EUGENE

DOWNTOWN CORE AREA HISTORIC CONTEXT STATEMENT

EUGENE, OREGON
NOVEMBER 1991

DESIGN BY CINDBEE LEE, 1991

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EUGENE DOWNTOWN
CORE AREA
HISTORIC CONTEXT STATEMENT

Planning and Development Department
Planning Division
City of Eugene

and

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Eugene, Oregon

Reviewed and Acknowledged by the
Historic Review Board
November 6, 1991

COVER PHOTO: Eugene from Skinner Butte, around 1914.
Lane County Historical Museum, #13B/180-52

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Eugene Downtown Core Area
Historic Context Statement

Eugene, Oregon

Preface

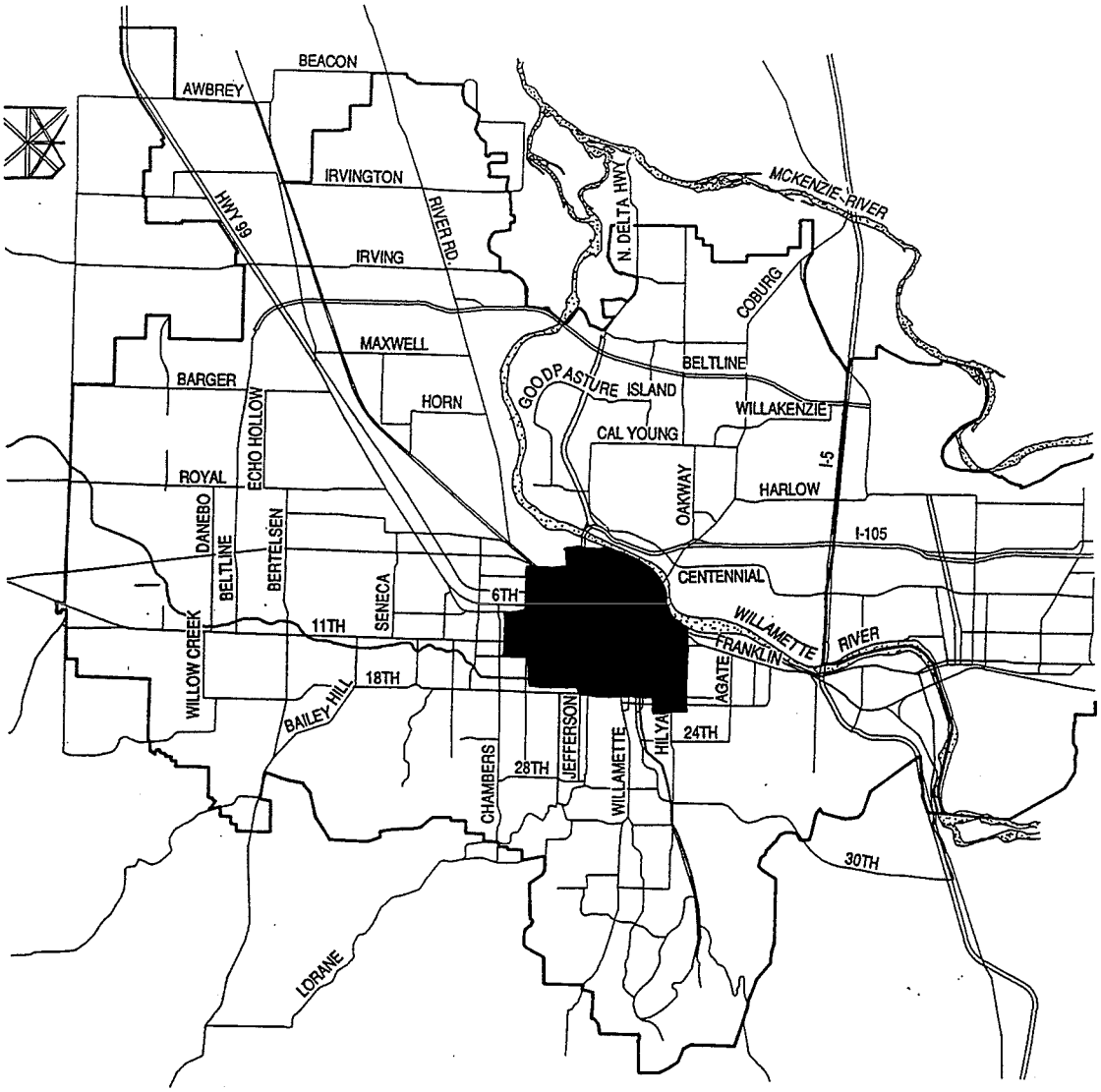
The guidelines published by the State Historic Preservation Office require that Historic Context Statements provide an analytic basis for cultural resource surveys such as the Downtown Cultural Resources Survey. As noted in the State Historic Preservation Office's "Handbook to Historic Preservation Planning in Oregon", "historic contexts provide a method of understanding the relative significance of cultural resources and establish a tool for management decisions." In keeping with those purposes and in recognition of the dimensions of the project both geographically and in volume of data, this statement will attempt to provide a framework for historical reference rather than an event-by-event account of the area's past.

"The Handbook to Historic Preservation Planning in Oregon" further states that "...historic contexts need to be viewed as a dynamic tool in the preservation planning process rather than a static document." This context statement should undergo adjustments as well, as the results of the proposed treatments strategies are assessed and new information becomes available.

The production of the Eugene Downtown Core Area Historic Context Statement was concluded in conjunction with Phase II of the Downtown Cultural Resources Survey. Work on this document and the survey began in April of 1991. Both projects required the use, discovery and analysis of a great deal of information. All of those who participated in or provided assistance to the project applied a great deal of energy and cooperative effort toward the accomplishment of the work. These combined efforts have made it possible to utilize the information produced to further city and state goals regarding historic preservation. We hope that the work will lead to enhanced understanding and stewardship of Eugene's historic resources in the downtown and core areas.

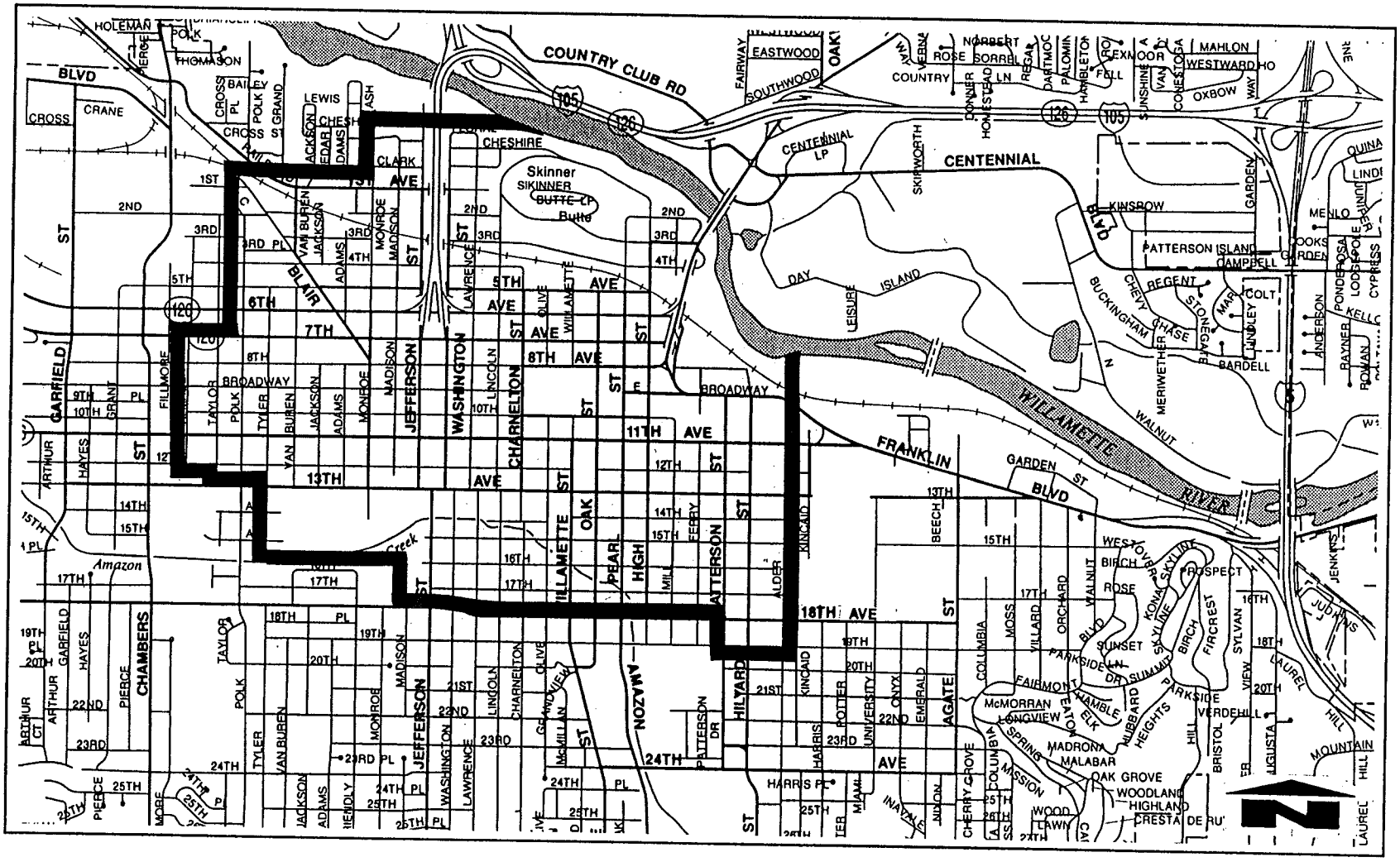
Downtown Cultural Resources Survey

Context Map



Eugene Downtown Core Area

Historic Context Statement Boundary



PART I:
HISTORIC OVERVIEW

PART I. HISTORIC OVERVIEW

Theme

The historical overview presented in this document pertains primarily to the development of the core area in Eugene which includes the Downtown survey area. The approach is geographic. However, a wide variety of sub-themes are touched upon exploring the relationship of resource types to broad themes and Oregon themes.

Temporal Boundaries

The temporal boundaries for this study encompass the years 1846 to 1941. These boundaries represent only the time period of European settlement and development in the area and an ending date corresponding to the generally accepted fifty year mark for historical sites. This time frame has been chosen because the resources available to conduct this study are limited. Should additional funding become available, the temporal boundaries of both the Context Statement and the survey work associated with it should be expanded to include the historical experience of the Native American populations that existed in the area before European settlement and remaining physical evidence from that period. As the study is used over time and additional surveys are conducted, the later temporal boundary should be adjusted, as well, to reflect the existence of resources that will become identified as historically significant either through the passage of time or the acquisition of additional information.

Spatial boundaries

The Eugene Downtown Core Area Historic Context Area is bounded approximately by Filmore Street on the west, Cheshire Street on the north, the Willamette River and Alder Street on the east, and 18th Street on the south. The precise boundaries are shown on the "Historic Context Area Boundary Map" on the following page.

