

## **Historic Resources Baseline Report**

### **Sidewalk/Beautification Project**

**Rosicky Avenue, 6<sup>th</sup> Street, & Washington Avenue, Malin, Klamath County**

**Key # 17915**

**Federal Aid # 4540(000)PE**

**Surveyor: Larissa Rudnicki, Reviewer: Chris Bell**

#### ***Summary:***

The Rosicky Avenue, 6<sup>th</sup> Street and Washington Avenue Sidewalks (Malin) Sidewalk/Beautification Project is located in the City of Malin, Klamath County, Oregon, Section 15, T41S, R12E (Figure 1). The project consists of constructing approximately 3,000 lineal feet of new sidewalk and ramps that are compliant with the Americans with Disabilities Act (ADA); and includes Rosicky Avenue, from Broadway to Sixth Street; Sixth Street from Rosicky Avenue to Washington Avenue; and Washington Avenue from Greenleaf Road to Bryant Street.

The Sidewalk/Beautification Project is located in a culturally rich area. The region has a long prehistory and history of occupation. Background research at the State Historic Preservation Office for Oregon State and study of the General Land Office (GLO) maps, indicated that 18 properties located along the proposed area of potential affect (APE) are of historic age (45 years and older; Table 1).

Out of the nineteen structures identified, sixteen of them were constructed between 1929 and 1940, with eight of these between 1929 and 1931. While none of the eighteen residential structures are eligible for listing individually within the National Register of Historic Places (NRHP), six structures retain a high degree of integrity, and should be researched more deeply in the future. The lone structure potentially eligible for inclusion in the NRHP is the canal, constructed in 1922-1923, located parallel to Canal Street. Since the proposed project will stay within the right-of-way (ROW), Oregon Department of Transportation (ODOT) will not be acquiring any land; thereby none of the potential sites will be effected due to the sidewalk improvements.

#### ***Project Description:***

The sidewalk project will connect to the existing sidewalk located on the north side of Rosicky Avenue approximately 150 feet west of Highway 50. A new school crossing will be signed and striped across the highway on the north side of the intersection with Rosicky Avenue. New curb returns are proposed with the preliminary design to help protect pedestrians waiting to cross the highway and shorten the crosswalk. The sidewalk then extends from the highway, east to 6<sup>th</sup> Street along the north side of Rosicky Avenue, then travels north along the west side of 6<sup>th</sup> Street to Washington Avenue. The sidewalk is then extended west along the south side of Washington Avenue to the Greenleaf and east along the north side of Washington Avenue to Bryant Street. The total length of sidewalk proposed is 0.72 miles. The sidewalk crosses over the 1922-1923 irrigation canal between Main Street and California Avenue. The existing bridge currently has sidewalk constructed on either side. The intent of this design is to connect into the existing sidewalk without impacting the existing structure. All crosswalks will be striped and the interface between the sidewalk and crosswalk will include detectable warning surfaces per the American's with Disabilities Act.

***Definition of Area of Potential Effect (APE):***

For Section 106 purposes, the Area of Potential Effect (APE) is roughly defined as the Area of Potential Impact (API). This includes the existing ODOT right-of-way along Rosicky Street, 6<sup>th</sup> Street, and Washington Avenue between the project's scope. As part of ODOT's due diligence, the structures adjacent to the API were surveyed and documented for the purpose of this Historic Resources Baseline Report. See attached *Table 1: Project Scope and Structures Identified* for a map of the project API.

***Methods:***

Methods used to identify historic resources within the Area of Potential Effect included a reconnaissance level survey of the APE, a review of the Oregon Historic Sites Database as well as of the General Land Office (GLO) maps. Resources that appeared to be 45 years of age or older were photographed and inventoried during the reconnaissance survey, and are the subject of this report. See the attached *Table 2: Historic Resources Identified* for the resources documented during the reconnaissance survey.

***Existing Conditions:***

Literature Search

In order to fully understand the town of Malin and their influences architecturally, articles from *The Oregonian* dating from the early 20<sup>th</sup> century were sought out and analyzed. The articles offered insight into the history and development of the town as well as the outsiders' opinion of the new Bohemian colony. Along with *The Oregonian*, books such as *The Oregon Companion* by Richard H. Engeman and *Oregon Geographic Names* by Lewis McArthur were also beneficial references as to the origin of the name Malin. The city of Malin website presented an in-depth description of the town's progressive history. While other sources were scoured, those mentioned above provided the most useful information.

Reconnaissance Survey

A reconnaissance level field survey was conducted on June 17, 2013 by Larissa Rudnicki, ODOT Historic Resources Specialist. The field survey was undertaken to verify the presence of cultural, architectural, and engineering resources that appear to be 45 years of age or older that are along the project scope. Resources that appear to be 45 years old or older were photographed and a cursory level of information was compiled for each resource, including resource name, location, approximate construction date, style, and resource type.

