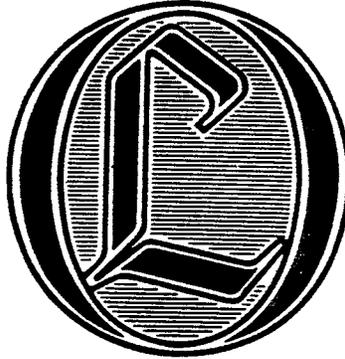


HISTORIC RESOURCE PROTECTION PLAN

LAKE OSWEGO STUDY UNIT



Prepared By·

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August 1989

This project was funded by the City of Lake Oswego and by a matching grant from the National Park Service, United States Department of the Interior, in cooperation with the Oregon State Historic Preservation Office

ACKNOWLEDGEMENTS

To the members of the Technical Advisory Committee--Walter Durham, Pam Hayden, Beverly Henderson, Danielle Larson, Mary Neely, and Thomas Rodrigues--thank you for your invaluable assistance. To the many property owners and residents who conducted long hours of research and provided technical assistance along the way we couldn't have done this without you.

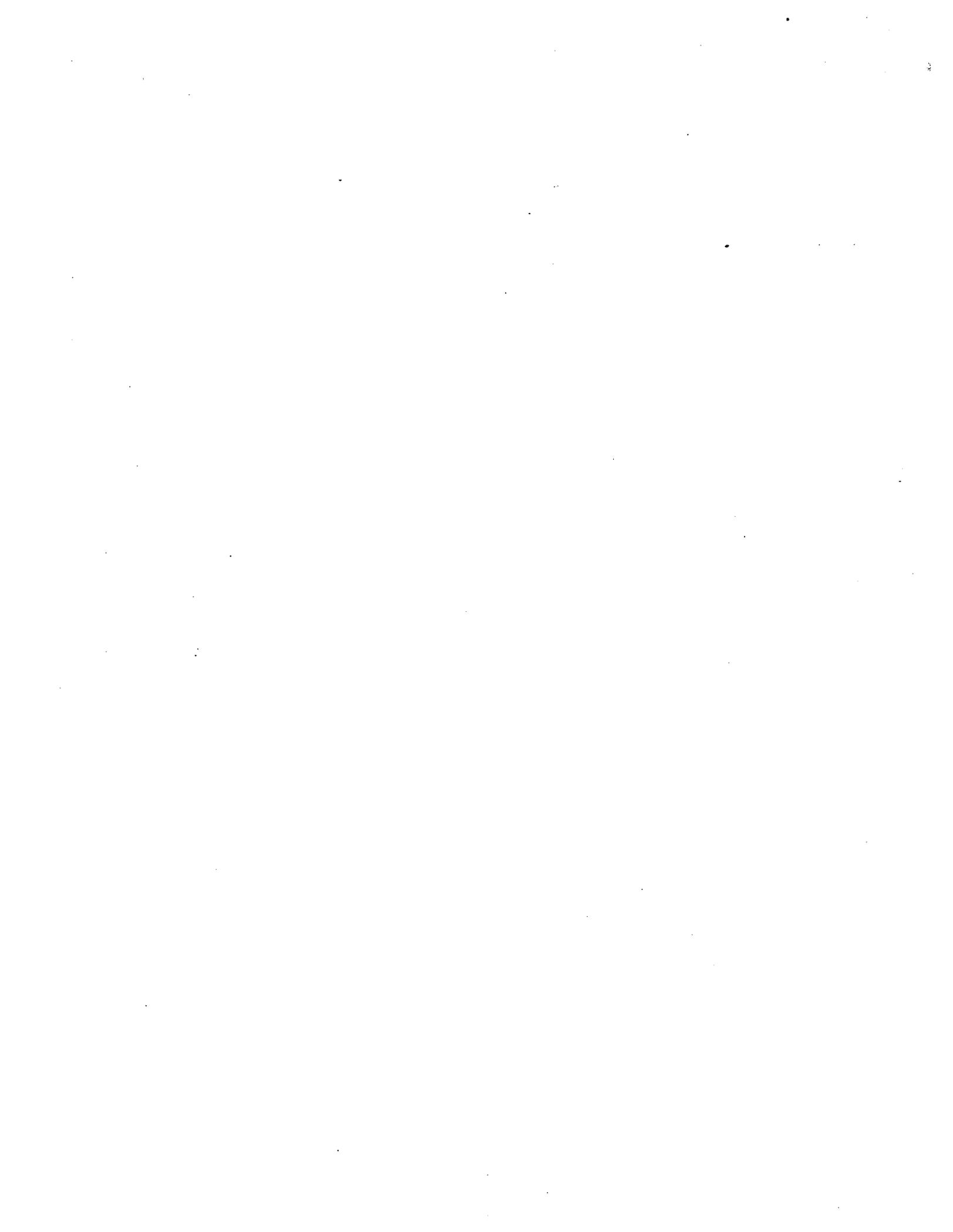


TABLE OF CONTENTS

Acknowledgements	ii
Summary	1
Historical and Architectural Development of Lake Oswego, Oregon 1850-1940: A Historic Context	4
Introduction	4
Description of the Study Area.	4
Related Theme Units.	5
Historical Overview.	6
Prominent Individuals.	16
Bibliography	22
Identification.	25
Introduction	25
Methodology.	25
Previous Surveys	27
Resource Types	28
Distribution Patterns of Resources	39
Data Gaps and Future Survey/Inventory Priorities	47
Evaluation.	50
Introduction	50
Methodology.	50
Condition of Resources	51
Resources Currently Designated and Recommended for Designation	54
Protection (Treatment).	58
Introduction	58
Recommendations.	58
Appendices.	
Appendix A: Evaluation Criteria.	A
Appendix B: Lake Oswego Subdivisions: Pre-1900 - 1950.	B
Appendix C: Inventory Database	C
Appendix D: Summary Statistics	D
Appendix E: Study Area Boundaries.	E
Appendix F: "The Iron Empire".	F
Appendix G: Donation Land Claim Map.	G
Appendix H: Ownership Map - 1928	H
Appendix I: Sites for Future Study	I
Appendix J: Sanborn Insurance Maps - 1927.	J

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SUMMARY

This document represents a major step by the City of Lake Oswego toward development of a comprehensive Cultural Resource Protection Plan. The document is modeled after the Resource Protection Planning Process (RP3) developed by the United States Department of the Interior and modified by the Oregon State Office of Historic Preservation (SHPO). The purpose of the report is to provide a framework for rational, consistent decision-making in the management of cultural resources. It should serve as the basis for establishing a historic preservation plan, including measures for local and National Register designation, and development of protective and promotional measures for significant resources.

The project is also a major step by the SHPO toward compliance with the National Historic Preservation Act of 1966 (NHPA), which requires the State Historic Preservation Officer to survey and inventory cultural resources throughout the state; and, with state land use law, which requires local jurisdictions to identify and protect significant resources.

The project was conducted from September of 1988 through August 1989 by Koler/Morrison Planning Consultants of Oregon City; Architects Barrentine.Bates.Lee of Lake Oswego; and, Dr. David Brauner, Archaeologist, of Corvallis; under contract with the City of Lake Oswego. The study area includes all of the land area within the corporate limits of the City of Lake Oswego, as well as that within the City's Urban Services Boundary.

The project included the first intensive survey and inventory of cultural resources in the city.¹ Previous inventories include the Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office; the Lake Oswego Physical Inventory conducted by the City of Lake Oswego (n.d.); the Cultural Resources Report: Ladd Street-Terwilliger Boulevard prepared by the Oregon Department of Transportation in 1984; and the Clackamas County Cultural Resource Survey conducted by the Clackamas County

¹Archaeological resources are not included in this inventory.

Department of Environmental Services in 1984. None of these studies were comprehensive in nature; with the exception of the Beckham and Department of Transportation studies, and portions of the Clackamas County Inventory all of these studies consisted primarily of "windshield survey" with documentation of locational data and an historic name if known. Seven properties were designated as historic sites in the Lake Oswego Comprehensive Plan (1984) and three resources are listed on the National Register of Historic Places.

All properties inventoried in the course of this project will be included in the Statewide Inventory of Historic Sites, a pool from which nominations to the National Register of Historic Places (NRHP) are drawn. The NRHP is the nation's official list of historic resources worthy of preservation. It is maintained by the National Park Service and may include any building, site, object, structure, or district of local, state, or national significance.

Listing in the NRHP does not impose restrictions on property owners. It is simply federal recognition that a property is worthy of preservation while assuring some measure of protection from adverse effect by federally funded projects. State and local laws and ordinances that establish landmark commissions, design review committees, restrictive zones and so forth are not part of the NRHP program. They have a separate and distinct function from the NRHP which is a planning tool for use by federal agencies.

This project consisted of four major phases: literature search and preparation of a historic context statement; survey and inventory of resources; preliminary evaluation of resources; and, preparation of the inventory forms and the final document. Community involvement in developing this document was extensive and consisted of numerous citizens who volunteered to assist in researching, documenting, and evaluating resources.

There are four major sections in the following report. The Summary is followed by section one which provides an overview of the historical development of Lake Oswego. This chapter, which focuses on the major events and periods of the city's history, provides a framework for analysis of resources. The chronological parameters are approximately 1850 to 1940, with limited discussion of Native American pre-history. This section also includes a list of individuals who played a prominent role in local history, as well as a bibliography of sources consulted.

Section two, Identification, outlines the nature and types of cultural resources in the study area and categorizes them into resource groups. Discussion of each group includes brief historical data summarizing the development of important themes represented by the group, and an outline of the physical characteristics of property types and styles within the group. It includes information on the density and distribution of resources; number of resources that currently exist and their present condition; as well as data on past cultural resource surveys in the study area; research and data gaps; and, future survey/inventory priorities.

The third section outlines the evaluation methodology for determining historical/architectural significance. It also includes discussion of condition and integrity of inventoried resources by resource group; a list of currently designated properties and properties recommended for designation; and, a section identifying conflicting uses followed by an economic, social, environmental, and energy (ESEE) analysis of resources.

This is followed by section four, Protection, which identifies various strategies for protecting Lake Oswego's significant cultural resources. "Protection focuses on the appropriate, yet practical, disposition or treatment steps to preserve the aspects of these properties that give them importance " (USDI 1980).

The City of Lake Oswego Historic Resource Inventory is an evolving document. It will require regular updating and review. Resources and historical and architectural information that were not included in this project may be included at a future date and others should be removed if they no longer meet eligibility requirements. All materials generated in the course of this project are the property of the City of Lake Oswego and are located in the offices of the Lake Oswego Department of Public Works and Land Development Services.

**THE HISTORICAL AND ARCHITECTURAL DEVELOPMENT
OF LAKE OSWEGO, OREGON 1850 - 1940:
AN HISTORIC CONTEXT**

Introduction

The historic context which follows is a geographically oriented study. The project area includes all of the land area within the corporate limits of the City of Lake Oswego, as well as the area within the perimeter of the city's Urban Services Boundary (Appendix E). The entire area totals approximately twelve square miles. The chronological period extends from initial Euro-American settlement in 1850 to 1940. The cutoff date corresponds with the 50-year criterion established by the National Park Service for inclusion in the National Register of Historic Places.

Description of the Study Area

The city of Lake Oswego, Oregon is located in the northwest portion of the state. A part of the rapidly growing Portland metropolitan region, the study area extends from the Willamette River on the east to Interstate 5 on the west; and generally from the Oswego Lake drainage basin on the south--extending from the West Linn City limits to the Oswego Canal and from the canal westward along the Tualatin River to I-5--north to the southern boundary of the City of Portland.

The community has grown rapidly in the last few decades from a population of 3,300 in 1950 to 22,500 in 1980 (approximately 28,000 in 1988). Despite this tremendous growth, which has in some instances blurred the distinction between the city and adjacent communities, Lake Oswego retains a distinctive character. This is due primarily to prominent natural features such as the lake, rivers, and steep wooded slopes carved by deep gullies and ravines. These features have had a profound effect on land development and are important elements of community identity. In many instances neighborhoods take their names from natural characteristics such as "Palisades", "Lakewood", "Forest Highlands", and "Lake Grove" to name but a few.

The oldest neighborhoods in the city are located in the eastern most portion of the study area in the vicinity of State Street, the historic commercial corridor which stretches from Tryon Creek on the north to Oswego Creek on the south. Although donation land claims were established in this area as early as 1850, development did not begin in earnest until the latter decades of the 19th century. This development is primarily associated with the growth of the iron ore industry which was established in 1865; and, in the early decades of the 20th century, the establishment and growth of the Portland Cement Company. The buildings which were constructed during this period were generally quite modest, reflecting the utilitarian nature of "Company Towns" and "Mill Towns" throughout the Northwest.

In the 1920s a development took place which would profoundly effect the character of the small--and still quite remote--community. Prominent real estate developer Paul C. Murphy established the Oswego Golf Club on the western end of the lake and began promoting the surrounding area as an exclusive residential community abounding with recreational opportunities. Over the next few decades much of the lakefront and adjacent areas were developed. Many of the residences constructed during this time mirrored the tastes of the upper middle class: numerous houses were designed by prominent local architects and reflected the popular architectural styles of the day.

The cultural resources which exist in the city today reflect these two chapters in the community's history as well as numerous themes--such as transportation, agriculture, and government--which are woven into the tapestry of Lake Oswego's historical and architectural development. From simple, workingmens' cottages to sumptuous, lakefront dwellings; and from the historic Peg Tree, the site of early town meetings, to the imposing stone chimney stack of the first iron smelter on the west coast, Lake Oswego's cultural resources play an important role in shaping the character of the community today.

Related Theme Units

The historic context statement which follows consists of a general overview of the history of Lake Oswego and therefore touches only briefly on the Broad Theme categories which have been established by the National Park Service for the development

of context statements. Among the themes included here are those of Settlement; Agriculture; Transportation; Commerce; Industry; Government; and Culture. Within these larger themes are numerous sub-themes identified by the State Office of Historic Preservation which relate more directly to Oregon history.

Historical Overview

The first concentrated settlement by Euro-Americans in the vicinity of present-day Lake Oswego was on the west bank of the Willamette River in the early 1850s. By this time very few of the Native Americans who inhabited the region remained. A member of the Upper Chinook language group, the Clackamas Indians had occupied the area stretching generally from the Clackamas River north to the Columbia and from the Willamette east to the Cascade Mountains.

Like the American settlers who came after them, these people were attracted to the Lake Oswego area by the lake which they called "Waluga," meaning wild swan. The lake served as a transportation route linking the Tualatin and Willamette rivers. The nearest known village site was located across the Willamette River to the east of Lake Oswego. These native people were all but eliminated by disease introduced by explorers and trappers in the mid-18th century and the early 19th century. When the first overland pioneers began arriving in the Willamette Valley there were very few Native Americans left and those who survived ceded their territory to the U.S. Government in 1855 and were moved to the Grand Ronde Reservation in Yamhill County.

The first white settlers in the study area were Albert A. and Miranda Durham. The Durhams crossed the plains to Oregon in 1847, settling first near Oregon City, where Albert became part owner in a sawmill. Several years later, in the company of numerous other Oregon pioneers, Durham was lured to the California gold mines where reportedly he made a considerable sum of money. Returning to Oregon he packed up his family and moved to the project area where he established a land claim which was filed on April 15, 1850. The claim was located just north of Sucker Creek--now called Oswego Creek--near "A" Avenue.

When the Durhams arrived in the area it was heavily timbered with a thick undergrowth of laurel and fern. Shortly afterward Albert built a mill on Sucker Creek (see Appendix E for area landmarks) near its confluence with the Willamette and began clearing the land. In 1851 Durham platted a town which he called Oswego--an

Iroquois word meaning "where the valley widens,"--after his home town in New York State. This plat, which was never officially filed, is now a part of the "Old Town" neighborhood.

Among Durham's early neighbors were Socrates and Frances Tryon, for whom Tryon Park is named; Felix and Damaris Collard; and Josiah and Sarah Franklin. The Tryons claimed land adjacent to the north of the Durham property in February 1850 while the Collards and Franklins settled just to the west in September and March of 1850 respectively. The Tryon and Collard houses, constructed circa 1857 and 1860, are still extant, two of only four Settlement Period buildings which remain in the study area. The others include the Shipley House (1863), located at 18451 Stafford Road, and the Waters Carman House (c. 1857) at 3811 Carman Drive. Despite alterations these dwellings are included here as inventoried properties due to the extreme rarity of resources which date to this early period.

Albert Durham's sawmill was very successful and supplied milled lumber to many settlers. Durham lived and worked in the area for fifteen years before selling his land and the mill to John C. Trullinger and moving on to Washington County. Although the site of Durham's activities is documented, there are no known buildings or structures associated with his occupation in the study area.

John C. Trullinger played an important role in the subsequent development of Oswego. Trullinger was born in Indiana in 1828. He went to California in 1849 where he stayed briefly before sailing from San Francisco to Portland in 1850. He initially settled in the Milwaukie area across the Willamette River from Durham's sawmill. Two years later he settled a land claim on Fanno Creek--west of the study area--where he established a flour and sawmill. In 1865, reportedly lured by rumors of an iron foundry to be established in the Oswego area, he sold his Fanno Creek holdings and purchased Durham's property. Within two years Trullinger replatted the site and filed it on January 10, 1867.

In addition to Durham's holdings, Trullinger also purchased the water rights to the lake which gave him control of all waterpower generated by both the lake and its outlet. He also improved the mill with the addition of a large wood planer, and greatly increased the mill's generating capacity with the addition of a small water wheel and pipe which diverted water from Oswego Dam to the mill. With these improvements in place Trullinger renamed the milling operation the Oswego Milling Company.

Coinciding with Trullinger's improvements, a group of men from Portland began construction of the Sucker Lake and Tualatin River Railroad. When finished, the line extended for a distance of approximately one and three-quarter miles along the swale connecting the head of the lake with the north bank of the Tualatin River. The railroad, which began operation in May 1865, consisted of a five-foot gauge with small, horsedrawn platform cars. It was a successful endeavor principally because it was capable of keeping Trullinger's sawmill busy with a regular supply of timber which was turned into planking for sidewalks. The railroad also catered to occasional sight-seers from Portland and surrounding vicinity who were undoubtedly drawn by the rugged, scenic beauty of the area.

Transportation during these early years was quite primitive and was generally confined to the waterways. For the traveller making his way from Portland to Hillsboro he had first to travel south on the Willamette River around the Falls at Oregon City by portage, then along the north bank of the Tualatin River, also by portage, to a steamship landing above the mouth of the Tualatin which was unnavigable, then on to Hillsboro--a long and arduous journey.

The proprietors of the Sucker Lake and Tualatin River Railroad made plans to incorporate their newly created rail line into a larger transportation system which would effectively shorten the distance between Portland and Hillsboro. To this end the People's Transportation Company was incorporated in 1862. The company effectively linked up with Trullinger and the owners of the railroad in a plan which, as initially conceived, would move freight and passengers on the Willamette River between Portland and Oswego, and Hillsboro and Forest Grove, on the upper reaches of the Tualatin River.

What followed was a flurry of activity related to the construction of steamboats. Trullinger constructed a steam scow named "Minnehaha" on Sucker Lake in back of his sawmill. A relatively small boat, 71 feet in length, she was heavily used towing goods across the lake, running in conjunction with the steamer "Yamhill" on the Tualatin River. The "Yamhill" brought freight to Colfax where it was taken by the horse-drawn railroad to Sucker Lake, loaded onto the "Minnehaha", shipped to the terminus of the lake, and then taken over a short portage to the Willamette River. From there the freight was loaded on boats bound for Portland.

Trullinger's operation was soon bought out by the Tualatin River Navigation and Manufacturing Company. Included in the Company's ambitious plans was the digging of a navigable canal between the Tualatin River and Sucker Lake, (see Appendix F) and second navigable canal from the eastern end of the lake to the Willamette River. Construction of the Tualatin Canal started in July of 1871. The first boat to navigate the completed channel was the "Onward" captained by Joseph Kellogg, which came through with 2,000 bushels of wheat on January 21, 1873. The Tualatin River Canal Company, which was incorporated specifically to build the canal, was hounded by numerous setbacks during its short life. The company disbanded in 1887 with the arrival of the Oregon-California Narrow Gauge Railroad in 1887. The second canal was never built.

The coming of the railroad had a tremendous impact throughout Oregon. It initiated the demise of riverboat transportation by providing a less expensive and more efficient means of hauling goods, and also provided a tremendous boost to agricultural and industrial growth. Following a series of name changes and manipulation of stock, the railroad--now called the Oregonian Railway Company--went into receivership and was absorbed by Southern Pacific Railroad in 1890.

Unlike much of the neighboring city of Portland, early roads in the study area did not conform to the grid patterns associated with section lines. Here, the road system was dictated by the confines of the rugged topography. One of the earliest roads in the Oswego area was Boone's Ferry Road, named for Colonel Alphonso Boone, grandson of Daniel Boone, who operated a ferry on the Willamette River above Oregon City. Judge Charles W. Kruse described the road in the Oswego Review in 1880, "the Boones Ferry Road, which was the highway to Salem, passed before our door. It wasn't much of a road in the early days; a couple of dusty wheel tracks through the deep woods in summer and impassable during the rainy season. But it was improved gradually. Farmers clearing their land would use the logs to make corduroy through the swampy sections and to build bridges. Some state funds were available too. There was a flat ferry over the Tualatin at first, but in my day it was a hump-back bridge."

Another early road through the study area was what is now called Macadam Avenue (aka Riverside Drive). On old maps it appears as "McAdam," the name of the Scotch man who invented the process of macadamizing roads. Running along the west bank of the Willamette River between Portland and Oswego, construction of the road began in 1853 and was completed in 1858. It remained rugged

and virtually impassable during winter months until the early years of the 20th century when it was paved.

The single greatest factor which affected the early development of Oswego was the discovery and subsequent mining of iron ore. The existence of ore in the general area had been known as early as 1841 when Robert Moore, the founder of Oswego's neighboring city of West Linn, sought advice from Charles Wilkes, the leader of a U.S. government sponsored scientific exploration, regarding the quality of a sample he had uncovered. General Morton McCarver, however, is generally credited with discovering the Oswego deposit which fueled the local economy through the waning years of the 19th century. Because the area was still quite remote in the 40s it was some time before the ore was actually mined.

In the late 1850s Matthew Patton settled (one source indicates Patton settled in the area in the early 50s) with his family on a piece of land on the south shore of the lake on what was originally part of the Collard donation land claim. He subsequently began a small scale effort to extract the ore which consisted of stripping the land and hauling the ore to a landing site on the river by ox team. Patton's short term venture ended when a landslide filled his major mine shaft. His efforts were not in vain, however, as widespread attention was brought to bear on the deposits following an article which appeared in the April 27, 1861 edition of "The Daily Oregonian." Four years later, on February 24, 1865, the Oregon Iron Company was formed by a group of Portland investors including the prominent entrepreneur William S. Ladd.

Within three months after the company was incorporated--with a capital stock of \$500,000--construction of a furnace was begun. The furnace, which was similar to those used at Lime Rock, Connecticut, was completed in June of 1867 and began official operation on August 24, 1867 when six tons of metal were manufactured. Today, a portion of the furnace stack--which was constructed of hewn basalt--still stands in George Roger's Park near the confluence of Oswego Creek and the Willamette River.

The primary deposit of ore was located on the south shore of Oswego Creek and extended southward for approximately a mile and a half. Additional deposits, some of which were adjacent to the company's property, were discovered as exploration of the area continued. Although the quality of the ore and the finished product were regarded as medium to high, the difficulty of extracting it from the bedrock led to high prices, and ultimate

failure of the company due to competition from foreign products.

The plant operated until April 1869 when it was shut down due to a malfunction in the furnace which was compounded by a legal dispute regarding water rights on the Tualatin River. During maximum output the company employed as many as 80 men including "miners, charcoal burners, heavers, teamsters, and artisans," and produced an estimated 2,395 tons of pig iron.

In 1872 a group of eastern investors purchased the company and in 1874 the plant reopened. It operated for two years before closing again in 1876. During this period it produced 5,057 tons of pig iron which, according to one source, was purchased for the

Central Pacific Railway Company for production of car wheels (Mary Goodall). In 1877 the Company's holdings were sold to E.W. Crichton and L.B. Seeley who renamed it the Oswego Iron Company. They made a number of improvements to the equipment and facilities which was hoped would increase the production of iron and make the new company more competitive (Herbert Hergert). The Oswego Iron Company operated for five years but the expected increase in production did not materialize and competition from less expensive sources of iron drove it out of business in 1882.