Historical Background

A. Native American Occupation and Use of the land.

At the time of Eugene Skinner's arrival in 1846 the area's native inhabitants, the Kalapuya[1], were occupying various locations in the southern Willamette Valley on a seasonal basis. Hunting, gathering and trading created their settlement patterns which revolved around the winter village. Baked camas bulbs were probably their most

[1] Other common spellings include Callapuya (like the Callapuya River) and Callapooya.

important food. The Tsanchifin band of Kalapuya occupied the lower McKenzie River area, which includes Eugene, and the area between the McKenzie and Willamette Rivers. Their principle winter village may have been on the north side of the McKenzie River adjacent to Spores Point near the Armitage Bridge.

During the winter the Kalapuya lived in rectangular subterranean or sun baked dwellings in the winter village. These multi-family dwellings were up to 60 feet long on a side. During the summer the band would break up into nomadic family groups which would camp in a variety of locations while gathering food throughout the countryside.[2] Seasonally they would burn off the vegetation in the area in order to encourage new growth which would in turn attract a greater supply of game. Through this practice the Kalapuya could also force game to graze in areas that were the most convenient for hunting. Fire scars on the growth rings of older oaks in the area give testament to this practice.

The annual or perhaps semi-annual burning had a great impact on the landscape that the earliest European settlers found here. Broad prairies and rolling hillsides that were largely devoid of trees, with the exception of widely scattered individual oaks or small "oak openings," were the dominant prospect. A denser gallery forest existed along the Willamette River bank and related sloughs, protected from the fires by the change in topography and the moisture content of the soils. Thin forests dotted the upper portions of some steeper hillsides.

In what we now call Eugene's core area, burning ceased prior to 1846,

> "when continuous settlement of the city began...The Kalapuya Indians were already losing their hold on the landscape before then, however, due to the decimation of the population by a series of epidemics of exotic diseases against which they had no immunity, in the late 18th and early 19th centuries." (brought by Europeans) "Estimates place the loss as high as 50 percent from the epidemic of small pox in 1782-83 and as high as 90 percent from 'fever' (either influenza or malaria) in the 1830s. These first tragic introductions of exotic life forms (viruses and bacteria) destroyed the fabric of Kalapuya society. They may not have halted the burning of the prairies altogether, but they undoubtedly curtailed it sharply so that in some areas the last burning may have been as early as 1830."[3]

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[2] Spuelda, LuAnn (see Bibliography) pp 3-2 through 3-5.

[3] Lawrence, Henry. "A Natural Landscape History of Eugene," paper in City of Eugene Planning Department files, page 3.

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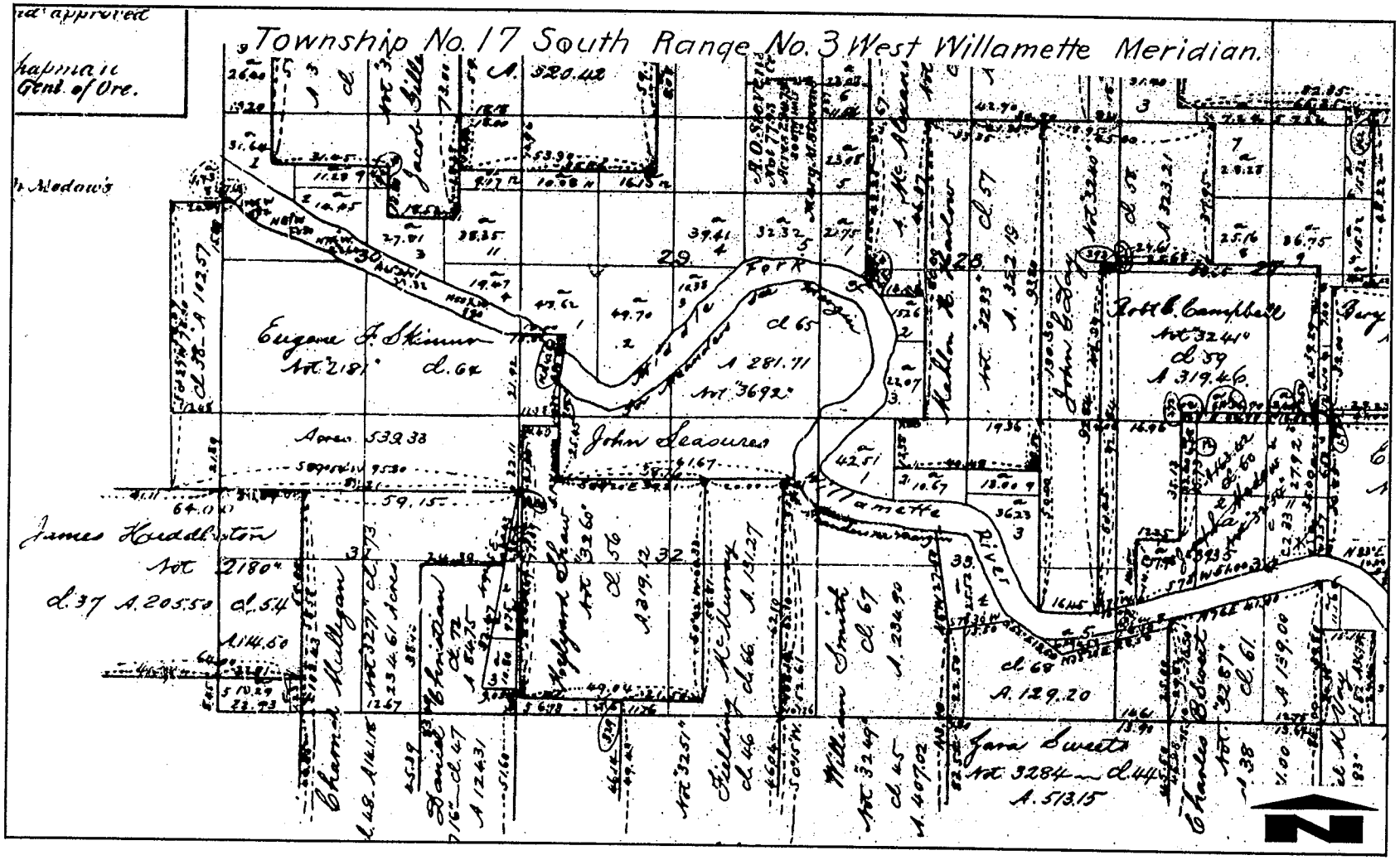
EUGENE CITY, OREGON TERRITORY

1856-59

Courtesy of Lane County Historical Museum

Eugene Downtown Core Area Historic Context Statement

Cadastral Map - EARLY DONATION LAND CLAIMS, 1860



In the absence of burning, new trees began to appear on the prairie, increasing the density of open woodland. The subsequent farming and grazing activities of the early settlers, however, continued to keep much of the prairie free of trees and dense vegetation. A succession of new trees began to cover hillsides and fill in oak openings, first younger straighter oaks (predominantly), and then Douglas fir.

The open prairie and sparsely vegetated hillsides that stretched out before the first European settlers were in many places ideal for immediate farming, grazing and building. The land was already cleared. The succession of tree species that evolved on the hillsides also became of great use to the developing European settlement. The new oaks providing material for firewood, etc., and later the tall Douglas fir fueled the development of two major industries, lumber and recreation (domestic and tourist).

Thus the endeavors of the Kalapuya created the landscape which formed the basis of economic development of the new European settlement. That impact has continued, even to the present.

B. Early European Settlement

The early history of settlement in the present day center of Eugene is now well-documented and recounted in numerous documents and in at least one full length book, The Story of Eugene, by Lucia Moore. Therefore a recapitulation of events here would seem redundant. While each resource gives a slightly different set of details, they all note the same general points. The major components of the history of early settlement create the basic themes which define the area's development up to modern times. Therefore a brief overview will assist our later efforts to discern the evidence of these patterns in the existing landscape.

The first Europeans to have visited the southern end of the Willamette Valley are presumed to have been fur traders from John Jacob Astor's Pacific Fur Company in 1812. Donald McKenzie was their leader. In the ensuing decades the area was visited by Hudson's Bay trappers. Some of the most extensive observations of the Willamette Valley were made by David Douglas during a fifteen day journey in 1828.

The appearance in the southern Willamette Valley of four men seeking claims in 1846 was the event which began the transformation of the landscape of the current core area. Of those four, William Dodson, Elijah Bristow, and Felix Scott made their claims at Pleasant Hill. Eugene Skinner, however, made his claim on and around the present-day Skinner Butte. This site promised to be a good ferry crossing and future town site as well as being suitable for farming.

At that time the established practice was for a settler to claim 640 acres, which Skinner did (see boundaries on Donation Land Claim map). The first cabin built by Skinner and the resettlement of his family in 1847 mark the beginning of development here in the form of a farming landscape. The arrival in the fall of 1847 of 4000 people migrating to the territory along the southern "Applegate Trail" route brought additional settlers to Lane County including Charnel Mulligan and Prior Blair whose claims joined Skinner's. Other settlers near Skinner included Benjamin Davis, John Eaken, H. Noble, Jesse Gilbert and Lester Hulin and their families.

By 1848 Lane County had a population of 150. In that year Congress designated Oregon a territory of the United States and the Skinner's new daughter Leonora became the first child born in the new settlement. T.G. Hendricks arrived in that year. By June of 1849, Oregon having become an official territory in March, the first government function was held here, the election of a congressional representative. The election was held at Skinner's cabin.

Population growth was temporarily reversed by clamor for gold in California and the exodus of many able-bodied men in that pursuit. However, the gold rush also created a demand for produce and supplies, spurring the beginnings of an export economy for products from the southern end of the valley (refer to page 7 for additional information). Additionally, the western migration resulting from the quest for gold overflowed into settlement here.

1849 was also the year that Hilyard Shaw returned from the gold fields to take up a claim he had previously made in what is now the University of Oregon campus. His cabin was on a knoll "under the Condon Oaks," and his view from that point is said to have enabled him to see the potential for connecting two sloughs to form the Millrace.

During 1850 a new Donation Land Claim Law was passed by Congress allowing married couples 640 acres in the Oregon territory by December 1, 1850. Half these amounts were given to those settling between 1850 and December 1, 1855. Undoubtedly the lure of government-assured land coupled with the establishment of claim deadlines led to increased pressure for migration. Marriage became instantly more popular. Many men who otherwise may have remained bachelors for some time became heads of households while every single woman or girl became a prospective wife. Although accounts of this phenomenon are generally delivered with humor, it may have been a very significant factor in speeding the growth of towns like Eugene, where services and goods could be provided to meet the needs of new families.

By 1850 James Huddleston was operating a trading post in the shelter of Eugene Skinner's porch. Eugene Skinner became the first postmaster of the village, aptly called "Skinner's."

In 1851 Lane County was formed by the territorial legislature. Eugene City was first officially platted by Eugene Skinner and Judge D.M. Risdon in 1852 along a shallow terrace below the prairie and dropping off into an old slough on the east side of the Butte (see Original Eugene City Plat map). This slough contained open woodland and ran south-east toward the current 11th Street area near Hilyard Shaw's cabin. The new town plat was bounded by Water Street, Pearl Street, Eighth Avenue and the alley east of Ferry Street. Eugene Skinner was operating a ferry at the northern end of this area to which Jim Huddleston moved his store in 1851. Hilyard Shaw and Avery Smith began excavation of the slough to create the Millrace. Eugene Skinner deeded a half a block beside the slough to Shaw for a sawmill, the Eugene City Mill. In that year (1851) Judge Risdon had also hired Shaw to build the first frame house in the city, near the corner of 7th and High.

