acceptable, but should not affect more than 10 percent of the openings). Non-historic additions must be compatible with the style, mass, materials and openings of the historic volume, but detailed with enough restraint to make them distinguishable from the original construction.

A “Potentially Eligible” resource meets the 50-year age requirement AND retains sufficient integrity (particularly in the areas of materials, design and workmanship) to convey its historic character. Integrity should not be confused with condition, however, which is the resource’s state of repair. A historic resource may be in a good state of repair, but have been altered to the point that its historic integrity has been compromised to the point of being ineligible. Likewise, a resource may retain a high degree of integrity but be in a poor state of repair, which would not negate its “Potentially Eligible” status.

Resources that are “Not Eligible” can be divided into three subgroups. As previously mentioned, resources that are not yet 50 years of age (except as noted above) comprise the first subgroup and are generally referred to as “non-historic.” The second subgroup includes those resources that were constructed during the historic period of significance but that have been altered so substantially that an irretrievable loss of integrity results in a compromised historic character. The final group, one that will be discussed further in the survey analysis, includes those resources that are historic but are not eligible in their current state. These resources display the characteristics that make them recognizable as they appeared historically, but that have been altered in ways that currently compromise the resource’s integrity. These alterations, however, are reversible and the resource could be restored so that it would be considered potentially eligible. [Vacant lots, while they do not contribute to a district, are not counted as “not eligible.”]

Table 3 illustrates the breakdown of resources as “Potentially Eligible” and “Not Eligible” and provides a breakdown of the subgroups. Information for individual resources can be found in the appendices.

<p>Table 3  <b>Distribution by Potential National Register Eligibility</b></p> <p>NR Listed Resources = 1</p> <p>Potentially Eligible Resources = 17              Individually eligible* = 3              As contributing resources in a district = 14</p> <p>Resources that are Not Eligible = 39              Not eligible in current state = 11              Irretrievable loss of integrity = 20              Non-historic = 8</p> <p>[Vacant = 2]</p> <p>*Also eligible as contributing resources in a historic district.</p>
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## Analysis of Resources

There is no question that Oregon City is significant in the history of Oregon and the Pacific Northwest. As noted in the Historical Overview, Oregon City was the first incorporated city in the west and was, for all intents and purposes, considered the “end of the Oregon Trail” for most emigrants. It served as the first seat of the Territorial Government and was the manufacturing and trade center for the region during the mid-nineteenth century. The city was the home of the first newspaper in the west, as well as the first Masonic Lodge in Oregon, and was the site of the first brick store building in Oregon.

The downtown central business district represents the evolution of commerce and trade in this historic city from its beginnings to the present. During its early years, the city was situated almost entirely on the banks of the river. The area now encompassed by the downtown originally included schools, churches and homes in addition to industry and commerce. As the city grew, development occurred on the bluff above the downtown and eventually the residential, educational and religious structures were located on the “second level” of the city, above the downtown. The downtown, which began south of the survey area, developed northward along the riverbank for several blocks.

The resources associated with the earliest settlement of the city are long-gone (with the exception of the Dr. John McLoughlin House and the Dr. Forbes Barclay House, both of which were moved to the bluff and preserved). As noted in the *Distribution by Periods of Historical Development* (Table 2), there is only one resource remaining from the Settlement, Statehood & Steampower Period from 1846 to 1870 and only one from the Railroads and Industrial Growth Period from 1871 to 1883. Interestingly, this is the same resource, which started as a small one-story stone store in c.1860 and evolved into a two-story, three storefront building in c.1871. Unfortunately, the building has been substantially altered and retains none of its 1870s stylistic characteristics and only portions of elements dating from a 1920s remodeling project.

The majority of historic resources in the downtown survey area (over 75 percent) date from two periods of historical development, The Progressive Era from 1884 to 1913 (thirteen resources) and The Motor Age from 1914 to 1940 (31 resources). Another six historic resources date to the World War II and Post-War Era from 1941 to 1950 and eight resources are considered non-historic, having been constructed after 1950. Clearly the majority of resources in Oregon City’s downtown commercial core were built during the historic period.