This did not, however, mark the end of the iron ore industry in the Oswego area. In the same year that the Oswego Iron Company closed down, Simeon Reed, a wealthy Portland entrepreneur, incorporated the Oregon Iron and Steel Company. Reed believed that a refinanced and enlarged iron mill could help supply the need for iron rails for the transcontinental railroad then under construction. Over \$8 million was raised through the sale of stocks and bonds and the company purchased 24,000 acres of land--reportedly containing iron deposits--almost half of which was located in the Iron Mountain area. The company operated for a short period before being beset with financial difficulties which led to Reed's resignation in 1886.

In 1888 a pipe foundry was established in the vicinity of the iron plant. The main building, 68 by 180 feet, had a ten-ton crane and three five-ton hand-cranes (Appendix J). A large pit for casting vertical pipes manufactured 25 tons daily, using pig iron taken from the main furnace and remelted. The pipe foundry operated until approximately 1920. After its closure William M. Ladd established a dairy farm on the site, incorporating some of the old mine buildings into barns and other farm-related buildings (See Appendix J).

The Oregon Iron and Steel Company ran intermittently between 1888, when the smelter was once again fired up, and approximately 1915 when the company was dissolved. The peak year of production was 1890 at which time the company employed over 300 people. During the 1893-94 depression, however, iron prices plummeted and the plant closed until 1895. From that time until its final closure the iron works ran as the market dictated. The Oregon Iron and Steel Company sold its final assets in the Oswego area in 1926. (For an in-depth description of the operation of the iron company please see Mary Goodall's book, Oregon's Iron Dream.)

The iron industry era bridged the gap between the early settlement period and the 20th century development of the study area as an exclusive residential enclave. Early in the life of the iron works it manufactured iron for the frontier settlements of Oregon which required all manner of materials: mining equipment; horseshoe nails; machinery for flour and lumber mills. The industry also contributed to the end of the settlement period by supplying the rapidly expanding rail lines with iron for track, car wheels, iron bar and more.

The industry also brought the first concentrated development to the study area. The earliest census records for Oswego indicate that there were 145 residents in 1870. By 1880 the population had increased almost 200 percent to 430; by 1890 it had increased to 920. On the eve of the 1893-94 depression the community was burgeoning with newly arrived ironworkers who came from Ohio, Pennsylvania, Minnesota and New York to work in the plant. According to one source the town boasted four large general stores, a bank, two barber shops, two hotels, both of which were located in Old Town, three churches, nine saloons, and a drugstore. Numerous dwellings were constructed to house the company workers and several distinct neighborhoods developed.

These early neighborhoods were all in close proximity to the smelter which was located on the present site of George Rogers Park adjacent to the Willamette River on the western edge of the study area. The oldest of the neighborhoods, appropriately named Old Town, includes Durham's original plat of Oswego. The area is roughly bounded by the Willamette River on the east; Oswego Creek on the south; State Street on the west; and the newly constructed Oswego Pointe residential development on the north--the site of the old Oregon Portland Cement Plant. The neighborhood sits on a shelf that slopes gently towards Oswego Creek and more steeply toward the Willamette River. George Rogers Park is located on the southern periphery of the Old Town area. Several small

dwellings still remain which were constructed by the Oregon Iron and Steel Company for its employees. The Italianate style Oddfellows Hall, near the heart of the neighborhood, also dates to this early period.

Other neighborhoods which developed during the iron industry era were those of McMillen's Addition--now part of the First Addition neighborhood--and South Town. McMillen's was platted by James McMillen in 1867. The plat extended from the Willamette River east to 10th Street; and from A Avenue to approximately C Avenue. On Second Street, just north of the plat boundary, is what is believed to be the McMillen House. Although the majority of houses in this neighborhood date to the early years of the 20th century, there are several, in addition to McMillen's, which are believed to pre-date 1900.

In 1860 Matthew and Catherine Patton purchased a large tract of land from Felix and Damaris Collard and in 1883 platted the South Town or "South Oswego" neighborhood. This area contains a number of pre-1900 residences.

The slow economy which began with the depression of the early 90s continued into the early years of the 20th Century; however, the onset of World War I and the growth of the automobile industry spurred recovery of the local economy. The year 1910 ushered in a host of changes to the small industrial community on the banks of the Willamette River. In that year the City was officially incorporated; a city charter was adopted; and the first city council meeting was held in the home of C.H. Nixon. Within a few months after incorporation the first City Hall was formally established above the carriage shop in Koehler's Hall on State Street. In that same year the Oregon Iron and Steel Company constructed a power house on Oswego Creek thereby furnishing the first electric lights to Oswego; telephone poles were erected on State Street; and the Southern Pacific Railroad constructed a bridge over the Willamette River. In the following year the first Volunteer Fire Department was organized.

Between 1910 and 1920 several developments took place which would have a substantial effect on the growth and development of Oswego. Foremost among these were changes in the transportation industry which greatly simplified travel to this formerly remote community. The railroads which were established throughout Oregon in the latter years of the 19th century did not solve all of the state's transportation problems; local transportation was still needed within the larger cities as well as from the city

centers to the suburbs and satellite communities. Although the first interurbans in Portland were constructed as early as 1893 progress to outlying communities was slow until after 1900.

Passenger service between Portland and Oswego was inaugurated in 1913 with the coming of the Red Electric. This line, so-named because the coaches were painted red, was actually an electrification of the previously existing steam line of the Southern Pacific Railway Company. The Red Electric was less successful than other interurban lines which had better equipment and more frequent schedules and it had a relatively short life. Following World War I the combined effects of more automobiles and vastly improved roadways led to the demise of the Red Electric which ceased operation altogether in 1929.

Although the automobile had been introduced in the Portland metropolitan area at the turn-of-the-century its popularity did not have an appreciable effect in outlying communities until sometime after 1910. By that time the "Good Roads Movement" was well underway and street improvements and expansion in communities throughout Oregon were following suit. With the proliferation of automobiles during the teens there was a corresponding demand for hard-surfaced roads. Although Macadam Avenue from Oswego to Portland had been partially paved as early as 1911, the first paving of Front Street (now State Street) actually began in 1915. Sidewalks were also of concern as unmanaged motor traffic, horse drawn vehicles and pedestrian use of streets combined to create sometimes chaotic conditions. The first sidewalk was paved in 1922 on the north side of A Street between Front and 2nd Street. Over the next few years paving of streets and sidewalks continued at a steady pace.

These factors were compounded by a major event of local note: the establishment of the Oregon Portland Cement Company plant in 1916. Although the company was incorporated in 1909 and announcements regarding its opening made as early as 1908, financial difficulties and organizational setbacks delayed the opening until 1916. Early employees of the company were drawn from outside the community; however, within a short time it would become a major employer of local residents and a prominent visual anchor on the eastern periphery of the study area.

The early years of the 20th century saw the formerly remote milltown emerge as a popular recreational destination for people throughout the Portland area. The first concentrated effort to

promote the recreational character of the lake was conducted by David Nelson. Nelson came to Oswego in 1882 seeking employment in the iron foundry. By 1905 he had established Nelsons Boat Camp on the current location of the Bay Roc Apartments. He leased the property from the Oregon Iron and Steel Company for \$1 per boat per month. Nelson set up several "tent cottages", and a summer ice cream stand. The cottages, four-foot wooden sides with tent roofs, were located in a pine grove a short distance from the boat rental area. A few, heated with wood stoves, were occupied year round. By the time Nelson died in 1923, he had a fleet of 50 rowboats.

Nelson's business was instrumental in drawing fisherman and other outdoor enthusiasts to the study area, leading to the proliferation first of summer cottages and later permanent dwellings along the lake frontage. It also spurred development at the western end of the lake in 1912 by Atchison Allen. During the 20s this area saw the construction of a small resort including a restaurant and summer cottages. The Lake Grove Angler's Club was also established in the area during this time.

It is unlikely that travelers to the Oswego area during the teens would have stopped to marvel at the natural beauty of the Iron Mountain area to the north and west of the community. Here, the remains of iron mining activity had deeply scarred the mountainside. This area, and much of the property surrounding the Lake was sold in 1926 by the Ladd Estate (owners of the Oregon Iron and Steel Company) to Frederick H. Strong and Paul C. Murphy. Strong and Murphy, former associates and employees of the Ladd Estate, in turn sold a great deal of the property but retained the areas now known as Dunthorpe and the Lake Oswego Country Club district.

Paul C. Murphy, a Seattle native, and manager of the Laurelhurst Company in Portland which developed the Laurelhurst neighborhood, purchased Strong's interest in the Oswego property and proceeded to plat the area into homesites. Under Murphy's direction, Morris H. Atchison and W.B. Allen developed an aggressive promotional campaign which stressed the scenic and recreational aspects of the area as well as its convenient access to Portland. "Live where you play" became the company's slogan. The most prestigious tracts were those along the north and west edges of the lake, although property between South Town and the lake was also considered desirable.

Coinciding with the development of homesites, Murphy established the Lake Oswego Country Club. Located on the slope of Iron

Mountain, the site included a portion of the abandoned iron mines as well as the Ladd Dairy Farm. Covering approximately 165 acres the property stretched from the shores of the lake upward in a gentle rise to an altitude of roughly 400 feet. Views from the higher elevations were panoramic and included mountains, river, lake and hills. Murphy hired H. Chandler Egan, a prominent designer of golf courses, to lay out the course. It was constructed by William Tucker and Son of New York. The clubhouse was designed by Portland architect Morris Whitehouse in the Arts and Crafts tradition popular at the time. It was a harbinger of the many fine architect-designed buildings which would be constructed in the community over the next three decades. Employing local stone and other suitably rustic materials the architect blended the building peacefully with the landscape.

By 1930, as the Great Depression began, residential development had expanded into the areas of Forest Hills, Lakewood, West Bay, and Lake Grove, as well as a small stretch along the south shore of the lake called Lake Villa addition (see Appendix H). Growth slowed somewhat during the early years of the depression; however, by the end of the decade numerous other areas had been platted for residential development. Recreational development continued in this decade with the relocation of the Hunt Club facilities from what is now the Wizer's parking lot (A Avenue and 2nd Street) to 2725 Iron Mountain Boulevard, where a large arena and stables were constructed. During this period several noted local architects began to design homes for clients in the Oswego area. Perhaps the most ubiquitous are the homes designed by Richard Sundeleaf. A resident of the community for many years, Sundeleaf left an indelible impression on the city's built environment. Like many architects of his day he designed in a variety of period revival styles. His work stands apart from others, however, in the keen attention to siting and incorporation of natural features into the building design. A number of his finest designs are included in this Inventory as are several examples of the work of his contemporaries, Wade Pipes, Van Evera Bailey, Morris Whitehouse, and Charles Ertz.

Prominent Individuals

For locational information regarding the individuals referenced in this section, please refer to the Inventory Database, an appendix to this report.

Bailey, Van Evera: A prominent Portland architect who worked in the metropolitan area between 1930 through the late 50s. He

was noted for the high number of residential commissions many of which were for wealthy Portland-area citizens. His colorful designs are noted for the way in which he oriented his buildings to steep, rugged topography, and his unique interpretation of the "Northwest Style". Climate, lifestyle, and topography were major considerations in his designs. One of his earliest designs in the Northwest--the George Rogers House (59 Wilbur) constructed in 1929--is located in Lake Oswego, as well as the George Rogers building II at 456 N. State Street. Several dwellings constructed after 1950 are also located in the Oswego area.

Bethke, Herman: Oswego's first butcher. Started by delivering meat by horse and wagon out in country; later opened a store on State Street. Prominent and active early citizen. His daughter, Lucia Bliss, served as one of Oswego's first librarians.

Bickner, Joseph: Purchased early store in South Town from Henry Gans and operated it for many years. Later opened store on State Street. Bickner Street is named for this early Oswego resident. Had five sons who helped operate store; also started Bickner's orchestra one of the first in the community. Each son played an instrument.

Bullock, Jesse and Nancy: Early donation land claimants who settled on what is now the Marylhurst College campus on February 26, 1850.

Carman, Waters: Early Oswego settler who came to Oregon in 1850 and secured a donation land claim in the area north of Boones Ferry Road. Worked briefly for Albert Durham who ran a sawmill on Sucker Creek. Carman was also a furniture craftsman. His original house at 3811 Carman Drive, and a second house built adjacent to it, are included in the Cultural Resource Inventory. Carman Drive (formerly Upper Boones Ferry Road) is named for this early pioneer.

Christie, Archbishop Alexander: Founder of the Christie School in 1907 on what is now called Marylhurst Campus. The school was used as an orphanage following a diphtheria epidemic in St. Paul, Oregon where an earlier orphanage had been established. Christie purchased the land overlooking the Willamette River, originally part of the George Walling and Jesse Bullock donation land

claims, in order to be in closer proximity to Portland and medical facilities. He named the school site "Villa Marie." It was later changed to Marylhurst, a German work meaning "Mary's Wood."

Collard, Felix and Demaris: Early donation land claimants who settled on land that is now part of the Glenmorrie area in September 1852. Their house at 880 Bickner Street is included in the Cultural Resource Inventory. He moved to Park Place, Oregon (near Oregon City) where he operated a blacksmith shop. He served in territorial legislature for two terms.

Cottrell, George F.: Noted town-planning engineer responsible for platting the Lakewood Addition to Lake Oswego.

Crichton, E.W.: With L.B. Seeley purchased the floundering Oregon Iron Company in 1877, renamed it the Oswego Iron Company and operated it until 1882, when, once again falling upon hard times, the company was sold to a group of eastern investors.

Davidson, Edgar: Following Oswego's incorporation, he served as first Justice of the Peace and City Recorder. A pharmacist and optician by trade, he owned and operated the Davidson Drug Company. He also served as Oswego Postmaster in 1915. Grandson of Joseph and Mary Ann Feron Davidson, pioneers who came to Oregon in 1859.

Durham, Albert A. and Miranda: Settled on the banks of Sucker in 1850 and platted the townsite of Oswego (now the Old Town neighborhood), named for Albert Durham's hometown of Oswego, New York. Durham constructed early mill and supplied lumber to other early settlers.

Ertz, Charles: Portland architect who designed several prominent buildings included in this Inventory--Charles Ertz House (1928); Rogers Building I (1925); and, the Carl Jantzen Estate (1936). Moved to San Diego in 1935.

Franklin, Josiah and Sarah: Early donation land claimants who settled on land north of A Avenue which extended to Tryon Creek in what is now First Addition in February 26, 1850.

Gans, Henry: Constructed one of first buildings--a store--in South Oswego shortly after it was platted. Operated store

for several years before selling to Joseph Bickner. Postmaster in Oswego, 1869-1874.

Hemenway, Roscoe: Portland architect who designed three dwellings included in the Cultural Resource Inventory: Sterling House (1929); Weinstein House (1931); and the Leonard House (1928).

Jantzen, Carl: Founder of the Jantzen Sportswear Company whose lavish island estate--designed by Portland architect Charles Ertz and included in this Inventory--was for many years the site of lavish "water and boat shows" designed to promote his company's sportswear.

Jarisch, Pressley: Co-owner of 200-acre nursery with Albert Walling. Sold land to Marylhurst College. Arrived in Oswego in 1880 and worked hauling wood for Oregon Iron Company.

Koehler, Henry: Early Oswego businessman, arrived from Illinois in 1890, who operated a blacksmith and carriage business for many years on State Street. First City Council meetings held in second floor of this building, also used for town gatherings and square dances.

Kruse, Otto: Arrived in Oregon in mid 1850s and purchased 320-acre Brown DLC. Family claims to have constructed Upper and Lower Boones Ferry, Knaus, Bonita, Country Club, and Reese Roads. Kruse Way named for Kruse family.

McMillen, James: Early settler responsible for platting "McMillen's Addition" also called "New Town" and more recently "First Addition." His house still exists on the periphery of the original platted area and is included in this Inventory.

Morey, Fred: Inherited father's estate in what is now Glenmorrie area and organized a real estate development company with Franklin T. Griffith to sell acre tracts.

Morey, Parker Farnsworth: Purchased land which was originally part of Collard donation land claim extending from the neighboring Bullock claim (where Marylhurst College is located) to Oswego Creek. Hired John Gower, an English gardener, to landscape grounds as part of development of a "Country Estate." He was first president of Portland General Electric Company. Lived in Portland but commuted to

his "farm" by boat. His Glenmorrie house was destroyed by fire in 1913.

Murphy, Paul C.: Prominent real estate developer responsible for creation of Lake Oswego Golf Club, Lake Grove Community Park, and promotion and sale of plush residential subdivisions. His real estate career began in Seattle with development of Laurelhurst subdivision. Moved to Portland in 1909. In 1926 purchased Ladd Estate holdings and continued development of Laurelhurst, Eastmoreland, Westmoreland, Ladd's Addition, Irvington, and Westover Terrace.

Nelson, David: Operated Nelson Summer Boat Camp, a popular recreational retreat for Portland-area residents in the early decades of the 20th century. Nelson came to area originally to work in iron foundry. Later tried farming on Knaus Road, finally establishing boat camp for which he is best known.

Parker, Jamieson: Portland-area architect who designed numerous residences, churches, and other buildings throughout the Portland metropolitan area. Coan House at 1244 North Shore is included in Cultural Resource Inventory. Parker coordinated the Oregon State component of the Historic American Building Survey during the 1930s.

Parelius, Kenneth: Active 20th century residential real estate developer. Operated early Ford Dealership in Lake Oswego. His house at 768 North Shore, designed by Richard Sundeleaf, is included in the Cultural Resource Inventory.

Patton, Matthew: Purchased portion of Collard donation land claim and platted part of what is now South Oswego. Attracted attention to iron ore deposits in area by starting small--and ultimately unsuccessful--mining operation on his property.

Pipes, Wade Hampton: Portland architect noted for residential designs in the Arts and Crafts tradition. Several works are located in Lake Oswego including the Sherrard House (1913).

Prosser, George: Prominent early citizen who served as Postmaster from 1888-1892 and 1897-1915.

Rogers (Rodrigues), George: Successful Oswego businessman who

with his brother August operated several grocery stores. First established store in Bickner Building on State Street; shortly thereafter constructed Rogers Building I (1925), designed by Portland architect Charles Ertz. Subsequently built Rogers Building II (1927) to the north of the first Rogers building. His house at 59 Wilbur, designed by prominent architect Van Evera Bailey, is include in the Cultural Resource Inventory.

Seeley, L.B.: With L.B. Seeley purchased the floundering Oregon Iron Company in 1877, renamed it the Oswego Iron Company and operated it until 1882, when, once again falling upon hard times, the company was sold to a group of eastern investors.

Shipley, Adam R.: Early farmer with large farm in Stafford Road area near intersection with Rosemont Road. House is included in Cultural Resource Inventory. Founding figure in organization of Oswego Grange; also active in educational activities--served as School Superintendent of Clackamas County. Charter member of Oswego Odd Fellows Lodge.

Strong, Frederick H.: Prominent Portland real estate developer who was active in 20th century residential development of Oswego.

Sundeleaf, Richard: Prominent local architect and Lake Oswego resident who made significant impact on the architectural environment. Noted for skillful integration of buildings into the site and use of natural materials.

Thomas, J.W.: Oswego's first mayor.

Torrance, William and Mary: Early donation land claimants who settled area now called Riverwood, Riverdale, Palatine Hill, and part of Dunthorpe.

Trullinger, John C.: Early settler who purchased Albert Durham's land claim including sawmill and water rights in 1865. Improved Durham sawmill and renamed it Oswego Milling Company. Involved in starting People's Transportation Company. Built steam scow Minnehaha on Sucker Lake behind sawmill. Re-platted Durham's Oswego townsite and officially recorded it on January 10, 1867.

Tryon, Dr. Socrates and Frances: Early donation land claimants who settled claim on Tryon Creek drainage on west slope of Palatine Hill, just north of downtown Lake Oswego in

February 18, 1850. Dr. Tryon died in 1855.

Vose, Burgit A.: A prominent figure in Oswego education in early 20th century, principal of Oswego Grammar School (Lakewood School) for over 20 years.

Walling, Albert: Son of pioneer nurseryman George Walling who followed in fathers footsteps. Started partnership with Pressley Jarisch (neighboring DLC) in nursery business which lasted 25 years. Established the Willamette Farmer, the first journal in Oregon devoted to agriculture; also compiled and edited several books. Sold Walling farm to builders of Marylhurst College.

Walling, George and Frances: Prominent pioneer nurseryman who settled donation land claim along Willamette River in vicinity of present Cedar-Oak Park and Marylhurst College. Noted for propagating plants that were needed in starting agricultural life in Oregon. Originated Major Francis cherry and Champion prune. George also active in education: Clackamas County School Superintendent for 15 years.

Whitehouse, Morris: Prominent Portland architect who designed numerous recreation facilities including Multnomah Amateur Athletic Club; Waverley Club; East Moreland Golfclub; Columbia Gorge Hotel; and many schools and churches. Designed Lake Oswego Country Club clubhouse in 1923. May have designed Henry Thiele Residence (940 Lake Shore Road); however, some sources attribute design to Barrett and Logan. Early training was with A.E. Doyle, prominent early Portland architect.

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IDENTIFICATION

Introduction

The information contained in this section is focused on the identification of historic themes and resource types. Data compiled in the course of this project served as a system by which to identify types of resources as well as to define gaps in the survey and research effort. The first section on Methodology outlines the overall methodology employed in the course of the project.

Methodology

This document was prepared by Jane Morrison, Julie Koler, and Jinx Faulkner of Koler/Morrison Historic Preservation and Planning Consultants, Portland, Ron Lee of Barrentine.Bates.Lee Architects of Lake Oswego, and Dr. David Brauner, Archaeologist, with the assistance of numerous volunteers. Ms. Morrison served as the project manager. Trained as an urban designer with specialty in cultural resource management, she has been conducting survey and inventory work throughout the Northwest since 1981. Her primary responsibilities included identification of resources, preparation of physical descriptions and site plans, and coordination of the Technical Advisory Committee which evaluated all the properties. Ms. Koler was the project historian, responsible for preparation of the historic context statement and the final report. Ms. Faulkner conducted research and writing associated with preparation of statements of significance, and Mr. Lee assisted in the identification and evaluation of 20th century buildings. Dr. Brauner investigated a potential archaeological site and made recommendations for future archaeological work in the City.

The project, which began in September 1988, and was completed in August 1989, consisted of four major phases: literature search and preparation of a historic context statement; survey and inventory of resources; preliminary evaluation of resources; and, preparation of the inventory forms and the final document. Community involvement in developing this document was extensive and consisted of 35 citizens who volunteered to assist in researching, documenting, and evaluating resources.

In the first phase, all existing materials were reviewed, repositories of historical materials and knowledgeable individuals were identified, and historical research completed sufficient to develop an historic context statement. Based on the context statement an outline of anticipated property types and styles was developed.

Also during this phase a Technical Advisory Committee (TAC), composed of citizens with interest in or knowledge of historic preservation issues, was established in order to evaluate resources and to make recommendations to the City regarding preservation planning. This group met on a regular basis with the consultant and City staff from October through April. The consultant trained TAC members in evaluation methodology and assisted them in the evaluation process. The committee was also responsible for reviewing the Comprehensive Plan and the Development Code to determine if the current measure of protection afforded cultural resources meets State Land Use Goal 5 requirements.

Phase two consisted of survey and inventory work related to updating the information contained in previous inventories as well as identification of additional properties based on the outline of anticipated property types. During this period approximately 200 resources were surveyed and documented on field forms. Photographs were taken, site plans prepared, and a physical inspection and written description of each resource completed. Negatives were cataloged and roll and frame numbers were recorded on the field forms. Basic research for each resource was also conducted during this period. Primary and secondary source materials were consulted including Ticor Title Co. records, Sanborn Insurance maps, business directories, newspapers and photographs. People knowledgeable about local history were interviewed as well as property owners.

Midway through this phase the City received supplemental funding from the SHPO (\$2000) to conduct additional survey and inventory. Approximately 80 buildings were identified, however due to lack of monies, only forty-four of these resources were thoroughly documented. (Please see "Protection" section for additional information.)