A total of nineteen historic structures were identified in the field survey of the project area; the majority being along 6<sup>th</sup> Street. Established in 1909, the Bohemian colony of Malin attempted to mirror the trending styles of each new era through their residential architecture. Due to this mindset, the historicity of the project area fluctuates between the build and alternation dates. While sixteen of the eighteen residential structures date from 1929 to 1940, with eight of them built between 1929 and 1931, the overall appearance narrates the constant effort at portraying the popular style of the time. The alterations of each building document the progression of style within the United States, and the residents improvements over time reflect it. Those retrofitted with

horizontal sliding windows, replacement siding (aluminum or otherwise), and a focus on the horizontality of the structure, the early 1930s craftsman bungalows lost much of their original style and, in some cases, form.

The only resources surveyed that is currently eligible for the NRHP is the irrigation canal. Newly dug in 1922-1923, the canal serves an important catalyst for the population growth and housing boom in Malin.

### ***Site History:***

The town of Malin, Oregon is located approximately 30 miles southeast of Klamath Falls and less than five miles north of the California border. Despite a population of only 805 in the 2010 census, this agricultural community is rich with history and pride. While officially becoming incorporated in 1922, the initial establishment of the community occurred in 1909. During this year, 65 Bohemian families settled at the present site of Malin.<sup>1</sup> After recognizing the familiar horseradish root growing in the area, the new Czech settlers were “reminded of a famous Bohemian horseradish that grew in Malin, Kunta Hora, Czechoslovakia.”<sup>2</sup> Consequently, this discovery derived the name of Malin for the new Oregon settlement.

Located originally at the bottom of Tule Lake, the land was reclaimed when part of the lake was drained in the early 1900s.<sup>3</sup> Therefore, agricultural conditions were difficult during the early years of the Czech settlement. While staging the land for the capability of farming, many settlers sought employment opportunities elsewhere including becoming cattle ranchers, working for Southern Pacific Railroad north of Klamath Falls, and taking advantage of the new timber industry with the construction of a mill ten miles east of the town.<sup>4</sup> While life was not easy during the developmental years of 1909 and 1920, Malin continued to grow and prosper eventually establishing profitable farms and ranches. “The market crops of early area farms were a variety of grains, including wheat, rye, and barley. It was the introduction of potatoes however, that impacted the local economy for the next eighty years.”<sup>5</sup>

Despite the hardships in Malin, the colony never swayed in their traditional practices and pride of their nationality. The *Oregonian*, on August 22, 1915, published an article praising the people of Malin. Titled, “Bohemia Of Eastern Oregon Is Lesson To People Of America,” the editorial states “[l]ittle bands builds homes in sagebrush country and creates solid citizens who till soil for all it is worth and live clean lives, loyal to traditions as well as to their adopted land.”<sup>6</sup> The article colorfully depicts the early establishment of the town with all of its trials and tribulations as well as documenting the

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<sup>1</sup> Lewis A. McArthur, *Oregon Geographic Names*. The Press of the Oregon Historical Society, 1982. 468.

<sup>2</sup> Richard H. Engeman, *The Oregon Companion: An Historical Gazetteer of the Useful, the Curious, and the Arcane*. Portland: Timber Press, 2009, 234, and Sadie M. Hageman, “Bohemia Of Eastern Oregon Is Lesson To People Of America.” *The Oregonian*, August 22, 1915.

<sup>3</sup> Richard H. Engeman, *The Oregon Companion: An Historical Gazetteer of the Useful, the Curious, and the Arcane*. Portland: Timber Press, 2009, 234.

<sup>4</sup> *Malin History*, March 28, 2009. <http://www.cityofmalin.org/MalinHistory/tabid/5799/language/en-US/Default.aspx>

<sup>5</sup> *Malin History*, March 28, 2009. <http://www.cityofmalin.org/MalinHistory/tabid/5799/language/en-US/Default.aspx>

<sup>6</sup> Sadie M. Hageman, “Bohemia Of Eastern Oregon Is Lesson To People Of America.” *The Oregonian*, August 22, 1915.

growth of the area. In one portion of the article, the writer asks, “[a]nd what of the town?” Answering it immediately, Hageman describes, “[a] post-office came, two blacksmiths, a soft-drink tavern, a hotel, a town school and one three miles out: three modern bungalows, homes and the store.” Considering bungalows first became popular circa 1910, this helps demonstrate the town’s constant embrace of modernity, while observing cultural traditions.