When examining the distribution of resources by potential eligibility for the National Register, however, it becomes evident that a number of the historic resources have been altered in ways that were not compatible or sympathetic to their histories. Although there are no firm rules about the percentage of resources in a district that must be potentially eligible as contributing resources, it is generally accepted that approximately 60 percent or more should be considered “Potentially Eligible” for a district to qualify for National Register listing. Only eighteen of the 57 total resources evaluated for this project (only 31.5 percent) was determined to be “Potentially Eligible” and would be considered contributing resources in a historic district at this time. There were eleven historic resources identified as “Not Eligible” in their current state. Even if each of these resources were restored to the points of being considered “Potentially Eligible,” the percent still would be less than 60 percent (only 50.8 percent).

This percentage would shift if the district boundaries were adjusted to exclude a number of “Not Eligible” resources, resulting in a higher concentration of “Potentially Eligible” resources within the area (see maps). If only those resources located within the adjusted boundaries are considered, the percentages of “Potentially Eligible” would increase to 36 percent (of those currently considered “Potentially Eligible”) and 57 percent if those currently listed as “Not Eligible” in their current state were restored sufficiently to be considered “Potentially Eligible.” Although this is still a bit shy of 60 percent, it may be close enough to make the case for nominating a downtown historic district.

### Recommendations

The results of this re-survey indicate that Oregon City’s downtown central business district is not eligible as a National Register Historic District *at this time*. The results, however, also indicate that there is potential for restoring a sufficient amount of historic fabric and character to the resources classified as “Not Eligible” in their current state so as to bring the percentage of “Potentially Eligible” resources to a marginally eligible level for historic district designation.

If the City of Oregon City and the property owners of the historic downtown resources are committed to pursuing a National Register historic district listing, the following three-tiered approach is suggested:

1. Designate the historic downtown area as a Conservation District until such time that sufficient restoration has occurred and the area can be nominated as a National Register historic district. The use of a Conservation District would help prevent further loss of significant historic fabric in the downtown.
2. Develop and implement an educational program for downtown property owners. Information about the significance of Oregon City’s business district history and why it is important to preserve history through our built environment, financial incentives such as state and federal tax programs and benefits, and appropriate restoration/rehabilitation activities should be included. In addition, information about successful historic downtowns of similar scope and significance can be helpful. Consider inviting property owners of rehabilitated buildings within successful commercial historic districts to visit with Oregon City property owners.
3. Wait to pursue a National Register nomination. The work associated with restoring a sufficient number of resources to a “Potentially Eligible” status will take time (as well as money and a dedicated commitment by property owners!) and, therefore, a National Register nomination may be a few years away. As time passes, two things happen that can improve the numbers and percentages of “Potentially Eligible” resources. First, non-historic buildings may move into the period of significance and become historic. Providing these resources currently have and continue to retain a high degree of integrity, they may enhance the district’s potential eligibility. Second, there are buildings that are currently historic, but considered “Not Eligible” due to alterations that may have occurred in the 1950s. It is possible that if these alterations retain integrity and are not further altered, they may become “Potentially Eligible” resources without restoration

efforts to return them to an earlier time period, thereby increasing the overall number of “Potentially Eligible” resources.

A summary of information for each resource is included in the appendices. For those resources considered “Not Eligible” in their current state, suggestions are made for work that might be done to bring the resource back to a “Potentially Eligible” status, as well as work that might be undertaken in conjunction with tax benefit programs.

