

Historic Resources Survey and Inventory of the Central Business District



Sixth Street, Looking North, c. 1909
from The Grants Pass Commercial Club Grants Pass and the Rogue River Valley

Prepared for
The City of Grants Pass, Oregon
August 1992

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HISTORIC RESOURCES SURVEY AND INVENTORY OF THE CENTRAL BUSINESS DISTRICT

for
The City of Grants Pass, Oregon
in conjunction with
The Towne Center Association

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SECTION I: HISTORIC OVERVIEW

Historic Context Themes

The following historic context is developed for the City of Grants Pass in partial fulfillment of the Goal 5 requirements of inventorying and evaluating historic resources for the State of Oregon's Land Use and Development Commission. The information contained in this historic context will aid the City in decision-making that concerns any future development within the historic downtown core.

The study encompasses historic resources within the Central Business District of Grants Pass, a defined geographic area that contains much of the City's original plat. A small residential area in the southwest portion of the project area also is included. The Oregon Statewide Inventory Historic/Cultural themes list is the basis of the thematic categories and chronological periods utilized in this study. These categories and periods are established by the Oregon State Historic Preservation Office (SHPO) and the National Park Service. The Broad Themes characterizing the development and architectural makeup of the Grants Pass Central Business District include the following: Settlement, Transportation & Communication, Commerce & Urban Development, Industry & Manufacturing, Government, and Culture. Even though agriculture was instrumental in the development of the city, no resources representative of this Broad Theme exist in the study area.

Temporal Boundaries: 1851-1942

The temporal boundaries established for the Central Business District of Grants Pass correlate with the chronological periods established by the SHPO, although the time line during the early settlement and developmental years is modified specifically for Grants Pass. This study commences at the time of earliest Euro-American settlement within the immediate vicinity of the downtown core and concludes at 1942, the date determined by the National Register of Historic Places' fifty-year-old evaluation criteria.

1851 - 1882: SETTLEMENT

In 1851, Joel Perkins, the first Euro-American in the area, relocated from the Willamette Valley to what is today the eastern edge of Grants Pass. It was at this site that Perkins constructed a log house protected from the Indians by a stockade then commenced to develop the first ferry crossing the Rogue River. Established as "Perkins' Ferry," the operation was underway by March of that year, and the locale became known as "Perkinsville." Orson Gilbert staked a Donation Land Claim within the present boundaries of the downtown core four years later. By 1865, Grants Pass had become a stage stop along the California Stage Company's Sacramento to Portland route, and a post office was established. Settlement in the area progressed at a slow pace through 1880.

1883 - 1895: RAILROADS AND INDUSTRIAL GROWTH

Plans were underway for the Oregon and California Railroad to pass through the heart of what would become the City of Grants Pass, and actual construction of the rail line south to Grants Pass was begun prior to 1883. A townsite was surveyed and platted, and lots were sold. By the end of 1883, townspeople witnessed the first of many trains to stop at the new Grants Pass depot. Construction of commercial buildings began earlier that year in anticipation of the coming of rail passengers. Several other buildings were erected between 1883 and 1885, and incorporation of the town was granted in 1887. Over the succeeding decade, Grants Pass evolved into a bustling urban community and the hub of Josephine County's industrial and agricultural activities.

1890 - 1913: PROGRESSIVE ERA

The Progressive Era profoundly influenced the urban environment of Grants Pass. Civic improvements to the downtown core of the city, such as street paving, street lighting, and extensive landscaping, were undertaken shortly following the turn of the century. Agriculture diversified, and the mining industry witnessed a peak in production. The city expanded and matured architecturally in response to the prosperous times. The Southern Pacific Railroad published pamphlets and booklets on the wonders of the Rogue River Valley, and the City of Grants Pass in particular. The Commercial Club of Grants Pass pursued its own advertising campaign to attract people to the city by hosting an industrial fair highlighting the mineral and agricultural wealth of the region.

1914 - 1942: THE MOTOR AGE

World War I generated economic growth in Grants Pass. Commodities produced by area mines and sawmills were purchased for the war effort and shipped out from Grants Pass. When the war ended, however, so did the demand for natural resources products, but Grants Pass was only slightly effected by this economic change. The 1920s witnessed the completion of the Grants Pass Irrigation District which afforded area farmers the ability to grow a wide variety of crops and added significantly to the market economy of

the city. Improvements to the Pacific Highway and the creation of the Redwood Highway linking Grants Pass with major markets to the north and south, were instrumental to the growth of agricultural and extractive industries, transportation, government, commerce, and recreation opportunities which proliferated in the 1930s and 1940s.

Spatial Boundaries

Spatial boundaries for this study are determined by the City of Grants Pass and encompass 25.8 acres designated by the City as the Central Business District. From the period of its initial architectural growth generated by the construction of the Oregon & California Railroad in the early 1880s, the downtown core of Grants Pass has expanded both to the north and south of the railroad tracks--stretching to the north and terminating at Gilbert Creek, then to the south toward the Rogue River. East-west expansion was governed by the edges of residential development.

The specified survey area includes the commercial blocks bordered by D Street to the north, Seventh Street to the east, J Street to the south, and Fourth Street to the west. An additional western section enclosed by the north side of the alley between I and H streets, Third Street, Gilbert Creek, and G Street is also included in the survey district. (See Central Business District Historic Survey and Inventory Map.)

Historical Overview

Grants Pass is situated along the Rogue River at the border of Josephine and Jackson counties in southern Oregon. Designated early on as "the westernmost village of Jackson County,"¹ the settlement had its beginnings as a ferry crossing and stage stop along the principal north-south route through southern Oregon. Annexation of Grants Pass from Jackson County to Josephine County was prompted by railroad development through the area in the 1880s, thus sparking a growth boom that continued through the mid-20th century.

Settlement and Early Transportation

The settlement history of Grants Pass did not commence until the early 1850s. Prior to that, however, Euro-Americans traversed the site of the present city for the first time beginning in 1825. These people were trappers affiliated with the Hudson's Bay Company sent from Fort Vancouver on the Columbia River to explore the Oregon Territory's southern valleys and drainages for the mythical southern river system that was said to flow from east of the Cascades, over the mountains, and on to the Pacific Ocean.²

¹A.G. Walling, *History of Southern Oregon Comprising Jackson, Josephine, Douglas, Curry and Coos Counties* (Portland: A.G. Walling, 1884), p. 380.

²Jack Sutton, *110 Years With Josephine, The History of Josephine County, Oregon* (Grants Pass: Josephine County Historical Society, 1966), p. 2; and Stephen Dow Beckham, *Land of the*

During the early 1840s, Jesse and Lindsay Applegate, along with Levi and John Scott, formed the South Road Company and opened a trail which turned south and west off the Oregon Trail near Fort Hall, Idaho. The route was sanctioned by the Oregon Provisional Legislature in order to find an alternative cross-country course from Fort Hall to the Willamette Valley and to entice settlement in southern Oregon.³ This "Applegate Trail" (also known as the Southern Emigrant Route)⁴ led settlers through northern Nevada and south-central Oregon, then turned northwesterly in the vicinity of Ashland, up to Grants Pass, and continued due north on to the Willamette Valley. Although no one chose to settle in the valley Grants Pass now occupies, many people passed through the area. The California gold rush of 1848 brought even more traffic over the route through Grants Pass as wealth-seeking miner after miner traveled south from the Willamette Valley and north from California to seek their fortunes.

Seeing the opportunity to capitalize on the mining population traveling across the Rogue River, Joel Perkins left his home in Yamhill County and, by 1851, established the first ferry to cross the river. Perkins constructed a log dwelling at the ferry site on the north bank of the river at the southeastern corner of the present-day city limits, just east of Caveman Bridge. The settlement, enclosed in a stockade to afford protection from the less than amicable Rogue River Indians, became known as "Perkinsville."⁵ Perkins' tenure as the first businessman of what would later become Grants Pass was short-lived, however. His home was attacked by Indians, and he fled the area. After a short absence, he returned only long enough to relinquish his ferry enterprise to Benjamin Halstead.⁶

Two other ferries crossing the Rogue River in the immediate vicinity of Grants Pass were also established during this period. These operations were managed by J.B. Long (who later sold to James Vannoy), at the confluence of the Rogue and Applegate rivers west of the Grants Pass locale, and Davis Evans, at the mouth of Evans Creek. Each settlement included either a tavern, a small store stocked with the necessary supplies for travelers, or both. Within the first ten years of establishment, ownership of the ferries was transferred several times.⁷

The year 1851 proved to be one of Josephine County's "wealthiest," and not only in terms of enterprising settlement. Gold was discovered at Josephine Creek, and the mining community

Umpqua, A History of Douglas County, Oregon (Roseburg: Douglas County Commissioners, 1986), p. 52.

³Oscar Osburn Winther, *The Great Northwest* (New York: Alfred A. Knopf, 1950, Second Edition), pp. 111-112.

⁴Beckham, *Land of the Umpqua*, p. 191.

⁵Edna May Hill, comp., *Josephine County Historical Highlights I* (Grants Pass: Josephine County Historical Society, 1980, Second Printing), p. 73.

⁶*Ibid.*, pp. 19, 27, 73; and *Josephine County Historical Society, A History of Josephine County, Oregon* (Grants Pass: Josephine County Historical Society, 1988), p. 17.

⁷Walling, *History of Southern Oregon*, p. 336; Josephine County Historical Society, *History*, p. 17; and James T. Chinnock, "Ferries On Rogue Established Early," *Grants Pass Courier Golden Anniversary Edition*, 3 April 1935, sec. 6, p. 3.

of Waldo was formed southwest of the Grants Pass vicinity. The following year, gold was struck 11 miles to the north of Waldo at Kerbyville and southeast at Jacksonville. The impact on the settlement of the region as a result of these gold strikes was phenomenal. The mining communities encouraged settlement, particularly by agriculturalists who viewed the mining population as a primary market in which to sell produce.⁸

Settlement outside of the mining areas, nevertheless, was inhibited by constant attacks from Indians who despised the whites for colonizing on Indian land. The native population retaliated in various ways from setting boats adrift at the Rogue River ferries to completely burning-out and killing settlers. As poor relations surmounted, war broke out between the Rogue River Indians and the whites. General Joseph Lane was called upon to lead the battle which culminated in a treaty signing at Table Rock in September of 1853. Several renegade Rogue River bands refused to honor the treaty, however, and continued their marauding until the late 1850s. Those groups who did observe the peace created between Indian and settler were forced onto the Siletz Reservation in 1856. Others who refused to join the majority on the reservation fled to the hills and canyons along the Rogue River. Intensive attempts were made by the Bureau of Indian Affairs and bounty hunters to seek out and capture the refugees.⁹

Simultaneously with the Indian warfare in the Rogue River Valley, Congress passed the Donation Land Act in 1850 to provide an incentive for populating the Oregon Territory. The Act allowed a single man 320 acres of public lands, and a married man 640 acres, if he would live on the claim and make various improvements. This offer lasted only until December 1, 1850. After that time, and until December 1, 1853, the amount of land available was reduced by half.¹⁰

The passage of the Act was ironically ill-timed in southern Oregon, considering the Indian hostilities which had been brewing for months prior to enacting the settlement program. As expected, very few Donation Land Claims (DLCs) were taken up in Josephine and Jackson counties during the first two years after the Act was decreed. With the Indians being subdued after 1853, however, the opportunity to homestead became popular. In the immediate Grants Pass vicinity, the earliest DLC was taken up by James N. Vannoy at J.B. Long's ferry site along the Rogue and Applegate rivers in August of 1852. Yet the greatest number of DLCs to be secured in the county occurred during 1854 and 1855. This was due in part to an amendment to the Donation Land Act passed after 1853, and the amount of time to claim lands was extended to December 1, 1855. In May 1854, John K. Jones and his family were among the first to claim land through the Donation Land system at the eastern edge of present-day Grants Pass. They were killed by Indians, however, two years later.¹¹

⁸Winther, *The Great Northwest*, pp. 220-221; and William Mackey, "Gold Found First in 1851 Near Illinois," *Grants Pass Courier Golden Anniversary Edition*, sec. 3, p. 1.

⁹"Indian Wars Section," *Grants Pass Courier Golden Anniversary Edition*, sec. 2, pp. 1, 2, 6, 16; and Beckham, *Land of the Umpqua*, p. 104.

¹⁰Hill, *Highlights I*, p. 30.

¹¹*Ibid*, p. 33; and "First Tuffs Was Miner, Rancher Near Future G.P.," *Grants Pass Courier Golden Anniversary Edition*, sec. 4, p. 13.

James Tuffs was the next to settle in the vicinity, and he chose land near the Jones family in December 1854. Tuffs bought a portion of the Jones land south of the present city after the Indian wars and moved his family there in 1865 to begin ranching and farming.