Malin continued to be a progressive town with the arrival of electricity in 1922, and the inclusion of two irrigation canals the following year, which are still present currently (one of which crosses the APE and is deemed eligible). The canals, in conjunction with the addition of electricity, allowed for water to flow throughout the Malin irrigation district. In 1923, land surrounding the newly dug canals became available for purchase and settlement at a reasonable price. “The land price and booming potato industry attracted local farmers as well as farmers from across the country to the Malin area,” causing a rise in popularity as well as population to the entire city.<sup>7</sup>

This was shortly followed by the creation of a cheese factory in 1923 and a new lumber mill in 1926, creating several economic opportunities for the community. This, in conjunction of the establishment and renovation of community buildings and recreation areas, are the cause for the increase in residential construction. Malin offered not only a wide range of workforce opportunities but plenty of events for socialization. The dances, concerts, and movies drew people from neighboring communities to come and get a firsthand look at the thriving town. Then,

[d]uring the 1930s, the Malin Cheese Factory also expanded and was a vital part of the Malin area economy. The dairy cows of many local farmers supplied the milk for the cheese factory. Money received from the sale of milk to the cheese factory was important to local farmers as it supplied the only steady income many farmers received. The Malin Cheese Factory was well known throughout the west coast of its excellent cheese. By 1937, the Malin Cheese factory was producing 650,000 pounds of cheese annually. The company sold 20 percent locally while shipping 80 percent to the San Francisco Bay area.

In 1935, another food processing industry was introduced into the Malin economy, with the opening of the Malin Turkey Farm. The grasshopper infested hills north of Malin and the community’s proximity to the Great Northern Railway, made the area perfect for such an enterprise. By 1937, the farm was processing 41,000 turkeys annually making it the largest turkey farm in the U.S. By 1940, Malin was a successful flourishing community. A 1941 account of Malin’s businesses is evidence of this prosperity. The account reported Malin had eight gas stations, two general merchandise stores, one variety store, one drug store, one bakery, two beer gardens, one hotel, one shoe shop, two garages, a lumberyard, a cheese factory, and a blacksmith shop, a considerable number of businesses considering Malin’s population of 535.<sup>8</sup>

The frequent interactions with the outside world are displayed in Malin’s ever-changing architecture. Established in 1909, Malin offers a limited scope into early 20<sup>th</sup> century architecture; instead the architecture resembles modern minimal traditional and ranch styles with the occasional craftsman. The stylistic trends of the 1930s and 1940s

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<sup>7</sup> *Malin History*, March 28, 2009. <http://www.cityofmalin.org/MalinHistory/tabid/5799/language/en-US/Default.aspx>

<sup>8</sup> *Malin History*, March 28, 2009. <http://www.cityofmalin.org/MalinHistory/tabid/5799/language/en-US/Default.aspx>

were mimicked by those living in Malin; the time of Malin's largest developmental period. Between the cheese factory and turkey farm, the 1930s brought in the next wave of development in Malin. While currently the structures within the APE of the project are not considered a District, in the future a further study could find an integral correlation between the six sites that still exude integrity.

The city of Malin typifies an immigrant community: first, housing those of the Czech and Bohemian nationality, and now, largely a Hispanic community. It displays a fairly contained cultural transplant of traditions, and could in the future behoove a historic District based on the entire town atmosphere of adopting new cultures and trends while continuing to embrace its origins. Presently, many yearly events celebrating Czech traditions still draw in many of the community and outlying areas. The APE of the sidewalk/beautification project leaves much relating to the older culture outside of the Historic Resources Baseline purview; if the entire town is surveyed and taken into consideration, the possibility of a historic District is greatly increased.



Table 1: Project Scope and Structures Identified  
 Table 2: Historic Resources Identified

Map ID	Resource Location	Construction Date/Resource Type	National Register Status	Photograph
1	2505 Rosicky Ave.	1930 / 1-Story, Front Gable, Metal Corrugated Roof, Shingle Siding, 1/1 Vinyl Windows – Residential	Integrity Intact / Not Eligible Individually	
2	2531 Rosicky Ave.	1931 / 1-Story, Front Gable, Metal Corrugated Roof and Siding, 2 Car Bays	Not Eligible in Current State / Integrity Loss	
3	2543 Rosicky Ave.	1935 / 1 ½ Story, Front Gable, Wood Shingle Roof, Horizontal Drop Lap Wood Siding, 1/1 Double Hung Wood Windows, Rear Hipped Roof Addition – Residential	Integrity Intact / Not Eligible Individually	
4	2131 6 <sup>th</sup> Street	1930 / 1-Story, Front Gable, Composition Roof, Horizontal Drop Lap Wood Siding, 1/1 Vinyl Windows – Residential	Not Eligible in Current State / Integrity Loss	