When the County Court finally convened in 1852 it began issuing licenses for a fee. The citizens began immediately to petition for public improvements, notably a road to Jacob Spore's ferry.

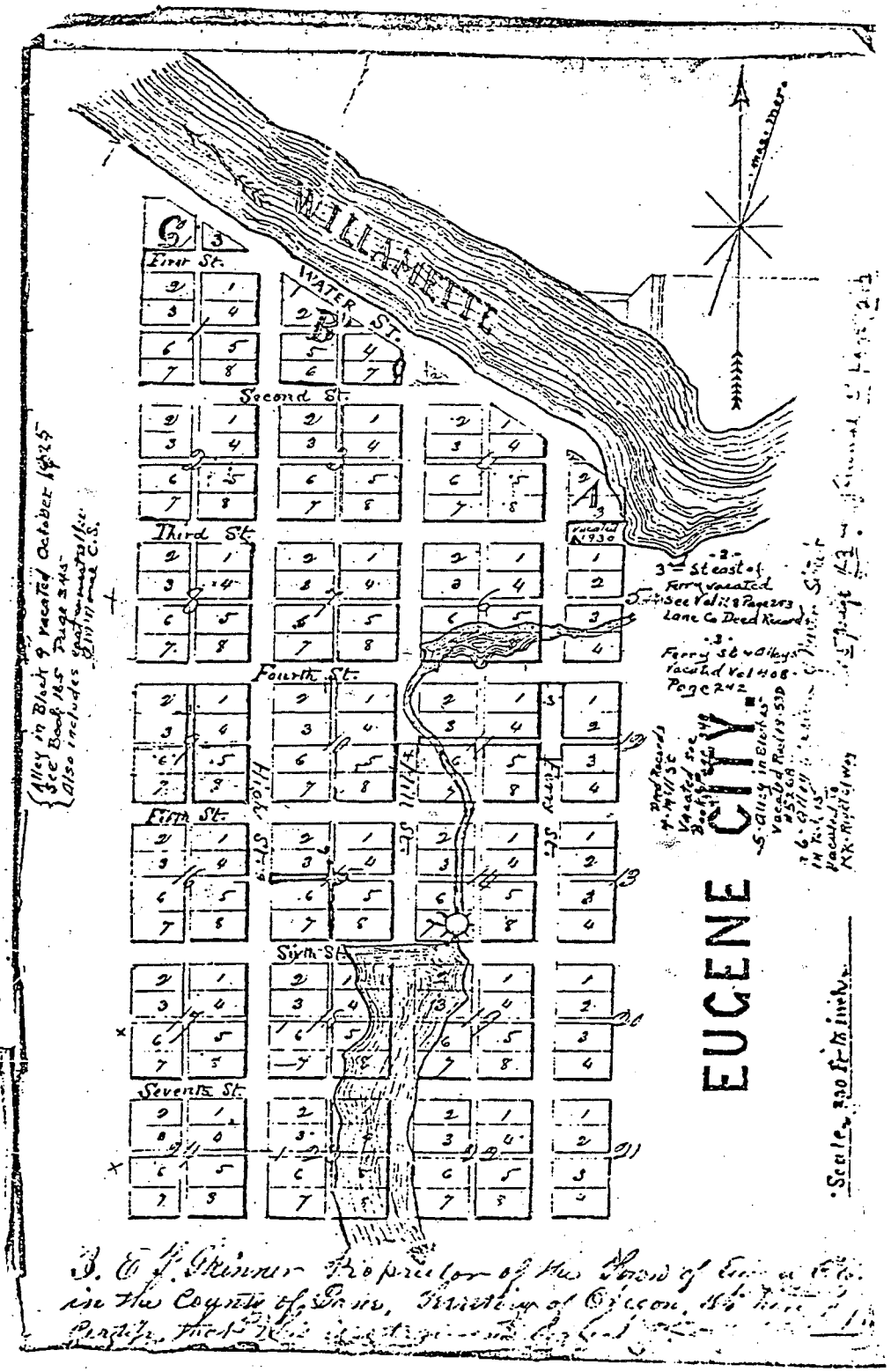
By 1853 a revised town plat had been made on higher ground reflecting the original plat's reputation as "Skinner's Mudhole," and the as-yet-unincorporated town was renamed "Eugene City." The first land for a school was given by Skinner and an election had to be held to determine the site of the county seat. Of four sites offered none received a majority vote. The Commissioners accepted forty acres each from Eugene Skinner and Charnel Mulligan (plats #3 and #2, respectively, on the Downtown Core Area Plat map) locating the courthouse on the dividing line between their properties, now the middle of the intersection of Eighth Avenue and Oak Street. Four blocks around the courthouse site bounded by north, south, east and west Park Streets were reserved for a public square. These became "Hitching Post Square" and later the "Park Blocks." Many of those who arrived in 1853 became key business and political leaders of the city and state. The town's first church and the county clerk's office were built in this year.

By 1854 the county was assessing property taxes. By 1855 Eugene had a new courthouse and a newly built "Renfrew Tavern" which was the stop for the stage line which reached Eugene weekly over the newly built stage road to Corvallis. The Christian house (170 E. 12th Avenue) was built and Hilyard Shaw built a flour mill on the Millrace (refer to page 7 for further information about the flour mill and Millrace development).

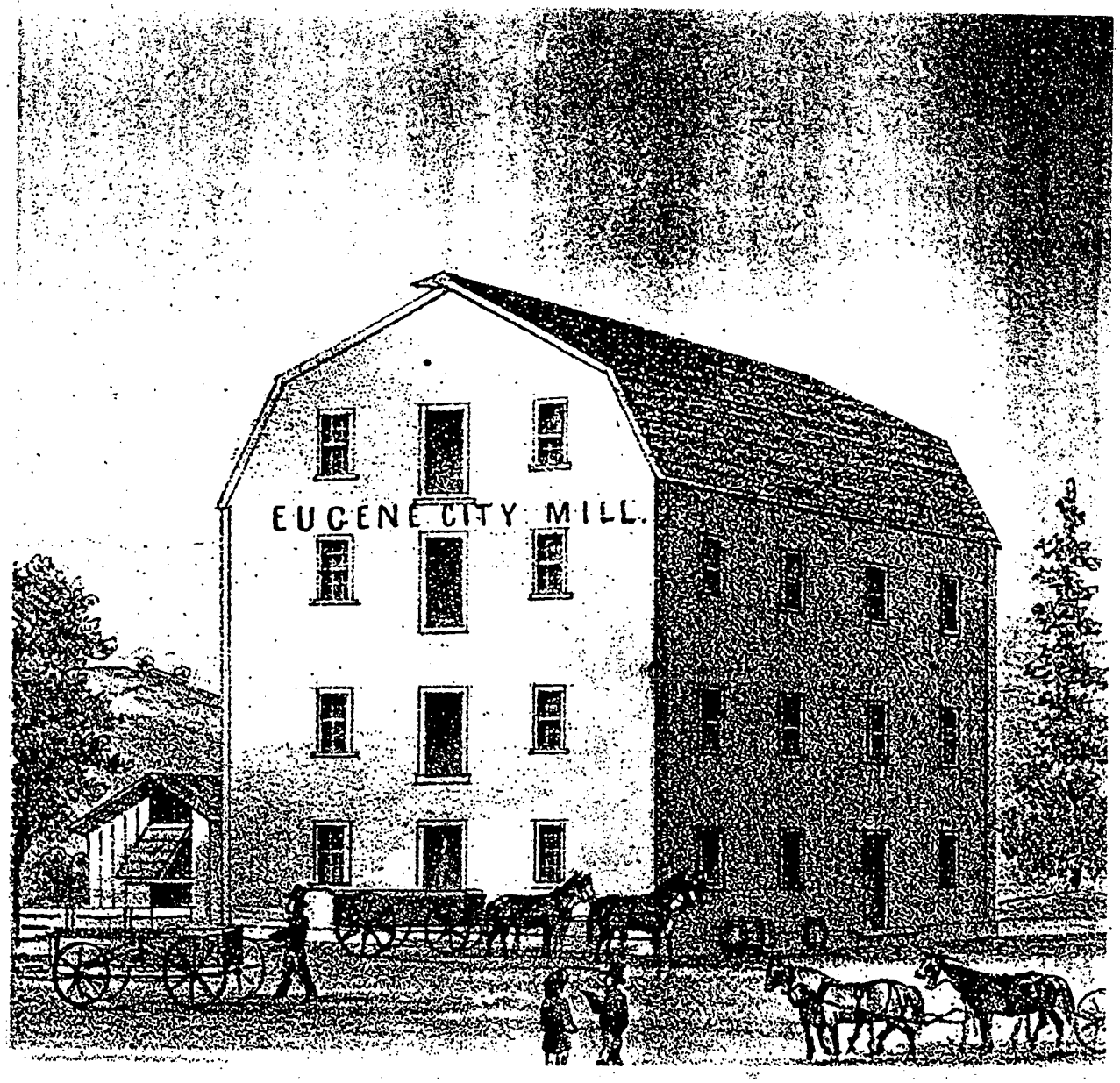
By the end of 1856 Columbia College opened on what we now know as College Hill producing a number of luminaries in its brief existence, including Joaquin Miller. In addition, four major

20 APRIL 1852

Judgement Docket A - Page 2



APRIL 20, 1852



Eugene City Mill, A.A. Smith,
proprietor. 1859

Courtesy Lane County Historical Museum

components of influence on future development were launched in earnest that year: 1. The formation of a social-business structure symbolized by the formation of the Masonic Lodge, 2. the creation of plats for the Shaw and Mulligan additions, 3. the construction of a small public school on two donated lots in the Mulligan addition (district 4), and 4. the arrival of the steamboat "James Clinton" to begin freight trade with Portland.

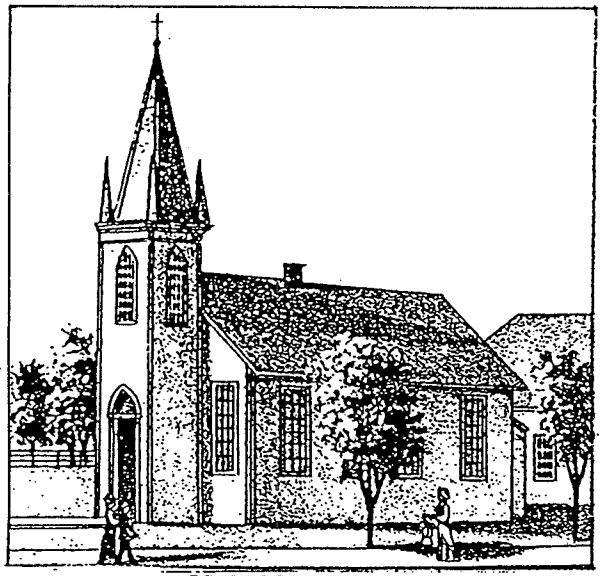
In just ten years (by 1857) the town of Eugene City had grown from a single cabin with farmland to a town of over 200 people with all the basic underpinnings of its future urban development established. Industrial activity was spawning by the Millrace, mercantile activity was awakening near the center, government was evolving on the square, public education was becoming a reality, and civic and social life was developing through the lodges and churches. Residential construction was beginning to dot the core area, having made a quick transition from log cabin to frame houses which were to become increasingly well appointed. Overland transportation was beginning to assume a regular character, increasing trade and improving communication. River transportation was receiving a serious effort as well, beginning a freight and travel trade that was later assumed by the railroad (refer to the "Early Transportation" section).