What is today the north boundary of the Grants Pass Central Business District was within the original April 1855 DLC of Orson Gilbert. Gilbert settled on the banks of a small creek which now bears his name. Thomas Croxton later purchased this claim, and a portion of the land subsequently became incorporated in the surveying and platting of the Grants Pass Central Business District.¹²

Improved north-south transportation routes were sought as the Indian wars were coming to a close and people were trickling into the area to take advantage of the Donation Land Act. The Applegate Trail from the Willamette Valley to California upgraded and designated as a military road in 1853 and 1854. From the Umpqua Valley to the north, the road entered present-day Grants Pass and turned east at Savage Street, just north of the downtown core, then followed the Rogue upriver and over the mountains. The California Stage Company began operating a route between Sacramento and Portland along this same road by 1860. In 1864, Thomas Croxton constructed a stage station on his land in the approximate location of the present town's Seventh Street just north of Savage Street.¹³

As the stage road was undergoing improvements in 1863 along present-day Sexton Mountain Pass, news was sent that General Ulysses S. Grant had besieged the city of Vicksburg, Mississippi in one of the major battles of the Civil War. As a tribute to the victory, the name "Grant's Pass" was bestowed upon the area through the mountains where they were working. Shortly thereafter, Thomas Croxton's stage station in the valley below the pass claimed the name as well. Establishment of the Grants Pass Post Office followed and was incorporated at the stage station location in 1865. Croxton was appointed the first postmaster.¹⁴

Prior to 1855, the township in which Grants Pass was situated was included in the westernmost part of Jackson County. The area was identified as the Perkinsville Election Precinct from March 1853 until April 1868. At that time, the Jackson County court voted to abandon the Perkinsville precinct and create a new Grants Pass precinct. Croxton's house was designated as the official voting spot. When he died six months later, Croxton willed his property, including the stage station, to his daughter Sarah (Mary) Jane Dim(m)ick, and she and her husband, Ebenezer, then took over operations at the stage station and the post office.¹⁵

¹²Hill, *Highlights I*, pp. 29, 73.

¹³Ibid; and Beckham, *Land of the Umpqua*, p. 192.

¹⁴Ibid; and Lewis A. McArthur, *Oregon Geographic Names* (Portland: Oregon Historical Society, 1974, Fourth Edition), p. 325.

¹⁵James T. Chinnock, "Story Related of Founding of City," *Grants Pass Courier Golden Anniversary Edition*, sec. 6, p. 8.

Mining exploits in Josephine County continued attracting settlers to the Grants Pass area in the 1870s. James Tuffs had purchased a large amount of land near Grants Pass and had filled the valley floor with a wheat crop, according to a traveler who had passed through the area in 1877.¹⁶ The region was still sparsely populated, though, with only about six families in residence at the time. Where wheat was not present, huge sugar pines dominated the landscape.

The Railroad and Subsequent Commercial and Industrial Growth

Talk abounded of the Oregon and California Railroad extending their line from Portland to the California border. When the rails reached Roseburg to the north of the Grants Pass community in 1872, the gossip became closer to reality. By 1876, Roseburg was designated as the terminus of the O. & C. R.R., but pressure was mounting to extend the railway through to Ashland and to locate a depot, maintenance yard, and machine shops for the railroad near the Grants Pass Stage Station and Post Office:

. . . rumors spread southward that Grants Pass was being considered as a major division point on the route to Ashland. Though there was little visibility of the coming rails, there were many economic indications that they were a certainty. Many lumber and construction workers from Douglas and Jackson counties joined contracted Irishmen and Chinese who had worked on [a previous railroad construction project]. . . The Oregon and California made good use of the virgin timberlands that bordered each side of its roadbed. Locomotives were then fired with wood. Most of this fuel was furnished through contract by suppliers who lived near the steadily progressing rails. . . .¹⁷

The imminent presence of the railroad through the Grants Pass area prompted relocating the post office from the stage stop closer to the railroad right-of-way. This was the first in a sequence of events that brought Grants Pass, as a town, into existence.

In April 1883, Jonathan Bourne, Jr. of Portland began purchasing land near the right-of-way. In September, he procured a parcel of the original Orson Gilbert Donation Land Claim from an heir of Thomas Croxton. After acquiring a third tract, Bourne set out to survey and plat a townsite. Charles Howard was responsible for conducting the survey, and ten blocks were conveyed to the Oregon & California Railroad for its development. The main commercial thoroughfare was selected and named "Front Street" (later renamed "G" Street) because it faced the railroad right-of-way. The town was christened "Grants Pass" and was recorded in Jackson County records on December 10, 1883.¹⁸

¹⁶"Says G.P. Once Wheat Fields," *Grants Pass Courier Golden Anniversary Edition*, sec. 3, p. 8.

¹⁷Josephine County Historical Society, *History*, p. 18.

¹⁸Chinnock, "Story Related," p. 8; and Percy T. Booth, *Grants Pass The Golden Years 1884-1984* (Grants Pass: Grants Pass Centennial Commission, 1984), p. 4.

To ensure that no additions would be created by other anxious capitalists, a 100-foot buffer zone surrounding the entire townsite was set aside. The attempt, however, fell short. Another burgeoning entrepreneur, William R. Willis, obtained and surveyed the land adjacent to Bourne's townsite for an addition he named "Railroad Addition to Grants Pass." The plat was recorded shortly before the Grants Pass plat.

As the railroad construction drew closer, one of the settlement's most aspiring merchants, John W. Howard, and another, Henry B. Miller, were in close contention to build the first store in Grants Pass. Even though he had established the first business by displaying his dry goods from a tent before building a permanent structure, Howard was bound to be the first officially *housed* business in the "downtown" of Grants Pass. He chose the southeast corner of what is today Sixth and G streets. Miller, who started the Sugar Pine Door and Lumber Company in the infant city, selected the southwest corner. As Howard's wife recalled in an article appearing in the 50th anniversary issue of the *Grants Pass Courier*:

There was a keen spirit of friendly rivalry as to who should be the first to build. So Mr. Howard hurriedly rushed the materials together and succeeded in making the first move in actual construction.

So close was the race, it really must have been the first nail that counted for we have an old battered hammer on the handle of which is the inscription: "This hammer drove the first nail in the first building in Grants Pass, Or., October 19th, 1883. By John W. Howard."¹⁹

Other commercial buildings soon followed in the footprints of Howard's and Miller's, including George Riddle's general merchandise store (which later became Rogue River Hardware), two hotels, a saloon, and a restaurant. By the time the first train arrived on December 24, 1883, the new commercial district of Grants Pass was ready and anxious to serve its railroad customers. A.G. Walling gives an enthusiastic description of the newly developed burg (at the time still part of Jackson County) in his 1884 *History of Southern Oregon*:

The westernmost village of Jackson County, has long been known as Grant's Pass. At first, known only as a station of the O. & C. stage company where horses were changed, and tired passengers consoled themselves with an excellent meal, the place took on a new phase with the advent of the railway, and became very quickly the liveliest town of its size in Oregon. Speculative men had lots surveyed and forced them on the market, and houses went up thereon with magical quickness. Grant's Pass is a typical railway town, its interests centering in the arrival and departure of trains, the extension of the road, and the patronage of the train-men, more than aught else. It possesses hotels, saloons, shops of various

¹⁹Mrs. John W. Howard, "Race Run to Erect Store in New City," *Grants Pass Courier Golden Anniversary Edition*, sec. 4, p. 1.

sorts, and perhaps two scores of dwelling houses where, six months since, hardly a building was in sight.²⁰

Josephine County saw the economic potential that Grants Pass had in its future and vied for jurisdiction of the railhead. In 1885, officials at the county seat in Kerby(ville) petitioned the state legislature to modify the boundary between Josephine and Jackson counties. Their request was granted, and in 1886 an election was held to choose a new seat of government. Grants Pass was the victor, and incorporation followed in 1887.²¹

The first bridge was constructed across the Rogue River in 1886 and substantially linked the newborn city with the main line of transport to Portland and Sacramento.²² From the mid-1880s forward, the railroad transformed Grants Pass from an isolated and scantily inhabited hinterland to the commercial, industrial, governmental, and social nucleus of Josephine County.

Initial growth restrictions in Grants Pass were posed by the O. & C. R.R.'s 400-foot right-of-way and the construction of its depot. Situated in the middle of Sixth Street, the depot building blocked circulation routes to the north. Due to this zone of railroad property, commercial development northward was effectively limited, so a residential area took shape to the north instead. As Percy Booth notes in his Grants Pass Centennial souvenir album, the railroad was the creator of the town, and because of this advantage, the O. & C. R.R. was "able to exert great business and political pressure by contesting the location of street crossings over their right-of-way."²³

As the town expanded in the late 1880s, the division between the commercial and residential areas created by the railroad and its depot proved most inconvenient to the townspeople. They petitioned to the railroad for relocation of the depot building, but the railroad paid no attention. Financial woes finally overcame the O. & C., and control of the railroad was handed to the Southern Pacific Railroad in 1887. The Southern Pacific eventually complied with the townspeople's request, and the depot was moved to Merlin during the late 1890s. A new depot was subsequently constructed at the northeast corner of Seventh and G streets.²⁴

Grants Pass continued its architectural and service corridor expansion with vigor through the 1880s as a mining, timber, and agricultural commerce center. Sixth Street became the information and business center with mostly wood-framed structures housing livery stables, feed stores, saloons, hotels, hardware stores, a box factory, dry goods stores, groceries, clothing stores, drug stores, and government buildings. When fire broke out on January 11, 1894 burning

²⁰Walling, *History of Southern Oregon*, p. 380.

²¹Sutton, *110 Years*, pp. 15, 18; and Hill, *Highlights I*, p. 74.

²²Josephine County Commissioners' Journals, vol. 3, pp. 208-209, 226.

²³Booth, *Grants Pass*, p. 6.

²⁴Ibid, p. 4; Josephine County Historical Society, *History*, p. 18-19; and Winther, *The Great Northwest*, p. 266-267.

to the ground eight businesses along G Street, reconstruction was rapid, and the town began using only masonry construction for commercial buildings.²⁵

Agriculture and extractive industries became rooted in the Grants Pass community. Markets existed in both a local and regional context, and the railroad remained the primary method of exporting products throughout the Pacific Northwest and beyond. Grants Pass, being accommodated with the only rail depot in Josephine County at that time, quickly became the focus of commerce in the region. The outlying mining operations brought over \$100,000 of gold and silver into local banks and businesses by 1890. The multiplicity of produce grown in the Rogue River Valley, including nuts, melons, apples, pears, grapes, and berries, considerably added to the wealth of the town. Hops, wheat, oats, corn, and alfalfa, as well as livestock, were all transported from Grants Pass. Commercial salmon fishing was an additional profit-generating commercial endeavor as well.²⁶

Advertisements to intensively settle the Grants Pass area, and Josephine County in general, were generated by the Southern Pacific Railroad's literature and pamphlets espousing economic, civic, and social wonders to be had in the Rogue River Valley. Descriptive language included in the pages of P.W. Croake's 1891 *The Famous Rogue River Valley* depicts Grants Pass as "possess[ing] all the evidences of modern progress, intelligent and refined people, schools, churches, the fraternal orders, and--most noticeable feature--a larger proportion of energetic young business men than we have found elsewhere in Southern Oregon."²⁷

Even prior to this extensive campaign enticing people into the area, the population of Grants Pass jumped from 2,510 in 1885 to 4,844 in 1890, a near 50 percent increase in five years. The city proudly promulgated its number of business houses: an incorporated bank, a respected newspaper, mills and factories, brick yards, breweries, soda works, marble works, and dozens of service-oriented establishments. Some of the prominent businesses included the Sugar Pine Door and Lumber Company, the First National Bank of Southern Oregon, the *Rogue River Courier* newspaper, and the Rogue River Brewery.²⁸

Grants Pass in the Midst of the Progressive Era

The turn of the 20th century was indeed a turn of progression for the City of Grants Pass. Economic development and civic pride boomed at an all-time high. The temptations of modern technology were taken great advantage of in a city-wide beautification movement. The Grants Pass Commercial Club, and in particular the women's faction of that group, the Ladies Auxiliary Club, were largely responsible for reform and transition into the new century.

²⁵Sutton, *110 Years*, p. 80.

²⁶P.W. Croake, *The Famous Rogue River Valley, Its Topography, Climate, Resources, Productions, Horticulture, Agriculture and Mining Wealth and Development* (Portland: P.W. Croake, 1891), pp. 11-12, 24-25, 30; and Sutton, *110 Years*, pp. 158-162.

²⁷Croake, *The Famous Rogue River Valley*, pp. 30-31.

²⁸*Ibid*, pp. 10, 33.