The third phase of the project consisted of evaluation of all inventoried resources by the Technical Advisory Committee. The process consisted of viewing slides of each resource and working from the updated inventory forms. Each TAC member was

assigned a group of properties for which he/she was responsible for making on-site visits and making recommendations as to potential significance.

Phase four consisted of TAC review of existing city policies and procedures with regard to cultural resources, and activities related to organization of the survey data and preparation of the final forms and report. The TAC met 13 times during the project. Architectural descriptions and statements of significance were completed for each resource and matched up with miscellaneous data such as legal descriptions, photographs and site plans. The final report was drafted.

Citizen involvement was an important component of this project. All property owners of inventoried resources were initially contacted and interviewed by phone or via a mailed questionnaire. Site visits were made to each property by either the consultant or a volunteer who made personal contact with the occupant or left a flyer describing the nature of the project. All property owners were contacted at least two to five times. In April a mailing went out to each owner which contained historical information regarding their property, as well as information on how they could get involved in the City planning process regarding cultural resources. Citizens at large were made aware of the project through a series of articles in the local paper and two community meetings, as well as presentations by the planning staff at several neighborhood meetings.

Previous Surveys

This project included the first intensive survey and inventory of cultural resources in the city. Previous inventories include the Statewide Inventory of Historic Sites and Buildings conducted by Stephen Dow Beckham in 1976 for the State Historic Preservation Office; the Lake Oswego Physical Inventory (n.d.) conducted by the City of Lake Oswego; the Cultural Resources Report--Ladd Street to Terwilliger Boulevard conducted by the Oregon State Department of Transportation in 1984; and, the Clackamas County Cultural Resource Survey conducted by the Clackamas County Department of Environmental Services in 1984. None of these studies were comprehensive in nature, and with the exception of the Beckham study and the Department of Transportation report, and portions of the Clackamas County inventory, consisted primarily of "windshield survey" with documentation of locational data and an historic name if known. Three properties within the study area are listed on the National

Register of Historic Places.

All previous survey and nomination work was updated and included in the current inventory which served as the basis for the analysis which follows. All resources which have been demolished since the earlier studies were completed were removed from the database.

Resource Types

The 150 sites identified in the course of this project have been categorized into seven Broad Theme groups listed below:

Agriculture*	Industry*
Commerce*	Settlement
Culture*	Transportation*
Government	

* These themes were selected for in-depth analysis because they represent the bulk of the city's known resources.

Cultural Resource Groups provide a context for making consistent decisions in the identification, evaluation, and protection of historic resources. The cultural resource groups used here are based on the concept of historic theme and are consistent with those defined and coded by the National Park Service for use in the National Register data processing system. Within the theme categories resources are then broken down by historic use. Historic use can be documented and is therefore factual and constant. It is hard data which invites little or no subjective interpretation. The use relates directly to the resource and describes its reason for being. Further, resources grouped together by historic use define an economic or social theme in history.

This type of information provides a context for analysis of inventoried resources, as well as allowing for evaluation of the relative strengths and weaknesses of the Inventory as a whole, including integrity of individual resources. The following is a discussion of the characteristics of resource types within each broad theme category.

1. Agriculture

Agricultural resources, with six entries, represent 4.0 percent of the cultural resources in the study area. From the time of the first permanent white settler in the Willamette Valley, agriculture has shaped the economy and landscape of northwestern Oregon. The phenomenal growth of Portland and outlying communities such as Lake Oswego was in large part attributable to the surrounding natural resources and the rich farmlands of the Willamette and Tualatin Valleys. Due to the rugged, forested terrain of much of the study area, however, agricultural activity was generally confined to relatively small subsistence or mixed production farms which were carved acre by acre out of dense forests. By the turn of the century, however, scenic rural landscapes with self-contained farms dotted the areas of Stafford-Rosemont and Carman-Kruse Way. The man-made features of the working farm with its modest dwelling, clustered outbuildings, and related open spaces were both functional and visually appealing. Since World War II, development pressures materializing in housing developments have changed the nature of much of this landscape.

Lake Oswego's agricultural history is fairly well represented by the Inventory, with most resources emphasizing subsistence or mixed production farms, and dairy farms. With regard to type, style, and method of construction, Inventory entries consist primarily of vernacular farmhouses and barns, but are lacking in representation of specialty structures associated with food processing, dairying, truck farming and specialty farming. In addition, there may be additional ethnic influences on farmsteads in the study area that are as yet unrecognized.

In most instances working farms consisted of a primary dwelling, barn, and assorted outbuildings. For the purposes of this Inventory a farm complex is defined as a primary dwelling and at least one outbuilding. Of the five farm complexes included in this Inventory, the Steinhilber Farm, located on Rosemont Road, is the best preserved and finest example of this resource type. The Steinhilber Farm, established c. 1900, consists of numerous buildings many of which maintain a relatively high degree of physical integrity.

There are four dwellings in the Inventory which are directly associated with agricultural activity. Numerous other dwellings, now incorporated into the suburban landscape, are believed to have been part of a farm complex but their environmental context and their level of integrity have been seriously compromised, and

they are therefore not included under the theme of Agriculture. Those farmhouses listed in the Inventory--all of which fall under the stylistic heading of Vernacular--are included under the theme of Architecture.

The most prominent outbuildings in this resource group are barns. Three of the barns are substantial buildings associated with large farming operations; two are small structures--associated with non-commercial domestic uses--located within the early Oswego city limits. Of the three large barns two are distinguished by distinctive gambrel roofs and both are associated with dairying. The other is a large gable roofed hay barn. The J.W. Stone Barn (1912), commonly known as the Pfeiffer Pony Farm, is the best-preserved and oldest example of the gambrel type. It is characterized by the large, rectangular volume with endwall door openings, small windows, wood siding, and lean-to attachments on the side elevation.

2. Commerce

Commercial buildings, with ten entries, represent 6.7 percent of the cultural resources in the study area.

The history of commercial enterprise in Lake Oswego follows the same pattern as many other small cities in western Oregon. Initially focused on the river for transportation purposes, a small commercial center developed parallel to the riverfront and residential neighborhoods grew outward from this core. Documentary evidence indicates that the earliest commercial buildings were of wood construction. These modest buildings were usually from one to two stories in height, generally with gabled roofs, falsefront and prominent cornice. Some had a wooden porch or canvas awning extending across the facade providing protection from the elements.

Most of these early commercial buildings were destroyed by fire or redevelopment pressures in the first few decades of the 20th century. They were largely replaced by masonry buildings with professional offices, assembly spaces or living quarters at the second floor level.

The Rogers brothers, prominent early entrepreneurs, were responsible for the first intense development of Oswego's commercial core. The brothers acquired a significant portion of the block between A and B Avenues on State Street where they constructed the city's first substantial masonry commercial

buildings. Two of these buildings are included in this Inventory. For additional discussion of the architectural qualities of the Commercial resource group please see (3) (b) in this section.

3. Culture: Architecture

Architectural resources, with 126 entries, represent 84 per cent of the cultural resources in the study area.

The properties in this category include public, social, commercial, and domestic buildings. The buildings, most of which were constructed between 1855 and 1940, include schools, churches, fraternal halls, dwellings, retail and office buildings, and a theatre.

Very few "pure" architectural styles are represented here; most of the buildings are hybrids, incorporating features from a variety of popular styles of the day. These range from the 19th century Romantic Styles--Gothic Revival Vernacular and Italianate--to 20th century historic period revival styles such as the Colonial Revival; and from the picturesque Arts and Crafts style to the sensible Craftsman Bungalow. General definitions used here--such as "Romantic"--are taken from Virginia and Lee MacAlester's A Field Guide to American Housing, 1985. More specific divisions between stylistic types are taken from Rosalind Clark's Architecture Oregon Style, 1983.

a. Public and Social Buildings

Of the ten resources in this category there are three churches, three recreation/social clubs, one community center, one fraternal hall, one private school building, one ensemble; and, one public building, a school--which are included under the theme of Architecture. The clubs are also represented under the theme of Recreation; the two schools and the ensemble are represented under the theme of Education--the ensemble is also included under Religion; and the fraternal building and community center are represented under the Social theme.

The Sacred Heart Church at 796 First Street, is the earliest church in the study area. This one-room wood building--Vernacular in style--is rectangular in plan, with a simple steeple above the main entrance. Built in 1895, this building is

representative of a type of church construction popular throughout western Oregon in the late 19th century. In rural areas this type continued to be built well into the 20th century. The Lake Grove Community Church at 3959 Upper Drive, is a large brick building designed in the Colonial Revival style--a popular period revival style in the early decades of this century. A third church--the Methodist Episcopal Church at 156 Greenwood Road, constructed c. 1894--has been significantly altered and relocated, but nonetheless holds a great deal of sentimental value for members of the community.

The recreational/social clubs represented in this Inventory include the Lake Oswego Country Club (20 Iron Mtn. Blvd.), Lake Oswego Hunt Club (2725 Iron Mtn. Blvd), and the Anglers' Club, (4375 South Shore Blvd., See Appendix C, Inventory Database). The Lake Oswego Clubhouse and the Hunt Club Arena are singular examples of their respective types: the Country Club includes a handsome clubhouse designed in the Arts and Crafts style; while the Hunt Club includes a large riding arena significant for being the largest and oldest riding arena in the West. The Anglers' Club clubhouse, designed by Edward J. Green, was constructed in the late 20s in the Arts and Crafts style.

The Odd Fellows Hall at 295 Durham Street, is the only fraternal building listed in the Inventory. It is significant architecturally as a well-preserved and good example of the Italianate style. It is listed in the National Register of Historic Places. The Lakewood School at 368 S. State Street, is the only public school in the Inventory. Constructed in 1929, it is a handsome representative of a 20th century classical revival style. Sacred Heart School in First Addition at 744 First Avenue is one of the finest examples of the Bungalow style in the city.

The buildings and structures on the Marylhurst campus represent an ensemble of buildings associated with the Oregon sub-themes of Education, Religion and Architecture, all of which are included under the Broad Theme of Culture. The associative value of each sub-theme is included in the following discussion.

The Marylhurst Ensemble is made of buildings and structures associated with three different institutions/organizations: Sisters of the Holy Names; Christie School; and Marylhurst College. Of the nineteen resources on the campus, there are seven historic buildings and two historic structures, all of which retain a high degree of physical integrity. Several were designed by prominent architects. There are four primary buildings in the group which are distinguished by their size and

function: Christie School; Provincial Building; Administration Building; and the Education Hall. The oldest building in the ensemble--Christie School, originally called St. Mary's Home for Girls--was built in 1908. Designed in the popular American Renaissance style by Seattle architect Alfred Breitung, the building was used as an orphanage throughout the historic period. In 1911 the Provincial Building, designed by prominent Portland architect A.E. Doyle, was constructed to house the Sisters of the Holy Names. This building, which is a visually prominent landmark in the area, was designed in the Italian Villa style. The general contractor was Edward Killfeather. The Administration Building, built in 1929, was the first building constructed on what is now the Marylhurst College portion of the campus. It was designed by the prominent Portland architectural firm of Jacobberger and Smith in the exuberant Beaux Arts tradition. The Education Building, built in 1937, was designed by Jacobberger and provides a strong visual link between Marylhurst College and the Convent buildings.

b. Commercial Buildings

This property type includes five buildings associated with retail and professional services. Like most commercial buildings in small towns across western Oregon, these buildings do not exhibit any "high-style" features, reflecting instead simple, pared down interpretations of the popular styles of the day. All of the buildings in this category are associated with the theme of Architecture as well as the Commercial theme. The majority of properties are of masonry construction, either brick or concrete, one to two stories in height and from 5,000 to 10,000 square feet in size. All were built in the period 1890 to 1930. The buildings are located on the west side of State Street the city's historic commercial center which parallels the Willamette river. The Davidson Building, at 356 N. State Street (c. 1890), is a singular example of a wood commercial building and represents a building type commonly built throughout Oregon in the late 19th and early 20th centuries. Of the four masonry buildings in this Inventory, the Rogers' Building at 402 N. State Street, built in 1925, is the best preserved of its type. Located on the corner of A and State Streets, it provides an important visual anchor for the commercial core, and is distinguished by the polygonal, turreted entrance.

c. Domestic Buildings

Single family dwellings constitute the majority of inventoried properties, with 116 entries, representing 77.3 per cent of all

the cultural resources in the study area. All of these buildings are included under the theme of Architecture and a number of them are also included under the themes of Agriculture, Medicine, and Literature. The majority of these houses were constructed during the period 1890 to 1940. The earlier dwellings were generally constructed for working class people; later more elaborate homes around the lake and near the Country Club reflect the influx of middle-to-upper income people, although modest housing stock continued to be built in the community throughout the early years of the 20th century.

One of the most common styles in the study area is the Vernacular style which predominated around the turn-of-the-century. Widely adapted to mass housing, this building type was constructed as early as the 1850s and continued into the early decades of the 20th century. The style is characterized by wood frame buildings, one to two stories in height with gable roofs, long double-hung sash windows with architrave molding, and horizontal wood siding. Decorative features, when present, are usually confined to porch details: chamfered or turned posts and occasionally jigsaw brackets or spindlework. Usually these dwellings are a simple rectangular volume or two rectangular volumes set at right angles. The T or L-plan arrangement sometimes indicates a building that was constructed in phases; often one volume is only one story, while the main volume is two stories.

In addition to the Vernacular style, two other 19th century styles represented in the study area include the Classic Revival and Italianate. The oldest dwelling in the study area, constructed c. 1855, was designed in the Classic Revival style, a style that was popular in the early decades of the 19th century throughout most of the United States. Overland pioneers to the Oregon Territory frequently constructed their first substantial dwelling on the new frontier in this style with which they were familiar from their former homes. In Oregon the style most often took a conservative form consisting of a formal facade arrangement, rectangular volume capped with a low pitched gable roof, thin horizontal lap siding and restrained use of ornament. There is only one known example of the style in the study area. This is the Socrates Tryon House on the bank of the Willamette River (250 Stampher).

In Oregon, the Italianate style was popular in residential construction between 1870 and 1890. Dwellings in this tradition are part of a picturesque movement which was greatly influenced by the widespread use of pattern books many of which touted the elegant and elaborate Italian Renaissance designs. The

Italianate dwellings in rural Oregon were generally two-story, frame structures with low-pitched hip or gable roof--often with decorative eave brackets--and relatively few wall surface ornaments. The Carter House, located on Stafford Road, is a particularly well-preserved and distinctive example of the style. Here the characteristic low-pitched hip roof is adorned with elegant brackets which are repeated at the rectangular bays on the facade.

Beginning in approximately 1908 dwellings began to appear which reflected a significant change in stylistic preferences. This change grew out of common philosophical roots established by Frank Lloyd Wright's work in the Midwest; the Greene brothers in California and the English Arts and Crafts movement. The foundation of the philosophy was a rejection of the rational, linear forms of classically inspired design; and a new commitment to handcrafted building techniques; and appreciation for natural beauty of indigenous building materials. Building interiors also reflected this change through a rejection of the formal, regimented spaces of Victorian architecture to a more open, flowing plan with emphasis on a more informal way of life.

On the west coast this philosophy took a unique form in the immensely popular Craftsman-Bungalow as well as the distinctive Arts and Crafts style. Characteristic elements of the Craftsman-Bungalow include a one-and-one-half to two-story box-like volume, rectangular in plan, topped by a low-pitched hip or gable roof with wide overhanging eaves. Roof lines are often broken by dormers and eaves and are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule as is the use of rustic materials such as shingles, river rock, brick and cast stone. Perhaps the finest example of this type is the dwelling at 744 1st Street. Of particular note is the fine use of river rock in the chimney and porch piers. Variations of the style include buildings which incorporate classical elements such as boxed eaves, columns, and friezes. The best example of this type is at 769 7th Street. Here, the typical form and massing of the Bungalow is embellished with a prominent Palladian window within a large pediment.

In the 1920s the common "Builder Bungalow" had been refined and was being built in scattered areas throughout the study area particularly in the community of Lake Grove. The "Builder Bungalow" is a relatively small, one-and-one-half story building with gabled roof, dormers, and projecting porch supported by battered, or otherwise stout posts.

The earliest example of the Arts and Crafts style is the dwelling at 13100 Riverside Drive which was constructed in 1913. Although emanating from the same philosophical roots, this style differs from the Bungalow through the heavy reliance on English country house design which was characterized by multiple roof lines which were generally much more steeply pitched than the Bungalow. In contrast to the large, light-emitting windows of the Bungalow the Arts and Crafts style had much smaller, multi-light windows relative to the amount of wall area. A good example of the style is the Parelius House at 768 North Shore Road. The asymmetrical plan and intersecting roof forms give the Parelius House an organic quality, a hallmark of the Arts and Crafts style. The emergence of historic period revival styles in America corresponded with Oswego's growing popularity as a suburban residential community. This period--between the close of the first World War and the Nation's entrance into World War II--was characterized by renewed patriotic fervor, and a return to the romanticism of pre-industrial Europe. American architects began to design buildings in a variety of different styles ranging from the formal Colonial Revival to the more picturesque English Cottage; and from the white-washed Mediterranean styles to the rustic Tudor Revival. The free-flowing plans and rustic materials associated with the English Cottage and Tudor Revival styles were easily adapted to the rugged terrain and forested slopes surrounding the lake, and became the local style of preference. A number of prominent architects designed homes in the study area during this period. The finest example of the English Cottage style is the Sundeleaf House at 16715 Phantom Bluff. Designed by Richard Sundeleaf as his private residence in 1940, the building represents the fullest expression of the style. The Charles Ertz House (1928) at 1650 North Shore is one of the best examples of the Tudor Revival style.

The earliest example of the Colonial Revival style is the Murphy Company office constructed in 1920 at the corner of 10th and A Avenues. Easily identifiable by its formal facade arrangement, multi-light double-hung sash windows and use of classically inspired ornament, this building exemplifies the Greek Temple version of the style. (A variation on the type is the so-called Dutch Colonial Revival style with its characteristic gambrel roof. The Dutch Colonial also featured columns at the porch, lattice glass, and shingled gable ends.)

There are three examples of the Mediterranean Style in the study area: the Henry Thiele House (940 Lake Shore Road) constructed c. 1936; the Henry Coleman House (1895 Palisades) built in 1939; and, the George Rogers House (59 Wilbur) constructed in 1929.

Representative features include stucco exterior walls, round-headed openings, casement windows, and low-pitched gable and hip roofs often covered with clay tile. Ornamentation on these buildings is minimal. The Thiele House is the best preserved of the two buildings. The third example, the George Rogers House, has a number of features associated with the style, including masonry walls and red tile roof; however, the overall interpretation is more Oregon Rustic than Mediterranean. This house was designed by Van Evera Bailey, a prolific designer of residential buildings in the Portland metropolitan area, particularly during the 40s and 50s. The Rogers House is one of his earliest designs in the Northwest.

Beginning in the late 30s the study area began to see the construction of a new stylistic type called the Northwest Regional Style. Hallmarks of the type include wood frame construction with unfinished and unpainted siding of native wood, broad overhanging gable or hip roofs often with broken or asymmetrical slopes, open floor plan, and the integration of the building with the site. The Steven's House at 445 North Shore Road, designed in 1938 by Richard Sundeleaf, is believed to be the first example of this style in Oswego. The prototype for the style was built only one year before in Portland, thus the Steven's House represents one of the earliest examples of the style in the Northwest, and the seminal example in the study area which would see proliferation of the type during the 40s and 50s.

4. Industry

Industrial resources, with ten entries, represent 6.7 per cent of cultural resources in the study area.

A rich vein of natural resources forms the basis of Lake Oswego's industrial history; however, the number of inventoried resources in this category do not reflect the relative importance of certain industries to the city. For example, there are only six entries which are associated with the manufacturing of pig iron which played such a prominent role in the community's growth and development in the 19th century: the Iron Furnace chimney (George Rogers Park); the Mine Trail (extending from Iron Mountain to the Furnace in Rogers Park); three workers' cottages (all located in Old Town); and, the Andrews Boarding House (267 A Avenue). There are two resources associated with Crown Willamette Paper Company: Tug Master's House and the log hoist (near confluence of Oswego Creek and Willamette River). There is only one resource--a site--associated with the Portland Cement Company which operated on the shores of the Willamette River for

decades after its establishment in 1915. The Allen House at (13060 Riverside Drive) is also included under the theme of Industry due to its association with longtime owner Edward T. Allen, a nationally renowned timber expert.

5. Transportation

Transportation resources, with five entries, represents 3.3 per cent of the cultural resources in the study area.

Transportation played a primary role in the early growth and development of the study area. There are five resources included in this theme: Tualatin Canal; Southern Pacific/Red Electric Railroad; Pacific Highway/Macadam Avenue; Charlie Didzun House; and, the Harry Coffey House. These resources represent all of the major periods of transportation history. The Tualatin Canal illustrates the early dependence on waterways during the settlement period while the Southern Pacific/Red Electric Railroad represents the dominance of rail transportation around the turn-of-the-century. The emergence of the automobile--which greatly transformed the study area--is represented by the first major paved road system in the western United States linking Canada and Mexico: Pacific Highway/Macadam Avenue. Corresponding with the growth and popularity of the automobile, communities throughout Oregon saw the proliferation of auto-related commercial establishments. The Didzun House (609 A Avenue) is associated with Charlie Didzun, who opened Oswego's first gas pump and garage, and also sold Model T Fords. The Coffey House (1850 North Shore Road), also known as the Carl Jantzen Estate, is associated with aviation history. Harry Coffey was a pioneer in the field of air navigation and his pioneer Beechcraft airplane is located in the Smithsonian's Air and Space Museum.

6. Recreation

Recreational properties, with nine entries, represent 6.0 per cent of the cultural resources in the study area.

With improved means of transportation in the early decades of the 20th century, the Oswego area became a popular recreation spot for Portland residents who came to fish, swim, boat and enjoy the scenic surroundings. A number of facilities were established during this period which catered to the growing number of recreation seekers. Among these were Nelson's Summer Boat Camp, the Lake Oswego Country Club with its expansive golf course, the Anglers' Club, and the Hunt Club with its polo field, stables, riding arena, and miles of riding trails.

In addition to these resources there are three known dwellings which were built as summer vacation cottages: 16774 Graef Circle, and 4120 and 4144 South Shore. The Allen-Schollander House (c. 1940) at 1136 Westward Ho is also included under the recreation theme due to its association with Don Schollander, a world renowned swimmer who swept numerous events in the Tokyo Olympics during the 60s.

Distribution Patterns of Resources

The following discussion is location specific (based on a survey) rather than based on a predictive model. The narrative is organized according to geographic areas--in most instances these areas adhere to neighborhood boundaries--and corresponds to some degree with the chronological development of the study area. Only those areas with the highest concentration of inventoried resources were singled out for discussion. Complete descriptions and locational data for individual resources are found in the Lake Oswego Cultural Resource Inventory.

The discussion on Conflicting Uses and the ESEE analysis, as required by state land-use law, is found in a separate document. The Conflicting Use Analysis groups resources by zoning district and measures the threats therein as well as the impacts of allowing those factors which threaten the preservation of the significant resources. (A more complete introduction is found in that separate report.)

The areas included herein are: Old Town; South Town; First Addition; State Street; Briarwood; Lake Grove; Glenmorrie; Forest Hills; and, Lakewood.

1. Old Town

The Old Town neighborhood is the oldest portion of the city. Originally platted in 1851 by Albert Durham, it contains one of the highest concentrations of pre-1900 buildings in the study area. The neighborhood, which is platted in the standard grid pattern--sits on a shelf that slopes gently towards Oswego Creek on its southern periphery and more steeply toward the Willamette River to the east. The neighborhood is bordered by State Street (State Highway 43) on the west and by the Oswego Pointe residential subdivision (site of the Oregon Portland Cement Plant) on the north. The streets carry the names of people associated with the iron business such as Ladd, Leonard, and

Wilbur, as well as early settlers such as Albert Durham who founded the community. George Rogers Park is located in the southern portion of the neighborhood. This area was the original site of the iron smelting business which operated in the community in the late 19th and early 20th centuries. A portion of the company's large basalt chimney still stands in the park and is included in this Inventory.

In addition to the iron company chimney, there are 12 inventoried properties located in the Old Town neighborhood. They consist of one site associated with the cement company; eight dwellings; one community hall; one tree; and, a power substation associated with the Oregon Iron and Steel Company. Several of the oldest houses were owned by the Oregon Iron and Steel Company and its various predecessors. Several other extant dwellings were presumably constructed to house employees of the cement plant established in the community in 1915.