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## Oregon City 2000 Survey Data

Street Address	Date of construction	Historic Name	Area(s) of Significance
502 MAIN STREET	post-1960	N/A	Commerce
503 MAIN STREET	c.1919	Kwality Café	Commerce
504-514 MAIN STREET	c.1892	Latourette-David-Barlow Building	Commerce
505 MAIN STREET	c.1920	Unknown	Commerce
507-511 MAIN STREET	1968	N/A	Commerce
517-525 MAIN STREET	1931, 1935	Klossen Building	Commerce
524 MAIN STREET	1937	Safeway Store #3	Commerce
527 MAIN STREET	1935	Swartz Building	Commerce
603-611 MAIN STREET	c.1860/c.1872	Myers-Bank of Oregon City-Enterprise Building	Commerce
610 MAIN STREET	1929/1950s	Stevens Building	Commerce
619-623 MAIN STREET	c.1902	Andresen Building	Commerce
616-618 MAIN STREET	c.1900/c.1920	Stevens-Howell Building	Commerce
622-624 MAIN STREET	1920	Price Brothers Store	Commerce
701 MAIN STREET	c.1895	Barclay Building	Commerce
702-704 MAIN STREET	1921-1922	Bank of Commerce	Commerce
703-705 MAIN STREET	c.1908	J.W. Cole Building	Commerce
706-708 MAIN STREET	c.1902/c.1931	Stratton Building	Commerce
707-709 MAIN STREET	1907	Masonic Building	Commerce; Social
712 MAIN STREET	1925	Old City Hall-McCald Building	Commerce; Government
713-717 MAIN STREET		Huntley-Draper Drug Store	N/A
714 MAIN STREET	c.1905	Petzold Building	Commerce, Architecture
716 MAIN STREET	c.1930/1948	Petzold-Chopping Block Building	Commerce
718-720 MAIN STREET	c.1912	Star Theater	Commerce; Recreation & Culture
719-721 MAIN STREET	c.1888/c.1955	Caufield-Gardner Building	Commerce
722-724 MAIN STREET	1914	Commercial Club-Roos Building	Commerce
723 MAIN STREET/110 8TH STREET	1936	Wallace Caufield Building	Commerce
801 MAIN STREET	1935-1936	Clackamas County Courthouse	Government/Social History
802-812 MAIN STREET	1895	Weinhard Building	Commerce
814-816 MAIN STREET	1935	Carlson - Portland Gas & Coke Company Building	Commerce
815-817 MAIN STREET	c.1920	Liberty Theater	Commerce/Recreation & Culture
818 MAIN STREET	1928	Safeway Store #1	Commerce
820 MAIN STREET	1951	Pioneer National Title Co.	Commerce
821 MAIN STREET	1946-1947	First National Bank Building	Commerce
900-908 MAIN STREET	1917	Miller-Parker Motor Co. Building	Commerce
901 MAIN STREET	1956	U.S. National Bank	Commerce
911 MAIN STREET	1949	Safeway Store #4	Commerce

Oregon City 2000 Survey Data

Street Address	Date of Construction	Historic Name	Area(s) of Significance
912 MAIN STREET	1961	Ben Franklin Savings & Loan Building	Commerce
916 MAIN STREET	1957, 1971	Hopp's Building	Commerce
918-920 MAIN STREET		Enterprise-Courier Building	
1001-1005 MAIN STREET	c. 1901/1932	Fairclough-Sarchet Building	Commerce
1002 MAIN STREET	c. 1998	N/A	
1009 MAIN STREET	1946	Clackamas Auto Parts	Commerce
1010 MAIN STREET	1963	Oregon City Auto Parts	Commerce
1020-1024 MAIN STREET	1923	W.B. Stokes Motor Company Building	Commerce
108 6TH STREET	1933	Riverside Auto-Pacific NW Bell Building	Commerce
214-216 6TH STREET	1949	Greyhound Bus Depot	Commerce/Transportation
210-212 7TH STREET	c. 1921	Penny Cash Market	Commerce
215-219 7TH STREET	1920	Pacific Highway Garage	Commerce
216-218 7TH STREET/615-619 RAILROAD AV	c. 1928	Montgomery Ward-Depot Barber Building	Commerce
108 8TH STREET	c. 1925	Butler Building	Commerce
102 9TH STREET	1930	St. Paul's Episcopal Parish Hall	Religion
510-514 McLOUGHLIN BLVD	1939	Oregon City Laundry	Industry
610 McLOUGHLIN BLVD	1923/1968	Elks BPOE #1189	Social History
624 McLOUGHLIN BLVD	1945	Panorium Cleaners	Commerce
WILLAMETTE RIVER	1922	Oregon City-West Linn Bridge	Transportation
7TH AND RAILROAD AVENUE	1955	Oregon City Elevator	Government/Transportation
HWY 99E at RAILROAD AVENUE	1936-1937	Pacific Highway Underpass	Government/Transportation
THE BLUFF at 8TH STREET	1937	Singer Creek Falls & Steps	Government/Transportation
MAIN STREET bwn 5TH and 6TH STREETS	1893	Streetcar Tracks	Transportation