Although the gold mining industry in the outlying areas of Josephine County specifically witnessed an boost in production between 1900 and 1910, sights were set on intensifying the region's agricultural pursuits. The advice to expand economic horizons which would directly impact the overall state of Grants Pass was most audibly elucidated by the Commercial Club:

. . . for years the mining and timber industries were alone thought important. Now, time has come when other forms of wealth are being developed. These are enduring. Mines may eventually be worked out and with the lapse of years the wooded areas will be denuded of the timber. Without detracting from her mineral wealth, it may be said that agriculture, horticulture and other farm occupations are the most lasting of all pursuits and the greatest assest [sic] this or any other country can have. It is only recently that . . . Grants Pass [has] realized the possibilities of the soil. With the coming of this knowledge came renewed activity in every line.²⁹

Even before this statement was seen in print, agriculture had diversified tremendously following 1900. Emphasis was on horticulture and viticulture, but large-scale farming activities producing vegetables and grains were no less important. In all of Josephine County, over 2,000 acres were devoted to the commercial growing of peach, pear, and apple orchards, and almost twice that acreage was newly planted in 1910. Vineyards occupied several hundred acres. Potatoes were a popular vegetable crop yielding 250 bushels to the acre.³⁰

Searching for new ways in which to draw populations into the county seat, the "active and progressive minds" of the Commercial Club staged the "Irrigation Convention and Industrial Fair" in 1907 along the downtown streets of Grants Pass.³¹ Displays ranged from livestock to crop production to mining to building materials and construction. Parades, races, and shows were added to the agenda. The Southern Pacific Railroad played an active part in the celebration by donating the use of their property downtown and by promoting the event. Yet the most magnificent advertising ploy was the erection of two enormous wooden arches straddling Sixth Street which read on either side, "Welcome to Grants Pass, Orchards and Vineyards, Farmers Paradise." The arches were strategically located so that train passengers stopping in Grants Pass could not help but see them.

The 1900-1910 decade had brought numerous urban improvements to Grants Pass, particularly following fires during May and July of 1902, and another in 1907, which ravaged many of the earlier downtown commercial buildings along G Street. The municipal league, the women's club, and the publishers of the *Rogue River Courier* newspaper helped the city to rebuild and enhance its urban landscape. Feature articles appearing in the *Courier* stressed the need for city beautification. Urban improvements included planting shade trees along the commercial

²⁹Grants Pass Commercial Club, *Grant's Pass and Josephine County, Rogue River Valley, Oregon* (Grants Pass: Grants Pass Commercial Club, 1911), pp. 7-8.

³⁰Ibid, p. 23.

³¹Booth, *Grants Pass*, p. 48.

streets and creating city parks, in not only the residential section of town, but the commercial and industrial districts as well. There was a strong call for macadamizing the business streets. Prior to 1910, the streets were quagmires in the winter and dusty avenues during the summer. All of these betterments, claimed the *Courier*, "could be easily accomplished, and . . . would do very much to give strangers a high opinion of the city, and . . . make it more homelike, more pleasant and attractive, and more prosperous."³²

These notions were commensurate with trends occurring nationally during the turn of the century. The City Beautiful movement, begun in the 1890s, stressed the importance of making the urban environment a better place to live physically and socially. Fairs such as the 1891 Columbia Exposition in Chicago and subsequent celebrations in Buffalo, St. Louis, Seattle, Portland, and later in San Francisco, all spurred a nationwide desire to improve cities--large and small alike. Grants Pass was no exception.

By 1910, many of the necessary improvements had been undertaken. The power supply for the city was increased, the water system was upgraded with the latest technology of the era, a municipal sewer system was installed, the streets and sidewalks downtown were paved, street lights were introduced, urban parks were instituted, and planned landscaping had begun. New commercial buildings were erected with locally manufactured brick, replacing what remaining early wooden structures still stood. As the city shaped up, the qualities of an advancing metropolis were quickly noticed:

Grants Pass, the City of Certainties, is going about its upbuilding in a manner that befits the title that has been given it. There is nothing of the boom about the wonderful development that has taken place in the city this year. The business men of Grants Pass are a progressive lot and a substantial lot. . . .

Grants Pass has seen a dozen new and modern business blocks go up this year. As many more are planned and will go up next season, and there are still others in contemplation. They have all been built by home capital, showing that the city is wealthy and that the residents of it have faith in the future of the city. . . . [Grants Pass] will be known as the city beautiful.³³

The automobile also was introduced to Grants Pass during this era, and its popularity was not overlooked by the city's citizenry. The appearance of motorized vehicles opened a whole new world of opportunity and marked the beginning of a most inventive period for the nation, Oregon, and Grants Pass.

³²"Civic Improvements: Grants Pass to be Made the Handsomest Town in Southern Oregon," *Rogue River Courier*, 27 October 1905; and Sutton, *110 Years*, pp. 80-82.

³³"Grants Pass, The City of Certainties," *Rogue Magazine*, November 1910.

Grants Pass During the Motor Age: World War I to World War II

Throughout the World War I years of 1914 to 1918, economic conditions all over Josephine County fared well. Grants Pass, as the major artery of commerce, witnessed expansion and prosperity by supplying mining, agricultural, and timber commodities as part of the demand created by war-time circumstances. By the closing of the war, however, economic grandeur waned, as it did for the rest of the Pacific Northwest. Output from mines, sawmills, and farms were heavily scaled back, and unemployment was epidemic.³⁴

Yet urbanization continued for Grants Pass, stimulated by road improvements supported by Oregon's newly formed State Highway Department and State Highway Commission. Emphasis was placed on the automobile, and as automobile purchasing increased, the demand for better roads was highly sought after. Oregon financed its road-building campaign by being the first to levy a gasoline tax in 1919. The 1920s witnessed the brunt of this construction, and one of the first major projects involved improving the Pacific Highway linking Grants Pass to urban centers to the north and south. The Redwood Highway, a vital connection traversing through the Coast Range between Grants Pass and San Francisco, was completed in 1928.³⁵

Grants Pass also became a major recreation gateway in the 1920s with the completion of the Oregon Caves Highway to Oregon Caves National Monument with its Chalet accommodation for overnight guests. Auto camps sprang up just outside the downtown core providing a starting point for highly advertised Rogue River fishing and other recreational pursuits provided by the Siskiyou and Rogue River national forests. All this, and the promotional efforts of the Chamber of Commerce (formerly the Commercial Club) to institute the slogan "It's the Climate," enlivened the service industry of the Grants Pass Central Business District.

Grants Pass boosterism was never so prevalent than when the "Oregon Cavemen" were organized in 1922. The brainchild of the Commercial Club, the Cavemen, donned in animal skins and wielding jaw-bone clubs, have made their presence known ever since. Notable Caveman raids in the past included blocking traffic in Reno, taking captives at the San Francisco World's Fair, and "initiating" local and national politicians.

The advent of improved electrical power and irrigation supplied by the Savage Rapids dam on the Rogue River led to even greater prosperity for the city. The Grants Pass Irrigation District, created between 1917 and 1920, was responsible for the dam project which provided irrigation water for both sides of the river. The establishment of the District allowed for exceptional variety in the number of crops that could be grown and exported from Grants Pass.

³⁴Carlos A. Schwantes, *The Pacific Northwest: An Interpretive History* (Lincoln and London: University of Nebraska Press, 1989), pp. 288-290.

³⁵*Ibid*, pp. 291-292; Dwight Smith, et al., *Historic Highway Bridges of Oregon* (Portland: Oregon Historical Society Press, 1989 revised), p. 33; and "Millions Spent to Give County Thoroughfares," *Grants Pass Courier Golden Anniversary Edition*, sec. 6, p. 11.

Both the gladiolus and hops industries rose in the 1920s and 1930s giving elevated status to the area.³⁶

The Depression of the 1930s fell on Grants Pass without compassion. Hundreds of unemployed men fled Grants Pass and set up camps in the mining regions. Although some commercial mining operations still existed, the price of gold and other metals had bottomed out to the point where intensive production was not profitable. Many men took up panning for gold and attempted to reopen exhausted mine shafts for lack of other work. The city was bombarded with transients searching for employment. The Grants Pass community largely helped out each other through a barter and exchange system and by opening a community kitchen. The county agricultural agency funded a cannery project in an effort to encourage conserving surplus food. Another project, formed by the Workmen's Protective League, provided a community wood yard.³⁷

As in other areas throughout the country, the federal government stepped in to furnish some relief through the Works Projects Administration. The WPA offered employment on county road improvement crews and established Civilian Conservation Corps camps in the surrounding Rogue River and Siskiyou national forests for forest recreation improvement. Development at the Oregon Caves National Monument was sanctioned under the WPA--the construction of the Oregon Caves Chateau was finished in 1934, and additions were made to the Chalet. The Grants Pass Post Office was another WPA initiated building project.

Grants Pass pulled itself out of the Depression with the dawn of World War II. The work force of the city shifted as men entered into the armed services. Many left Grants Pass to work in factories outside the area as their contribution to the war effort. Still, the city thrived by providing special events, motion picture entertainment through the Rogue Theater, and accommodations for passing servicemen and women who were stationed at nearby Camp White. Grants Pass moved into a technologically modern era during the 1940s. Edna May Hill sums up her own feelings during this time of transition in *Josephine County Historical Highlights II*:

Yes, Grants Pass was never the same after the war began. Along with the rest of the world she lost her innocence and the simple way of life we had known. The curfew bells were gone, and the trains soon were gone. In their places we got traffic lights and television, freeways and new bridges; all the new and modern conveniences. We began to get lots of new people, something which the citizens of our town had so yearned for and had advertised for in the earlier years; and it changed us and our way of life. We sometimes may regret that, but we must remember that these things can also enrich our lives if we can learn to handle them in the right way. There is nothing so disheartening or so depressing as a town

³⁶Edna May Hill, comp., *Josephine County Historical Highlights II* (Grants Pass: Josephine County Library System, 1979), pp. 12-13; and Sutton, *110 Years*, p. 205.

³⁷Hill, *Highlights II*, pp. 54-57.

which is not showing any growth. One which is not growing at all is most often deteriorating.³⁸

Grants Pass did indeed continue to grow during the middle of the 20th century. Yet unlike many cities of its size, the downtown core has remained the business hub to the present day with nearly 100% commercial occupancy in the Central Business District. With an eventful past as their foundation, and a promising future still ahead, Grants Pass continues its legacy of "Orchards and Vineyards, Farmers Paradise" and stands by the city's celebrated slogan, "It's the Climate."

Significant People Associated With the History of Grants Pass

BOOTH, Robert A. was the Secretary/Treasurer of the Sugar Pine Door and Lumber Company and founding member and first cashier for the First National Bank of Southern Oregon. Booth, of the pioneer Oregon family, came to Grants Pass from Douglas County shortly after the town was established. With his partner John Kelly of Lane County, he went on to build a logging and milling empire under the auspices of the Booth-Kelly Company.

BOURNE, Jr., Jonathan was responsible for surveying and platting the townsite of Grants Pass. Born in Massachusetts in 1855, Bourne relocated to Portland, Oregon in 1878 after finishing his studies at Harvard. He was a member of the Oregon legislature in 1885 and 1886, Oregon's member of the Republican National Committee from 1888 to 1892, and U.S. Senator in 1907

CAMPBELL, John C., one of the earliest businessmen in Grants Pass, was the first president of First National Bank of Southern Oregon. Campbell also held the position of Grants Pass mayor during the city's founding years.

CLEMENS, Mike began a drug store business on North Sixth Street in February of 1893. He came to town from Iowa in 1891 and ran his business for over 40 years. Clemens was one of the best known druggists in the region.

CONKLIN, Arthur was born in New York City in 1860 and arrived in Josephine County in 1886. Conklin went into the real estate business immediately after arriving in Grants Pass and bought several hundred acres on the west side of town. He was one of the most successful real estate brokers in Grants Pass.

CROXTON, Thomas was the first operator of the Grants Pass Stage Station, located west of the present city, and first postmaster at that station prior to 1884. He later purchased a portion of the original Donation Land Claim that encompassed a portion of downtown

³⁸Ibid, p. 101.

Grants Pass. This land subsequently became incorporated in the surveying and platting of the Central Business District.

FLANAGAN, Dr. William, one of the best known pioneer physicians in Grants Pass, came to the city when it was first founded in 1883 via the Southern Pacific Railroad. Dr. Flanagan was one of the most valued citizens in Grants Pass during the city's first 40 years.

GILBERT, Orson took up the first Donation Land Claim in 1855 near the center of the Grants Pass Central Business District. Gilbert Creek, stream that flowed through his claim and that now forms the western boundary of the downtown core area, is named after him. Gilbert sold his land to Thomas Croxton (see above).

HOWARD, John W. was the first "official" businessman in Grants Pass. He also constructed the first brick building in downtown Grants Pass during 1886. The building, on the site of Howard's earlier wood-framed building, was formerly on the southeast corner of G and Sixth streets, facing G Street. Howard was born in Warren County, Kentucky in 1851 and arrived in Josephine County in 1877.

KINNEY, Hammon C. was the founder and first president of the Sugar Pine Door and Lumber Company. He was also a founding member and first vice-president of the First National Bank of Southern Oregon. H.C. Kinney was one of the most progressive businessmen during the early Grants Pass years.

MILLER, Henry B. was among the first businessmen established in Grants Pass. He was the first vice-president of the Sugar Pine Door and Lumber Company and, in 1891, was the State Legislative Representative for Josephine County.