Several historic commercial buildings once existed in the Old Town neighborhood but have since been destroyed. The Odd Fellows Hall (1890)--in the center of the neighborhood--is known to have housed commercial enterprises during its existence. It has been vacant for a number of years and is currently the subject of preliminary discussions for rehabilitation.

The character of the neighborhood has changed considerably over the past few decades. Medium density multi-family housing has encroached on the northern periphery of the area, and the replacement of the Oregon Cement Plant with the Oswego Pointe multi-family subdivision represents a major change in the character of the neighborhood. Several vacant lots are also prime candidates for new construction. In addition, one of Old Town's primary resources--the George Rogers House--has been seriously compromised by construction of a shopping center on State Street adjacent to the west of the house.

The Design District overlay zone which applies to this area states that there should be consideration of historic buildings and existing residences. To date this policy has not had an appreciable effect on the redevelopment of this area; new construction is incompatible in scale, form, and massing to the existing housing stock.

2. South Town (now Hallinan; part of McVey-South Shore)

South Oswego or South Town as it has been called is the second oldest neighborhood in the study area. Located to the south and

west of Old Town, it is a much larger area bounded by McVey Avenue on the north and west; Highway 43 on the east; and, the Lake Oswego city limits on the south. The area is characterized by moderate to steeply pitched terrain which slopes to the north toward the lake. It was platted by Matthew Patton, an early settler in Oswego, who purchased land from donation land claimant Felix A. Collard. His plat was in the standard grid pattern; however, the rugged topography overlaid by a regular grid resulted in a discontinuous and somewhat haphazard street system.

Patton played a seminal role in the development of the iron ore industry by focusing attention on the rich ore deposits in the Oswego area. Stories about Patton's early, though abortive efforts, to mine ore on his property were carried in Portland area newspapers. These articles caught the attention of Portland entrepreneurs and led, soon after, to the incorporation of the Oregon Iron Company. The South Town neighborhood grew in proportion to the prosperity of the iron company, and by the turn-of-the-century housed--like the Old Town neighborhood--many of the company's employees.

There are 14 inventoried resources in the South Town neighborhood, all of which are single family houses. Ten of the dwellings--which consist primarily of Vernacular style buildings--were constructed prior to 1900; and four of these are believed to have been built before 1875, making them the oldest group of buildings in the study area. In general, these resources are located in close proximity to McVey Avenue with the heaviest concentration at the corner of Bickner and Oak Streets. Much of the rest of the neighborhood is filled in with post World War II housing.

The single greatest threat to historic resources in South Town is inappropriate alterations and additions. In addition, the construction of multi-family residential units along McVey Avenue is encroaching on the historic character of the area.

3. First Addition

The First Addition neighborhood is located on a slightly sloping shelf at the northeast corner of the city. It is north of South Town and north and west of Old Town. Containing approximately 50 blocks, it is also platted in a grid pattern. The steep banks of the Tryon Creek ravine provide a distinct boundary on the northern edge of the neighborhood; State Street (State Highway 43) forms the eastern boundary; and, Tenth Avenue bounds the area on the west.

The southern part of the neighborhood was platted in the late 1860s by James McMillen. New Town, as McMillen's plat was known, extended from the Willamette River west to 13th Street, and from A Avenue on the south to half-way between what is now C and D Avenues. On Second Street, just north of the plat boundary, is what is believed to be the McMillen house. A number of years later the First Addition to Oswego was platted encompassing the old McMillen Addition as well as the area extending roughly 20 blocks to the north of D Avenue.

There are 23 inventoried properties in this neighborhood, 14 of which were constructed prior to 1900. The resources include 20 dwellings; one barn; and, one church and a school. The area is relatively cohesive in terms of scale and rhythm. The majority of resources were constructed between 1890 and 1930 and consist primarily of small, single-family dwellings. The northern section of the neighborhood was generally developed after World War II with small dwellings consistent in scale with the early housing stock.

In the last two decades commercial uses and multi-family housing have eroded the homogeneous residential--and historic--character of the neighborhood. Commercial development is encroaching on several fronts: numerous commercial buildings have been constructed along A and B Avenues, sometimes incorporating older houses into their design. On the eastern edge of the neighborhood a number of medium-density, multi-family dwelling units have been constructed replacing historic single-family houses. There are also several multi-family units within the interior of the neighborhood.

4. State Street

State Street is Lake Oswego's historic commercial area. It stretches along the eastern edge of the study area between Tryon Creek on the north and Oswego Creek on the south. The Southern Pacific Railroad tracks bisect the street about midway between the two creek drainages, near the east end of Lakewood Bay. North of the tracks are two blocks containing the city's oldest commercial buildings. Most date from the early 20th century and consist of narrow, one-to-two story masonry buildings. The site of the Oregon Portland Cement Company lies on the east side of State Street, north of the railroad crossing and on the banks of the Willamette River. This tract was recently redeveloped with medium-density multi-family units.

The area south of the tracks, generally developed after World War II, is characterized by large parcels, including two shopping centers and the Lakewood Community Center (formerly Lakewood School, built in 1928). Medium-density multi-family units constructed in the 1950s and later are located just south of Lakewood Center along the eastern tip of the main lake.

The extreme northern portion of State Street is occupied by auto-oriented commercial uses, all of which date from the post WWII period. Historically this area was the site of auto-related uses, including a ten-unit auto camp with service station and store.

The City's East End Redevelopment Plan, designed to stimulate economic development in the commercial core, may have a significant impact on the character of the few remaining historic commercial buildings.

5. Briarwood (includes Wilsonia)

The Briarwood area, located in the northern sector of the study area, consists of a broad shelf, which drops precipitously to the Willamette River on the east. Generally triangular in shape, it is bounded by the Clackamas County line on the north; the Willamette River on the east; and Terwilliger Boulevard and Tryon Creek on the west. Macadam Avenue (Pacific Highway) and the Southern Pacific Railroad right-of-way run through the area paralleling the river. The area does not conform to a grid pattern, but is characterized instead by a few narrow, curvilinear streets. Lots tend to be large, irregularly shaped, and heavily landscaped with mature vegetation.

Development began in the early years of the 20th century with the first plat filed in 1909. The George Collins House (1903), in the lowland along the Willamette River, predates the plat by six years and is one of the oldest dwellings in the area. The first homes in the upland areas of Birdshill, Midvale and Underhill roads were constructed in the 20s. The majority of dwellings, however, were constructed after 1935. There do not appear to be any major threats to the inventoried resources in Briarwood, with the exception of its location within the flood plain.

6. Lake Grove (includes Holly Orchard, Bryant and Lakeview)

The Lake Grove community, located in the southwest portion of the study area, is a transitional area between the rugged slopes and

ravines of Lake Oswego proper and the broad expanses of the Tualatin River Valley to the west. Roughly four square miles in size, it is composed of lowlands bounded by the peaks of Mt. Sylvan and Iron Mountain to the north and northeast; the Tualatin River on the south; and the Willamette Meridian on the west, which is also the borderline between Clackamas and Washington County. The Tualatin-Oswego Canal extends north-south from Lake Oswego to the Tualatin River defining the southeast boundary of the area. The area is bisected by several major thoroughfares including Boones Ferry Road, an early Market Road which connected Portland with the rich farmlands of the Tualatin Plains.

Early land claimants in the area included Waters Carman who established a Donation Land Claim just north of Boones Ferry Road in the 1850s (Carman Drive is the former Upper Boones Ferry Road); and, C.W. Bryant who settled in the southern portion of Lake Grove, just north of the Tualatin River. By the turn-of-the-century they were joined by numerous other settlers and large scale farming--relative to the area--had begun in earnest.

Lake Grove's first plat was recorded in 1913 as Lake View Villas. Composed of large parcels, nine of the ten tracts extend north and south along the west end of the lake. The tenth is located on the lake shore below South Oswego.

By 1915 the Red Electric interurban rail service had extended to Lake Grove. This encouraged Portlanders to build summer homes in the area. It also encouraged year round residency by providing more convenient transportation service to Portland. In these early years lakefront property was not popular and consequently developers had to require that buyers purchase land adjacent to the lake, in addition to the more sought after higher ground. By the 1920s, however, proximity to the lake began to be more desirable. Several dwellings were constructed along Lakeview Boulevard--adjacent to lake--during the 20s. By the 30s the west end of the lake, particularly between the west bay and Lake Grove Park, was being developed and promoted as a resort area. The Anglers Club was constructed at the intersection of Lakeview Boulevard and South Shore Road, and a small restaurant and summer cottages were constructed in the adjacent area.

A second major plat, Lake Forest Plat, was recorded in the early 20s. Located to the west of Lake View Villas, this area is characterized by large blocks in a grid pattern, bisected diagonally by Lake Forest Boulevard.

In addition to the Anglers Club, there are 11 inventoried resources in Lake Grove including three buildings related to agricultural use. The remainder are dwellings with the exception of the Lake Grove Community Church.

Since the Second World War many parcels have been partitioned and newer houses infill much of the area. Many lakefront houses have been subject to inappropriate remodeling--often doubling or tripling the size of the house. Numerous others have been demolished in favor of larger dwellings.

7. Glenmorrie

The Glenmorrie area is located in the southeast sector of the city. It consists of a broad plain which slopes gradually toward the Willamette River which forms its northern-most boundary. Marylhurst College is located to the east; the Lake Oswego city limits form the southern edge of the area; and, South Oswego is adjacent to the west. Glenmorrie does not follow the grid pattern. It is instead traversed by narrow curvilinear streets.

The area known as Glenmorrie was originally part of the Collard, Bullock and Walling donation land claims. The land was purchased by P.F. Morey, a wealthy entrepreneur, around the turn of the century. Under Morey's ownership it was transformed into a lavish country estate, locally renowned for the gardens carefully cultivated by John Gower, a Scottish gardener, who had worked in Kew Gardens outside London. The Morey Estate gardens had a wide selection of trees and shrubs from around the world.

In 1910 Morey's heirs and business partners F.T Griffith and W.H. Chapin organized the Glenmorrie Corporation to develop the land as a residential venture. The company owned a bus which carried prospective buyers and later residents from the Oswego railroad station to the new development.

There are seven inventoried resources in the Glenmorrie area. Two predate the Glenmorrie plat: the log hoist on the bank of the Willamette River, and the Tug Master's House on Burnham Road. The remaining residences are scattered throughout the area. All were constructed between 1915 and 1920 and consist primarily of a variety of modest Bungalow/Craftsman and Period Revival styles. Most of the original large, irregularly shaped lots have been sub-divided since World War II. Threats to the historic character of the area are minimal, and generally confined to

incompatible alterations; however, the oversized lots could be subdivided leading to demolition of historic buildings.

8. Forest Hills

Forest Hills is located on the north side of Lake Oswego. It is bounded on the north by Country Club Road; First Addition on the east; and, the Lake Oswego Hunt Club on the west. Varied topography includes lakeshore, cliffs, small buttes, and terraces. With the exception of the Lake Oswego Country Club which is located in the northern section of the neighborhood, the area is entirely residential in character with narrow, curvilinear streets graced by mature plantings on large lots. Many of the homes were designed by early 20th century architects such as Richard Sundeleaf, Charles Ertz, Roscoe Hemenway, Jamieson Parker, and Wade Pipes.

There are 22 inventoried properties in the area. All but three resources--the Country Club, the mine trail, and a commercial building, the Murphy Company office--are single-family dwellings. The houses were constructed starting in 1927, soon after Paul Murphy established the Lake Oswego Country Club.

The greatest threats to the historic buildings in the area are incompatible alterations, demolitions and new construction.

9. Lakewood

The Lakewood neighborhood is located on a peninsula at the east end of Lake Oswego. It is separated from the Old Town neighborhood to the east by State Street (State Highway 43). Development of Lakewood began in the late 20s at the lake's edge and moved slowly inland toward higher ground. It was designed by noted town planner George F. Cottrell. In the 50s, development continued on the periphery of the neighborhood.

The streets are generally narrow and follow the contours of the land rather than a strict grid arrangement. The street names reflect the geographic surroundings: Lake Shore; North and West Point Roads; North Shore; Southview; Middle Crest and Ridgeway Roads.

There are nine inventoried resources in the Lakewood neighborhood all of which are single-family dwellings with the exception of the Methodist-Episcopal Church, and one landscape. The

neighborhood is cohesive in scale and general age of dwellings and may be potentially eligible as an historic district.

The immediate threats to the historic resources in the area are inappropriate alterations, demolition, and new construction, particularly along the waterfront.

Data Gaps and Future Survey/Inventory Priorities

There were several themes identified in the course of this project which need to be developed more fully and incorporated into the existing information. Context statements should be prepared, and survey and inventory conducted for the following Resource Groups: Rural Historic Landscapes; Landscape Architecture; Architecture (1940-present); and, Archaeology. With the exception of archaeology, all of these areas are documented to some degree in the subject report; however, there are a number of potentially significant resources representing the themes of Landscape Architecture and Architecture which did not fall within the chronological scope of this project and were therefore not documented.

Rural Historic Landscape (RHL) is a relatively new resource category. It is defined as a geographic area that has been shaped by human activity, occupancy, or intervention and that possesses a significant concentration or linkage of land use areas, buildings, vegetation, roads, waterways or natural areas. RHL's reflect the day to day occupational needs of people engaged in traditional work such as mining, fishing, or agriculture. The latter category is of particular significance to the Lake Oswego area. As development proceeds along historic corridors such as Stafford Road; east along Kruse Way, and south on Highway 43, areas which were once devoted to farming and other agricultural pursuits are rapidly vanishing. An in-depth inventory of the open space which remains and its historic qualities relative to RHL's, is vital to developing a workable program to preserve the scenic and interpretive qualities of the landscape. Several historic farmhouses and complexes have been documented in this report and are potential candidates for inclusion in a larger RHL

Landscape architecture is distinct from Rural Historic Landscapes because it is a formal design focusing on the aesthetic qualities of the site as opposed to a landscape created by the function or

use of the land. The scope of this project did not include a comprehensive survey of landscape architecture.

Little in the way of archaeological survey has been done in the study area. Because the lake and nearby rivers are known to be the traditional hunting camp locations of at least one Native American group, survey and inventory is highly recommended. This would include preparation of a predictive model or probability analysis of site locations. It could be accomplished using available ethnographic and archaeological data from surrounding areas. A settlement pattern model could be constructed from this data. Early historic vegetation maps could be reconstructed from 1850 survey notes and transferred to detailed topographic maps of the Lake Oswego area. The model would have to be verified or modified by field reconnaissance.

While the early work of architects Richard Sundeleaf and Wade Pipes was thoroughly inventoried, several other prominent architects, known to have designed homes in the Oswego area during the 30s, 40s and 50s, require additional study. Among them are Van Evera Bailey, Jamieson Parker, Roscoe Hemenway, Charles Ertz, George Post, Everett J. Green, Morgan Hartford, and Barrett and Logan. The Oregon Historical Society has an inventory of Bailey's work from the 50s and later which included numerous houses and one commercial building in the Lake Oswego area. It is believed, however, that two houses constructed prior to 1940--200 Pine Valley and 1136 Westward Ho--may have been designed by Bailey. Both are included in this Inventory but no concrete documentation exists to link them to Bailey. Speculation is based on architectural similarities between these houses and other Bailey designs in the Portland metropolitan area.

The current Inventory includes one property designed by Jamieson Parker, and two properties designed by Roscoe Hemenway. Both men were prominent figures in the Portland architectural community. The Oregon Historical Society contains the job files of each; however, in both cases only the client's name and the general location of the project are given. A number of jobs were done in "the Oswego area." The scope of the subject project did not allow identification of site specific locations. Additional work is required in order to complete a thorough review of these architects and their impact on the community.

At least one design by each of the following architects is included in this Inventory: Charles Ertz; A.E. Doyle; George Post; Everett Green, Morgan Hartford, Morris Whitehouse and

Barrett and Logan. In every case the designs were excellent architectural examples of popular styles of the period. Additional research on each of these architects is necessary in order to identify the full spectrum of their contribution to the city's architectural history.

Several potential historic districts and conservation districts were identified in the course of this project; however; additional study of these areas is necessary before making a recommendation as to their eligibility for designation, including boundary definition and individual treatment strategies. These areas include: Marylhurst Campus; First Addition; Old Town; South Town; Lakewood; and, Forest Hills.

Intensive survey and inventory remains to be conducted for resources constructed prior to 1935 in the Lake Grove area. This area contains a number of Bungalow/Craftsman style buildings dating from the teens and 20s which warrant additional investigation.

Four properties inventoried in the course of this project require additional research before a final determination of significance can be made. These include: 100-118 Cabana Lane; 50 Briarwood; 1135 Lakefront; and 956 West Point Road.

EVALUATION

Introduction

This chapter consists of four sections: evaluation procedures for determination of cultural significance; current condition and integrity of properties by resource group; a list of currently designated properties, and resources recommended for designation.

Methodology

The following section describes the methodology used for evaluation of resources. It is based on the system used in San Francisco by Charles Hall Page and Associates, Inc., for the Foundation of San Francisco's Architectural Heritage (Splendid Survivors, 1979). This system was used by the City of Portland in the Portland Historic Resource Inventory in 1982, and has subsequently been used in the cities of Independence, Newberg, Beaverton, Seaside, Roseburg, West Linn, Milwaukie, and Monmouth, as well as Yamhill, Clackamas, and Josephine counties.

Criteria for evaluation are based on those established by the National Park Service for inclusion in the National Register of Historic Places. The criteria fall into three broad categories: historical significance, architectural significance, and environmental significance. (All resources were evaluated for rarity within their neighborhood context and not the study area as a whole.) Each of these is in turn broken into sub-categories which are considered separately.

The criteria within the three general categories were rated using a four-level scale. The scale differs slightly for each category but basically corresponds with the following: Excellent; Very Good; Good; or Of Little Interest. A sample of the evaluation criteria is appended to this report.

Evaluation was conducted by the Technical Advisory Committee, staff and the Consultant. Surveyed properties were divided among the TAC members who were responsible for making site visits to each property and verifying information of the survey forms. Members then completed an evaluation worksheet for each property

and presented their findings to the whole Committee. The Committee dealt only with the categories of Architectural and Historical significance; individual Committee members' Environmental recommendations were factored in by the Consultant at the completion of the Committee evaluation phase due to time constraints.

Following the TAC evaluation, Ron Lee, partner with Barentine.Bates.Lee Architects, and Hilary MacKenzie, architect and granddaughter of noted local architect Richard Sundeleaf, reviewed the findings of the TAC with regard to architectural merit of the 20th century resources, with particular emphasis on the architect-designed properties.

In several instances additional historical and architectural information was submitted after the TAC evaluation which changed the final recommendation.

All resources inventoried in previous studies as well as those identified in the course of this project were evaluated. Three resources documented in earlier inventories have been demolished: 1160 South Shore Boulevard; 88 Village Lane; and, 628 First Street. One resource--350 Furnace Avenue--was moved to 215 Furnace and is inaccessible; and no building exists at three addresses listed in the Comprehensive Plan: 938 McVey, 2557 South Shore (Van Pembroke House) and 443 Seventh Street.

Condition of Resources

1. Agriculture

Inventory entries in this resource group range widely in levels of condition and integrity. Factors which frequently reduce the level of integrity are the remodeling of farmhouses, deterioration and demolition of outbuildings, and subdivision of original acreage. All of these resources are of wood construction and, therefore, more susceptible to fire and weathering.

The most important agricultural resource type is the farm complex. The best examples include a primary dwelling, barn, and at least one outbuilding, which includes acreage associated with the historical agricultural use of the land.

2. Commerce

The majority of buildings in this resource group are in good physical condition; however, most have had substantial alterations to the storefronts. The major factor contributing to this phenomena is redevelopment pressure.

Of the five buildings in this resource group three are of masonry construction and two are wood. The low number of wood buildings is due to their high attrition from fire and weathering, as well as development pressure resulting in demolition of historic commercial buildings and their replacement with more modern structures.

These buildings are historically significant for their association with commercial development. Further, some of these properties are architecturally significant for embodying the forms, methods of construction, and styles popular during the historic period.

Due to the small number of commercial properties and because few remain in their original condition, some alteration is acceptable for designation purposes.

3. Culture - Architecture

a. Public and Social Buildings

Resources within this group have maintained a relatively high degree of physical integrity, in part because most of them have been in continual use since their construction. Due to the relatively low number of educational resources high priority should be given to preserving as many of these buildings as possible. Resources associated with the theme of Religion should be considered for preservation only if they represent a particularly fine example of a stylistic type. Due to the few number of resources associated with the theme of Recreation, resources which have sustained some alterations should nonetheless be considered for designation.

b. Domestic Buildings

Resources within this group include a myriad of both vernacular and architect-designed building types and styles. More so than any other resource group, these resources may be categorized and evaluated on the basis of architectural style alone. Most of these were found to be in good condition; however, a range of

levels of physical integrity exist for the resources in this group. Those with excellent integrity have been maintained in essentially an original condition in terms of massing, exterior configuration, and materials. Resources with less integrity have suffered primarily through changes to the overall massing, as well as roofline, windows, and siding alterations.

The majority of the buildings in this inventory are individually noteworthy for stylistic reasons and as a group they stand as a fine exhibition of late 19th and early 20th century architecture. Many of these properties may be proposed for designation as part of a historic district in the First Addition, South Town, Old Town, and Lakewood neighborhoods.

In general, for designation purposes, the dwellings should have been built during the historic period; they should retain sufficient physical features to evoke the period of their construction; they should be good examples of the style or styles they represent; and they should retain an association with the properties around them, including outbuildings where applicable.

For those stylistic categories for which there are numerous examples only the best examples should be considered for designation. For example, there is a high number of well-preserved English Cottage-Tudor style residences. For this reason only the very best preserved and highest expressions of the style should be considered for preservation purposes (not withstanding the potential for district designation).

In contrast, there are relatively few intact examples of the Vernacular style remaining in the study area, and high priority should be given to preserving and protecting as many of the buildings in this stylistic group as possible.

4. Industry

These resources are historically significant for their association with industrial development of the study area. They represent the important role which industry played not only in the history and development of the Oswego area but also in the greater Portland metropolitan area.

There are no buildings in this resource group with the exception of three cottages built to house employees of the iron company. All other resources are either structures or sites. The high attrition of this resource type is due to the redevelopment of the study area in the post World War II era. High priority

should be given to preserving and protecting the cottages which remain. The sites have high interpretive potential and should be marked with a plaque commemorating the contribution of industry to Lake Oswego history.

5. Transportation

The majority of resources within this group are sites or structures. The structures including the Southern Pacific Railroad bridge and the electric substation should be given high priority for preservation purposes. Sites should be considered for interpretive potential, as part of a marker program or tour brochure.