These actions and influences, which affected development for the next 100 years, were at an embryonic but highly active juncture in the center of Eugene City. But overall, the landscape in the core area still was primarily an agricultural landscape closely resembling the landscape that the work of the Kalapuya prepared. Both the Kalapuyan and the farm landscapes are character defining elements which still are evident in many ways today.

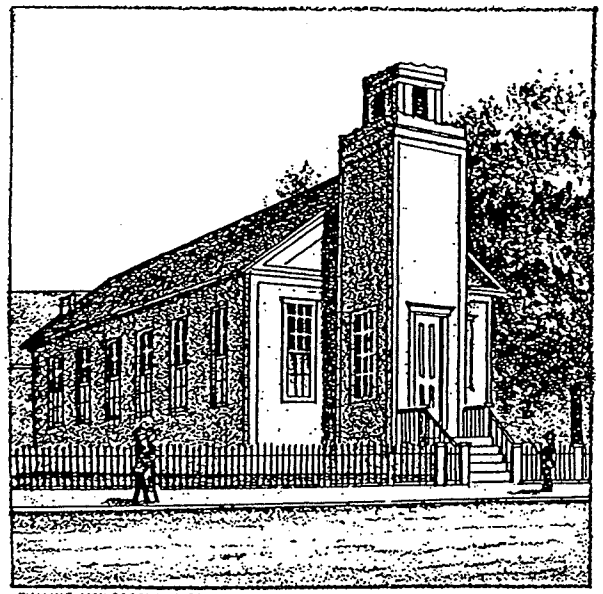
C. The Marriage of Agriculture and Industry

From the inception of Skinner's settlement to the middle of the twentieth century, the bounty of the land provided the underlying basis of the local economy. That bounty sprung from the rich valley floor and forested hill and mountain sides. Much of this wealth was gleaned through local use and export. A great deal of the area's wealth, however, was derived by combining the processes of gleaning, growing, and harvesting the agricultural and botanical resources of the Willamette Valley with the process of manufacturing.

As previously mentioned, much of the land in and around the core area was ideal for easy farming and working farms sprung up almost immediately as settlers arrived in the area in the mid to late 1850s. Beyond what was needed for survival, the first commercial crop in the area was wheat, popular because it was "... exportable, exchangeable, transportable, and finally because it resisted the

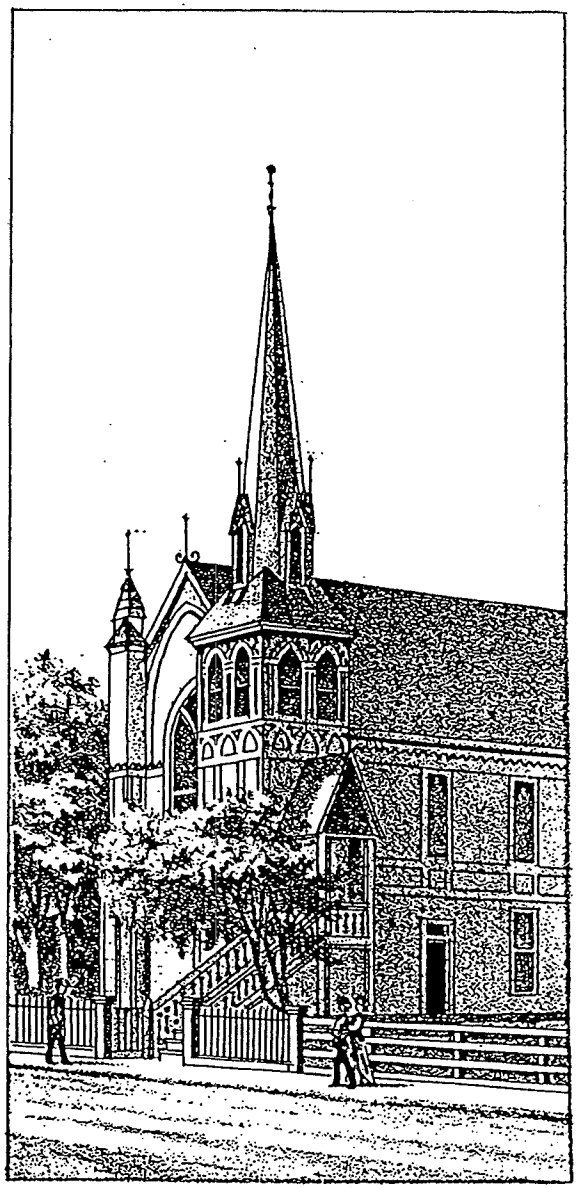


EPISCOPAL CHURCH.

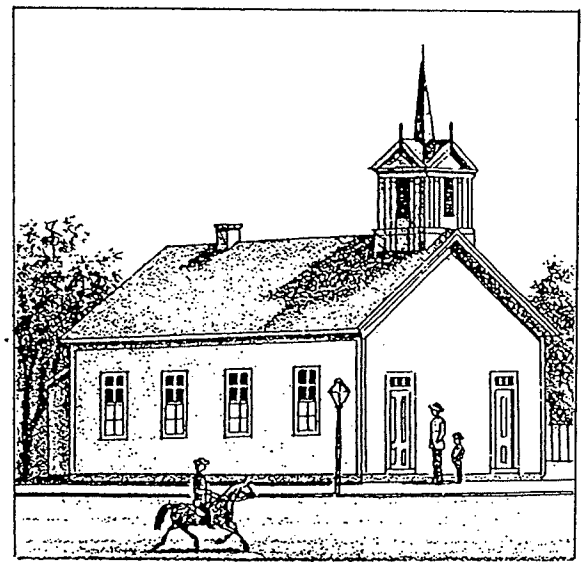


METHODIST CHURCH.

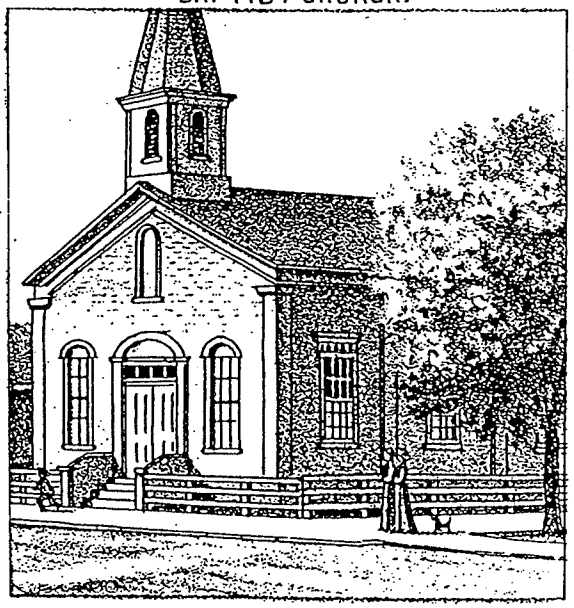
WALLING-LITH-PORTLAND, OR.



PRESBYTERIAN CHURCH.



BAPTIST CHURCH.



CHRISTIAN CHURCH.

ALL OF EUGENE CITY, LANE COUNTY, OR.

A.G. Walling Publishing Co. 1884

Early Eugene Churches

Courtesy of Lane County Historical Museum

long, dry summers of the Willamette Valley."[4] After establishing the millrace and a small sawmill powered by it in 1851, Hilyard Shaw established the Eugene City Flour Mill in 1855, thus creating the first major manufacturing operation in the area designed to turn the wheat crop into an item for wholesale and retail consumption. The mill was bought by J.B. Underwood and W.F. Osborn in 1869 as the operation continued to grow in capacity and market. A.S. Patterson, William Edris, and J.G. Gray expanded the mill's warehouses and added updated machinery after they purchased the plant in 1877. This group also formed a water company around 1883.

William Skelton came to Eugene in 1874 and founded the Eugene Woolen Mill in 1882 using power from the flour mill's Millrace. Also near the flour mill was Cherry and Irving's furniture factory. Cherry and Irving moved for a time to the site of an old carding mill directly on the Willamette River, but soon returned to the original site on the Millrace. Cherry's brother, J.W. Cherry, took over the firm and was joined by R.M. Day in 1881 to form the firm of Cherry and Day. Nearby, Campbell and Midgely's Sash and Door factory was operating at the east end of 8th Avenue, having been founded by W.H. Abrams in 1870. Abrams established the Eugene City Cider Mill in 1883 (still standing at 629 1/2 E. 8th Ave.). These firms occupied the area now dominated by the Agripac complex and the Eugene Water and Electric Board. Most were directly powered by Hilyard Shaw's Millrace. Further east on 8th Avenue, the Eugene City Tannery was opened by W.H. Haines in 1880 between the railroad tracks and the river. In the center of town, the Eugene City Brewery was founded by L. Burns on 9th Avenue, the present Washburne Building site (94 W. Broadway) in 1866, This provided an outlet for a fledgling hops industry which was later to become a major component of the Willamette Valley agricultural industry.

From a resource base provided by wheat, fruit, sheep, hops, game, and lumber, these early firms formed Eugene's first industrial complex along the Millrace. They laid the ground work for a pattern of industrial development and agricultural expansion that has characterized the economy of the Eugene area up to the present.

Lane County's agricultural development was "jump started" early on by the California gold rush which created and inflated the market for Lane County's wheat. Wheat was shipped south in great quantities by pack train to feed an overnight prospecting population that included many of Lane County's men who caught the gold fever. While they were away on an oftentimes unsuccessful economic adventure, their wives, in many cases, kept the farms producing and frequently turned a greater profit than that of their spouses's enterprise.