MOSS, Joseph was born in Maryland in 1857 to an English father and a Marylander mother and came to Josephine County in 1883. Moss was a prominent Grants Pass realtor who started his business around 1898 as a general real estate company specializing in the buying and selling of city, farm and ranch, and timbered property, insurance writing, and collections. He was a prominent Grants Pass citizen in the early 20th century and held a position as a U.S. land commissioner in 1910.

PERKINS, Joel was the first Euro-American settler in the Grants Pass vicinity and operated the earliest ferry venture across the Rogue River in 1851. Perkins left the county within five years after arriving, but his duration in the area convinced others to settle in the vicinity of present-day Grants Pass.

RIDDLE, George R. was born in Sangamon County, Illinois. He came to Oregon at the age of 11 with his parents, and the family settled in Douglas County. In 1899, George went into partnership with William Hair and started Rogue River Hardware, the oldest hardware business still surviving in downtown Grants Pass.

RIDDLE, Marguerite Casey (Mrs. George) was an active participant in the management of Rogue River Hardware and was significantly involved in the Grants Pass city beautification movement just after the turn of the century. She was a prominent member of the state and local Garden Club and was responsible for getting a bill passed through the state legislature that protected native plant species along public highways.

SCHMIDT, John V. moved to Grants Pass with his German immigrant family in 1895; he was born in 1880 in Pittsburg. Schmidt was involved in the family's cigar production as a boy, then took over the business as an adult. The Schmidt Cigar Store was one of the most successful businesses on G Street for several years. He married May Smith, daughter of Herbert and Katherine Smith who opera adjacent to the cigar store, in 1906 (see below).

SMITH, Herbert C. came to Grants Pass in 1893 and owned and operated one of the most successful dry goods stores in Grants Pass. Known as the New York Racket Store, then Smith's Variety Store, it was among the earliest brick commercial structures facing the railroad tracks on G Street between Fifth and Sixth streets. Smith was born in 1860 in Doveridge, England and emigrated to the United States in 1887. He served on the City Council for two terms and as U.S. Land Commissioner in Grants Pass from 1911 until his death in 1925.

VOORHIES, Amos E. was a most respected publisher of the *Courier* from 1899 through 1935. He was born and raised in Michigan and migrated to Portland, Oregon in 1891 where he worked for the *Portland Sun*. In 1895 he came to Grants Pass and began his newspaper legacy.

Related Study Units

As prescribed by the Oregon Statewide Inventory Historic/Cultural themes list, one related Broad Theme of significance for the Grants Pass Central Business District involves Native American & Euro-American Relations. Though only lasting a few years, the poor relations with the Rogue River Indians and the resulting Indian wars affected initial Euro-American settlement in the vicinity of the Grants Pass Central Business District. Oregon Themes under this category encompass conflicts and federal policy.

The principal Broad Themes that describe the evolution of architectural and social institutions comprising the downtown core have been previously outlined in the *Historic Context Themes* section of this report (see p. 5). Specific Oregon Themes exist within all of these broader categories and include regional settlement, farming, horticulture, waterways, land travel, commercial and urban development, industry (mining, timber, commercial fishing), processing, local and federal government, 19th and 20th century architecture, city planning, fraternal movements, and performing arts. All architectural resources and landscape features are presented and evaluated according to these designated themes.

SECTION II: IDENTIFICATION

Prior to the following study, no *comprehensive* survey/inventory had been completed for the Central Business District of Grants Pass. In preparation for the fieldwork component of the project, the consultants reviewed previously existing information from reconnaissance surveys. A predictive model was developed to identify key Resource Types within the study corridor. Much of the data compiled for these predicted Resource Types was provided by researching this earlier survey work, National Register of Historic Places nominations, and various local landmarks presented in downtown walking tour scripts and brochures.

Previous Surveys

The unincorporated areas of Josephine County were surveyed earlier during 1983 and 1984 and were reported on in the "Josephine County Historical Resources Inventory" (Atwood). By definition of that survey, historic properties located within the Grants Pass Central Business District were not included in the scope of work. The only historic resources survey of properties within the downtown core of Grants Pass is the 1976 "Oregon Statewide Inventory of Historic Sites and Buildings" (SHPO). One other historic building located in the Central Business District (Redwoods Hotel) was added to the original statewide inventory in 1979. Ten resources within the boundaries of the Grants Pass downtown core are listed in this inventory (see Appendix A).

The county inventory was undertaken prior to the advent of Historic Context Theme requirements. Atwood, nonetheless, identifies broad regional issues and historical trends as they directly relate to the historical resources identified as a result of the project. Issues specific to the municipality of Grants Pass, however, were not included in Atwood's work. Still, historic themes pertinent to Grants Pass can be ascertained using the information in the county inventory.

The Grants Pass Towne Center Association, in conjunction with the Josephine County Historical Society, has researched 26 buildings and sites located in the Central Business District and incorporated the data into a walking tour of the downtown area. Of these buildings, five are listed in the National Register of Historic Places (see Appendix A). The script for this tour is helpful in identifying historic resources to be included in the Central Business District Historic Survey and Inventory. Downtown historical sites are listed in the Grants Pass Towne Center Association's "Hometown Guide" pamphlet as well (see Appendix A). The historical materials compiled by local groups adds to the overall knowledge of developmental trends in the downtown core.

Resource Types and Architectural Development

Once the railroad had linked Grants Pass with the northern and southern markets, commercial and urban development, largely as a result of county-wide natural resources exploitation and agriculture, became the driving force behind economic and social life within the

Central Business District. For this reason, the largest percentage of Resource Types found in the project area fall under the Broad Theme of Commerce & Urban Development. Many other Broad Themes have been identified, however, and they each contributed to Grants Pass's economic state and civic prosperity since railroad-generated settlement first took place.

The Historic Context Themes presented in this study are characterized by certain Resource Types found within the boundaries of the Central Business District. Many of these individual Resource Types, specifically those pertaining to commercial and urban development, government, and cultural historic context topics, exemplify more than one Broad Theme. Of the inventoried properties, representative Resource Types include the following categories:

bank	hotel	laundry	tavern
auto dealer	meeting hall	substation	post
office	cinema	warehouse	brewery
store	courthouse	office	fire station
post office	residence	restaurant	

Architectural attributes present in the Central Business District include a variety of construction materials and architectural styles. Out of a total of 60 primary, secondary, and contributing ranked properties, three principal types of construction were identified during this study. Brick bearing wall construction was the most commonly encountered with 50% of the surveyed buildings being of this type. Reinforced concrete was the second most prevalent construction type identified, and 27% of the buildings in the study area displayed this building technology. Twenty-three percent of the buildings were constructed using wood-stud, light-frame technology. Ninety-three percent of these wood-framed buildings are residences, and the majority were erected before the year 1900. After the sequence of devastating fires in downtown Grants Pass between 1894 and 1907, property owners were urged to use more fireproof construction materials, thus the low percentage of vintage wooden buildings.

Architectural styles found within the boundaries of the Central Business District reflect period national and local aesthetics and, particularly, individual builders' expressions of tasteful and functional architecture. For commercial structures, Chicago School and Commercial styles ranked the highest in occurrence, with all other styles being less popular. Residential architecture tended to be designed in a simplified vernacular style or variation of vernacular Queen Anne. Only two houses are classified as Arts & Crafts or Bungalow styles. Considering the temporal boundaries of Grants Pass' downtown development, such infrequency of these turn-of-the-century styles was expected. Specific architectural styles for both building categories include:

Commercial Styles:

Style	Total Number	Percentage
Chicago School	21	43%
Commercial	10	22%
Art Deco	3	7%
Utilitarian	3	7%
Moderne	2	4%

The following styles each constitute 2% of the total and are represented by one building each:

Highway Commercial	International	American Renaissance
Italianate	Rustic	Stripped Classical

Residential Styles:

Style	Total Number	Percentage
Vernacular	6	43%
Queen Anne	5	36%
A&C/Bungalow	2	14%
Shingle/Eclectic	1	7%

The earliest commercial development of the city revolved around the Southern Pacific Railroad depot and yard. Close proximity of the railroad facilities for the acquisition of stock merchandise (as well as customers disembarking from trains) was key to the success of any business, and consequently, some of the oldest buildings are found on G Street, running parallel to and facing the tracks. Historic photographs of G Street show typically busy street scenes characteristic of frontier developing towns of western and southern Oregon during the late 19th century. Although this particular Grants Pass street was ravaged on a regular basis by fire and the earliest false-front, wood-framed, buildings no longer exist, the massing, plan, and architectural detail of the existing commercial structures remains timeless.

Sixth Street, running perpendicular to the railroad tracks, evolved at nearly the same time as G Street and quickly became the "main street" of Grants Pass. Early 20th century development, as illustrated by the majority of post-1900 buildings, was concentrated along this thoroughfare because it was the principal highway linking the city with the smaller outlying communities in both Josephine and Jackson counties. The greatest amount of architectural diversity, as well as mid- and late 20th century facade alteration, is also found on Sixth Street. The designation of this street as the Redwoods Highway in the 1920s contributed to this architectural variance and linear growth.

Through time, the commercial uses of buildings along both of these major streets changed according to economic and social factors. Being the chief business strip along the railroad tracks, G Street became an avenue with primary interests toward the rail-traveling public in addition to serving the citizens of Grants Pass. Numerous taverns, restaurants, rooming facilities, and dry goods stores historically occupied the buildings along this street. Conversely, Sixth Street catered more toward everyday life in the city, housing lodge halls, clothing stores, drug stores, banks, physicians' and attorneys' offices, cinemas, and hardware stores.

The more secondary side streets such as E, F, H, I, J, and the other numbered streets accommodated smaller businesses, warehouses, and laundries. During the late historic period, automobile dealerships, garages, bus terminals, and minor industrial enterprises contributed to the commercial composition of these streets. The remote northern and southern boundaries of the downtown core were occupied by the earliest private dwellings. The Central Business District outskirts continue to serve as a residential area.

The following discussion presents a description of the various Resource Types identified during the historic survey and inventory of the Central Business District of Grants Pass. The Resource Types are organized according to the representative Broad Themes that have been introduced in this historic context document. The businesses that were housed in any one building changed frequently, and many commercial buildings often housed two or more businesses. The larger two-story buildings usually served as a store on the street level and a rooming house, individual offices, or a fraternal lodge hall on the second floor. An attempt was made to specify uses that had been established for a length of time (for example, ten or more years), rather than listing short-lived businesses in any one commercial space.

Commerce & Urban Development

In general, the commercial architectural styles primarily used to accentuate a modern and thriving community during 1890 to 1915 were the Chicago School and the Commercial styles. As Rosalind Clark describes in her comprehensive architectural history, *Architecture, Oregon Style*, the Chicago Style and its more vernacular cousin the Commercial Style set the precedent for urban commercial buildings throughout the West:

This American building style evolved concurrently with the development of American industry and commerce. It combined the need for a concentrated business area, which provided both shopping and office spaces, with a rational or utilitarian approach to building design.³⁹

³⁹Rosalind Clark, *Architecture, Oregon Style* (Portland: Professional Book Center, Inc., 1983), p. 105.

The majority of the commercial structures in downtown Grants Pass (68%) fit well into this architectural scheme. Some early 20th century buildings, however, were designed in other commercial styles but with less frequency. Three buildings illustrate the Utilitarian Style, two structures represent the 1940s' Moderne Style, and four other buildings are individual examples of various styles typical of the eras in which they were constructed. This potpourri of architectural designs is discussed under their particular Resource Type category.

a. Stores

As expected, the most common Resource Type found in the Grants Pass Central Business District was the category "store," with the largest number being grocery and dry goods enterprises. In total, 12 types of stores were identified during the study:

grocery	dry goods store
hardware store	confectionery
cigar store	drug store
taylor/clothing store	feed and seed
livery	millinery
plumbing store	cabinet store

Stores in general served to fulfill the basic needs of not only the immediate population, but the larger region. Grants Pass, being the governmental seat of Josephine County, functioned as the distribution center of goods and services for the entire county. The agricultural and stock-raising communities outside of the city depended on businesses, such as the Star Seed and Feed and Kienlen's Butcher Shop on G Street or the White House Grocery on North Sixth, as the key marketplaces in which to sell their grain, livestock, and produce. The miners from the mountain communities to the north and west of Grants Pass supplied their needs at Cramer Brothers Hardware Store on South Sixth and Dixon's Dry Goods on G Street. Residents of Grants Pass looked to these businesses, as well as the butcher shops, general merchandise stores, cigar shops, drug stores, and clothing boutiques to provide them with their daily goods and supplies.

The majority of these stores are Chicago School or Commercial styles. Five others illustrate architectural attributes typical for the time period in which they were erected, reflect a stylistic statement that the owner wanted to convey, or simply exemplify the functional nature of the building. The Kienlen-Harbeck Building, constructed in 1900, is an excellent example of the use of a popular, and eye-catching, Italianate Style reflecting the owner's taste and attitude toward architecture. Though this particular style was not employed much after 1890, the building was meant to make a statement conveying Mr. Kienlen's status in the city's business community.