Resources Currently Designated and Recommended for Designation

1. Locally Designated Properties:

ADDRESS	HISTORIC NAME
a. 490 G Avenue	Johnson Barn
b. Bryant Road	Bryant Home Marker
c. 295 Durham Street	Odd Fellows Hall
d. 156 Greenwood Road	Methodist Episcopal Church
e. Stafford Road	Pioneer Cemetery
f. 796 First Avenue	Sacred Heart Church
g. Prestwick and Fairway	Old Mine Trail

2. Properties Recommended for Local Designation:

a. Individual Buildings

1) 267 A Avenue	Andrews Boarding House
2) 609 A Avenue	C. Didzun House
3) 695 B Avenue	Pollock House
4) 53 D Avenue	Griffy House
5) 357 E Avenue	Conway House
6) 737 Ash Street	Smith House
7) 880 Bickner Road	Collard House
8) 15110 Boones Ferry	Carl House
9) 107 Burnham Road	Tug Masters House
10) 3811 Carman Drive	Carman Farm
11) 4045 Carman Drive	Rathbun-Stone Farm
12) 210 Chandler Place	Dew House
13) 215 Chandler Place	McKee House
14) 305 Chandler Place	Sawyer House

1) 7
 2) 207
 3) 10
 3) 16
 3
 113
 [Handwritten notes and scribbles]

15)	1097 Chandler Road	Van Houten House
16)	1210 Chandler Road	Bates House
17)	1475 Chandler Road	Reed-Hall House
18)	16906 Cherry Crest	Laidlaw House
19)	1515 Cherry Lane	Shepard House
20)	432 Country Club Dr.	White House
21)	190 Furnace Street	Horstman House
22)	2145 Glenmorrie Ln.	Morey House
23)	2212 Glenmorrie Ln.	Twinnings House
24)	2535 Glenmorrie Ln.	Erickson House
25)	16774 Graef Circle	Graef House
26)	16847 Greenbrier	Clara Weinstein House
27)	16865 Greenbrier	Siebert House
28)	1318 Horseshoe Curve	Huddleston House
29)	20 Iron Mtn. Blvd.	Lake Oswego Country Club
30)	95 Iron Mtn. Blvd.	McWaters House
31)	257 Iron Mtn. Blvd.	Davidson House
32)	2725 Iron Mtn. Blvd.	Lake Oswego Hunt Club
33)	411 Kenwood Road	Klose House
34)	940 Lake Shore Road	Thiele House
35)	3690 Lakeview Blvd.	Smith House
36)	524 Laurel Street	Dyer House
37)	144 Leonard Street	McVey House
38)	1125 Maple Street	Black House
39)	885 McVey Avenue	Worthington House
40)	300 North Point Rd.	Cutler House
41)	316 North Point Rd.	Mulder House
42)	445 North Shore Rd.	Stevens House
43)	768 North Shore Rd.	Parelius House
44)	1244 North Shore Rd.	Coan House
45)	1650 North Shore Rd.	Ertz House
46)	1850 North Shore Rd.	Jantzen Estate
47)	904 Oak Street	Larson House
48)	938 Oak Street	Waldorf House
49)	1008 Oak Street	F. Davidson House
50)	1228 Oak Street	Lueg House
51)	16540 Pacific Hwy.	Trueblood House
52)	1895 Palisades Terr.	Coleman House
53)	1905 Palisades Terr.	Eastman House
54)	16715 Phantom Bluff	Sundeleaf House
55)	200 Pine Valley	Holt House
56)	4144 South Shore B.	McCall House
57)	4375 South Shore B.	Anglers' Club
58)	17901 Stafford Road	Carter House
59)	40 N. State Street	Lake Theater
60)	356 N. State Street	Davidson Building
61)	402 N. State Street	Rogers Building I

62)	456 N. State Street	Rogers Building II
63)	468 N. State Street	Bickner Building
64)	368 S. State Street	Lakewood School
65)	2430 Summit Court	Templeton House
66)	3959 Upper Drive	Lake Grove Church
67)	919 West Point Road	Hofer House
68)	930 West Point Road	Harris House
69)	1032 Westward Ho	Patton House
70)	1100 Westward Ho	Allen House I
71)	1136 Westward Ho	Allen House II
72)	1139 Westward Ho	Cleary House
73)	40 Wilbur Street	Worker's Cottage
74)	59 Wilbur Street	Rogers House
75)	910 Yates Street	Mettetal House
76)	744 First Street	Sacred Heart School
77)	606 Second Street	Warren House
78)	645 Second Street	McMillen House
79)	791 Fourth Street	Brown-Vose House
80)	841 Fifth Street	Vose House
81)	444 Sixth Street	Schawper House
82)	595 Sixth Street	Platts House
83)	469 Seventh Street	Rosentreter House
84)	556 Seventh Street	Evans House
85)	504 Eighth Street	Elston House
86)	398 Tenth Street	Murphy Company Bldg.
87)	420 Tenth Street	Johns-Mansville Model House

b. Sites, Structures, and Objects

1)	George Rogers Park	Electric Substation
2)	George Rogers Park	Iron Furnace Chimney
3)	16500 Old River Rd.	Log Hoist
4)	Macadam Avenue	Pacific Highway
5)	668 McVey	Nelson Boat Camp Site
6)	NA	Oregon Portland Cement Company Site
7)	141 Leonard Street	Peg Tree
8)	NA	Southern Pacific Railroad Bridge
9)	NA	Tualatin-Oswego Canal
10)	195 Second St.	Red Electric Sutstation

c. Districts

- 1) First Addition
- 2) Forest Hills
- 3) Lakewood
- 4) Marylhurst
- 5) Old Town
- 6) South Town

3. National Register Listings

- | | |
|-----------------------------|-----------------------|
| a. George Rogers Park | Furnace Chimney |
| b. 295 Durham Street | Odd Fellows Hall |
| c. 2725 Iron Mountain Blvd. | Lake Oswego Hunt Club |

4. Determination of Eligibility and National Historic Sites or Landmarks: (To be added by SHPO)

PROTECTION

Introduction

This section outlines preservation strategies which are necessary in order to establish an effective cultural resource management program.

Recommendations

The City should proceed as soon as possible with measures to protect and preserve its significant cultural resources. This is critical due to the resources which have been lost through demolition, alteration, or neglect.

There is intense redevelopment pressure on the property along the lakefront as well as in the historic neighborhoods of First Addition and Old Town. In many instances the value of the land far exceeds the value of the improvement, therefore many historic buildings are being demolished or enlarged to make way for more lavish dwellings, as is the case along the lakefront; or, the buildings are threatened with demolition to make way for new uses, as in Old Town and First Addition.

Also of concern is the downtown area which has lost much of its historic character as a result of new construction and inappropriate remodeling. Preservation of significant commercial buildings, particularly along State Street, would enhance the unique physical characteristics of the area and contribute to improving the tax base of the city over the long term.

Recognizing the concentrations of historic buildings within the older neighborhoods should also be a priority. Potential historic districts or conservation districts include First Addition, South Town, Old Town, Lakewood and Forest Hills. The collection or ensemble of buildings at Marylhurst are linked by historic association and should also be considered for historic district status.

Specifically, the City should:

1. Adopt regulatory measures which provide for designation and protection of resources (including archaeological resources); and, interpretative and educational programs which encourage appreciation of local history and the goals and objectives of preservation. Minimum protective measures should include review of alteration and demolition of designated sites, as well as policies for documentation and relocation of properties which cannot be preserved on site. Encourage public education and interpretation through production of brochures, signage of significant properties, video tapes for classroom use, and workshops for property owners on appropriate rehabilitation techniques. These types of activities are equally important, if not more important, than the regulatory aspects of an effective preservation program.
2. Upon adoption of a program, all significant properties including districts and conservation districts, which are less restrictive, should be considered for designation.
3. Apply for Certified Local Government (CLG) status. (The City may qualify once it has developed appropriate designation and protection policies and procedures.) The CLG program is administered by the State Historic Preservation Office and makes available funds which can be used for financing basic preservation projects such as survey and inventory, as well as special projects such as development of interpretive materials.
4. Continue to solicit grant monies to carry out survey and inventory work, to complete historic context statements for specific themes, to implement educational and interpretive programs, to assist in designation of resources. Considerations should include funding for the stabilization and restoration of the Iron Furnace Chimney in George Roger's Park.
5. Update survey information on a regular basis by systematically reviewing survey data with field checks on the status of primary resources. Such information will assist in analyzing changes in condition between the initial documentation and subsequent update and refining strategies for protection.

6. Incorporate all new or updated information into a computerized data base file. Consistency with SHPO system will expedite review and compliance procedures mandated by state and federal law, as well as National Register of Historic Places nomination review.
7. Support the use of federal tax credits for rehabilitation of income producing properties particularly commercial properties in the East End which are currently threatened by development pressure.
8. Encourage property owners to preserve significant buildings by applying for the Oregon Special Assessment Program which allows owners of properties listed on the National Register of Historic Places to freeze property taxes for a fifteen year period.
9. Investigate tax abatement or other financial incentives to encourage and assist property owners to preserve and protect their buildings.
10. Distribute information on incentives/benefits of preservation to all inventoried properties on an annual basis.
11. Provide planners and other compliance reviewers with information on inventoried properties for use in planning and review procedures.

CULTURAL RESOURCE EVALUATION FORM

CITY OF LAKE OSWEGO

HISTORICAL ASSOCIATION

1. **PERSON/GROUP/ORGANIZATION:** Associated with the life or activities of a person, group, organization, or institution that has made a significant contribution to the community, state, or nation.
 - (a) Particularly Strong
 - (b) Strong
 - (c) Some
 - (d) None

2. **EVENT:** Associated with an event that has made a significant contribution to the community, state or nation.
 - (a) Particularly Strong
 - (b) Strong
 - (c) Some
 - (d) None

3. **PATTERN:** Associated with, and illustrative of, broad patterns of cultural, social, political, economic, or industrial history in the community, state or nation.
 - (a) Particularly Strong
 - (b) Strong
 - (c) Some
 - (d) None

ARCHITECTURE

1. **STYLE/BUILDING TYPE/CONVENTION:** Significance as an example of a particular architectural style, building type, or convention.
 - (a) Excellent
 - (b) Very Good
 - (c) Good
 - (d) Of Little Interest

2. **DESIGN/ARTISTIC QUALITY:** Significance due to quality of composition, detailing and craftsmanship.
 - (a) Excellent
 - (b) Very Good
 - (c) Good
 - (d) Of Little Interest

3. **MATERIALS/CONSTRUCTION:** Significance as an example of a particular material or method of construction.
 - (a) Excellent
 - (b) Very Good
 - (c) Good
 - (d) Of Little Interest

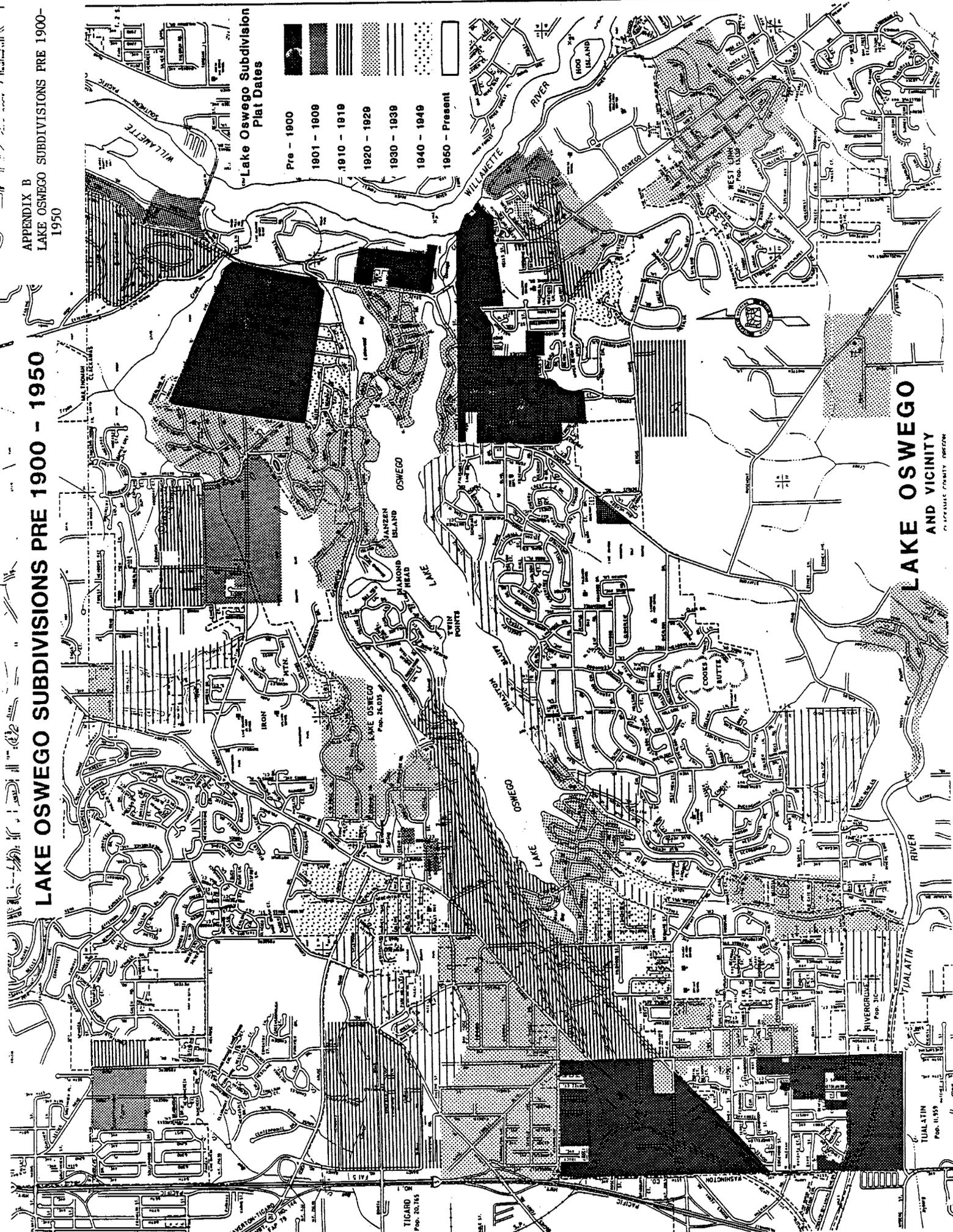
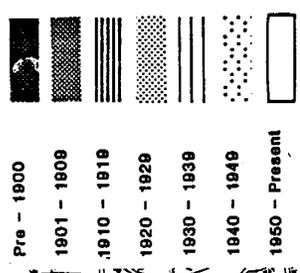
4. **INTEGRITY:** Significance because it retains its original design features, materials and character.
 - (a) No apparent alterations
 - (b) Minor alterations
 - (c) Major alterations but overall character preserved
 - (d) Severely altered little character preserved

5. **RARITY:** Significance as the only remaining, or one of the few remaining, properties of a particular style, building type, design, material, or method of construction.
 - (a) One of a kind
 - (b) One of a few
 - (c) One of several
 - (d) One of many

APPENDIX B
LAKE OSWEGO SUBDIVISIONS PRE 1900-1950

LAKE OSWEGO SUBDIVISIONS PRE 1900 - 1950

Lake Oswego Subdivision
Plat Dates



LAKE OSWEGO
AND VICINITY
PLANNING COMMISSION

TUALATIN
Pop. 11,859

TIGARD
Pop. 20,165

ENVIRONMENT

1. **LANDMARK:** Significance as a visual landmark.
 - (a) Symbol for the City
 - (b) Conspicuous/well-known in community
 - (c) Conspicuous/well-known in neighborhood
 - (d) Not conspicuous/well-known

2. **SETTING:** Significance because current land-use surrounding the property contributes to the integrity of the pertinent historic period.
 - (a) Excellent
 - (b) Very Good
 - (c) Good
 - (d) Fair/Poor

3. **CONTINUITY:** Significance because the property contributes to the continuity or character of the street, neighborhood, or community.
 - (a) Establishes character
 - (b) Important in maintaining character
 - (c) Compatible
 - (d) Incompatible

LAKE OSWEGO CHART

ADDRESS	DATE	HISTORICAL NAME	STYLE/TYPE	HISTORIC NEIGHBORHOOD	THEME(S)
267 A Avenue	c 1889	Andrews Boarding House	Italianate Residence	First Addition	Industry, Architecture
609 A Avenue	c 1930	C. Didzun House	English Cottage Res.	First Addition	Transportation, Arch.
148 B Avenue	c 1907	Koehler House	Bungalow/Craftsman Res.	First Addition	Social, Architecture
520 B Avenue	c 1892	M. Didzun House	Vernacular Residence	First Addition	Architecture
695 B Avenue	c 1892	Polloch House	Vernacular Residence	First Addition	Architecture
53 D Avenue	c 1920	James House	Prairie Residence	First Addition	Architecture
357 E Avenue	c 1892	Conway House	Vernacular Residence	First Addition	Architecture
490 G Avenue	c 1910	Johnson House	Vernacular Barn	First Addition	Agriculture, Architecture
737 Ash Street	c 1868	Smith House	Vernacular Residence	South Town	Architecture
880 Bickner Street	c 1860	Collard House	Vernacular Residence	South Town	Settlement, Agri., Arch.
265 Birdhill Road	c 1929	Sterling House	Colonial Revival Res.	Briarwood	Architecture
15110 Boones Ferry Road	c 1925	Carl House	Colonial Revival Res.	Lake Grove	Architecture
15910 Boones Ferry Road	c 1900	MacGregor House	Vernacular Residence	Lake Grove	Architecture
49 Briarwood Court	c 1910	Austin House	Bungalow Residence	Briarwood	Architecture
50 Briarwood Court	c 1920	Riverview Manor	Craftsman Bungalow Res.	Briarwood	Architecture
107 Burnham Road	c 1905	Tug Masters House	Craftsman Residence	Glenmorrie	Industry, Architecture
100-118 Cabana Lane	c 1936	The Cabanas	International Residence	Recreation, Architecture	
3811 Carman Drive	c 1857, 1924	Carman Farm	Vernacular Residence	Lake Grove	Settlement, Agri., Arch. and Barn
4045 Carman Drive	c 1900, 1914	Rathbun-Stone Farm	Vernacular Residence and Barn	Lake Grove	Agriculture, Architecture
4620 Carman Drive	c 1900	Kruse Farm	Barn and Shop	Lake Grove	Government, Agr., Arch.
210 Chandler Place	c 1929	Dew House	English Cottage Res.	Forest Hills	Architecture
215 Chandler Place	c 1942	McKee House	English Cottage Res.	Forest Hills	Architecture
305 Chandler Place	c 1928	Sawyer House	English Cottage Res.	Forest Hills	Architecture
1097 Chandler Road	c 1939	Van Houten House	Tudor Residence	Forest Hills	Architecture
1210 Chandler Road	c 1927	Bates House	Colonial Revival Res.	Forest Hills	Architecture
1475 Chandler Road	c 1927	Reed-Hall House	Arts & Crafts Residence	Forest Hills	Agriculture, Architecture
16906 Cherry Crest Drive	c 1930	Laidlaw House	Colonial Revival Res.	Forest Hills	Architecture
1515 Cherry Lane	c 1918	Shepard House	Arts & Crafts Res.	Glenmorrie	Architecture
143 Church Street	c 1885	Ore. Iron Co. Cottage I:	Vernacular Residence	Old Town	Industry, Architecture
432 Country Club Drive	c 1938	White House	English Cottage Res.	Forest Hills	Architecture
671 Country Club Drive	c 1940	Kelly House	Colonial Residence	Forest Hills	Architecture
737 Country Club Drive	c 1928	Leonard House	Tudor Residence	Architecture	
295 Durham Street	c 1890	Odd Fellows Hall	Italianate Hall	Old Town	Social, Arch., Gov't
307 Durham Street	c 1900	Ore. Iron Co. Cottage I:	Vernacular Residence	Old Town	Industry
312 Durham Street	c 1900	O'Brien House	Vernacular Residence	Old Town	Industry
380 Edgecliff Road	c 1930	Gordon House I	English Cottage Res.	Briarwood	Architecture
409 Edgecliff Road	c 1931	Coffey House I	Tudor Cottage Res.	Briarwood	Architecture
12801 Edgecliff Road	c 1935	Lord House	Colonial Revival Res.	Briarwood	Architecture, Law
1095 Erickson Street	c 1900	John Erickson House	Vernacular Residence	South Town	Architecture
920 Fairway Road	c 1931	Boutwell House	Tudor Residence	Forest Hills	Architecture
13100 Fielding Road	c 1903	Collins House	Bungalow/Craftsman Res.	Briarwood	Architecture

140 Furnace Street	c 1900	Henninger House	Vernacular Residence	Old Town	Architecture
190 Furnace Street	1908	Horstman House	Vernacular Residence	Old Town	Architecture
2145 Glenmorrie Lane	1918	F. T. Morey House	Craftsman Residence	Glenmorrie	Architecture
2212 Glenmorrie Lane	c 1915	Twining House	English Cottage Res.	Glenmorrie	Culture
2335 Glenmorrie Drive	1920	Ericksen House	Bungalow/Craftsman Res.	Glenmorrie	Culture, Architecture
16774 Graef Circle	1930	Graef House	Vernacular Residence	Lake Grove	Recreation
16722 Greenbriar Road	1931/ 1987	Kisky House	Oregon Rustic Residence		Architecture
16847 Greenbriar Road	1931	Weinstein House	Norxman Farmhouse Res.		Architecture
16865 Greenbriar Road	1938	Sieberts House	Oregon Rustic Residence		Architecture
156 Greenwood Road	1894/ 1929	Meth-Epis. Church	Colonial Revival Church	Lakewood	Religion
1318 Horseshoe Curve	c 1938	Huddleston House	English Cottage Res.		Architecture
20 Iron Mountain Boulevard	1925	Oswego Country Club	English Cottage Club	Forest Hills	Recreation, Arch., Dev't
95 Iron Mountain Boulevard	c 1930	McWaters House	Tudor Residence	Forest Hills	Architecture
257 Iron Mountain Boulevard	c 1928	J. Davidson House	Colonial Revival Res.	Forest Hills	Architecture
260 Iron Mountain Boulevard	1948	Pleier House	Ranch Residence	Forest Hills	Architecture
2725 Iron Mountain Boulevard	1936/ 1937	Oswego Hunt Club		Forest Hills	Recreation, Engineering
411 Kenwood Road	c 1940	Klose House	Half Modern Res.	Lakewood	Architecture
13741 Knaus Road	c 1938	Manrose House	English Cottage Res.		Architecture
13801 Knaus Road	c 1890	Goodall House	Gothic Revival Res.		Architecture
16480 Lake Forest Boulevard	c 1937	Arlidsen House	English Cottage Res.	Lake Grove	Architecture
1135 Lakefront Road	1964	H. Davidson House	International Residence	Lake Grove	Architecture
753 Lake Shore Road	c 1936	Bates Garden	Japanese Landscape	Lakewood	Landscape Architecture
940 Lake Shore Road	1924	Thiele House	Mediterranean Res.	Lakewood	Commerce, Architecture
3690 Lakeview Boulevard	c 1910	Smith House	Colonial Revival Res.	Lake Grove	Urban Development, Arch.
524 Laurel Street	c 1890	Dyer House	Craftsman Residence	South Town	Architecture
1107 Laurel Street	c 1852	Stone House	Vernacular Residence	South Town	Architecture
141 Leonard Street	c 1890	Peg Tree	Site	Old Town	Social, Religion, Gov., Agr.
144 Leonard Street	c 1900	McVey House	Vernacular Residence	Old Town	Government
722 Maple Street	c 1890	Davis House	Vernacular Residence	South Town	Architecture
810 Maple Street	c 1933	Delashmutt House	Vernacular Residence	South Town	Architecture
1125 Maple Street	c 1875	Black House	English Cottage Res.	Lake Grove	Architecture
885 McVey Avenue	c 1900	Worthington House	Vernacular Residence	South Town	Architecture
939 McVey Avenue	1935	Unknown	Vernacular Residence	South Town	Architecture
300 North Point Road	1927	Cutler House	Arts & Crafts Residence	Lakewood	Architecture
316 North Point Road	1938	Mulder House	Arts & Crafts Residence	Lakewood	Architecture
445 North Shore Road	1939/ 1943	Stevens House	N/W Reg Residence	Lakewood	Architecture
768 North Shore Road	1934	Parelius House	Arts & Crafts Residence	Lakewood	Architecture
876 North Shore Road	1933	Alber House	Oregon Rustic Residence	Lakewood	Architecture
1244 North Shore Road	1928	Coan House	Colonial Revival Res.	Forest Hills	Architecture
1650 North Shore Road	c 1930,	Fritz House	Tudor Residence	Forest Hills	Architecture
1850 North Shore Road	1933	Jantzen Estate	Arts & Crafts Residence and Boathouse and Bridge	Forest Hills	Commerce, Architecture
904 Oak Street	c 1920	Larson House	Bungalow Residence	South Town	Architecture
938 Oak Street	c 1904	Waldorf House	Vernacular Residence	South Town	Architecture
1008 Oak Street	1898	F. Davidson House	Vernacular Residence	South Town	Architecture

59 Wilbur Street	Rogers House	Mediterranean Res.	Old Town	Commerce, Architecture
910 Yates Street	Mettetal House	Craftsman Residence	South Town	Architecture
644 1st Street	Wilson House	Vernacular Residence	First Addition	Architecture
744 1st Street	Sacred Heart School	Bungalow School	First Addition	Education, Architecture
796 1st Street	Sacred Heart Church	Gothic Revival Church	First Addition	Architecture, Religion
195 2nd Street	Red Elec. Substation	Utilitarian Structure	Transportation	
606 2nd Street	Warren House	Bungalow Residence	First Addition	Architecture
645 2nd Street	McMillen House	Vernacular Residence	First Addition	Urban Development, Arch.
785 3rd Street	Meyers House	Vernacular Residence	First Addition	Architecture
668 4th Street	Pauling House	Vernacular Residence	First Addition	Architecture
791 4th Street	Brown House	Vernacular Residence	First Addition	Architecture
841 5th Street	Johnson House	Vernacular Residence	First Addition	Architecture
444 6th Street	Schawper House	Vernacular Residence	First Addition	Architecture
595 6th Street	Platts House	Vernacular Residence	First Addition	Architecture
469 7th Street	Rosentreter House	Bungalow Residence	First Addition	Architecture
556 7th Street	Evans House	Vernacular Residence	First Addition	Architecture
655 7th Street	Jones House	Vernacular Residence	First Addition	Architecture
504 8th Street	Elston House	Vernacular Residence	First Addition	Architecture
398 10th Street	Murphy Co. Building	Colonial Revival Office	Forest Hills	Urban Development, Arch.
420 10th Street	Johns-Manville House	Tudor Residence	Forest Hills	Architecture
	Southern Pacific Bridge	Structure	Lakewood	Transportation
	Mine Roadbed Trail	Site	Forest Hills	Industry
	Electric Substation	Structure	Old Town	Urban Development
	Ore. Port. Cement Site	Site	Old Town	Industry
	Iron Chimney	Structure	Old Town	Industry
	Macadam Avenue	Site	Briarwood	Transportation
	Tualatin Canal	Structure		Transportation
	Nelsons Boat Landing/Camp	Site		Recreation
1929				
1915				
c 1892				
c 1926				
1890				
1914				
1912				
c 1870				
c 1900				
c 1900				
c 1885				
1898				
c 1895				
c 1900				
c 1925				
c 1910				
c 1900				
c 1905				
1920				
1936				
1910				
c 1870				
1910				
c 1909				
1865				
c 1910				
1871				
1895				

STATISTICAL BREAKDOWN

THEMES

TOTAL NUMBER OF INDIVIDUAL RESOURCES: 147. ONE RESOURCE WAS COUNTED AS A DISTRICT. (Some resources are significant under more than one theme, hence the percentages do not add up to 100.)