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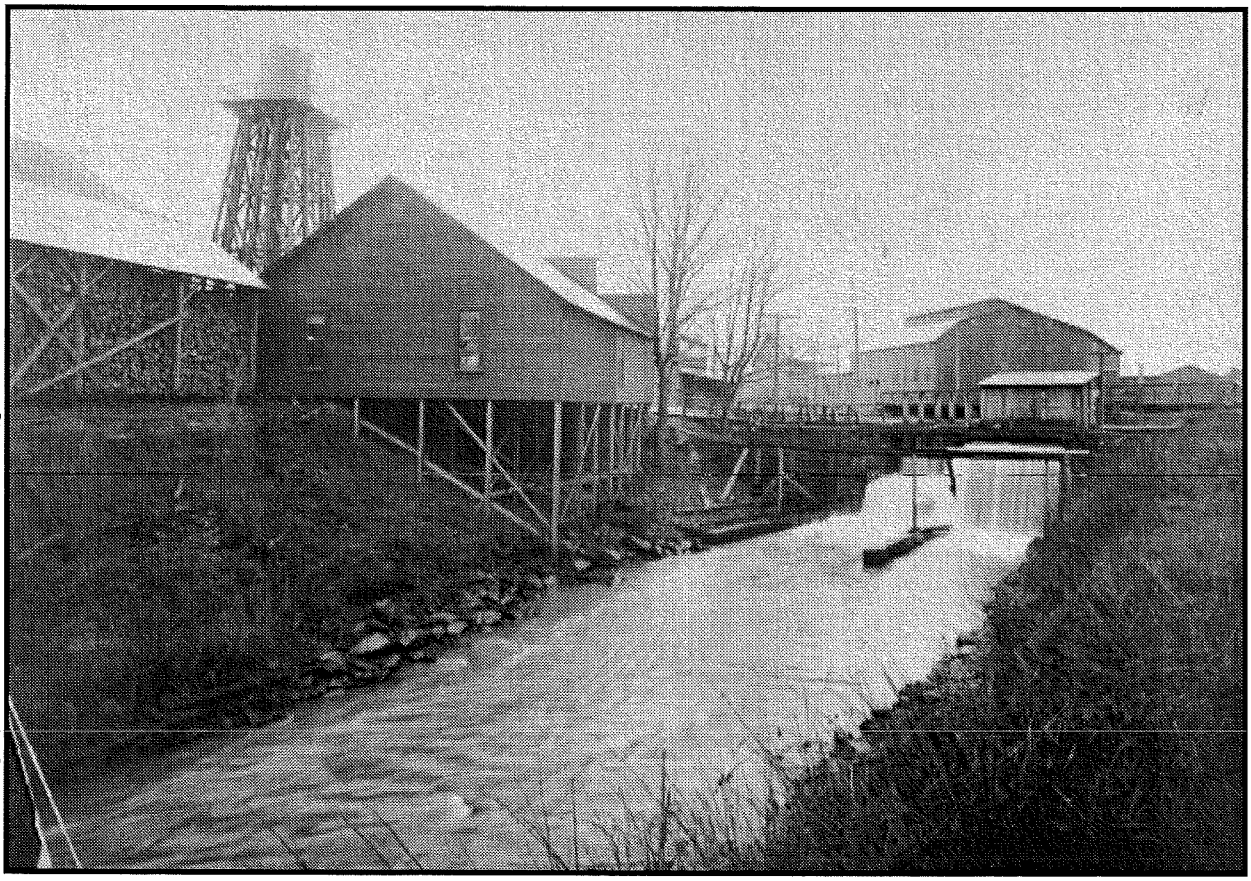
[4]Moore, Lucia W. 1949. The Story of Eugene. New York: Stratford House.



Lane County Historical Museum, #11F/L72-287Q

LEFT: Eugene Woolen Mills; RIGHT: Eugene Fruit Growers Association, around 1915. Water from the Millrace powered the mills and generated electricity.

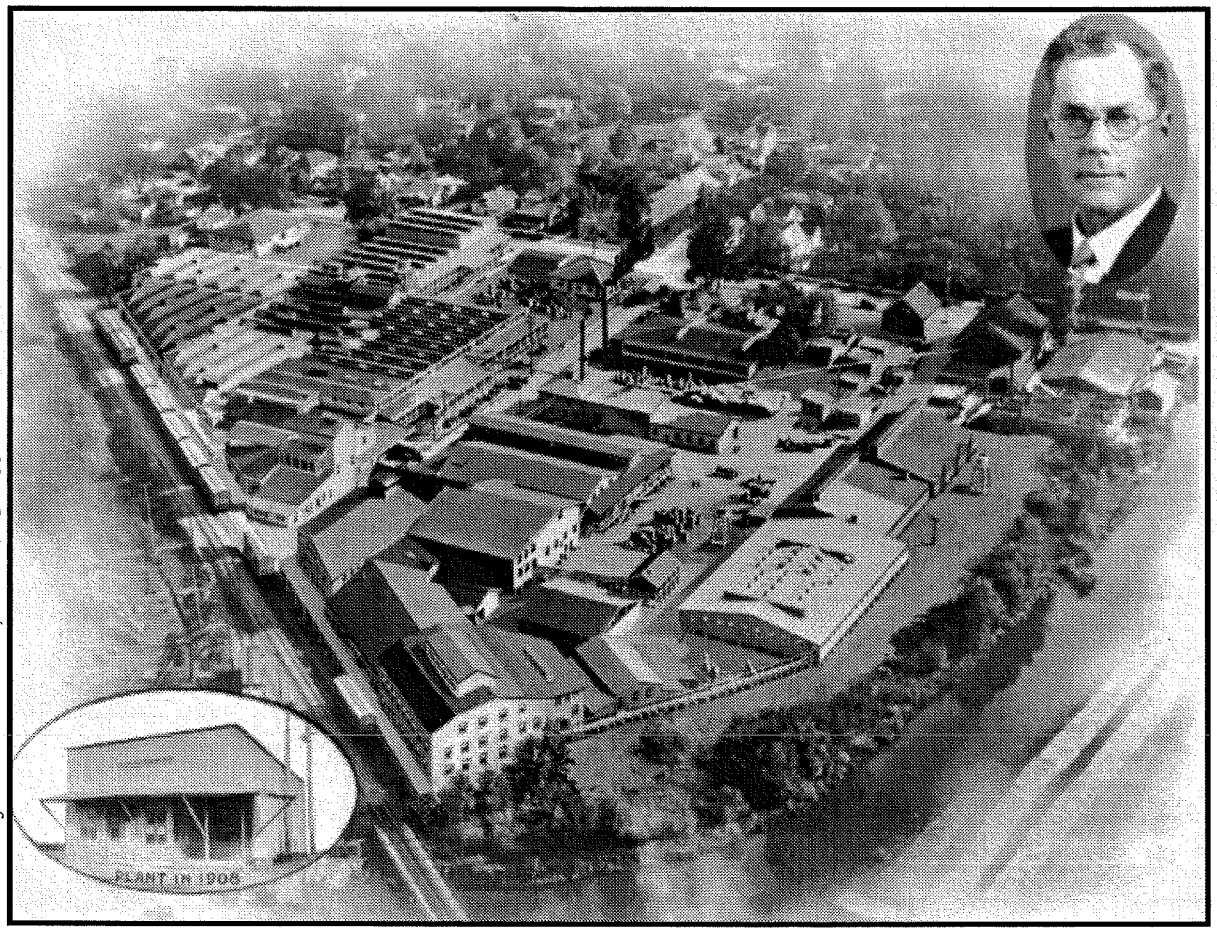
By the later 19th century, agriculture in general had taken on a more industrial character. Growers enlarged and diversified their operations while the processing and distribution end of the production sequence became larger and more complex with the introduction of the railroad, which extended commerce over much greater distances.

A.G. Walling noted in his 1884 Illustrated History of Lane County, that the area was ideal for growing "vast quantities" of all kinds of vegetables, fruits, and grains. By the 1850s, vegetables were in large-scale production and orchards were being established. By the 1880s, apple, cherry, nut, blackberry, and raspberry production was occurring on a large scale. The expansion of the fruit industry required new shipping and distribution outlets.

In 1908, the Lane County Fruit and Vegetable Growers Association was established as a cooperative designed to address these requirements in the interest of the farmer. Dr. H.F. McCornack, George Dorris (famous for his filberts and asparagus), and A. Beebee founded the organization. The first Board of Directors also included J. Beebee, H.A. Bower, T.E. Bristow, Frank B. Chase, and Malon Harlow, with Dr. McCornack as president. J.O. Holt was manager for 27 years. Under his leadership, by 1926 the cooperative grew to form a large complex of buildings which formed the core of what we now know as Agripac.

At present, the Agripac properties, together with the remnants of the early industries that were located nearby, form the last remaining concentrated grouping of structures within the survey area representing the large industrial complex that stretched along the railroad tracks from west of Blair Boulevard to the eastern end of Broadway and beyond. The men and women who worked in the plants and warehouses of the complex often lived directly by the industries for which they labored. The Agripac grouping of properties represents a now rare example of the interaction of residential and production-related environments that many core area residents experienced during the historic period of Eugene's development. (Please see Chapter 5, Historic Properties Evaluation section of the Ferry Street Bridge Project Draft Report, researched and prepared by Infotec Research Inc.)

In 1909, all of Lane County's granges (54 in all) aligned themselves with Lane Pomona Grange which coordinated lobbying of the Eugene City Council for a farmer's market. This market opened as an open air market on the Park Blocks in 1915. In 1929, the market moved to an indoor market building on the southeastern corner of Broadway and Charnelton. This was a beautiful Spanish style building that still exists at 198 W. Broadway, but has been severely altered. Another cooperative effort which helped shape the agricultural-industrial complex which was so central to the



Lane County Historical Museum, #11A/L78-582/99

Eugene Fruit Growers Association, NE corner East 8th Avenue and Ferry Street, around 1928.

Lane County Historical Museum, #31EL76-163

Eugene's first Producers Public Market, 8th Avenue across from Park Street, around 1917.

area's economic development was the Farmer's Union Cooperative located at 532 Olive Street.

From the last part of the 19th century to the first two and a half decades of the 20th century, the area directly north and across the tracks from the Southern Pacific passenger station developed into a warehouse and shipping district for both agricultural and industrial products. This area was known as the Southern Pacific Reserve. The land in this area was owned by Southern Pacific, but local companies placed buildings that they owned on the land by lease. By 1908, warehouses and mills lined the railroad tracks in the "reserve". Here, products such as farm implements, hardware, building materials, feed and seed, produce, and lumber could be loaded directly onto or off of trains connecting them with distant markets or suppliers.

By the late 1920s the area now known as the Fifth Street Public Market area located between Pearl and High Streets along 5th Avenue had become a one-block trading center for farmers. Here, farmers could deliver poultry to Swift and Company; produce to Pacific Wholesale Grocery; grain for milling at Crabtree Feed and Seed; or buy farm implements, feed, and other agricultural necessities.

D. Early Transportation

When Eugene Skinner, Elijah Bristow and other Lane County settlers arrived, access to the area was by trails. The trails existing at the time were those made and used by the native American population, often developed from deer trails. These ran mainly through the foothills because of the flooding and moisture prevalent on the valley floor. The higher trail provided a firm footing for the horses. Firewood, water and grass for horses to feed on were plentiful in the foothill areas. After the establishment of homesteads, paths began to widen and wagon roads began to appear between farms. The first public form of transportation beyond trails and immigration roads, however, were the ferries. Eugene Skinner began a ferry service across the Willamette just to the east of Skinner Butte. By 1851 James Huddleston had established a store at the site of Skinner's Ferry. One of the first acts of the initial county commission was to establish a road between Skinners Ferry and Spores Ferry to intersect the Long Tom River. Jacob Spores had established a ferry service across the McKenzie near the present site of Armitage Park in 1848. Spores' Ferry began by transporting foot passengers in a canoe from one bank to another.