Two buildings fully epitomize the era in which they were constructed and display the most contemporary styles of the 1930s and 1940s: the Art Deco Style Safeway Store and the Moderne

Style J.C. Penney's store. The functional nature of the cabinet shop on I and Fourth streets is reflected in its Utilitarian Style.

b. Restaurants

Restaurants were once prolific in downtown Grants Pass, particularly along G Street and its intersection with Sixth Street. Catering to rail passengers, the business population, and the general citizenry of the community, restaurants and coffee shops were not only eating establishments, but were one of the social gathering places of downtown life. As society entered the hustle and bustle of the Motor Age, many of the sit-down type of restaurants gave way to a new concept: drive-in and walk-up hamburger stands. The leading example of modern social technology in restaurant genre found within the Central Business District is the old Grants Pass Dairy Queen, now known as Tommy's Burger Time. Typically designed in the Highway Commercial Style, the building, though not quite 50 years of age, is a significant early archetype of mid-20th century downtown development.

c. Taverns

Drinking establishments in Grants Pass have as long a history as the city itself, and a reputation for being a source of contention. Serving mostly miners, loggers, mill workers, railroad workers, and train traffic (not to mention the townsmen of Grants Pass), beer parlors were not unlike restaurants in their quest to provide a social gathering place in the downtown core. Taverns all along G Street, as well as South Sixth Street, were once in the majority of commercial enterprises characterizing the Central Business District. Often disguised as billiard halls, these businesses were just as much a part of downtown development as the average grocery store or general mercantile. Prohibition in 1908 kept the sale of alcoholic beverages at bay for a time, but once appealed, the city taverns that had converted to markets, confectioneries, and straight pool halls commenced their business as it was historically. Percy Booth, in his 1984 publication celebrating the 100th birthday of Grants Pass, portrays most vividly the city's tavern legacy from its beginning in 1884 to "the night the town went dry:"

The town's main street was sprinkled with a generous supply of saloons, slacking the thirst of the "wet" element, and providing an entertainment of night life and revelry, accompanied by inevitable fights, stabbings and occasional gun play. . . . Whiskey, it would seem, was as necessary an ingredient in building the early West as were rifles and gunpowder. . . . But changes came about. As time passed, the population was no longer a floating tide of mine and mill workers. In their place came farmers, rooted in the soil, steady, reliable and interested in the future as well as the present. To the utter disbelief of the "wet" element, Oregon awoke one morning in 1908 to the fact that a new law had been passed, making "Local Option" legal. . . . At that time 10 saloons were operating in the city and their financial and political interests were a power to be reckoned with. But it happened. After 23 years of loyal work, the Women's Christian Temperance Union, had been successful in bringing about an election that voted the county dry!

A court test followed, but the liquor interests lost and the dreaded date of midnight, June 30, 1908, was set as the funeral knell for saloons.⁴⁰

One of the most notable of all Grants Pass taverns is the Owl Club on G Street, in operation since 1924. This tavern, as well as the other historical drinking establishments in the Central Business District, was designed in the Chicago School Style.

d. Laundries

Businesses specializing in the commercial cleaning and care of clothing made their appearance in downtown Grants Pass as early as 1900. The earliest established was the Grants Pass Steam Laundry located on Fifth Street, a continuously running laundry business for over 60 years. Laundry operations were part of the expanding service base in the downtown area that catered to the increase in population that occurred in Grants Pass during a significant and prosperous development period in the city's history. The Grants Pass Steam Laundry epitomized the latest technology for a growing city, and its statement of being modern was further conveyed by the company's choice of styling for its 1903 facility.

e. Office Buildings

Most offices for physicians, dentists, attorneys, and other professionals in downtown Grants Pass were housed on the second floors of various buildings along Sixth Street. This pattern of office occupancy endured until the more recent era of professional building complexes constructed in park-like settings removed from a city's downtown core. Several buildings within the Central Business District, such as the Albert Building and the Calvert and Paddock Building on Sixth Street, were designed with this intention. In the 1940s and 1950s, even some earlier commercial structures were remodeled or completely constructed to house several professional offices. One "adaptive use" example is the Professional Building on H Street, formerly a hardware and furniture store that was refurbished in the late 1940s or early 1950s. The Wing Building, constructed in the late 1940s in the vogue International Style, is the premier example of the contemporary professional office building of its time. The four-story building with a small fifth-story penthouse is one of the most commanding commercial structures in the Central Business District.

f. Banks

Grants Pass was historically the home of a number of banking establishments of which only one exists today. The First National Bank of Southern Oregon was once one of the most impressive structures, architecturally and commercially, in the downtown core. It was among three significant structures along Sixth Street formerly detailed with an imposing tower highlighting its facade.

⁴⁰Booth, *Grants Pass*, pp. 58, 60.

Banks were the financial and investment lifeblood of developing communities, and in the mining era of Josephine County, they were an instrumental component of commerce and wealth to the extractive industries of the region. Most of the city's business meetings, such as the board of trade and other civic organizations, were held in the First National Bank building. Other bank buildings that previously existed in the downtown core housed professional offices on their second floors.

g. Warehouses

Warehouses were necessary utility structures for grocery stores, hardware stores, and other businesses active in the downtown core of Grants Pass. Three of these buildings were identified during the survey, two of which were substantial, two-story, brick buildings.

Transportation & Communication

Transportation resources were vital to the early development of Grants Pass as an urban center for trade and commerce. The railroad, in particular, was instrumental in not only the founding of the city, but its continued existence and growth well into the 20th century. Railways and roadways helped unite communities throughout Josephine County. In the first half of 20th century, they provided access to the surrounding recreation areas and greatly facilitated in making Grants Pass a gateway to sport fishing on the Rogue River, Oregon Caves National Monument tourism, and forest recreation in the Siskiyou and Rogue River national forests. Accommodations developed in the heart of the city brought in another form of revenue for Grants Pass--tourist dollars.

a. Hotels

Although only two buildings survive in the downtown core that were known historically as hotels, several other buildings provided rooms above the businesses along G And Sixth streets and were recognized as boarding houses or walk-up hotels. These second-floor hotels were numerous during the height of the city's downtown development between 1895 and 1910. Two of the most notable were the Blackburn House on the second floor of the Sherer-Judson Building on South Sixth Street and the Travelers' Hotel near the corner of Sixth and I streets.

Hotels were a crucial fixture in any railroad town as a means of accommodating travelers, especially salesmen who often came to Grants Pass to peddle their wares, and miners looking for a bit of the city life or to stock up on supplies. The second floor rooms of the Dixon's Dry Goods Building and the Kienlen-Harbeck Building, both on G Street, were rented to miners and railroad workers. A surviving annex of the no longer extant Josephine Hotel on the corner of E Street (designed in the Commercial Style) provided "sample rooms" for salesmen, as well as regular hotel rooms. Sample rooms were provided for traveling salesmen to exhibit their merchandise. Hotels would often provide rooms furnished with tables and clothing racks so local merchants could view a salesman's stock before purchasing items for their stores. The Redwoods Hotel, constructed in 1926 in lavish Sullivanesque detailing originating from the Chicago Style, became a

landmark for travelers and tourists alike when the Redwoods Highway opened through Grants Pass that same year.

b. Automobile Dealer/Garage

The Motor Age made a tremendous impact on the development of the Central Business District in Grants Pass. Numerous automobile dealerships, service garages, and service stations descended upon the downtown area from the early 1900s through the 1940s. Concurrently, auto camps and motor courts catering to tourists traveling the Redwoods Highway in search of recreation transformed the appearance of "main street" in the city. Automobile-oriented growth initiated Grants Pass into the late 20th century.

Of the three automobile dealerships known to exist in the downtown area, only one still functions in a vehicle-related capacity. Wolke Oldsmobile, now Towne Center Tire, on Seventh and I streets was constructed in 1947 in the Moderne Style, a design characteristic for the automobile dealership business during the post World War II era, a period of rapid urban growth for cities around the nation.

Industry & Manufacturing

Industrial structures are more commonly found disassociated with the downtown core of a city. Historically, industrial areas were fairly unpleasant districts of dirt, noise, and hazardous conditions, districts that added little to the architectural beauty of a city. Even so, the economic success of a community was greatly judged by its early industrial achievements, such as lumber mills, gravel quarries, and other manufacturing interests.

In Grants Pass, some of the prime manufacturers were the companies involved in timber harvesting and processing. Sawmills and lumber yards first occupied the west edge of the downtown area then later expanded to the east edge of town. Only two existing manufacturers were discovered within the boundaries of the Central Business District: a brewery and an electric substation headquarters. In keeping with the established architectural canon of downtown Grants Pass at the turn of the century, both of these buildings were designed to blend in with the other commercial structures surrounding them; the brewery is of the Commercial Style, and the substation displays elements of the Chicago School Style.

a. Brewery

As explained under the Resource Type heading "Taverns," the distribution and sale of alcoholic beverages was one of the most abundant and lucrative businesses during the early development of Grants Pass. One of the favored and substantial agricultural crops in the Rogue River Valley was hops, and by the 1890s, the farmland surrounding Grants Pass was dominated by hop yards. In addition to being a major export crop, Rogue River Valley hops supplied the Grants Pass Brewery, which in turn, furnished the taverns on G and Sixth streets with their stock of beer.

b. Electric Substation

Historic urban utilities and the support buildings associated with them typically do not survive the succeeding eras of improved technology which often resulted in extreme alteration or complete replacement of a facility. Inadequate utilities, such as antiquated substations and powerhouses, that were no longer used were routinely demolished when new facilities were constructed. The Condor Water & Power Company transformer house on Seventh and H streets is a rare example of a turn-of-the-century support building associated with an early utility, even though the actual transformer no longer exists.

Government

When the Josephine County seat was transferred from Kerby to Grants Pass in the late 1880s, the founding fathers of the city realized that Grants Pass was destined for prosperity and achievement in the political, economic, and social spheres of Southern Oregon. Two government-related buildings still exist in the city, and each represents a significant era in local urban development and national architectural trends.

a. Courthouse/City Hall/Fire Station

Key to the public policy making and enforcement of local government in a community is the city hall, a facility in Grants Pass that historically served functions above and beyond strict governmental duties. In a tradition that began in 1894, the Grants Pass City Hall was combined with the city's fire department and remained organized in that manner through the life of two generations of buildings. As the need for additional space grew, the City Hall and Fire Station were moved from their original facility on South Sixth Street to the west edge of the Central Business District in 1912 during an episode of urban growth.

The City Hall/Fire Station on Fourth Street was designed to be a monument to the early 20th century progress of the community. The American Renaissance Style was employed, signifying civic dignity and order and is the only use of this classical style found in the Central Business District.

b. Post Office

The Grants Pass Post Office, another civic monument, was one of a number of WPA post office projects executed nationwide during the mid-1930s. Designed in the Stripped Classical style, each WPA post office reflected a new American style established during the Depression era that redefined architectural classicism. The interiors of these buildings were all adorned with painted murals exhibiting the community's history and economic activities of the period.

Settlement/Culture: 19th Century Architecture

The city of Grants Pass is located on a single Donation Land Claim, and any above-ground architectural remnants of this original settlement have long since disappeared. In the Central Business District, the Broad Theme of Settlement is represented by some of the earliest constructed single-family dwellings surviving within the perimeters of the downtown core area. In the typical model of city planning, Grants Pass was platted to include not only commercial blocks, but residential lots located in close proximity to the business district. The pattern of residential development in the city was organized bilaterally with houses constructed concurrently on the north and south edges of downtown.

Nineteenth century architectural styles exclusively applied during this early residential development period coincided with popular trends occurring in other parts of the state and the nation. The railroad, by virtue of its rapid transit nature, created an exchange of fashion trends, a direct market with major manufacturing centers, and was the largest factor in determining stylistic criteria for domestic architecture. Mass-produced architectural details, such as jigsaw cut-out trim, machine-turned spindles, and fancy shingles--all elements associated with eclectic architectural styles--were inexpensive and widely available. The Queen Anne Style, and vernacular variations of other Late Victorian era styles like the Shingle, Eastlake, and Stick styles, were most widely implemented in the construction of early dwellings in downtown Grants Pass. Simple vernacular-style houses lacking Queen Anne detailing were also popular.

Nearly all of the 19th century houses inventoried in the Central Business District were constructed between 1886 and 1899. All share similar massing, whether they illustrate the Queen Anne or vernacular styles. The Flanagan House on Fifth Street and the Galvin House on E Street are principal examples of the Grants Pass version of Queen Anne. The solitary example of Eclectic/Shingle Style is the Spencer-Stinebaugh House on E Street.

Culture: 20th Century Architecture

A construction boom converged on Grants Pass between 1902 and 1915, and any vacant lot in the residential areas of the Central Business District was built upon. Most of the post-1900 residential development, however, took place outside of the downtown core area. Articles in the *Courier* testify to this construction activity:

Seldom in the history of the town has there been more activity in building operations than at the present time. . . . Residences are springing up in all portions of the town. . . . The new buildings are so numerous that a complete list is nearly out of the question.⁴¹

At the present time Grants Pass is the very center of prosperity and this assertion is borne [sic] out by the fact that an army of workmen are engaged in

⁴¹*Rogue River Courier*, 12 May 1904.

building here a beautiful city. . . . The Courier has heretofore indicated that Grants Pass would require the construction of a large number of homes for the use of those who will take up a residence in this city during the next three or four months. Many plans for these new homes have already been made by our architects, some of them are already under construction and the balance will be within the next few weeks.⁴²

Architectural styles remained consistent with the preceding decade, being primarily of Queen Anne and vernacular styles. The Moss House on E and Fourth streets best illustrates a late rendition of the Queen Anne Style. The Brandt-Hyde House on H Street shows the 20th century continuation of the modest vernacular style.