5	2147 6 <sup>th</sup> Street	1931 / 1-Story, Cross Gable, Composition Shingle Roof, Horizontal Lap Siding with Lower Half Stone Veneer, Horizontal Sliding Vinyl Windows – Residential	Not Eligible in Current State / Integrity Loss	
6	2110 6 <sup>th</sup> Street	1930 / 1-Story, Cross Gable, Composition Roof, Vertical Faux-Wood Board Siding, Horizontal Sliding Vinyl Windows – Residential	Not Eligible in Current State / Integrity Loss	
7	2545 Railroad Ave	1940 / 1 ½ Story, Side Gable, Corrugated Metal Roof, Horizontal Aluminum Lap Siding, Horizontal Sliding Windows – Residential	Not Eligible in Current State / Integrity Loss	
8	2302 6 <sup>th</sup> Street	1940 / 1 ½ Story, Side Gable, Corrugated Metal Roof, Veneer Vertical Wood Siding, 1/1 Vinyl Windows and Horizontal	Not Eligible in Current State / Integrity Loss	

		Sliding Vinyl Windows - Residential		
9	2417 6 <sup>th</sup> Street	1940 / 1-Story, Cross Gable, Composition Roof, Horizontal Faux-Wood Siding, Chicago Style Window and 1/1 Vinyl Windows, Ornamental Gable Detailing – Residential	Integrity Intact / Not Eligible Individually	
10	2442 6 <sup>th</sup> Street	1948 / 1-Story, Hipped Roof Ranch, Composition Roof, Asbestos Vertical Board Siding, Horizontal Sliding Vinyl Windows - Residential	Not Eligible in Current State / Integrity Loss	
11	2604 Main Street	1934 / 1 1/2 Story, Side Gable, Corrugated Metal Roof, Metal Horizontal Siding, 1/1 Metal Windows – Residential	Not Eligible in Current State / Integrity Loss	

12	2545 Main Street	1945 / 1-Story, Side Gable, Composition Roof, Horizontal Aluminum Siding, Horizontal Sliding Windows – Residential	Not Eligible in Current State / Integrity Loss	
13	2605 Main Street	1930 / 1-Story, Side Gable, Composition Roof, Horizontal Aluminum Drop Lap Siding, 1/1 Vinyl Windows – Residential	Not Eligible in Current State / Integrity Loss	
14	2543 6 <sup>th</sup> Street	1929 / 1-Story, Cross Gable, Composition Roof, Asbestos Horizontal Siding, 1/1 Vinyl Windows – Residential	Integrity Intact / Not Eligible Individually	
15	2725 6 <sup>th</sup> Street	1930 / 1 ½ Story, Front Gable, Composition Roof, Horizontal Wood Siding, 1/1 Wood Windows behind Metal Storm Windows – Residential	Integrity Intact / Not Eligible Individually	

16	2739 6 <sup>th</sup> Street	1940 / 1-Story, Front Gable, Composition Shingle Roof, Horizontal Aluminum Siding, Horizontal Sliding Metal Windows – Residential	Not Eligible in Current State / Integrity Loss	
17	2732 6 <sup>th</sup> Street	1929 / 1 ½ Story, Front Gable, Asphalt Roof, Tongue and Groove Horizontal Wood Lap Siding, 1/1 Wood Windows, Hipped Roof Rear Addition – Residential	Integrity Intact / Not Eligible Individually	
18	2746 California Ave	1930 / N/A Due to Vegetation Overgrowth	N/A	

19	6 <sup>th</sup> Street and Canal Street	1922-1923	Potentially Eligible		
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***Conclusion:***

Nineteen historic sites were identified during the reconnaissance survey. Six of the nineteen have potential to be eligible, however, not individually; there is only one potentially eligible individually. More research would need to be completed to determine if these six structures could form a historic District. However, of the research performed, the six structures lack a definitive cohesive theme between them. Therefore, in terms of this document, they are potentially eligible upon further conclusive research.

All of the resources identified during the reconnaissance level survey are not located within the existing ODOT right of way. If the project scope expands to include work or easements outside of the existing right of way, these project areas will require a

more intensive survey. However, as currently described, the project has no potential to effect historic resources outside of the existing ODOT right of way.

***Sources:***

Engeman, Richard H. *The Oregon Companion: An Historical Gazetteer of the Useful, the Curious, and the Arcane*. Portland: Timber Press, 2009.

Hageman, Sadie M. "Bohemia Of Eastern Oregon Is Lesson To People Of America." *The Oregonian*, August 22, 1915.

McArthur, Lewis A. *Oregon Geographic Names*. The Press of the Oregon Historical Society, 1982.

Wopschall, Kayla. *Key 17915: Rosicky Avenue, 6<sup>th</sup> Street, and Washington Avenue Sidewalks, Appendix B, Historic Resources Memorandum*. January 31, 2013.

*Malin History*. March 28, 2009.

<http://www.cityofmalin.org/MalinHistory/tabid/5799/language/en-US/Default.aspx>

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Key No. 17915, File Type E

SHPO Tracking File