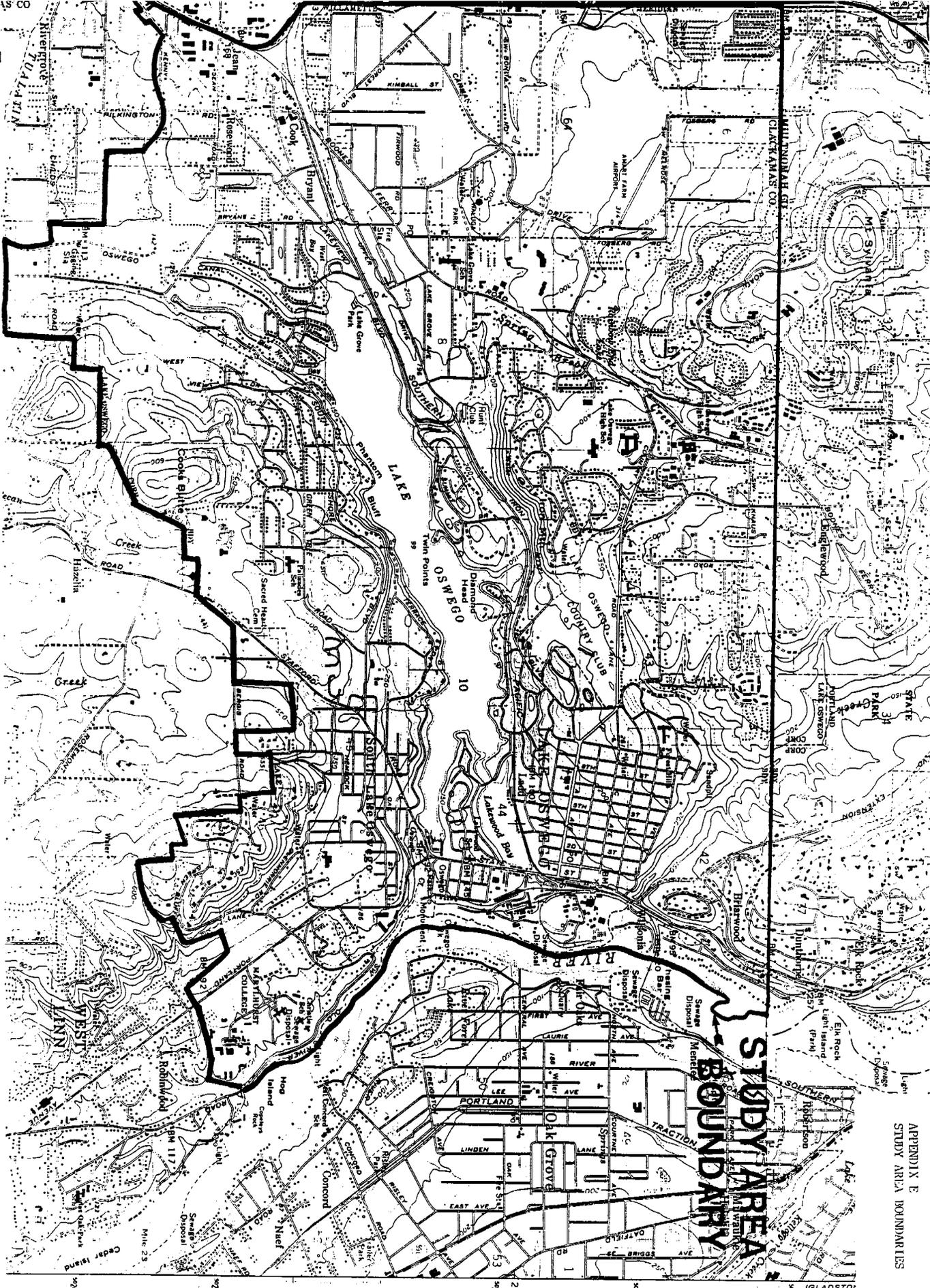
ARCH.	IND.	TRANS.	GOVT.	SOC.	EDUC.	AGRI.	188
11	5	7	4	4	9		
118%	7%	3%	4%	2.5%	2.5%	5.7%	
SET.	REC.	URB.DEV.	COMM.	LA	CULT.	REL.	ENG.
4	11	4	7	3	2	3	1
2.5%	7%	2.5%	4%	1.9%	1.3%	1.9%	0.6%

STYLE

ITAL	EC	VERN	BUNG/CRAFT	A/C	TUDOR	INTL	NOR FH
4	23	38	13	9	7	2	1
2.7%	15.6%	25.9%	8.8%	6.1%	4.8%	1.4%	0.7%
COL.REV.	19C	CL.REV.	20C	CL.REV.	GR	PRAIRIE	MED
12		1		2	3	1	4
8.0%		0.7%		1.4%	2.0%	0.7%	2.7%
ORE.RUS.	FR.COL.REV.	COMML	RANCH	NW	REG.	1/2	MOD.
4	1	2	1	1		1	
2.7%	0.7%	1.4%	0.7%	0.7%		0.7%	

TYPE

RES	COMM	CH	SOC	S BARN	Lg BARN
116	5	3	1	1	3
77.3%	3.3%	2.0%	0.7%	0.7%	2.0%
SITE	STRUCTURE	DISTRICT	REC.CLUB	SCHOOLS	
8	8	1	2	2	
5.3%	5.3%	0.7%	1.3%	1.3%	

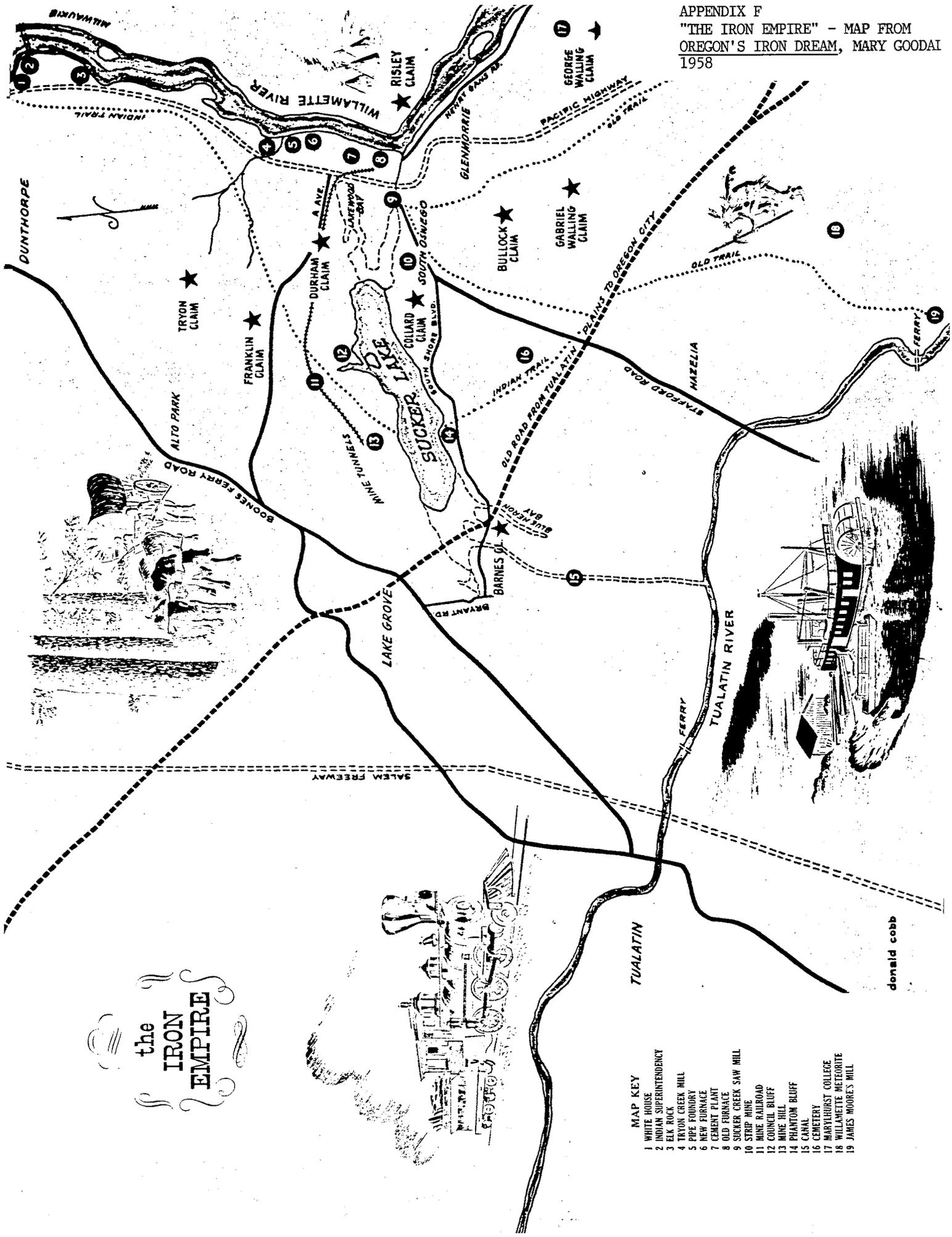


**STUDY AREA
BOUNDARY**

APPENDIX E
STUDY AREA BOUNDARIES

LAKE OSWEGO, OREG.
NW/4 OREGON CITY 15' QUADRANGLE
45122-D6-TF-024

1961
PHOTOREVISED 1984
DMA 1474 I NW-SERIES V800



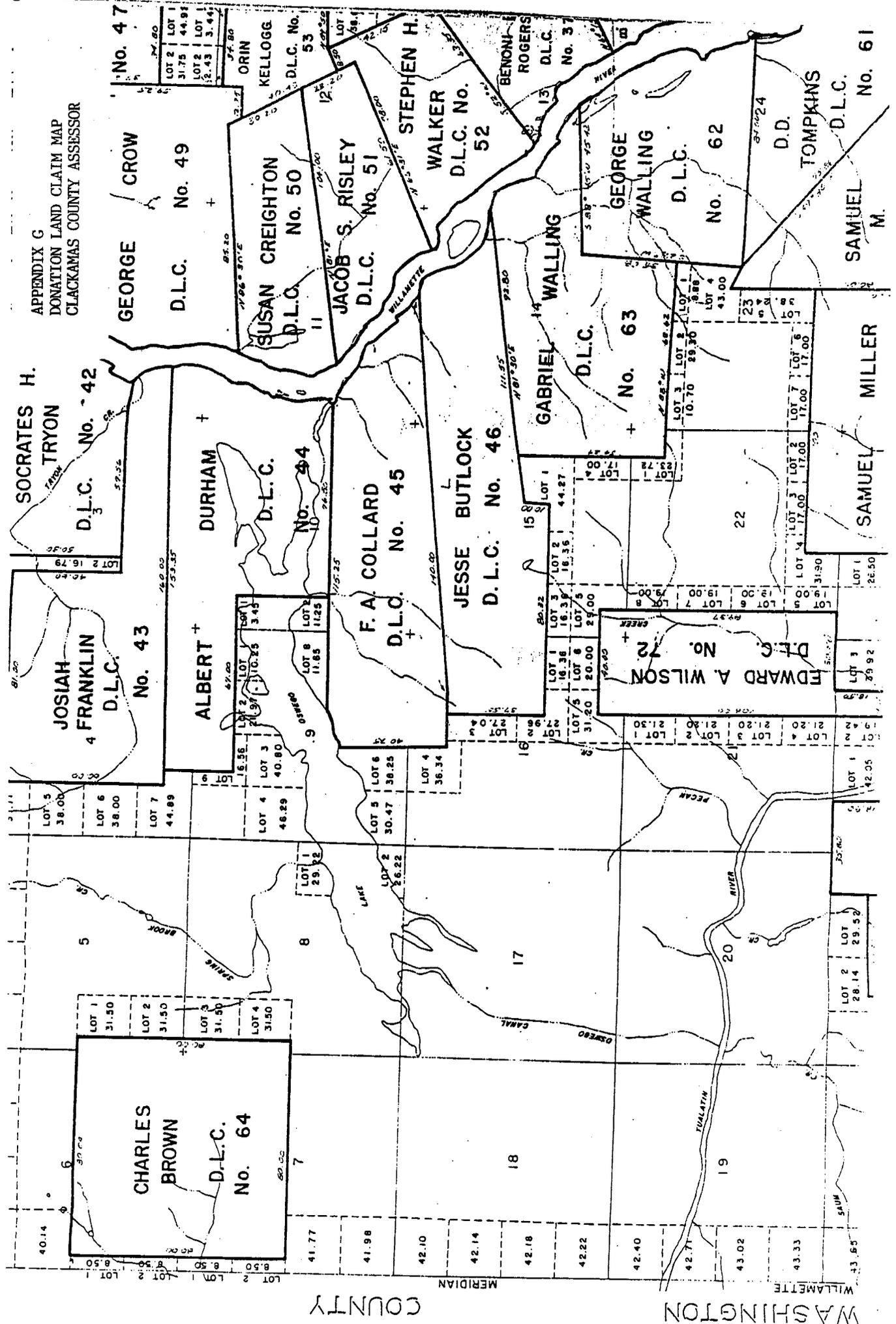
the
IRON
 EMPIRE

- MAP KEY
- 1 WHITE HOUSE
 - 2 INDIAN SUPERINTENDENCY
 - 3 ELK ROCK
 - 4 TRYON CREEK MILL
 - 5 PIPE FOUNDRY
 - 6 NEW FURNACE
 - 7 CEMENT PLANT
 - 8 OLD FURNACE
 - 9 SUCKER CREEK SAW MILL
 - 10 STRIP MINE
 - 11 MINE RAILROAD
 - 12 COUNCIL BLUFF
 - 13 MINE HILL
 - 14 PHANTOM BLUFF
 - 15 CANAL
 - 16 CEMETERY
 - 17 MARYHURST COLLEGE
 - 18 WILLAMETTE METEORITE
 - 19 JAMES MOORE'S MILL

donald cobb



APPENDIX G
 DONATION LAND CLAIM MAP
 CLACKAMAS COUNTY ASSESSOR



LAKE OSWEGO

HISTORIC RESOURCE INVENTORY

The following are properties that were not included in the project concluded in August 1989. In some cases the properties could not be located. In other cases the properties were less than 50 years old or were located outside the city limits and therefore not a priority. Others were not introduced until late in the project when it was impossible to incorporate the research phase into the project timeline and budget.

The first batch are believed to have been designed by prominent early 20th century architects for Lake Oswego clients.

Hemenway, Roscoe D.

E. F. Davidson Residence (1935)
Joseph R. Gerber Residence, Stephenson Road (1949)
Mrs Roscoe Hemenway, Forest Hills (1929)
William F Johnson Residence (1935)
William H. Maguire (1937)
Dr. E. Merle Taylor, Maple Circle (1940)
Raymond E. Vester (1955)

Bailey, Van Evera

Van Evera Bailey Residence, Forest Hills (1939)
Van Evera Bailey Residence (1944)
Van Evera Bailey, Lake View Villa, Lot 452 (east 1/2) (1939)
Van Evera Bailey, Lake View Villa, Lot 452 (west 1/2) (1939)
John Blew Residence, Rt. 1 Box 112 (1941)
Kennesor H. Brooks, Lake View Villas, Lot 454 (1937)
John Carter Residence, Lake View Villas, Lot 334 (1937)
Citizens Bank of Oswego, State Street (1958)
William Drew Residence, Forest Hills Acres (1939)
Ken Eckert, Forest Hills (date unknown)
L. Fishel Residence (Remodel of) Oswego Lake (1949)
Foothills Construction Co. Office, Hidden Road (1954)
John Gray Residence, Forest Hills (1949/1953)
Fred O. Hallwyler Residence, Forest Hills, (1939)
James L. Haseltine Residence, Uplands Crest, Lot 13 (1950)
Miss Grace Hobbs Residence, Blue Heron Bay (date unknown)
Douglas Lynch Residence, Briarwood (1938)
Richard Martin Residence, Ridge Crest Dr., Uplands Crest, Lot 3 (1952)
Murphy & Deane Co. Residence, North Shore Road, Lakewood Bay, Lot 202, (1939).
Murphy & Deane Co. Residence, North Shore Road, Lakewood Bay, Lot 203, (1939).
William Gray Purcell Enterprise, ex. 41 and 42 (1947)
Mrs Thomas H. Sherrard Residence, 13180 Riverside Dr. (1950)
Friedrich Fritz von Schmidt Residence, Forest Hills (1936)
Thomas E. Young Residence (1938-39)

Additional properties

Page 2

Parker, Jamison Kirkwood

Lester Andrus, North Shore Road (1928)
James Gillison, 1710 Waverly Road (1922/1929)

Brookman, Herman

O.E. Cifes Residence (remodel of) (date unknown)
Matthew Holman Boathouse (date unknown)
Franklin S. Smith Residence (date unknown)
Ralph H. Cako Residence (date unknown)
Burton L. Coan Residence (date unknown)
Herman Kerin Residence (date unknown)

Wade Pipes

13150 Riverside Drive (c.1920)
Maurice Crumpacker, 12714 Iron Mountain Blvd. (1922)
Philip Hart, 12606 Edgecliff Road (1923)
Paul Wissenger, 12550 Edgecliff Road (1924)
J.A. Laing, 12526 Edgecliff Road (1925)
John M. Bates, 16948 Bryant Raod (1939)
John M. Bates, 16884 Bryant Road (1940)

Approximately 20 post-1940 buildings designed by Richard Sundeleaf were identified by Hilary MacKenzie.

To date no information has yielded any indication that buildings other than the Provincial House at Marylhurst were designed by A. E. Doyle. Nor are there believed to be any buildings designed by Emil Schacht or Ellis Lawrence in Lake Oswego.

It should be noted that a great deal of new information may be available as a result of the work being done for the annual Governor's Conference on Historic Preservation. One of the tracks this year is focusing on early 20th century architects including the above-named.

The following building are located in the Old Town area and should be investigated, particularly if a district (conservation or historic) is considered.

21, 43, 71, and 119 Ladd
475 and 525 Furnace
52 Wilbur
235 Furnace

ADDITIONAL PROPERTIES

P. 3

The following buildings are located in the First Addition area and should be investigated, particularly if a district (conservation or historic) is considered.

745 Fourth
606 and 605 Fourth

A white Colonial Revival style house at the intersection of Horseshoe Curve and Maple Street was identified by a member of the Technical Advisory Committee.

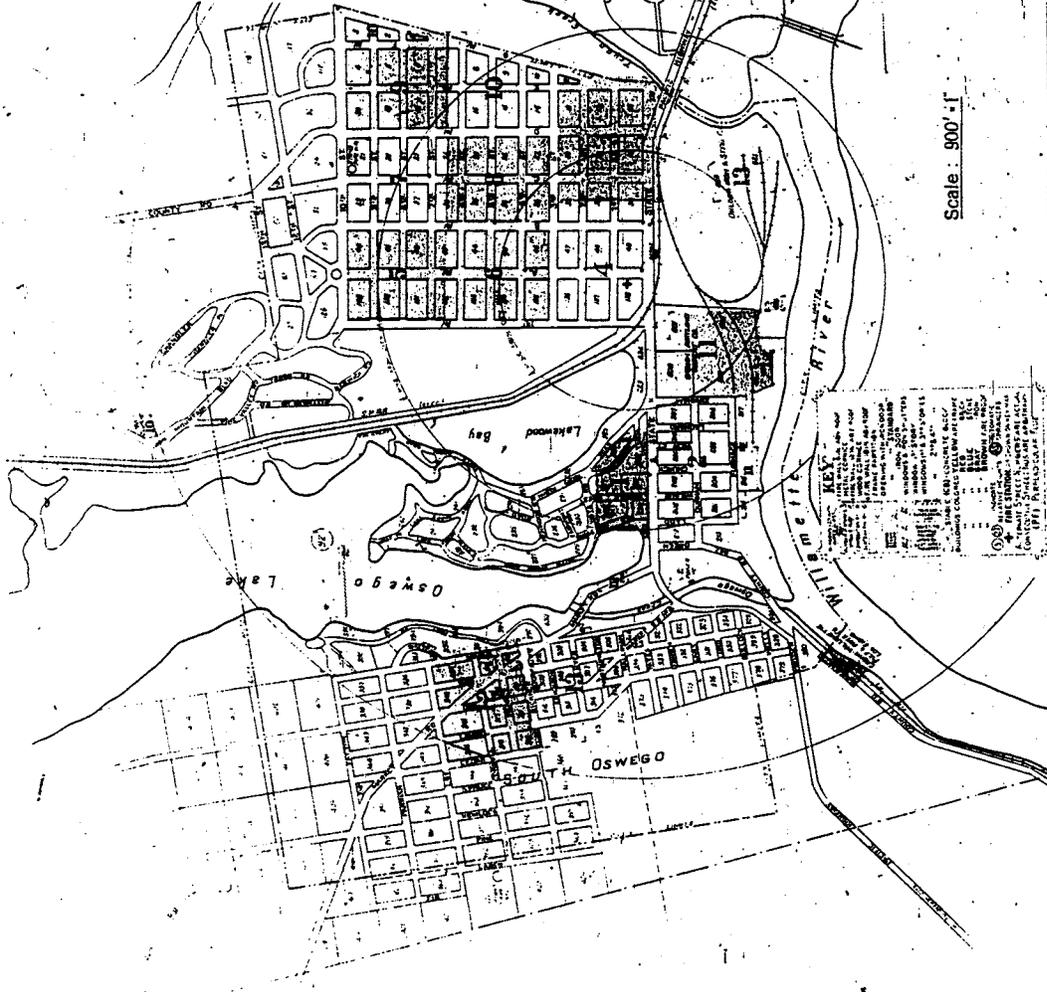
Two properties in the Lake Grove area were identified by another member of the TAC: 4124 Sunset near Upper Drive (residence of the first woman lawyer in Oregon) and the Hanson House at the southeast corner of Bryant and Upper Drive, the home of a noted author.

The houses at 264, 284 and 285 Birdshill were also identified during the course of the project as perhaps having architectural or historical significance.