The first 20 years of this period, however, did give rise to a new residential form both in urban and rural areas. The Arts and Crafts movement came to America from England, and, architecturally speaking, design was based on natural materials, craftsmanship, and vernacular expression modeled after rural lifestyles. The Smith-Carnahan House on I Street is the premier example of true Arts and Crafts Style within the Central Business District. The Bungalow Style, an affordable, no-nonsense design popularized in magazines during this same time period, was one of the most sought after styles of the time period. Few bungalows exist in the downtown area, and the majority of them are located outside the Central Business District boundaries.

a. Performing Arts--Theaters

Motion picture theaters made their debut in downtown Grants Pass just after the turn of the century. The first of these establishments were located on the ground floors of already existing commercial buildings along Sixth and G streets. At least four movie theaters abounded in the Central Business District during this time and competition among the proprietors was intense. Theaters such as the Bijou (formerly in the Sherer-Judson Building on South Sixth), the Rivoli, and the Electric afforded recreation and entertainment for city dwellers.

At the time of its construction in 1938, the Rogue Theater clearly surpassed all other downtown cinemas as the city's most up-to-date and ultra-modern motion picture theater. Adorned in the Art Deco Style with an abundance of colored neon and glittering tile, the theater, still in operation, has been a Grants Pass landmark ever since.

b. Fraternal Movements--Meeting Halls/Posts

Social institutions were a vital aspect of urban life in Grants Pass. Fraternal organizations, including the International Order of Odd Fellows (I.O.O.F.), the American Legion, Woodmen of the World, and the Masons, provided social networks and companionship for many Grants Pass citizens. These groups have left an architectural legacy in the form of meeting halls and posts that survives in the Central Business District to the present day. Two of these buildings include the

⁴²Rogue River Courier, 3 June 1910.

I.O.O.F. Building on Sixth and H and the American Legion Post on F and Fifth. The I.O.O.F. Building typifies the Commercial Style architectural trend of the Central Business District. The American Legion Post is a more modest building constructed in the Rustic Style. This style, characterized by natural elements of log, split shakes, river cobbles, and field stone, was influenced by the Great Camp architecture of the Adirondack Mountains of New York. The Rustic Style was a popular design for both American Legion and V.F.W. posts during the early to mid-20th century.

Distribution of Resource Types

A total of 175 properties were included in the historic survey and inventory of the Central Business District. When fieldwork was completed, 60 properties (34%) were designated as primary, secondary, or contributing (see Section III: Evaluation). Sixty-eight buildings (39%) were deemed non-contributing (those constructed within the last 50 years),⁴³ and 28 (16%) were considered historic but had undergone extensive alteration to the point where the historic fabric was masked. An additional 47 properties (27%) included vacant lots or parking lots.

Of particular note are those properties which were 50 years of age or older but were severely altered. The majority of these buildings are located along South Sixth Street. Facade alterations along the city's "main street" began as early as the 1920s and continued through the 1950s and 1960s in response to the urban renewal movement of that time period. The appearance of a city's major thoroughfare directly reflected its prosperity, and with the accepted sentiment that "old is bad, new is good," many property owners along Sixth Street elected to modernize their buildings as an advertisement that business was healthy and thriving. In addition, the cyclical nature of business turnover created a need for new space utilization, even expansion, as properties changed hands. Store fronts often changed configurations, and windows were bricked over. Evolving fashion trends and modern conveniences such as air conditioning and improved ventilation systems led to the removal or covering of transom bands and the transformation of glazed windows into louvered vents.

The inventoried properties that showed minor modifications or no alteration at all could have been the result of economics as well. Commonly, when a commercial building has remained "frozen" in time, its condition does not necessarily reflect a passion for history on the part of the property owner, but a lack of funds to renovate. The historic preservation movement is relatively new to Grants Pass, and restoration attempts have taken place only in the past ten years.

Ridding the downtown area of blighted buildings ravaged by fire or neglect has been practiced for over 50 years in Grants Pass. In general, commercial building longevity and replacement is inordinately linked to the rise and decline in the size of the business community and economic prosperity in the city. Affluent times stimulate construction along a city's main street,

⁴³Three buildings constructed within the past 50 years were among the contributing or higher categories because of their importance in the urban development of the Central Business District or because of architectural merit.

whereas periods of economic depression result in maintenance neglect, building abandonment, and eventual loss. In downtown Grants Pass, fluctuations in the local economy caused by the depressions of the late 1890s and the 1930s and wartime rationing in the late 1910s and early 1940s produced periods of business stagnation. The building boom during the first decade of the 1900s was due to market prosperity in the agriculture, timber, and mining industries.

The age of historic architectural resources in the Central Business District clearly reveals this urban expansion and stagnation. Thirty-five percent of inventoried properties were erected before 1900, indicating that a period of intensive development took place during the first 15 years of the city's existence. The next most frequently occurring age group was 1900 to 1910 (27%), another major epoch of construction in the downtown area. As expected, the number of resources built between 1911 and 1920 (18%) decreased by nearly a third from the previous decade. New construction rose only slightly between 1920 and 1940 with 20% of the inventoried properties dating to this time period. The decline in construction from 1911 to 1940 probably indicates the economic shift that transpired due to the depression and the two world wars.

SECTION III: EVALUATION

Once a group of resources has been surveyed and inventoried, each property must be assessed for historical significance and architectural integrity. The evaluation procedure involves weighing each resource against the Broad Themes presented in the historic context statement and identifying specific resources that illustrate the historical trends that shaped the Central Business District of Grants Pass. Once these resources are known and the basis for evaluating their significance is presented, city planners can incorporate this information in their long-range plans. The evaluation section of this study can further be assimilated into the existing local preservation ordinance to aid in the future identification, assessment, and designation of historic properties and districts. The data outlined in this evaluation section can also facilitate decision-making pertaining to design review in historic districts, main street revitalization, and Oregon's special assessment program regarding tax incentives.

Methodology For Assessing Historical Significance

The methodology for significance assessment applied in this study corresponds with previously prescribed criteria developed for similar historic resources survey and inventory projects in Southern Oregon (Atwood 1991). This criteria is a region-specific adaptation (weighted to respond to special conditions of the local context) of that used for the National Register of Historic Places. The National Register criteria serve as an accepted model for the assessment and evaluation of historic resources and is endorsed by the Oregon State Historic Preservation Office. The City of Grants Pass has applied the National Register criteria in adopting their own standards for architectural significance under a recently drafted Historic Districts Ordinance (see Appendix B for the city's criteria concerning architectural and historical significance). The criteria of the National Register pertains to historic resources (districts, sites,

buildings, structures, and objects) that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

A) that are associated with events that have made a significant contribution to the broad patterns of our history; or

B) that are associated with the lives of persons significant in our past; or

C) that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D) that have yielded, or may be likely to yield, information important in prehistory or history.

Buildings that have been moved from their original setting, religious properties, cemeteries, and building less than 50 years old are generally not considered under the National Register criteria. There are exceptions, however, specifically with resources that have gained significance within the last 50 years. These resources must be integral components of a district and must be illustrative of historic themes or cultural trends that contribute to the understanding of the development of a community.

The evaluation criteria used in this study were further divided into the broad categories of architectural significance, environmental significance, and historical significance. Under each of these criteria, a resource was ranked according to the degree of significance the resource possessed. A four-tiered scale was used for the ranking: Excellent, Good, Fair, or Poor.

In evaluating the historical significance of the resources inventoried in the Central Business District, emphasis was placed on how the individual building or site related to important events that occurred locally or regionally. Resources found to be associated with key business enterprises that were dominant during the many phases of commercial and urban development in Grants Pass (for example, grocery stores, dry goods stores, hardware stores, taverns) were rated high for historical significance. Environmental significance considers how important a resource is as a visual landmark, how the immediate surroundings of the property contribute to its significance, and how well the resource contributes to the continuity of the streetscape. Architectural significance is based on execution of style, representation of a rare or unique type, and intactness of original materials.

Architectural Integrity

Resources are further evaluated according to their architectural integrity, or the intactness of historic form and original construction materials. Three levels of integrity were used:

1) Intact/Virtually Intact--if the building retains its original appearance and fabric, including massing, architectural detail, surface treatment, windows, and doors;

2) Minimum Modification--if minor alterations have taken place that are reversible, or that are in keeping with the construction technique and the stylistic character of the building's period(s) of significance; and

3) Major Modification--if a high percentage of original form and materials has been significantly altered with modern details so that the building detracts from the original architectural continuity of the streetscape.

After significance and integrity were assessed, buildings were evaluated and ranked for their association with the historic context of the downtown core area and their scarcity or uniqueness. The rankings establish a resource's level of contribution to the historic cultural landscape of the study area. The ranking system was divided into five categories:

1) Primary--historic resources of high associative or architectural significance and integrity that play a substantial individual role in the historic landscape of the project area. Resources designated as "primary" are those that significantly contribute to the understanding of the historical urban development of the city, are virtually intact representations of a specific period of architecture as it relates to the evolution of the city, or are associated with notable figures who played an instrumental role in the development of the city.

2) Secondary--historic resources of some associative or architectural significance that play a lesser but still important individual role in the historic landscape of the project area. These properties are often virtually intact architecturally or display minor architectural modifications but represent less important aspects of urban development. Resources that have not attained antiquity, but are exemplary of an uncommon architectural style, are also included in this category.

3) Contributing--historic resources that have little individual associative or architectural significance yet provide a valuable contextual element within the historic landscape of the project area. Buildings considered as "contributing" have generally been modified architecturally yet do not diminish from the historic continuity of the streetscape.

4) Non-Contributing Historic-- resources that are older than 50 years of age but that have been severely modified to a state that no longer conveys original workmanship, construction materials, or form. These resources are those whose facades have been completely refurbished or encased with modern materials during the last 50 years. They are designated by an "[H]" on the following inventory forms.

5) Non-Contributing--resources that do not contribute visually to the historic nature of the project area.

Historical significance and architectural integrity must be dealt with individually before a final assessment ranking can take place. A resource may be of high significance historically but considerably altered physically. This situation would cause the ranking to be lowered. If a resource possessed strong historical associations and high architectural merit, its ranking would be high.

The survey and inventory process is an ongoing activity that requires revision on a routine basis. The likelihood of resources shifting from one ranking category to another as time passes is great. A "primary" resource may be destroyed by fire or undergo future alterations that would diminish its architectural integrity. Thus, depending on the degree of alteration, the resource's ranking would lower. Conversely, if a building is considered "contributing" at the time of initial survey, and future additional research finds that the building is notable for historical associations, the ranking might be raised to "secondary." As resources within the study area reach 50 years of age, they, should be resurveyed and re-evaluated and added to the data base of downtown Grants Pass historic resources.

SECTION IV: TREATMENT

Survey and Research Needs

This Historic Resources Survey and Inventory represents the first intensive review of the area defined by the Grant Pass Community Development Department as the Central Business District (see Map 2). This area, the core of which encompasses the heart of the original Grants

Pass townsite, includes virtually all of the commercial area that developed adjacent to the Southern Pacific Railroad right-of-way.

Given the limitations of time and budget, this study has focused primarily on those resources related to Grants Pass' first 60 years, the period from the City's initial development to the beginning of World War II. Commercial buildings, as well as those surviving 19th and early 20th century residential structures at the northwest and southwest corners of the study area, served as the main research focus. As a result of this project, other areas and resource types requiring further study have been identified. These most prominently include:

1. Survey and identification of surviving landscapes and non-building resource types within the study area, especially along the Gilbert Creek boundary.
2. Further study regarding industrial, manufacturing, and agricultural resources within the core area of Grants Pass (adjacent to the Central Business District) would provide greater understanding of surviving resources relating to the City's railroad/shipping point heritage.
3. A number of resources of high integrity are located immediately north of the study area on the west side of Sixth between D and A streets. Including a variety of government and commercial uses, as well as numerous residential structures that are now either converted to professional use or in the apparent path of such development, *this area should be added to the Central Business District study area*. A logical northern boundary occurs at A Street, the edge of the Original Townsite.
4. Future surveys should study the residential areas to the south and east of the study area. Brief visual survey indicates a substantial number of early dwellings in these sections of the City and these resources are likely susceptible to future commercial development pressures as the Central Business District expands.

Josephine County, and Grants Pass in particular, has been the subject of a wide variety of well-researched and informative historical study. This project is indebted to the quality of those works. However, with regard to the specific study needs of historic and cultural resources, an organized and in-depth review of the various local newspapers, not possible as a component of the present study, would greatly aid future study on the individual history of all resource types. An computerized index of pertinent citations would create an invaluable research tool for future study.