The river was the primary means of transporting freight during the early days of Eugene's development. In 1856 the first steamboat arrived from the north, and in 1857 the "James Clinton" inaugurated regular service to Eugene. Service only ran for four to six months per year when the water was high enough. In 1862 the Peoples Transportation Company ran the "Relief" to Eugene and in 1869 the

"Echo" reached Springfield. In 1898 the "City of Eugene" was built in Eugene. It was the only sternwheeler built at the shipyard here. Beginning in 1871 the U.S. Engineers began efforts to maintain a 2 1/2 foot channel to Eugene but gave up on that effort in 1904. In 1905 the last sternwheel steamboat reached Eugene.

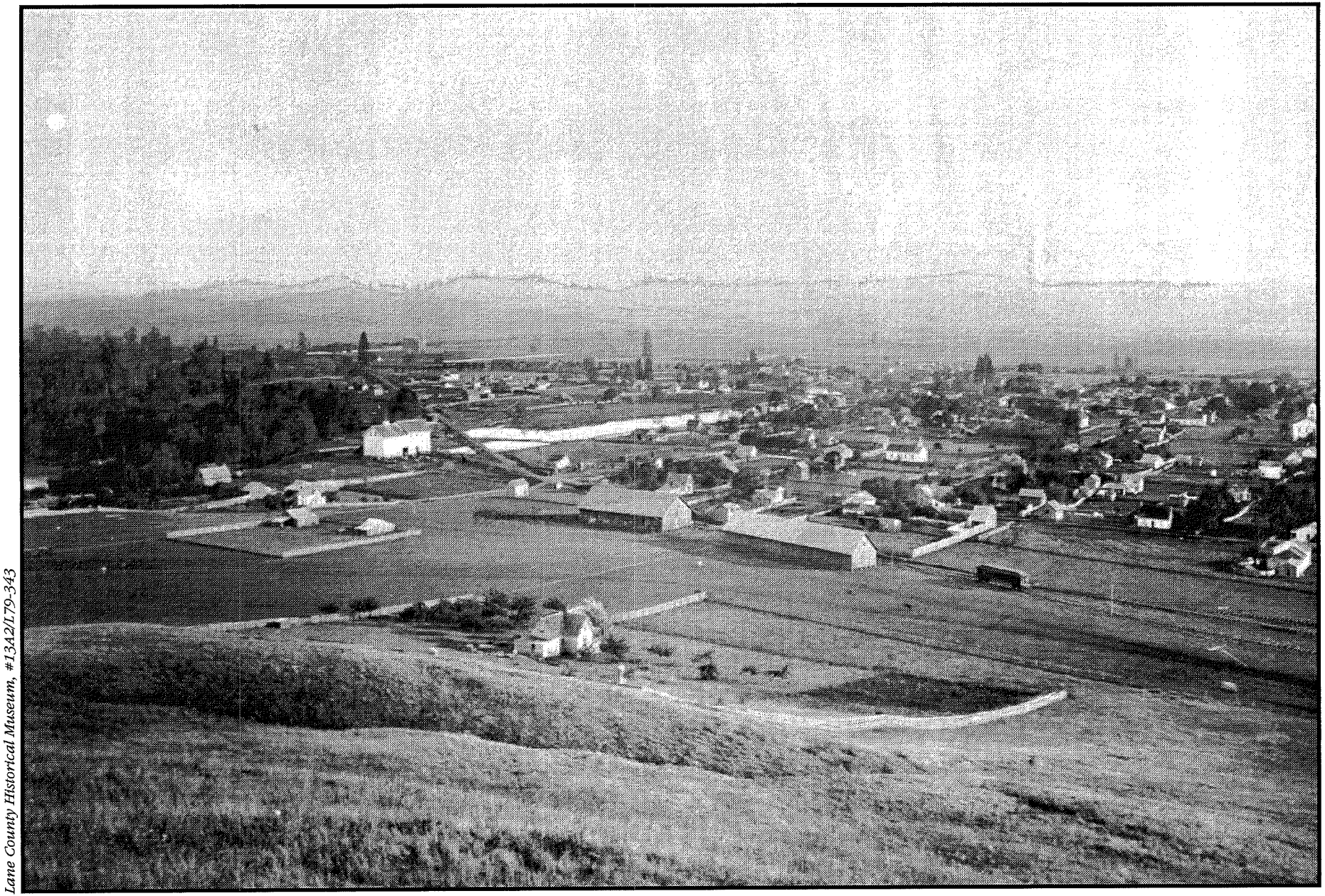
During the 1850s overland transportation to other areas began to improve. In 1851 the East Side Road ran from Spores Ferry north. In 1852 the citizens began to petition for a road from Jacob Spore's ferry to Skinner's Ferry intersecting the territorial road near the Long Tom River. In 1854 the Military Wagon Road had opened to Southern Oregon. The Territorial Road was built on the west side in 1855. In 1862, the McKenzie Wagon Road Company built a road over the McKenzie Pass. In 1864 the Oregon Central Military Road pushed east, crossing the Cascade summit in 1867. In 1888 the Wildcat Creek Road pushed west from Elmira to Mapleton.

While steamboats were plying the river, stagecoaches were travelling the difficult roads to and from Eugene. The first stage reached Eugene in 1855. By 1868 a passenger could travel across Oregon in 60 hours on the Portland to Sacramento stage. The last stage to California ran in 1870, one year before the arrival of the first train in Eugene. Stages still ran up the McKenzie as late as 1909.

The arrival of the railroad in 1871 changed the pattern of development in almost every realm. Industry spread along its tracks instead of remaining bound to the river or the Millrace. The western portion of what is now the Whiteaker neighborhood was developed immediately after the railroad berm controlled flooding in the area. Most importantly, however, industries in Eugene could now export their products greater distances than ever before. Eugene had the means to become a major market.

The Oregon and California Railroad became the Southern Pacific Railroad run by University of Oregon patron Henry Villard. By 1887 the railroad was completed to California. The Southern Pacific Railroad built the current passenger depot in 1908, replacing a wooden depot building. In 1926 the construction of the Natron cut-off to the east created a new route to California and made Eugene a major division point in the transportation network. This resulted in many new jobs for the people of Eugene and sealed its place as "Oregon's Second Market." In 1926 Southern Pacific ran eleven passenger trains daily between Eugene and Portland.

Passengers were also travelling on another type of train, the Oregon Electric Railroad, which reached Eugene in 1912. The Oregon Electric Passenger Station (27 E. 5th Avenue) was constructed in 1914. Its construction marks the peak era of passenger service for American railroads. Its confluence at 5th and Willamette with the Southern Pacific Railroad and the electric street car line denotes "a brief period in American history when mass transportation was



Lane County Historical Museum, #1342/179-343

Overview from Skinner Butte, around 1876; early industrial development in foreground; Deady Hall, "the State University" in the backgound.

favored over individual transportation, a brief period between the horse and the automobile."[5] (refer to p. 24 for additional information)

The presence of the Southern Pacific terminal was a logical point of convergence for local transportation modes such as the streetcar. Mule-drawn trolleys began operation in 1891, financed by Henry W. Holden and with Wiley Griffin driving. The line ran to the University and out Willamette Street to 17th Avenue and then south eight blocks. Mr. Holden had purchased the old Whitney farm southwest of town as a site for a pleasure park and destination of the street car line. Unfortunately the line never reached that place and the park was never built. The line was shut down and in 1903 the rails were purchased and moved to Black Butte Mines. In 1906, however, the Willamette Valley Co., having recently sold its water and power interests to the city, received a franchise from the city council to build a streetcar line powered by electricity.

In March of 1907 the council also contracted Warren Construction Co. to commence street paving on Willamette Street between the train depot and 11th Avenue. This construction was to occur in conjunction with the railway construction. In May 1907 the Eugene & Eastern Railway Co. took over the project and began construction. The line was sold to the Portland, Eugene and Eastern in 1907 which was bought by Southern Pacific in 1915. Southern Pacific changed the system's name to the "Eugene Street Railway." Cars ran to Springfield by 1910. When fully developed the system had lines running on the College Hill loop as far as 29th Avenue, the Fairmount loop to 26th, to Springfield, along West 8th Avenue, the Territorial Highway, then northwest on Blair Boulevard to Cross Street where passengers could commute from farms and homes along River Rd. (see Streetcar Line Map). This system operated until 1927.

In just a few years, however, a new mode of transportation would render the Eugene Street Railway and the Oregon Electric passenger service unprofitable. The first automobile arrived in Eugene in 1904. By 1906 the city had four. By the 1920s the automobile had become the primary form of transportation in the region.

Along with the various forms of developing transportation came the various forms of facilities needed for their operation. Blacksmith shops, livery stables, stage stops such as the Renfrew Tavern, wagonmakers, shipyards, ferry landings and boat launches were established. With the early automobiles, mechanics appeared as well. The evidence of these functions can still be found in the survey and context area, in the form of train stations downtown, former blacksmiths shops such as the Hayse Blacksmith Shop at 357

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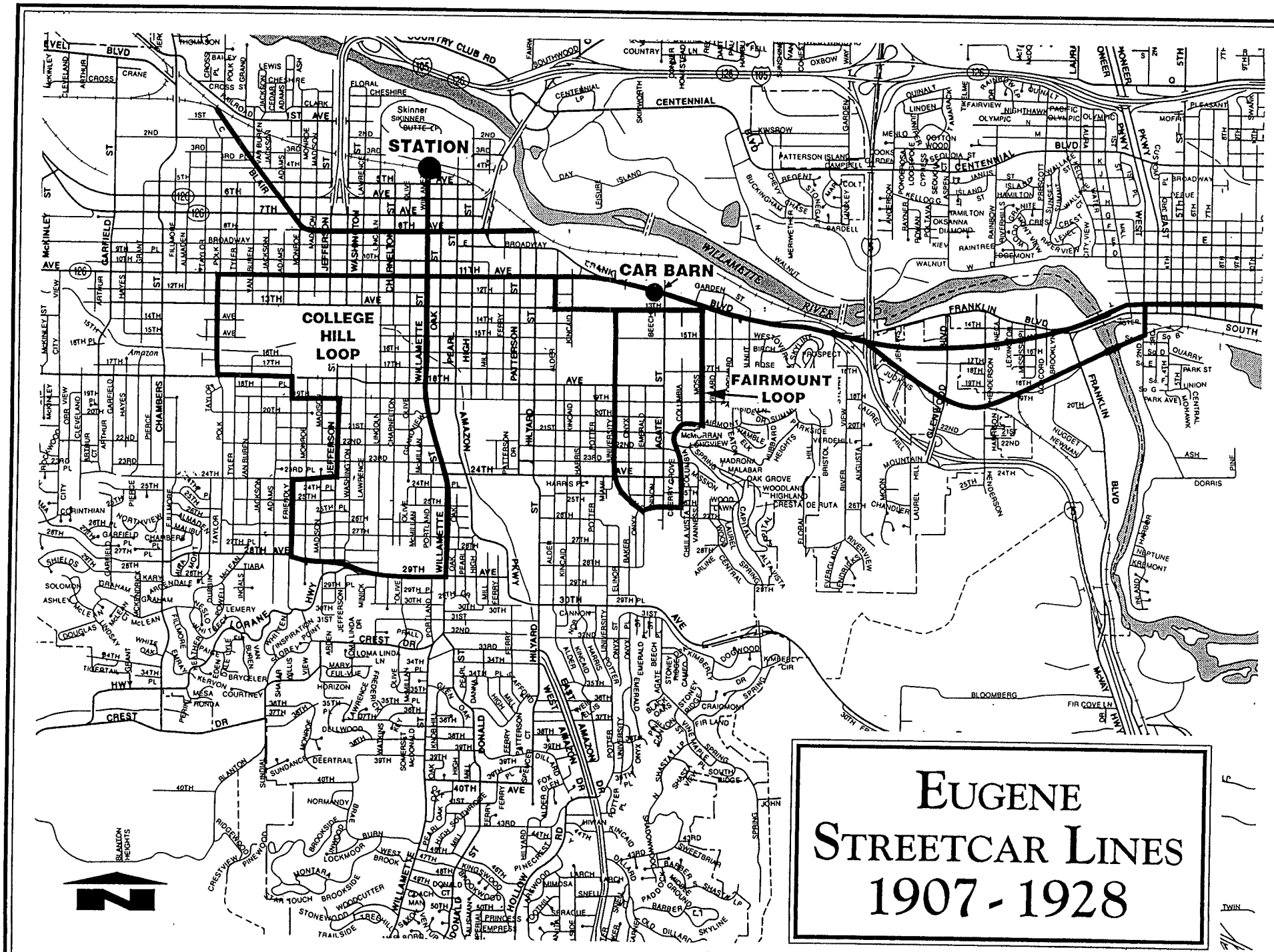
[5] Oregon Electric Station National Register File, City of Eugene.