APPENDIX J
 SANBORN INSURANCE MAPS - 1927
 PROPERTIES FRONTING STATE STREET



WATER SUPPLY
 FIRE DEPT.
 CITY LIMITS
 360 FT. 14053
 INCLUDING MARYLHURST



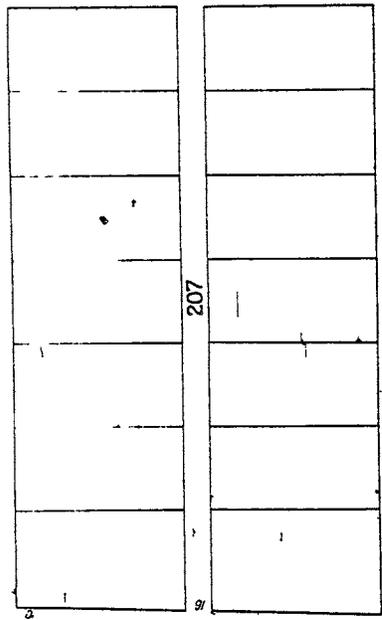
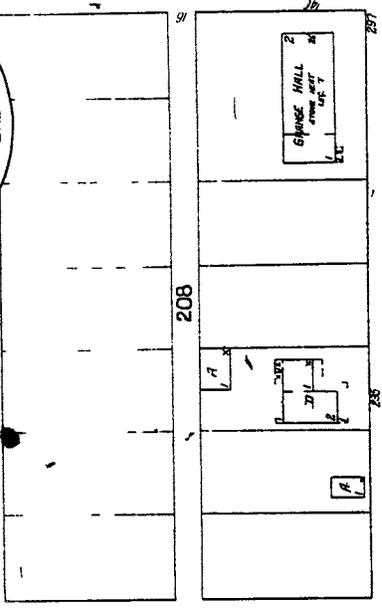
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334	334-343	334	334-

2

MAR 1927
OSWEGO
ORE

KIRKHAM

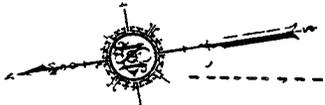
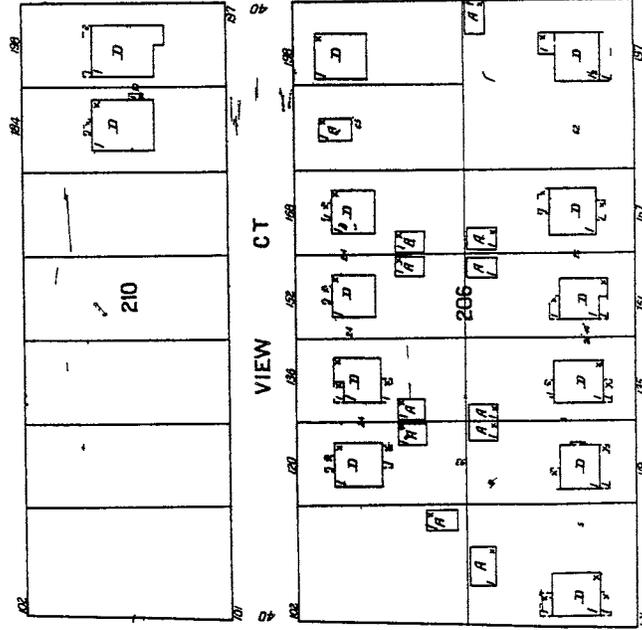
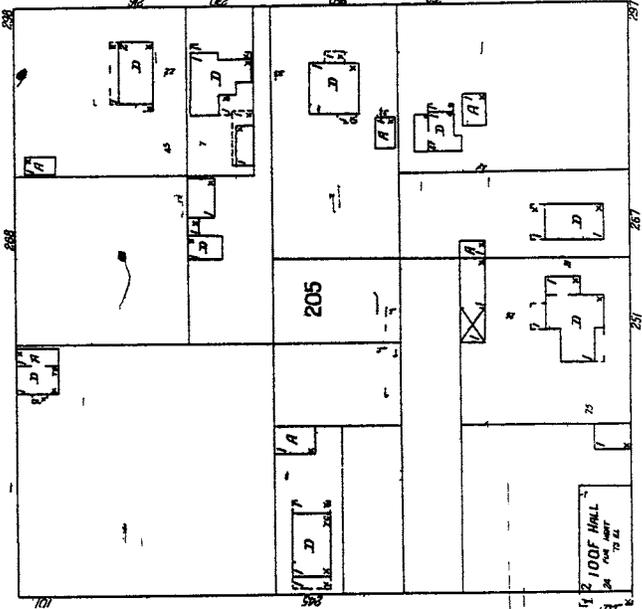


217

(3)

(2)

LEONARD

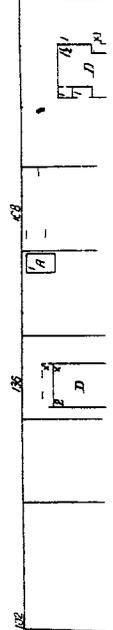
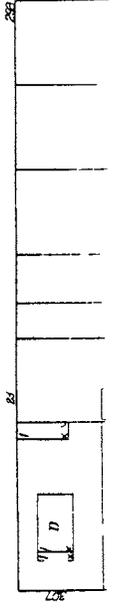


S STATE

(5)

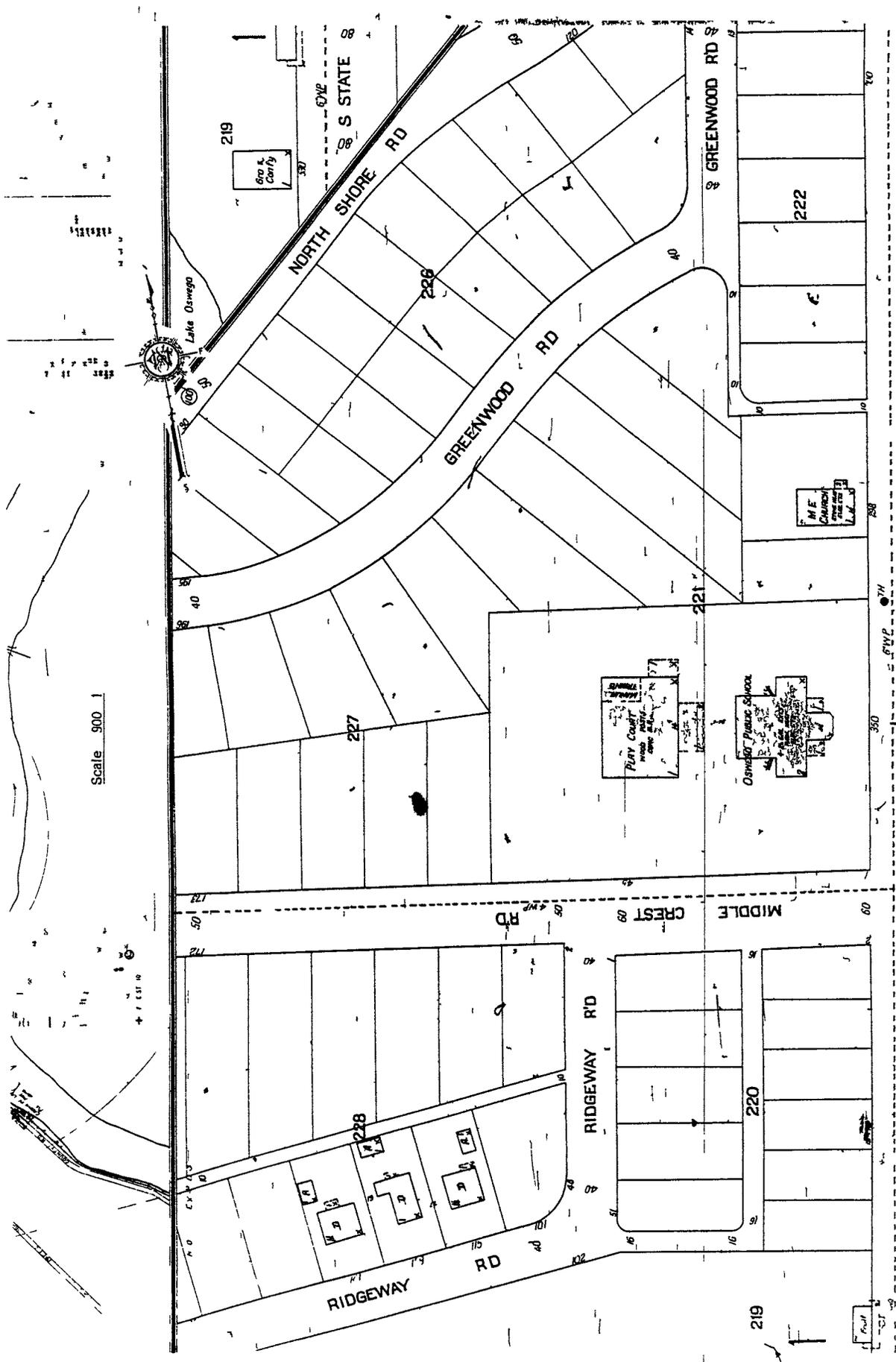
(P)

CHURCH



2

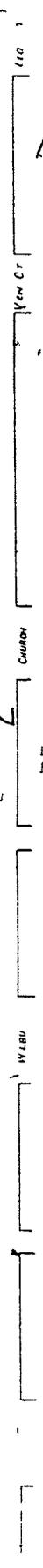
NORTH SHORE
ROAD



Scale 900'

Scale of Feet

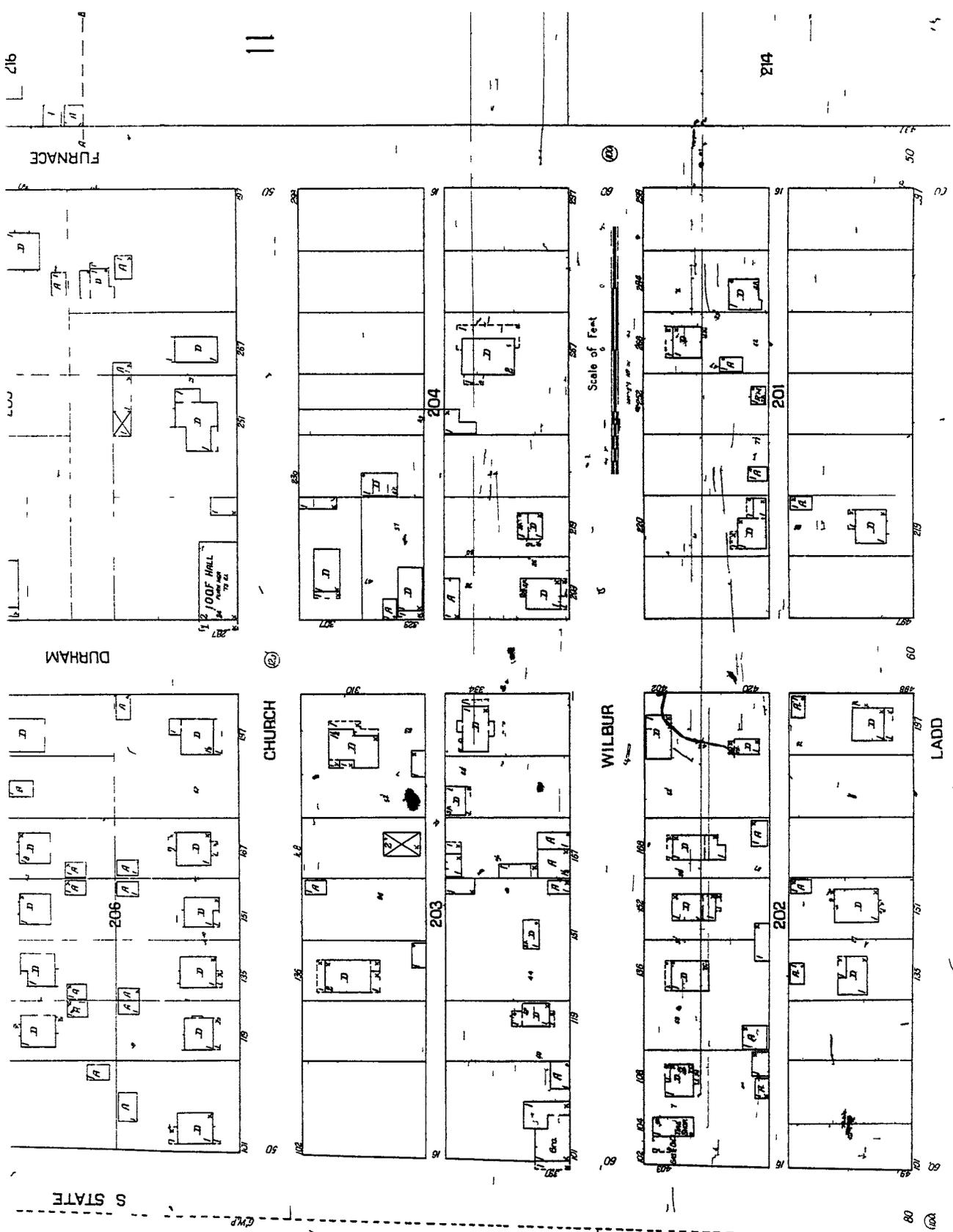
S STATE 2



Church

IV LBU

219



216

FURNACE

LOW

DURHAM

S STATE

11

(2)

CHURCH

CREST YB

204

203

Scale of Feet

CREST YB

WILBUR

214

201

202

LADD

50

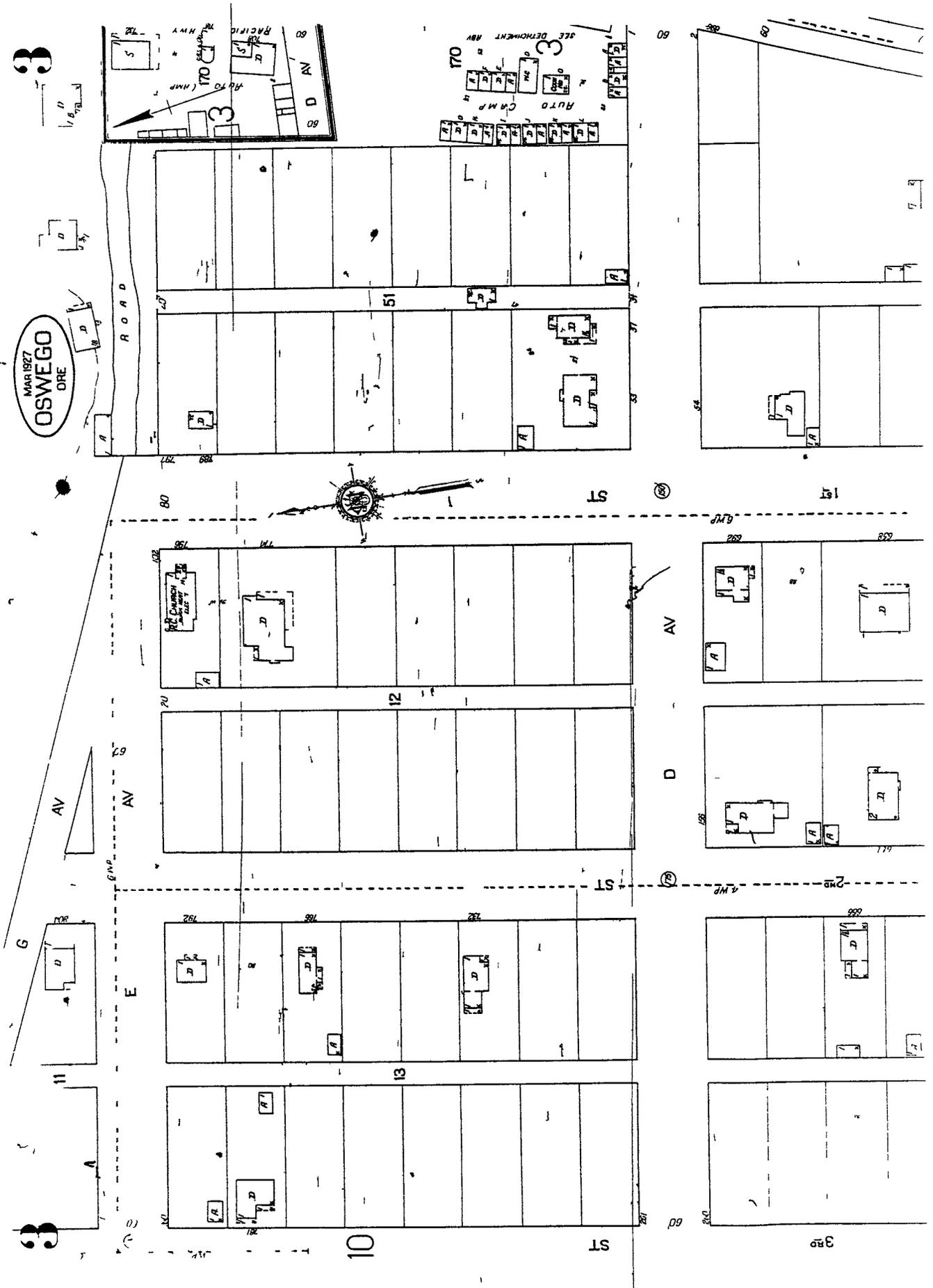
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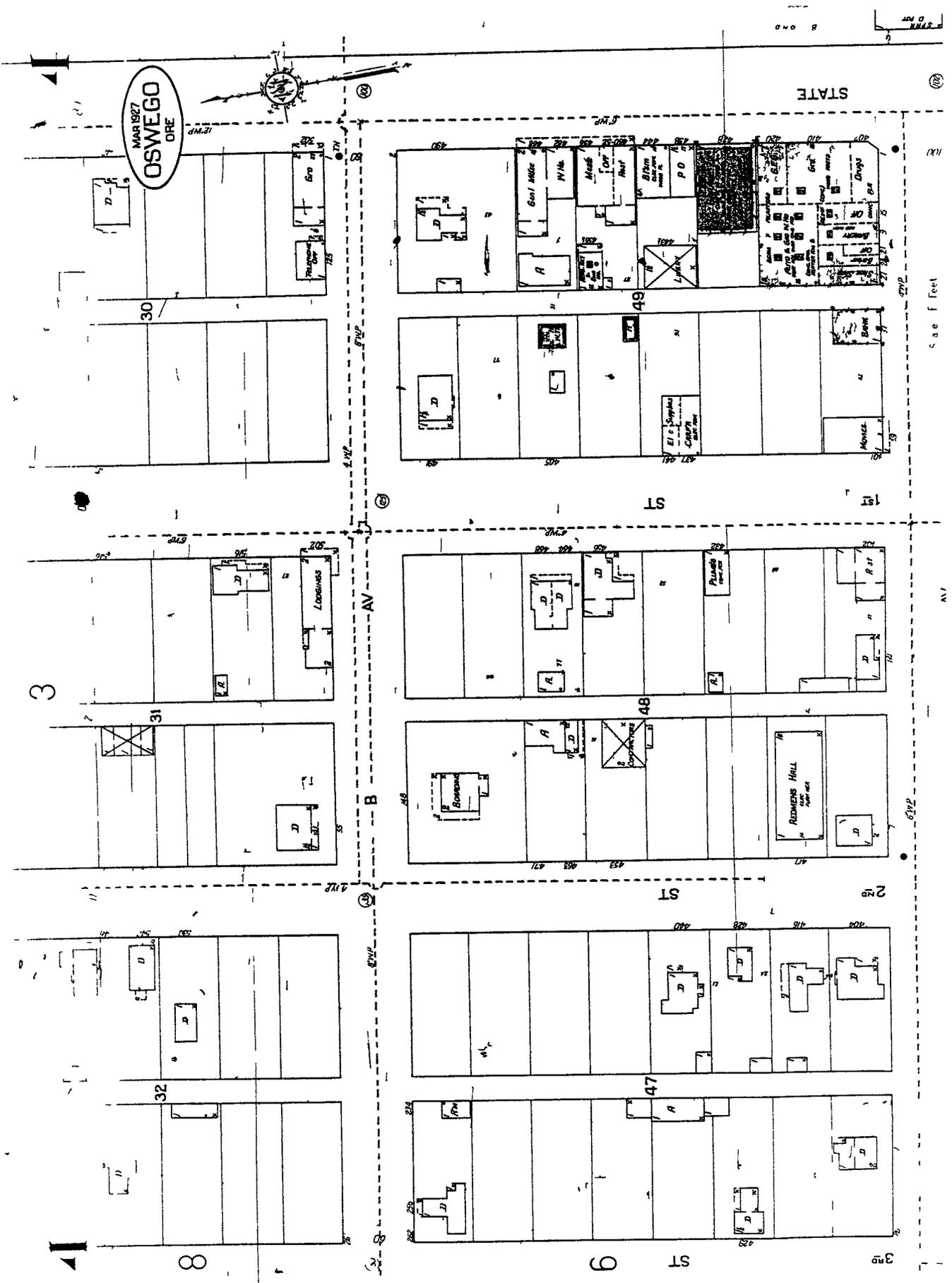
08

08

3

MAR 1927
OSWEGO
ORE





MAR 1927
OSWEGO
ORE

STATE

(20)

See floor plan

1st ST

AV

B

3

2nd ST

C

32

3rd ST

8

9

1

OSWEGO ORE

STATE

(20)