Current Preservation Activities/Planning

a. City Code:

Preservation planning in Grants Pass is governed by Article 13 of the City Development Code [Sections 13.400-13-464]. In general, an appointed "Historical Buildings and Sites Commission" is empowered to review proposed development occurring within city-designated "Historic Districts, Conservation Districts and Landmarks." Demolition requests may be delayed for a maximum of 120 days from application, and criteria are set forth both for demolition review as well as alteration. Approximately 75 individual properties designated as "exceptional" by the Mayor's Advisory Committee in 1981 have been further recognized as "Landmarks. (see Appendix B)

b. Local Incentive Programs:

Under the direction of the Economic Development Department, a low-interest loan program is in place to provide financial assistance to downtown property owners seeking to renovate/remodel.

c. Supportive Agencies:

In addition to the City of Grants Pass itself, two other related interest agencies are actively involved and supportive of preservation within the study area. Representatives of both the Grants Pass Towne Center Association (comprised of downtown merchants and property owners) and the Josephine County Historical Society serve on the City's review body and every effort should be made to encourage their continued active role in downtown projects.

Suggested Treatment Strategies

For preservation to be effective in the long term it must be integrated within the overall land development review process. The following survey is only the start of what should be an ongoing activity to assure that as new information comes to light resources will be continue to be appropriately documented and, when required, designated and offered the protection of the City's code. As mentioned under "Survey and Research Needs" above, residential areas adjacent to the present study ought be considered for further study and recognized as local districts.

The following recommendations include both suggested additions to the City of Grants Pass code as well as specific project-oriented goals based upon the fieldwork data:

a. Local Code Actions

1. The study area should be evaluated and the appropriate portions designated either as a local "Historic" or "Conservation" district as per Grants Pass LDO 13.421. As written, local designation serves as the threshold for protection and review. *Immediate designation of resources and/or districts to reflect the findings of this survey is highly recommended.*
2. Where individual surveyed "primary" resources within the study area do not fall within a designated local district, they should be added to the "local landmark" list. Further, the code sections pertaining to the designation of "local landmarks" should be expanded to include any and all present or future National Register properties *by definition.*
3. Design review should be extended to cover in-fill development within any designated "Historic" or "Conservation" districts. A detailed set of design standards for both restoration and new construction should be developed and adopted to guide both applicants and the Historical Buildings and Sites Commission during the review process. Historic areas are the sum of all their parts; the protection and review of individual designated resources without regard toward the potential impacts of adjacent new development is not in the best interest of the maintaining an area's historic sense of place.
4. The present City incentive programs should be tied to appropriate design standards to aid appropriate development within the designated areas. A complete and readily available set of standards will guide architects, builders, and property owners toward an overall area design strategy and preserve the historic character of the Central Business District.

b. Potential National Register Resources

Of the 26 surveyed resources identified as "primary," five have been previously listed on the National Register of Historic Places (see Appendix A). Of the remaining 21, many would likely merit listing as individual resources. Specific properties deemed potentially National Register eligible within the study area are:

Grants Pass Brewery, 509 SW G Street
Grants Pass Post Office, Sixth and E Streets
Schmidt Cigar Store, 121 SW G
Dixon's Dry Goods Store, 125 SW G Street
Albert Building, 218-220 NW Sixth Street
Sherer-Judson Building, 220-224 SW Sixth Street
Rogue Theater, 143 SE H Street

Joseph Moss House, 247 NW E Street
Clemens Rexall Drug Store, 214 NW Sixth Street

While likely eligible individually, many of the above would more appropriately be included in a National Register Historic District nomination covering the various concentrations of significant resources identified within the study area. It is recommended that boundaries for such a district be delineated and a nomination document prepared and submitted.

c. Education and Related Activities

The completion of the historic and cultural resources survey has generated a great deal of renewed interest in the historic buildings of the Central Business District and the qualities they add to the City's character. Various speaking appearances about the project and the attendant media interest supports the ongoing efforts of the City and the Towne Center Association to promote understanding and appreciation of Grants Pass' history. The walking tours and other activities should continue and expand to reflect the data presented here. Interpretive materials such as brochures, special area signage, or merchant-based photo displays should be developed and disseminated to the greatest extent possible. The present Farmer's Market project currently under construction along the former Southern Pacific Railroad yard between F and G streets provides a logical and welcome opportunity to relate the history of the area and the role of the railroad in development of Grants Pass. It is suggested that an interpretive component be included in the development of that project wherever possible.

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APPENDIX A

Grants Pass Central Business District

Previously Inventoried
or
Researched Properties

Properties Listed in the 1976 Statewide Inventory of Historic Sites & Buildings

1. Grants Pass Brewery
2. White House Grocery (Clemens Rexall Drug Store)
3. Albert Building
4. Kienlen-Harbeck Building
5. Palace Hotel (altered after 1976)
6. Grants Pass City Hall & Fire Station (Old)
7. Dixon-Smith Building (Dixon's Dry Goods Store)
8. Grants Pass Hotel (demolished after 1976)
9. Sherer-Judson Building
10. Redwoods Hotel

Properties Listed in the National Register of Historic Places

1. Clark-Norton House
2. Grants Pass City Hall & Fire Station (Old)
3. Kienlen-Harbeck Building
4. Redwoods Hotel
5. Smith, Herbert & Katherine, House

Properties Included in Grants Pass Towne Center Association Walking Tour

1. Brandt-Hyde House
2. Gilbert Creek
3. Grants Pass Brewery
4. Southern Pacific Railroad Right-of-Way
5. Kesterson Building
6. Palace Hotel
7. G Street Historic District
8. Smith & Guild Building
9. Dixon-Smith Building
10. Pastime Tavern
11. Federal Building (outside of study area)
12. First National Bank of Southern Oregon
13. J.C. Penney's
14. Grants Pass Banking & Trust Company (demolished)
15. Layton Hotel (altered)
16. Sherer-Judson Building
17. Rogue Theater

18. I.O.O.F. Building
19. Grants Pass City Hall & Fire Station (Old)
20. Calvert & Paddock Building
21. Champion Products Store
22. Owl Drug Store-National Drug Store-Grants Pass Pharmacy
23. Stanton Rowell Building (altered)
24. Thornton Building (altered)
25. Smith, Herbert & Katherine, House

Historic Sites Listed in the Grants Pass Towne Center Hometown Guide

1. Albert Building
2. First National Bank of Southern Oregon
3. Climate Sign
4. "G" Street
5. Kienlen-Harbeck Building
6. Palace Hotel
7. Kesterson Building
8. Grants Pass Brewery
9. Grants Pass City Hall & Fire Station (Old)
10. Smith, Herbert & Katherine, House
11. Golden Rule-City Hall and Fire Department (altered)

APPENDIX B

CITY OF GRANTS PASS PRESERVATION ORDINANCE

Section 13.400-460
Rev. February 5, 1992

<u>13.400</u>	<u>Historic Districts</u>	13-17
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13.400 Historic Districts

13.411 Purpose. The purpose of this section is to:

- (1) Effect and accomplish the protection, enhancement and perpetuation of such improvements and of districts which represent or reflect elements of the City's and County's cultural, social, economic, political and architectural history;
- (2) Safeguard the City's and County's historic, aesthetic and cultural heritage as embodied and reflected in such improvements and districts;
- (3) Complement any National Register Historic Districts designated in the City;

- (4) Stabilize and improve property values in such districts;
 - (5) Foster civic pride in the beauty of historic buildings, structures, sites, signage and noble accomplishments of the past;
 - (6) Protect and enhance the City's attractions to tourists and visitors and the support and stimulus to business and industry thereby provided;
- 13.412 Definitions. For the purposes of this section only, the following terms are defined as indicated:
- (1) Alteration (Exterior): The addition to, removal of or from, or physical modification or repair of, any exterior part or portion of a Landmark or structures in an Historic or Conservation District. Signs shall be considered a form of alteration and shall be treated as such.
 - (2) Architectural Significance: The structure, site, signage or district:
 - (a) portrays the environment of a group of people in an era of history characterized by a distinctive architectural style;
 - (b) embodies those distinguishing characteristics of an architectural-type specimen;
 - (c) is the work of an architect or master builder whose individual work has influenced the development of the City; or
 - (d) contains elements of architectural design, detail, materials or craftsmanship which represent a significant innovation.
 - (3) Conservation District: A definable area containing historic sites, buildings or structures or groups of historic buildings, sites or structures separated geographically but linked by the history of the community's development, by natural features such as topography, parks or public open spaces, or by other significant physical features or historic events.
 - (4) Demolish: To raze, destroy, dismantle, deface or in any other manner cause partial or total ruin of a designated Landmark, structure, site or signage in an Historic or Conservation District.

- (5) Exterior: Any portion of the outside of a Landmark or building or structure in an Historic or Conservation District, or any addition thereto.
- (6) Historical Buildings and Sites Commission: The review authority for items requiring approval under Section 13.440, Historic Districts, of this Code. The Commission shall consist of individuals who have been appointed by the Mayor and City Council and shall consist of the following members:
- (a) Two representatives from Josephine County Historical Society,
 - (b) One representative from the Towne Center Association,
 - (c) One representative who is either a licensed designer or architect, and
 - (d) One representative from the citizens at large.
- (7) Historic District: A relatively compact, definable geographic area possessing an obvious concentration, linkage or continuity of sites, buildings or structures, united by past events, architectural styles, construction features or other physical features illustrative of the community's historic development.
- (8) Historical Significance: The structure, district, site or signage:
- (a) has character, interest or value, as part of the development, heritage or cultural characteristics of the City, County, State or Nation;
 - (b) is the site of an historic event with an effect upon society;
 - (c) is identified with a person or group of persons who had some influence on society; or
 - (d) exemplifies the cultural, political, economic, social or historic heritage of the community.
- (9) Landmark: Any improvement, any part of which is 40 years old or older which has a special character or special historic interest or aesthetic interest, or value which is part of the heritage of the City or County that has been officially designated and set aside for conservation or preservation.

13.420 District Types and Map

13.421 Historic Types.

- (1) The Historic Map shall allow for the designation of:
 - (a) areas with a high concentration of historic structures, designated "Historic Districts",
 - (b) areas with a lower concentration, designated "Conservation Districts", and
 - (c) structures, sites or signage of historic or architectural significance not located in an Historic or Conservation District, designated as "Landmarks".

(2) ~~Historic Review shall apply to the following:~~

- (a) Historic Districts, designated in accordance with this section; and
- (b) Conservation Districts, designated in accordance with this section; and
- (c) Landmarks, sites or signs, designated in accordance with this section.

13.422 Historic Map. There shall be an overlay map to the Zoning Map that depicts Historic Districts, Conservation Districts and Landmarks.

13.423 Landmarks. The following buildings ~~are hereby~~ designated Landmarks, and are to be placed as such on the Historic Map:

- (1) All buildings designated as "exceptional" in the Historic Inventory taken by the Mayor's Advisory Committee on Historic Preservation, dated October 1, 1981, as follows:

122 NE "A" Street
303 NE "A" Street
1508 NE "A" Street
220 NW "A" Street
310 NW "A" Street
12 NW "A" Street

139 SW "I" Street
417 SW "I" Street

1501 NW Lawnridge Avenue
1223 NW Lawnridge Avenue
1304 NW Lawnridge Avenue

821 SE "M" Street

412 NW "B" Street
421 NW "B" Street
614 NW "B" Street

203 SW Oak Street

619 NW "B" Street
1800 NE Beacon Drive
331 SW Burgess Street

421 SE Riverside Avenue

2030 NW Vine Street

219 NW "E" Street
201 NW Evelyn Street

1002 NW Washington Boulevard

730 NW 2nd Street

314 NE Fetzner Street
989 Fruitdale Drive
1650 Fruitdale Drive

214 NW 3rd Street

123 SE "G" Street
111 SW "G" Street
115 SW "G" Street
117 SW "G" Street

604 NW 4th Street
716 NW 4th Street
724 NW 4th Street
750 NW 4th Street
751 NW 4th Street

125 SW "G" Street
129 SW "G" Street
131 SW "G" Street
137 SW "G" Street
139 SW "G" Street
141 SW "G" Street
145 SW "G" Street
147 SW "G" Street
207 SW "G" Street
211 SW "G" Street
229 SW "G" Street
233 SW "G" Street
241 SW "G" Street
307 SW "G" Street
509 SW "G" Street
532 SW "G" Street
591 SW "G" Street
1215 SW "G" Street

757 NW 4th Street
758 NW 4th Street
804 SW 4th Street

612 NW 5th Street
830 NW 5th Street
508 SW 5th Street

140 SW "H" Street
1021 NW Hawthorne Avenue

605 NE 6th Street
140 NW 6th Street
208 NW 6th Street
306 NW 6th Street
512 NW 6th Street
762 NW 6th Street
720 NW 6th Street
746 NW 6th Street

701 NE 8th Street
717 NE 8th Street
860 NE 8th Street

1109 NE 9th Street

761 NE 12th Street

13.430 Procedures for Historic Review

13.431 Initiation. An Historic Review procedure may be initiated by the following:

- (1) A recognized neighborhood group, area association, or any interested person.
- (2) Historical Buildings and Sites Commission.
- (3) Urban Area Planning Commission.
- (4) City Council.