STATION
CAR BARN
COLLEGE HILL LOOP
FAIRMOUNT LOOP
WILLAMETTE RIVER
EUGENE
STREETCAR LINES
1907 - 1928

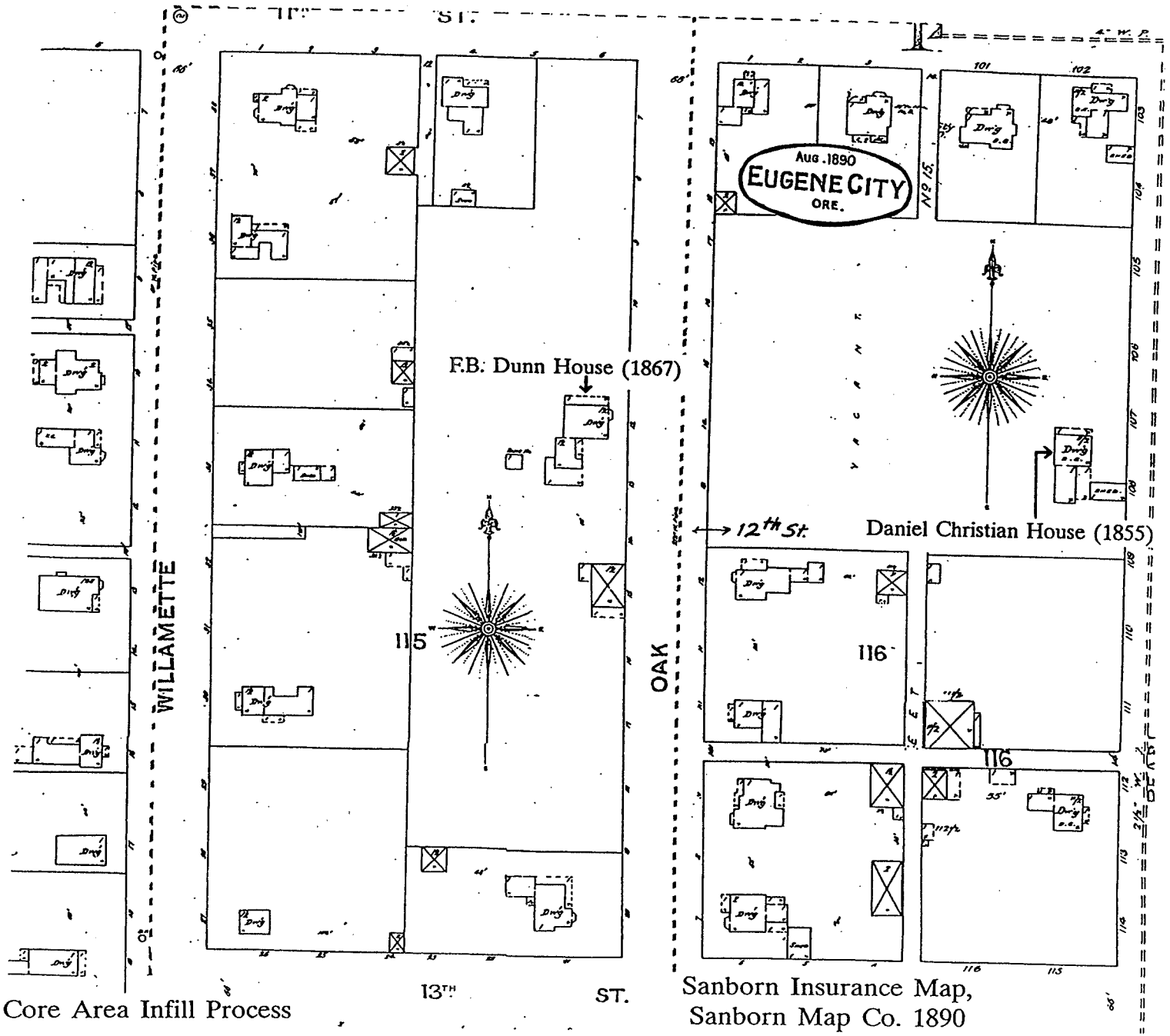
Van Buren Street, and a few early mechanics shops such as Sam Bond's shop at 4th and Blair and the Toby Auto Service at 540 Charnelton Street.

E. Urban Development Fills In the Farm Landscape

Eugene Skinner and Charnel Mulligan combined their donations in 1853 to create a town. A town sprang up in short order. But only a few hundred yards away farming was the primary focus of everyday life. In 1864 the city did not yet reach Lincoln Street. Residences began to be built around the periphery of the town center on large lots carved out of Donation Land Claims being sold off. As areas became platted and donations made, the pattern of development became more organized, conforming to the new street grid described in the plat map. Most of the area between the University and the downtown filled in by the mid 1880s, but the West Side beyond Lawrence remained primarily farmland until much later.

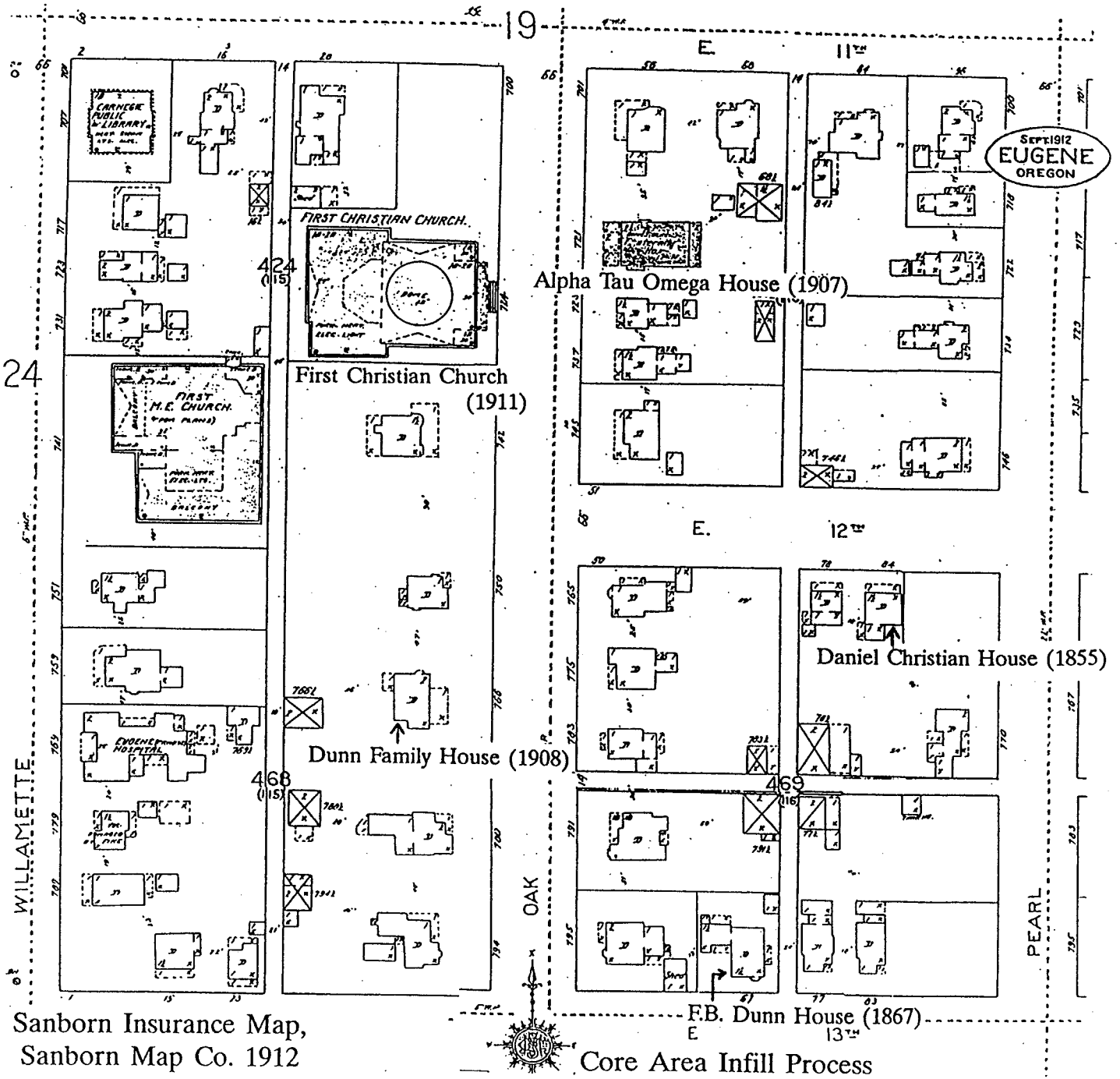
A successive view of the Sanborn Insurance Maps on the following pages shows the process of infilling over time. The farmhouses of the 1850s through the 1870s often remained, but were frequently moved, as parcels and blocks became divided and sold off. The Christian House (170 E. 12th Street, 1855) and the Gale House (856 1/2 Lincoln Street, 1855) are examples of early settlement era farmhouses moved to conform to newly created street grids. The 1867 Gothic Revival Style F.B. Dunn house was moved from 1230 Oak St. to 189 E. 13th Ave. to accommodate the new Dunn Family home. Filling in the spaces of the newly platted areas were large Italianate (see photo of the F.B. Wilkins house) or Queen Anne style houses. These were the homes of the new industrial upper-class that emerged in Eugene in the 1870s - 1890s. As shops, hotels and banks began to appear on Willamette Street, large homes began to appear all around the edges of the commercial area. With them appeared churches in the residential areas and public schools in the center of town. The growth of commerce and industry was mirrored in the proliferation of homes.