See floor plan

1st ST

AV

B

3

2nd ST

C

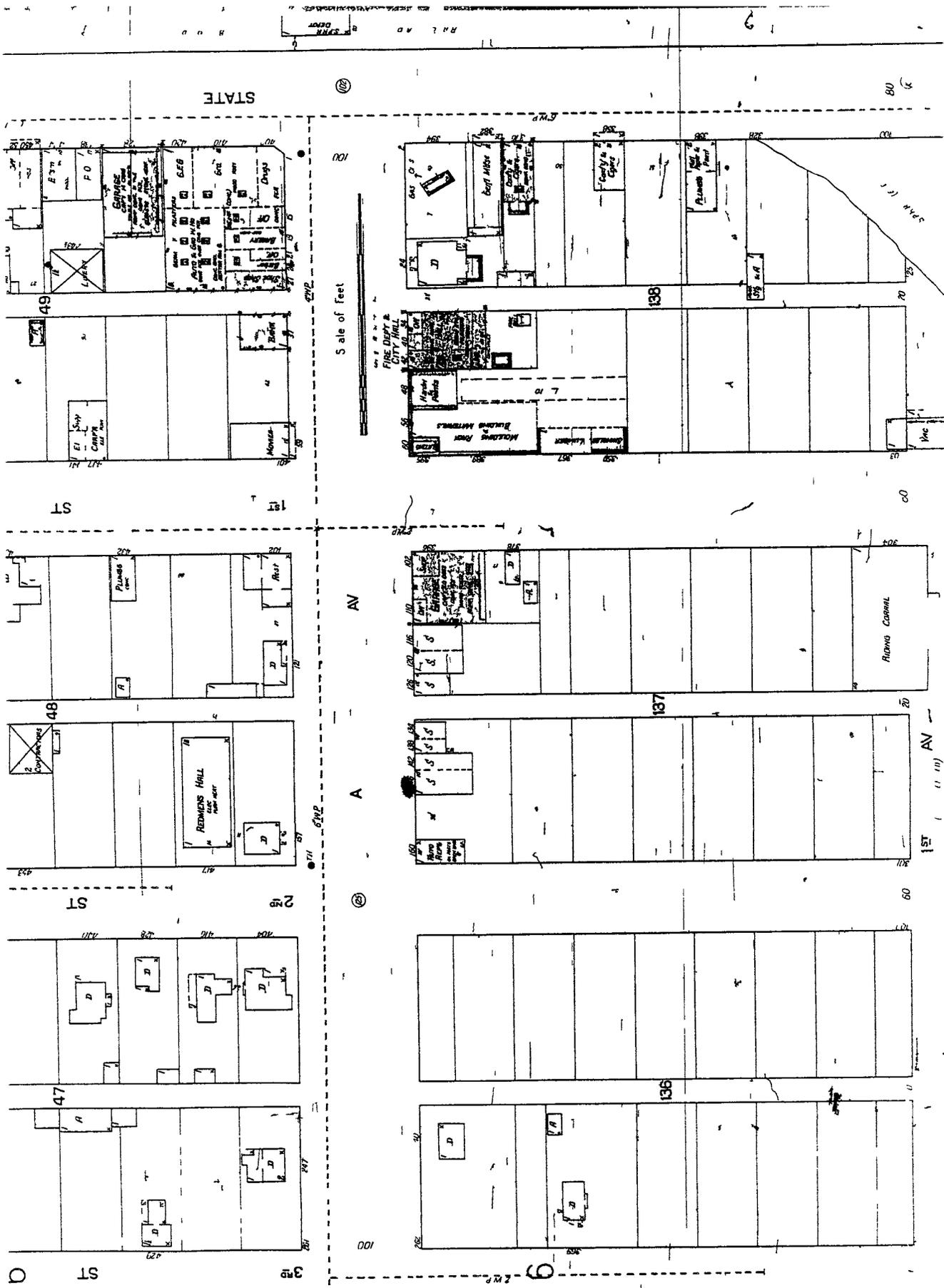
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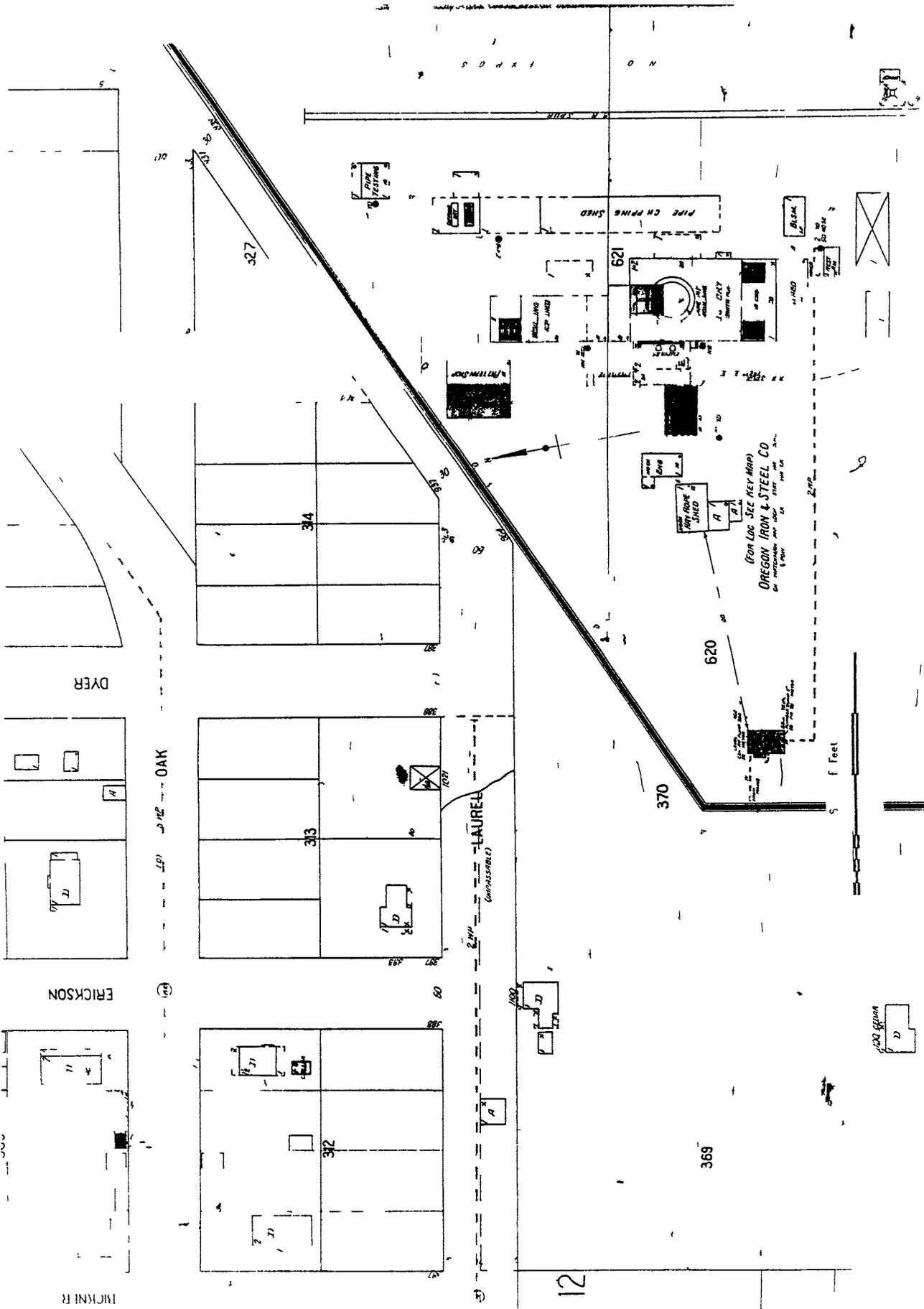
3rd ST

8

9

1





DYER

ERICKSON

WICKNER

OAK

LAUREL

(IMPOSSIBLE)

12

369

370

620

629

327

374

373

372

(FOR LOC SEE KEY MAP)
 OREGON IRON & STEEL CO
 FOR INFORMATION ONLY LOC. START FOR CO.

PIPE CH FRMS SHED

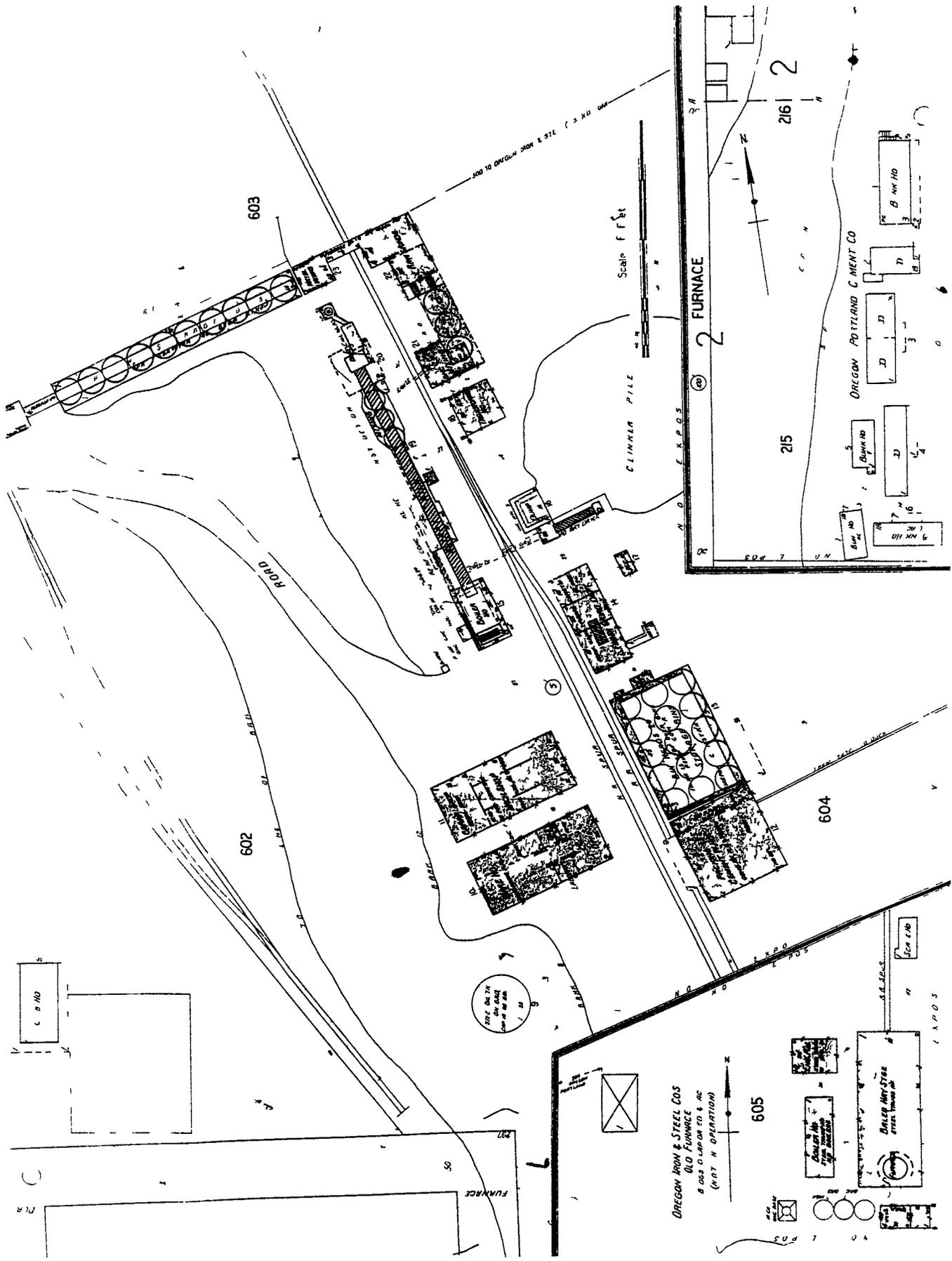
ROLLING SHED

PIPE SHED

ALUM.

LOCK OFFICE

5 f Feet



603

602

215

216

604

605

FURNACE

OREGON PORTLAND CEMENT CO

OREGON IRON & STEEL CO'S
(OLD FURNACE)
B B'S O LAPON CO & AC
(NOT IN OPERATION)

DALE'S METAL STEEL
STEEL FABRICATOR

SCALE ON THE
PLAN IS AS SHOWN

Scale 1/4"

CLIMBER PILE

ROAD

B.B.H.

B.B.H.

RAILROAD

→ NCB = 27
NOA 07/14

17/1/14 1989

Upper Scores - Jane H.
Lower Scores - Jane M.

CITY OF LAKE OSWEGO
HISTORIC RESOURCE INVENTORY
1989

— = dropped in
round II, Mar, 1990
per Council request

Examples of style
Quality of proportion
Example of material
Retention of features
Parity

X
OFF

X
OFF

pending Δ 1B

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
267 A AVENUE				C	D	D	C	B			
604 A AVENUE *											
609 A AVENUE *	A	D	D	B	B	C	B	C	B		
148 B AVENUE	D	D	D	C	D	D	D	B			
520 B AVENUE	D	D	D	C	D	D	C	D			
<i>nationalism allowance in</i> 695 B AVENUE	D	D	D	A	C	C	B	C			
53 D AVENUE *	D	D	D	B	B	A	A	^B B			
531 D AVENUE *											
357 E AVENUE *	D	D	D	B	B	C	C	^D C			
490 G AVENUE	D	D	C	B	C	C	B	A			
737 ASH STREET				B	C	C	B	^D B			
880 BICKNER ROAD	D	D	A	A	C	C	B	B			
265 BIRDHILL RD.	D	D	D	A	B	B	A	C			
15110 BOONES FERRY	D	D	D	B	B	C	G	B			
15910 BOONES FERRY	D	D	D	D	D	D	B	B			
^{OK} 49 BRIARWOOD CT.	D	D	D	A	A	A	B	B			

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
50 BRIARWOOD CT	D	D	D	C	D	D	C	B			
107 BURNHAM ROAD	D	D	B	B	B	C	B	B			
100 - 118 CABANA LANE*											
3811 CARMAN DRIVE	D	D	A	A	C	C	B	A	✓	✓	
4045 CARMAN DRIVE *	D	D	A	HOUSE	B	C	C	C/D	B ^D	✓	✓
4620 CARMAN DRIVE *	A	D	A	BARNAC	C	C	B	B	A/B	✓	✓
210 CHANDLER PLACE *	D	D	D	SHOP	A	C	C	B	A	✓	✓
215 CHANDLER PLACE *	D	D	D	B	B	C	B	C			+
305 CHANDLER ROAD *	D	D	D	A	B	B	B	C			+
1097 CHANDLER ROAD*	D	D	D	A	A	B	C	C			+
1210 CHANDLER ROAD *	D	D	D	A	B	C	C	C ^B			+
1475 CHANDLER ROAD *	D	D	D	B	B	C	D	C			+
16906 CHERRY CREST	D	D	D	B	B	C	B	C			
1515 S. CHERRY LANE	D	D	D	B	B	C	B	B ^C			
143 CHURCH STREET	D	D	B	D	D	D	B	B	✓	✓	
432 COUNTRY CLUB *	D	D	D	B	B	C	A	C			+
671 COUNTRY CLUB *	D	D	D	B	B	C	C	C			✓
737 COUNTRY CLUB *	D	D	D	A	B/C	C	B	B	C	✓	✓

No B OFF-

stret sign - sign for a side w/ Hall, not too fast rate

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
295 DURHAM STREET	A	B	A	A	B	C	B	A ^B	✓	✓	
307 DURHAM STREET	D	B	✓	✓							
312 DURHAM STREET	D	B	✓	✓							
00380 EDGECLIFF ROAD	D	D	D	A	A	A	A	C	✓	✓	
00409 EDGECLIFF ROAD	C	D	D	A	A	A	B	C	✓	✓	
12801 EDGECLIFF ROAD	D	D	D	A/B	A	A	B	B	✓	✓	
1095 ERICKSON STREET	D	D	D	C	D	D	C	C	✓	✓	
920 FAIRWAY	A	D	D	A	A	B	A	C	✓	✓	
13100 FIELDING ROAD	D	D	D	C	B	C	C	C	✓	✓	✓
140 FURNACE STREET	D	C	✓	✓							
190 FURNACE STREET	D	D	D	B	C	C	C	C	✓	✓	
2145 GLENMORRIE LANE	A	D	D	B	B	C	B	B	✓	✓	
2212 S. GLENMORRIE LANE	A	D	D	B	B	C	B	B ^C	✓	✓	
2535 S. GLENMORRIE LANE	A	D	D	C	B	C	B	C	✓	✓	
16774 GRAFF CIRCLE	D	D	D	C	D	C	B	C	✓	✓	
16722 GREENBRIAR ^{Demolished not intact}	D	D	D	A	B	B	C	C	✓	✓	
16847 GREENBRIAR	D	D	D	A	A	A	B	B ^A	✓	✓	
16865 GREENBRIAR	D	D	D	A	A	A	A	C	✓	✓	

DEMOLISHED

some more w/ NE Church - cont. use of community focus - religious cultural

STREET ADDRESS	HISTORY				ARCHITECTURE					ENVIRONMENT		
	1	2	3	4	1	2	3	4	5	1	2	3
156 GREENWOOD ROAD	C	A	A		C	C	D	D	B	✓		
1318 HORSESHOE CURVE *					A	A/B	B	C	B	✓	✓	
020 IRON MT. BLVD	A	A	A		A	B	C	C	A	✓	✓	
095 IRON MTN. BLVD *	D	D	D		A	A	B	B	C	✓		
257 IRON MTN. BLVD.	D	D	D		A	B	C	B	C	✓	✓	
260 IRON MTN. BLVD * 450					B	B	C	C	B			
2725 IRON MTN. BLVD *	A	D	A		C	C	C	C	A			
411 KENWOOD ROAD *					A	B	B	B	B	✓		
13741 KNAUS ROAD *					A	A	A	B	B	✓	✓	C
13801 KNAUS ROAD	D	D	D		B	B	C	B	B	✓	✓	
16480 LAKE FOREST BLVD * IB					C	C	B	C	B	✓	✓	
1135 LAKE FRONT *					C	C	C/D	C/D	C	✓	✓	
753 LAKE SHORE ROAD												
940 LAKE SHORE *	A	D	D		A	B	C	C	B	✓	✓	
3548 LAKEVIEW BLVD *												
3690 LAKEVIEW BLVD * <i>change statement</i>	D	D	D		A	B	C	C	B	✓	✓	
0524 LAUREL STREET	D	D	D		C	C	C	B	B			+
1107 LAUREL STREET	D	D	D		C	D	D	C	B	✓		

OFF
X
OFF

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
141 LEONARD STREET	D	A	A						✓	✓	
X 144 LEONARD STREET *	A	D	D	D	D	D	B	C ^D	✓	D [?]	✓
722 MAPLE STREET	D	D	D	D	D	D	B	B	✓		
810 MAPLE STREET UP BENCH				C	C	C	C	B	✓	✓	+
1125 MAPLE STREET *				^A A/B	B	B	^B B/c	C	✓	C	C
1135 MAPLE STREET *											
885 MCVEY AVENUE	D	D	^B D	^B C	C	C	^B C	^D B	✓	^B B	+
939 MCVEY AVENUE	D	D	D	C	C	C	C	B	✓		
300 NORTH POINT ROAD *				A	A	^B C	B	C	✓		
316 NORTH POINT ROAD	D	D	D	A	B	^B B	A	C	✓	✓	
X 445 NORTH SHORE ROAD *				B	^{B/c} B/c	^{B/c} B/c	B	^A C	✓	C	C
0768 NORTH SHORE ROAD	A	D	D	A	A	B	B	C	✓	C	B
876 NORTH SHORE ROAD *	D	D	D	^{C/D} B	^{C/D} C	^{C/D} C	^{C/D} C	^D C	✓	✓	
1244 NORTH SHORE ROAD *				A	B	^B B/c	B	B	✓		
1650 NORTH SHORE ROAD	A	D	D	A	A	A	A	C	✓	✓	
1850 NORTH SHORE ROAD *	A	D	D	A	A	B	C	C	✓	✓	
0904 OAK STREET	D	D	D	B	B	C	B	^C B	✓	✓	+
0938 OAK STREET	D	D	D	C	C	C	B	^D B	✓	✓	+

→ street address
 → architecture
 → environment
 (any a c)

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
1008 OAK STREET				A	B	B	C	B ^D	✓		+
1228 OAK STREET	D	D	D	B	C	C	C	B ^D	✓	✓	+
16215 OAK TERRACE				A	B	B	C	B	✓		
16500 S. OLD RIVER ROAD	D	D	B						✓	✓	
311 PACIFIC HIGHWAY											
MARYLHURST - 386 ENTRANCE	A	D	A	B	B	B	A	A	✓	✓	
MARYLHURST - 387 CHRISTIE SCHOOL	A	D	A	A	A	B	C	B	✓		
MARYLHURST - 388 CONVENT/HOLY NAMES	A	D	A	A	A	A	C	A	✓		
MARYLHURST - 389 LAUNDRY BLDG.	A	D	A	C	C	C	B	B	✓		
MARYLHURST - 390 ST. ANNES	A	D	A							✓	
MARYLHURST - 391 CEMETARY AND ALTAR	A	D	A	B	C	C	B	B	✓	✓	
MARYLHURST - 392 ADMIN. BLDG.	A	D	A	A	A	A	B	A	✓		
MARYLHURST - 393 ST ROSES RESIDENCE	A	D	A	C	B	B	B	B	✓	✓	
MARYLHURST - 394 FLAVIA HALL	A	D	A	C	B	B	B	B	✓	✓	
MARYLHURST - 395 AQUINAS HALL	A	D	A	C	C	C	B	B	✓	✓	

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
MARYLHURST - 396 SHOEN LIBRARY	A	D	A							✓	✓
MARYLHURST - 397 EDUCATION HALL	A	D	A			^C B	B	^{B/c} C	B		✓
OF R 16540 PACIFIC HIGHWAY	D	D	D			^C B	C	C	C	B	
1895 PALISADES TERRACE					A	B	B	B	B	✓	✓
1905 PALISADES TERRACE				✓	A	A	A	B	C	✓	
16715 PHANTOM BLUFF CT. *	A	^D	^D		A	A	A	A	^{B/c}		✓
CHFD X 200 PINE VALLEY *					B	C	C	C	C	C	
685 RIDGEWAY *											
13060 RIVERSIDE DRIVE	A	D	D		A	A	A	C	B	✓	✓
13100 RIVERSIDE DRIVE					A	A	B	A	B	✓	✓
991 ROSEMONT	A	D	D		HOUSE	C	C	D	D	A	
					BARN	A	C	C	B	B	✓
2557 SOUTH SHORE BLVD *											
4101 SOUTH SHORE BLVD											
											LESS THAN 50 YRS.
4120 SOUTH SHORE BLVD					D	D	D	C	C	C	B
OFF Below											
4144 SOUTH SHORE BLVD	D	D	D		B	C	C	B	C	✓	✓
4375 SOUTH SHORE BLVD					A	B	B	B	C	✓	
17901 STAFFORD					A	A	B	B	A ^B	✓	✓

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
18451 STAFFORD	A	D	A	C	C	D	C	B	✓	✓	
250 STAMPER	D	D	A	A	C	C	C	A	✓		
40 N. STATE STREET	D	D	A	A	A	B	B	B	✓	✓	+
356 N. STATE STREET	D	D	D	A	B	C	C	B	✓	✓	+
402 N. STATE STREET	C	D	D	B	B	B	C	B	✓	✓	+
456 N. STATE STREET	D	D	D	C	C	C	B	A	✓	✓	+
468 N. STATE STREET				B	C	C	B	B	✓	✓	
368 S. STATE STREET	D	A	A	A	A	B	C	A	A/B ✓	✓	
2430 SUMMIT *				A	A	B	A	C	✓	✓	
1900 TWIN POINT ROAD											
3959 UPPER DRIVE				A	B	C	C	A	✓	✓	
88 VILLAGE LANE DEMOLISHED											
919 WEST POINT ROAD				B	A	B	C	C	✓	✓	+
930 WEST POINT ROAD *				A	A	B/C	A	B		✓	+
956 WEST POINT ROAD				C	B	B	C	A	✓	✓	
1032 WESTWARD HO *				A/B	A	A	B	C	✓	B	P
1100 WESTWARD HO *				A/B	B	B	A	C	✓ ^C	B	B
1136 WESTWARD HO *				B	A	B	B	C	✓	B	B

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT		
	1	2	3	1	2	3	4	5	1	2	3
1139 WESTWARD HO *				A/B	B	B	A/B	C	✓	✓	B B
40 WILBUR STREET	D	D	A	A	C	C	B	B	✓	✓	
59 WILBUR STREET	A	D	D	A	A	A	A	B	✓	✓	
910 YATES STREET	D	D	D	C	C	C	C	B	✓	✓	
628 1ST STREET DEMOLISHED									✓		
644 1ST STREET	D	D	D	D	D	D	D	C	✓	✓	
744 1ST STREET *	A			A	B	A	B	C	✓	✓	
796 1ST STREET	D	D	A	A	A	B	C	A	✓ ^B	✓	
195 2ND STREET	D	D	A						✓	✓	
606 2ND STREET	D	D	D	A	A	B	B	C	✓	✓	
645 2ND STREET DEMOLISHED				B	B/C	C	B/C	B	✓	✓	
646 2ND STREET *											
785 3RD STREET	D	D	D	D	D	D	C	C	✓	✓	
668 4TH STREET	D	D	D	C	D	D	D	C	✓	✓	
791 4TH STREET	D	D	D	A	B	C	B	C ^D	✓	✓	+
841 5TH STREET *				A	B	C	C	C ^D	✓	✓	+
444 6TH STREET 519 6th?	D	D	D	B	C	C	B	C ^D	✓	✓	+
595 6TH STREET	D	D	D	B	C	C	B	C ^D	✓	✓	+

sample of size
qual. of comp
of mat. / method
Retention of features
Quality

STREET ADDRESS	HISTORY			ARCHITECTURE					ENVIRONMENT			
	1	2	3	1	2	3	4	5	1	2	3	
469 7TH STREET *				A/B	A	B	B/c	C B/c	BC B/c	-	✓	+
NO APP X OFF 556 7TH STREET	D	D	D	B	C	C	C	C	C	✓	✓	+
555 7TH STREET	D	D	D	C	D	C	C	B	✓	✓		
NE APP X OFF 504 8TH STREET	D	D	D	C	C	C	B	C ^P	✓	✓	+	
398 10TH STREET	D	D	A	A	B	C	B	C ^B	B/c	✓	✓	
420 10TH STREET *				A	B	B	A	B ^C	B	✓		
RAILROAD BRIDGE	D	D	A							✓	✓	
X MINE TRAIL	A	D	A								✓	
ELECTRIC SUBSTATION	D	D	A							✓	✓	
OFF ORE PDX CEMENT	A	D	A								✓	
IRON FURNACE	A	D	A						A	✓		
X MACADAM AVE <i>act - porous rock walls, Δ alignment etc see office met 8/27</i> Back Wall	D	D	A							✓	✓	
JANTZEN BOAT HSE AND BRIDGE * (1850 NORTH SHORE)				B	B/c	B/c	B	C		✓	✓	
OFF Site of Nelson Boat Ldg										✓	✓	
X Tualatin Canal <i>Centimeter (not as a watercourse)</i>			A							✓	✓	
Cemetery <i>Centimeter (not as a watercourse) Bread paths etc</i>	A	A	A									
X Bryant Homeite	A		B									

REV. 3-30-89 *Any made by conty - no other resources left*
 [PLAN]<jane>Address/Matrix

7.1.1.115 → so shore