13.432 Preapplication Conference Required. Prior to submitting an application for review, the applicant shall request a preapplication conference with the Director as provided in Section 3.033 of this Code.

13.433 Complete Submittal. Prior to review of the request, a complete application shall be prepared and submitted to the Director in accordance with the minimum submittal requirements contained in Section 3.040 of this Code.

13.434 Review Procedure Schedule.

- (1) Historic Review applications shall be processed according to Schedule 13-1 as follows:

Procedures for Historic Review

Schedule 13-1

<u>Historic Review Item</u>	<u>Procedure Type</u>
Designation of Historic District	IV
Designation of Conservation District	IV
Designation of Landmarks	IV
Alteration (Exterior)	III
New Construction in District	III
Demolition in District	III
Demolition of Landmarks	III

- (2) In the conduct of land use procedures for the Historical Buildings and Sites Commission, the designation "Historical Buildings and Sites Commission" shall be substituted for the designation "Planning Commission" in Section 2, Procedural Types, and Section 10, Appeals.

- (3) Historical Buildings and Sites Commission meeting procedure is deemed quasi-judicial, and shall be governed by the Quasi-judicial Hearing Rules, pursuant to Section 8 of this Code.

13.435 Amendment and Recision Procedures. A District or Landmark designation may be amended or rescinded utilizing the same procedure required for District or Landmark designation, as provided in Schedule 13-1, Section 13.434.

13.436 Appeals. The final action of the Historical Buildings and Sites Commission may be appealed as provided in Section 10.050 for Type III decisions.

13.440 Designation of Historic Districts

13.441 Designation Criteria. An Historic District, a Conservation District, and a Landmark may be recommended for designation by the Historical Buildings and Sites Commission and designated by the City Council, providing all the following criteria are addressed during consideration by the review body.

- (1) The designation of a District or Landmark serves the purpose of this section.
- (2) The boundaries of a District are adequate and suitable for designation.
- (3) Consideration of the positive and negative effects of the designation upon residents, businesses or property owners of the area.

13.442 Historical Buildings and Sites Commission and City Council Action.

- (1) Commission Action. The Historical Buildings and Sites Review Commission shall take action as provided for the Planning Commission, for Type III review pursuant to Section 2.050, except that the oral decision and the final decision steps shall be combined, (see Section 9 and 2.055(3)) and the final decision shall be accompanied by findings, notice and all other requirements of a final decision.
- (2) Council Action. The Council shall take action as provided for Type IV review pursuant to Section 2.060. In addition, Council may remand the matter to the Historical Buildings and Sites Commission for additional consideration of specific matters.

13.450 Development Review

- 13.451 Review Required. Except as provided in Section 13.454, no person may alter any structure, site or signage in an Historic District, a designated structure in a Conservation District, or any Landmark in such a manner as to affect its exterior appearance, nor may any new structure be constructed in an Historic District or Conservation District, unless it has previously been reviewed by the Historical Buildings and Sites Commission.
- 13.452 Criteria for Approval. The Historical Buildings and Sites Commission, in reviewing the appropriateness of the alteration or new construction, shall consider the following:
- (1) The purpose of the Historic Districts, Section 13.411.
 - (2) The general compatibility of the signage, exterior design, arrangement, proportion, detail, scale, color, texture and materials proposed to be used in the construction of the new building or structure;
 - (3) The effect of the proposed new structure on the character of the district; and
 - (4) The economic effect of the new structure on the historic value of the district.
- 13.453 Historical Buildings and Sites Commission Action. The Historical Buildings and Sites Commission shall, upon review, shall take the role of the Urban Area Planning Commission in the Type III Procedure, pursuant to Section 2.050. The Commission shall be empowered to set the conditions of approval based on compliance with the criteria, Section 13.452, and with the purpose of this section, Section 13.411.
- 13.454 Public Safety Caveat. Nothing in this ordinance shall be construed to prevent the ordinary maintenance or repair of any exterior architectural features which does not involve a change in design, material or the outward appearance of such feature. The Building Official shall certify such repair is required for the public safety because of its unsafe or dangerous condition and that time is of the essence in such repair.
- (1) Sandblasting shall be excluded as a method for cleaning the exterior of buildings unless specifically approved by the Buildings and Sites Commission.

13.460 Demolition Review

13.461 Review Required.

- (1) If an application is made for a building permit to demolish all or part of a structure which is a Landmark or which is located in a Conservation District or an Historic District, the Director shall transmit to the Historical Buildings and Sites Commission a copy of said transaction within seven (7) days of application acceptance.
- (2) The Historical Buildings and Sites Commission shall hold a public hearing pursuant to the Type III procedures in Section 2.050 within thirty-five (35) days of acceptance of a complete application by the Director.

13.462 Criteria for Approval. In determining the appropriateness of the demolition as proposed in an application for a building permit, the Commission shall consider the following:

- (1) All plans, drawings, and photographs as may be submitted by the applicant;
- (2) Information presented at a public hearing held concerning the proposed work;
- (3) Applicable Policies of the Comprehensive Plan;
- (4) The purpose of this section (see Section 13.411);
- (5) The criteria used in the original designation of the Landmark or District in which the property under consideration is situated;
- (6) The historical and architectural style, the general design, arrangement, materials of the structure in question or its appurtenant fixtures and signage; the relationship of such features to similar features of the other buildings within the district and the position of the building or structure in relation to public rights of way and to other building and structures in the area; and
- (7) The effects of the proposed work upon the protection, enhancement, perpetuation and use of the district which cause it to possess a special character or special historical or aesthetic interest or value.

13.463 Historical Buildings and Sites Commission Action.

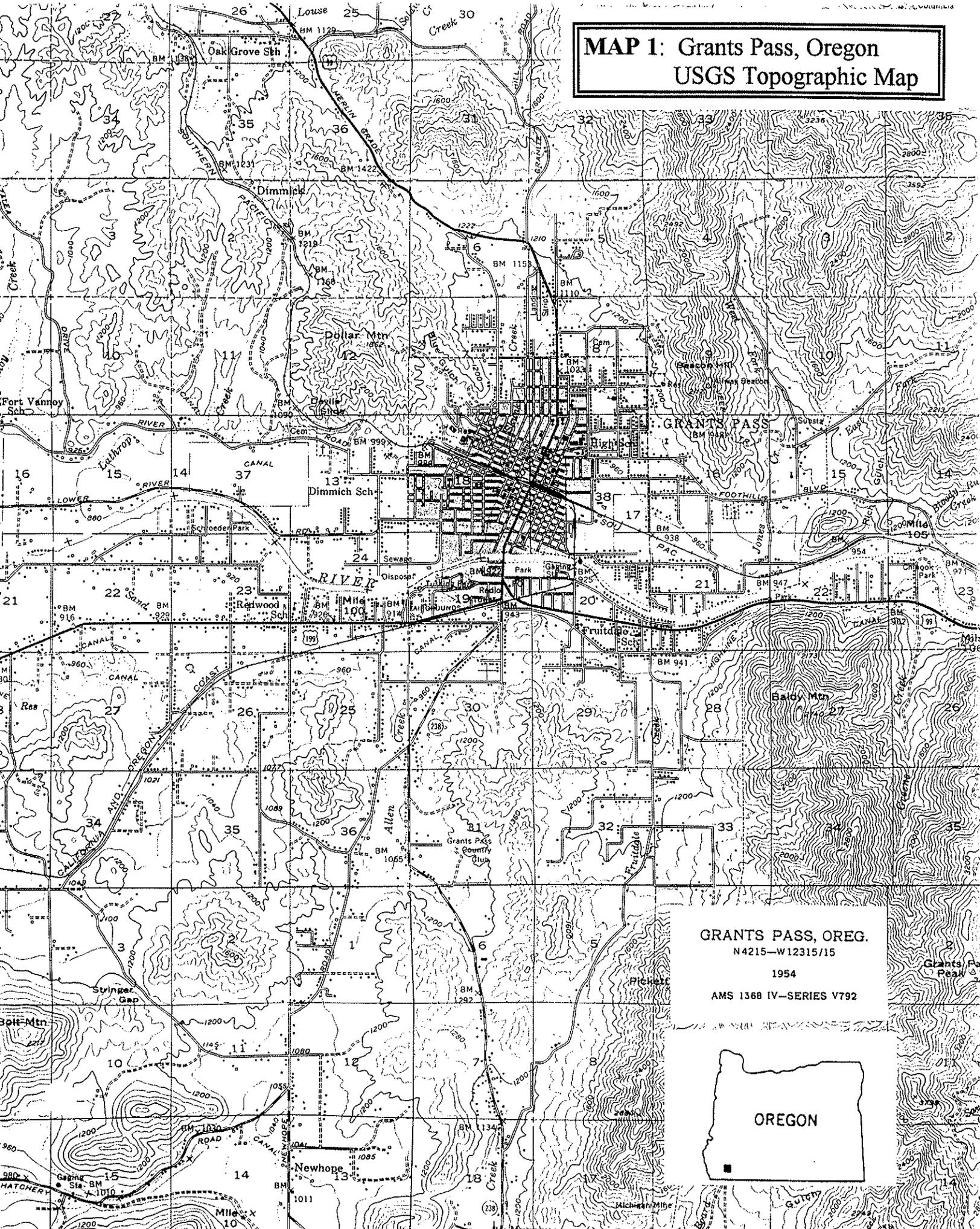
- (1) Approval of Demolition. The Historical Buildings and Sites Commission may recommend approval of the demolition request to the Director after considering the criteria contained in Section 13.462.
- (2) Delay of Demolition. The Commission may delay the issuance of a demolition permit in the interest of preserving historical value, if it determines that the structure should not be demolished.
- (3) Delay of Landmark or Conservation District Demolition. For a Landmark, which includes structures, sites and signage, or Conservation District demolition request, issuance of the demolition permit may be delayed by the Historical Buildings and Sites Commission as follows:
 - (a) The Historical Buildings and Sites Commission may ~~invoke a stay of demolition for a period not exceeding thirty (30) days~~ from the date of public hearing for demolition permit.
 - (b) The Historical Buildings and Sites Commission may invoke an extension of the suspension period if it determines that there is a program or project underway which could result in public or private acquisition of such structure or site, and that there is reasonable ground to believe that such program or project may be successful. In such cases the Commission, at its discretion, may extend the suspension period in thirty (30) day increments for an additional period not exceeding ninety (90) days, up to a total suspension period of not more than one hundred twenty (120) days from the date of public hearing for demolition permit.
 - (c) During such period of suspension of permit application, no permit shall be issued for such demolition nor shall any person demolish the building or structure.
 - (d) If all such programs or projects are demonstrated to the Historical Buildings and Sites Commission to be unsuccessful and the applicant has not withdrawn his application for demolition permit, the Director shall issue such permit, if the application otherwise complies with this Code.
 - (e) Action by the Historical Buildings and Sites Commission suspending issuance of permit for

demolition may be appealed to the City Council by the applicant for permit, in the same manner as provided in Section 10.040 for filing an appeal to the final action by the Planning Commission.

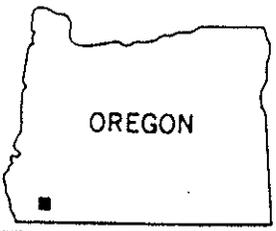
- (4) Delay of Historic District Demolition. For an Historic District demolition request, issuance of the demolition permit may be suspended by the Historical Buildings and Sites Commission, as follows:
- (a) The Historical Buildings and Sites Commission may invoke a stay of demolition for a period not exceeding one hundred twenty (120) days from the date of public hearing for demolition permit.
 - (b) The Historical Buildings and Site Commission may invoke an extension of the suspension period if it determines that there is a program or project underway which could result in public or private acquisition of the structure or site, or the preservation or restoration of such structure or site, and that there is reasonable ground to believe that such program or project may be successful. In such cases, the Commission, at its discretion, may extend the suspension period for an additional period not exceeding ninety (90) days, to a total of not more than two hundred ten (210) days from the date of application for demolition permit.
 - (c) During such period of suspension of permit application, no permit shall be issued for such demolition nor shall any person demolish the building or structure.
 - (d) If all such programs or projects are demonstrated to the Commission to be unsuccessful and the applicant has not withdrawn his application for demolition permit, the Director shall issue such permit, if the application otherwise complies with this Code.
 - (e) Action by the Historical Buildings and Sites Commission suspending issuance of the permit for demolition may be appealed to the City Council by the applicant for permit, in the same manner as provided in Section 10.040 for filing an appeal to the final action by the Planning Commission.

MAPS

MAP 1: Grants Pass, Oregon USGS Topographic Map



GRANTS PASS, OREG.
N4215-W12315/15
1954
AMS 1368 IV-SERIES V792



MAP 2: Central Business District
Project Study Area