## RESOURCES BY NATIONAL REGISTER ELIGIBILITY STATUS

Each resource has been evaluated for its potential to contribute to a National Register of Historic Places district. The status classifications are as follow:

### *NATIONAL REGISTER LISTED RESOURCES*

<u>Address</u>	<u>Historic Name</u>	<u>Date of Construction</u>
714 Main St.	Petzold Building	c.1905

### *POTENTIALLY ELIGIBLE RESOURCES*

#### *Individually Eligible\**

<u>Address</u>	<u>Historic Name</u>	<u>Date of Construction</u>
801 Main St.	Clackamas County Courthouse	1935-1936
Willamette River	Oregon City-West Linn Bridge	1922
7 <sup>th</sup> St. & Railroad Ave.	Oregon City Elevator	1955 (exception to 50-year rule)

\*Also considered potentially eligible as contributing resources in a historic district.

#### *As Contributing Resources in a Historic District*

<u>Address</u>	<u>Historic Name</u>	<u>Date of Construction</u>
615-623 Main St.	Andresen Building	1902
702-704 Main St.	Bank of Commerce	1921-1922
707-709 Main St.	Masonic Building	1907
712 Main St.	Old City Hall-McCald Building	c.1925
722-724 Main St.	Commercial Club-Roos Building	1914
1009 Main St.	Clackamas Auto Parts	1946
214-216 6 <sup>th</sup> St.	Greyhound Bus Depot	c.1949
216-218 7 <sup>th</sup> /615-619 Railroad	Depot Barber Building	c.1928
210-217 7 <sup>th</sup> St.	Penny Cash Market	c.1921
102 9 <sup>th</sup> St.	St. Paul's Episcopal Parish Hall	1930
624 McLoughlin Blvd.	Pantorium Cleaners	1945
Hwy. 99E at Railroad Ave.	Pacific Highway Underpass	1936-1937
The Bluff at 8 <sup>th</sup> St.	Singer Creek Falls & Steps	1937
Main St. btwn 6 <sup>th</sup> & 4 <sup>th</sup> Sts.	Streetcar Tracks	1893

## ***RESOURCES THAT ARE NOT ELIGIBLE***

### ***Historic but not eligible in current state***

<u>Address</u>	<u>Historic Name</u>	<u>Date of Construction</u>
504-514 Main St.	Latourette-David-Barlow	c.1892
527 Main St.	Swartz Building	1935
610 Main St.	Stevens Building	1929/1950s
616-618 Main St.	Stevens-Howell Building	c.1900/c.1920
716 Main St.	Petzold-Chopping Block Building	c.1930/1948
723 Main/110 8 <sup>th</sup> St.	Wallace Caufield Building	1936
802 Main St.	Weinhard Building	1895
814 Main St.	Carlson-Portland Gas & Coke Co. Bldg.	1935
815-817 Main St.	Liberty Theatre Building	c.1920
818 Main St.	Safeway Store #1	1928
1001-1005 Main St.	Fairclough-Sarchet Building	c.1901/1932

### ***Historic but irretrievable loss of integrity***

<u>Address</u>	<u>Historic Name</u>	<u>Date of Construction</u>
503 Main St.	Kwality Cafe	c.1919
505 Main St.	Unknown	c.1920
517 Main St.	Klossen Building	1931, 1935
524 Main St.	Safeway Store #3	1937
603-611 Main St.	Myers-Bank of OC-Enterprise Building	c.1860/c.1871
622-624 Main St.	Price Brothers Store	1920
701 Main St.	Barclay Building	c.1895
703-705 Main St.	J.W. Cole Building	c.1908
706-708 Main St.	Stratton Building	c.1902/c.1931
718-720 Main St.	Star Theater Building	c.1912
719 Main St.	Caufield-Gardner Building	c.1888/1955
821 Main St.	First National Bank Building	1947
900-908 Main St.	Miller-Parker Motor Co. Building	1917
911 Main St.	Safeway Store #4	1949
1020-1024 Main St.	W.B. Stokes Motor Co. Building	1923
108 6 <sup>th</sup> St.	Riverside Auto-Pacific NW Bell Bldg.	1933
215-219 7 <sup>th</sup> St.	Pacific Highway Garage	1920
108 8 <sup>th</sup> St.	Butler Building	c.1925
510-514 McLoughlin Blvd.	Oregon City Laundry	1939
610 McLoughlin Blvd.	Elks BPOE #1189	1923/1968

*Not historic*

<u>Address</u>	<u>Historic Name</u>	<u>Date of Construction</u>
502 Main St.	Unknown	post-1960
507-511 Main St.	Harding Building	1968
820 Main St.	Title & Trust Co. Building	1951
901 Main St.	U.S. National Bank	1956
912 Main St.	Benjamin Franklin Savings & Loan	1961
916 Main St.	Hopp's Building	1971
1002 Main St.	Main Street Coffee Company	c.1998
1010 Main St.	Oregon City Auto Parts	1963

**SUGGESTED IMPROVEMENTS FOR RESOURCES  
CONSIDERED HISTORIC BUT NOT ELIGIBLE (in current state)**

The following is a list of suggestions for work that may be undertaken to restore and rehabilitate the historic resources in downtown Oregon City that have been determined to be “Non-Contributing (in current state).” The suggestions are divided into two categories: those that would improve the exterior appearance sufficiently to shift the resource to a “Contributing” status and those that are most extensive alterations that would be associated with tax credits. Because it was beyond the scope of this project to develop restoration plans for each of these resources, the SHPO office should be consulted before undertaking any restoration work. Because a property must be listed on the National Register as a contributing resource to be eligible for some tax benefits, doing only that work that would bring it up to a “Contributing” status should be done until such time that tax benefits can be pursued.

<u>Address</u>	<u>To become “Contributing”</u>	<u>Further work to do for tax credits</u>
504-514 Main	Restore the transoms over the two south bays	Restore/rehabilitate the storefronts; possibly interior rehabilitations
527 Main	Restore the entrance and storefronts to its historic appearance	Interior rehabilitation
610 Main	Remove/change the awning to something more appropriate; replace the tiles below the windows on kickplates; remove mural	Interior rehabilitation; possibly restore the exterior to its 1929 appearance (if a NR district is not pursued until 2007 or later, this building may be eligible as a 1957 remodel)
616-618 Main	Restore transoms	Replace horizontal lapped board siding on upper portion of the building; restore cornice elements to 1920 appearance (after fire)
716 Main	Remove wood panels from upper level and from around the posts	Rehabilitate storefronts
723 Main	Restore south entrance; remove mural	Restore storefront to 1935 appearance
802-812 Main	Remove awning	Restore storefronts to 1895 (2-story portion) and 1935 (1-story portion)
814 Main	Remove sign; restore north storefront	Restore south storefront

815-817 Main	Repair/expose window and doors; remove non-historic canopy and signage	Front facade restoration – signage, marque, entrances, cornice; possibly interior restoration
818 Main	Remove mural so details in brickwork and canopy are visible	Restore storefront, including transoms
1001-1001 Main	Remove awning; replace signage	Some storefront restoration; possibly interior rehabilitation (should date to 1932)