Naturally, the area around the central commercial artery, Willamette Street, began the infill process early. Often this process involved homes built right on the main street or adjacent streets in turn being replaced with commercial buildings or other installations such as livery corrals and stables. As shown on the Eugene Core Area Plat Map, the first five plats were all added by Eugene Skinner or Charnel Mulligan between 1851 and 1856. Hilyard Shaw also made his first addition in 1856 in the heart of what is now the West University neighborhood. While development began in the original plat it was not concentrated there at first. Early settlement era houses were dispersed throughout the early plats. "Skinner's Mudhole," as it was called, did contain Skinners Ferry,



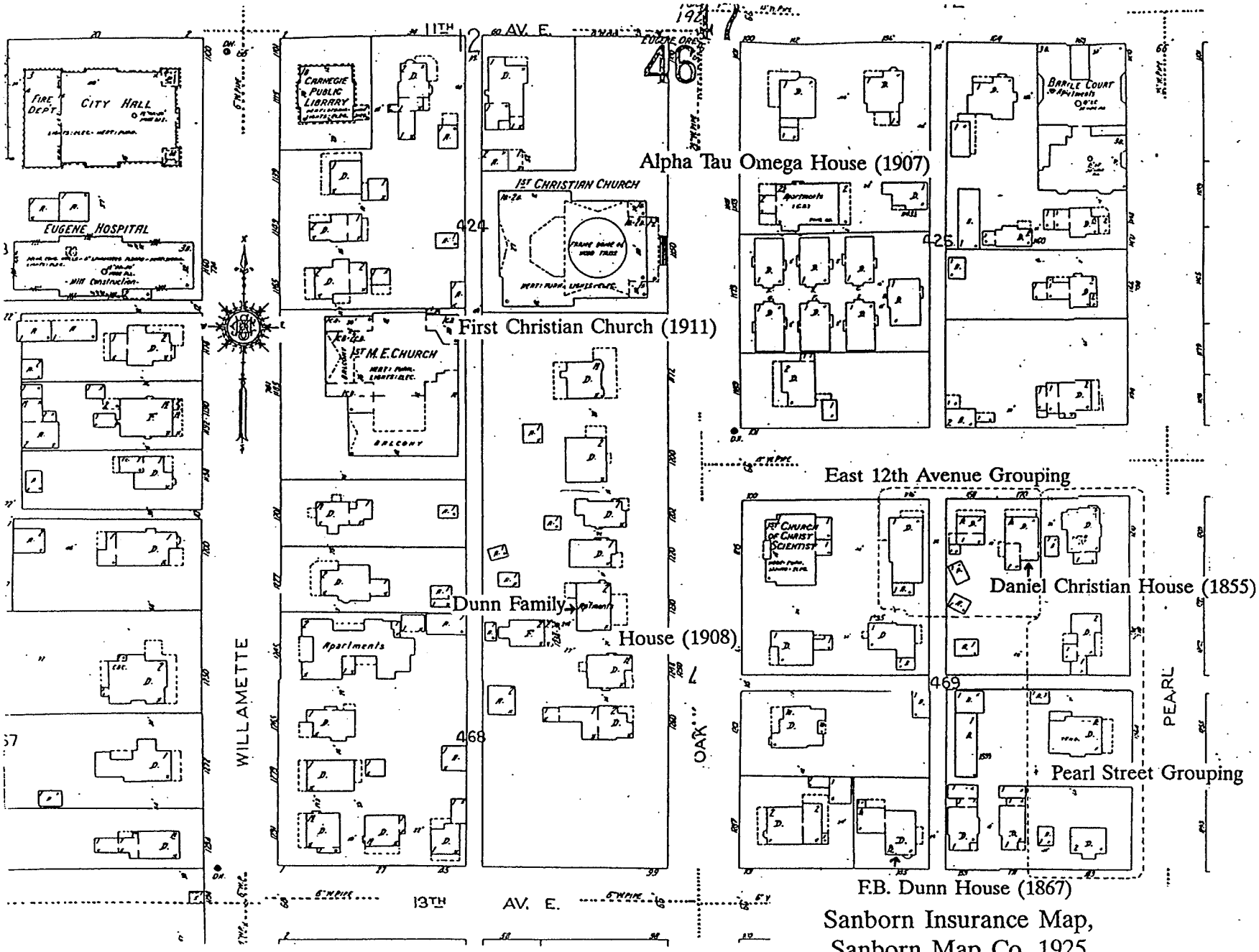
Core Area Infill Process

Sanborn Insurance Map,
Sanborn Map Co. 1890



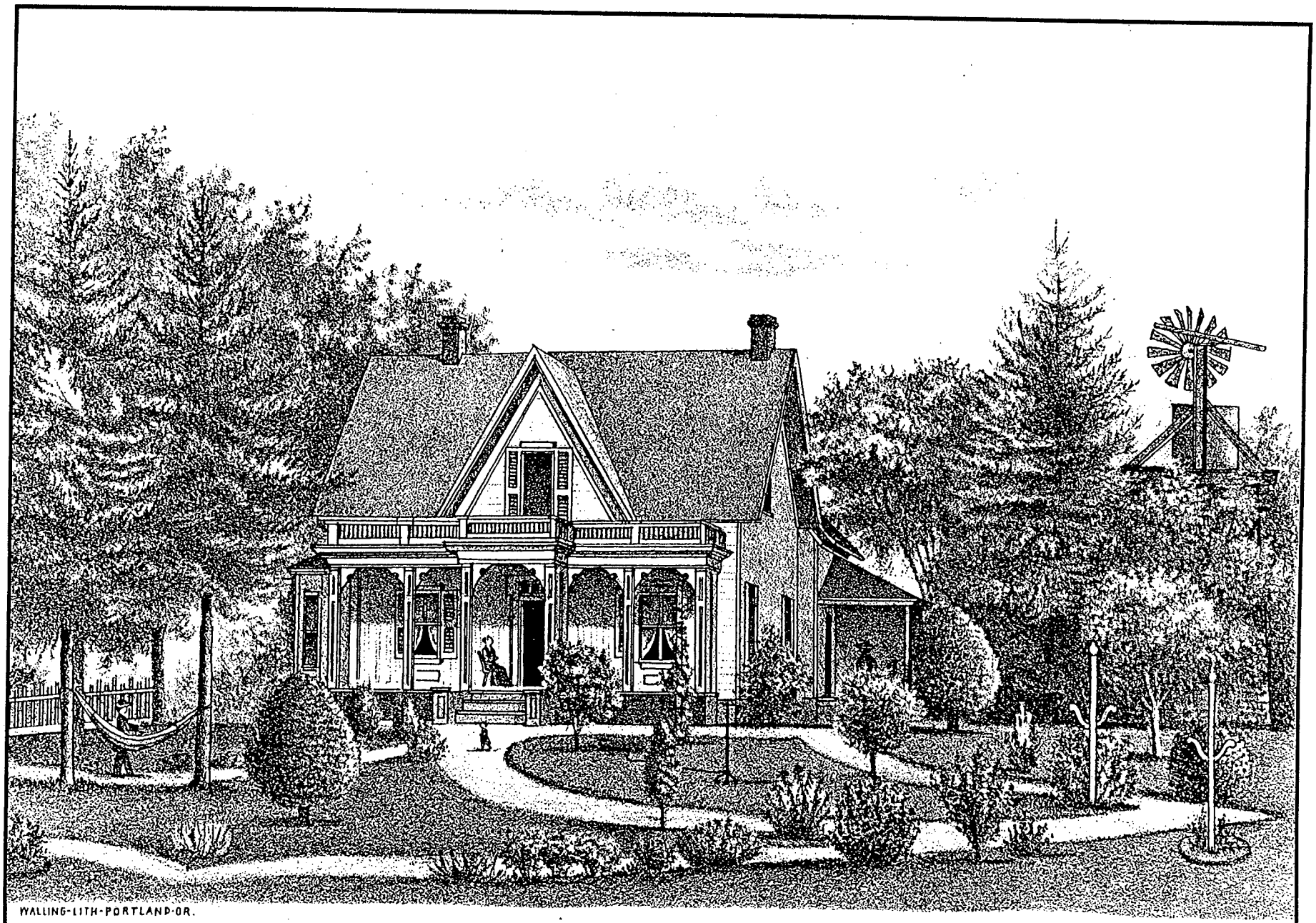
Sanborn Insurance Map,
Sanborn Map Co. 1912

Core Area Infill Process



Core Area Infill Process

Sanborn Insurance Map,
Sanborn Map Co. 1925



RESIDENCE OF F.B. DUNN, EUGENE CITY, LANE COUNTY, OR.

A.G. Walling Publishing Co. 1884

Huddleston's general store and was adjacent to the Millrace, which provided power for the first industrial area. The southern portion of the plat began to fill in after establishment of the new town plan in 1856. Whitney's Addition and a third Skinner plat joined the assemblage in 1858 with Hilyard Shaw and Ira Hawley providing additions during the 1860s.

The largest single addition in the core area was Packard's addition in 1871 (#10 on the Core Area Plat Map). This addition was made several years after Eugene Skinner's widow, Mary Cook Skinner, had married Capt. N.L. Packard. The Packard addition represented a large portion of the Skinner's Donation Land Claim still remaining in open agricultural land. This addition was bound on two sides by the west side Territorial Road which ran west on 8th Avenue to Blair Boulevard and then northwest on Blair. The addition began to fill in with large homes, some of them in gothic form or in the gothic revival style such as the Packard's own 1868 home (206 W. 6th Street), but most in the new Italianate style throughout the 1870s and 1880s. By the time the west side began to develop beyond Lawrence Street, the Packard Addition had become intensively developed, first with large homes and later filling in with homes of all later Victorian Styles of every size. Bounded on north by the railroad, on the west and south by the Territorial Road and on the east by the growing commercial area, the Packard Addition responded to a variety of geographical influences. Early city directories indicate that the area became somewhat of a melting pot of occupations and economic classes, as the Sladden additions did later.

A visual survey of the Westside Neighborhood reveals a pattern of neighborhood development indicating several active phases of residential growth. In some cases, these phases overlap as do the time frames associated with different styles and types of construction. This overlap reflects the fact that the cycles of activity for different social, economic and age groups often exist in different stages of development simultaneously. A visual survey of building types in the Westside also appeared over time in an infill pattern rather than occurring strictly in geographically concentrated phases of development, as they might have in a more planned development such as the Fairmount neighborhood to the east or in modern day suburban tracts.

Physical evidence and historical references show the initial phase of Westside development to have taken place with establishment of the original homesteads. These were later expanded or replaced by larger farmhouses. The larger Donation Land Claims were subdivided into smaller farms which in turn were divided into smaller agricultural units or individual home sites, some on very large lots, 10 acres in some instances. The second period of development occurred from 1870 to 1915. Represented by Italianate, Queen Anne and Transitional Box homes, these generally were homes of the city's early industrial upper classes, including bankers, owners

of industries, or large commercial enterprises as well as early day doctors and other professionals, even governors.

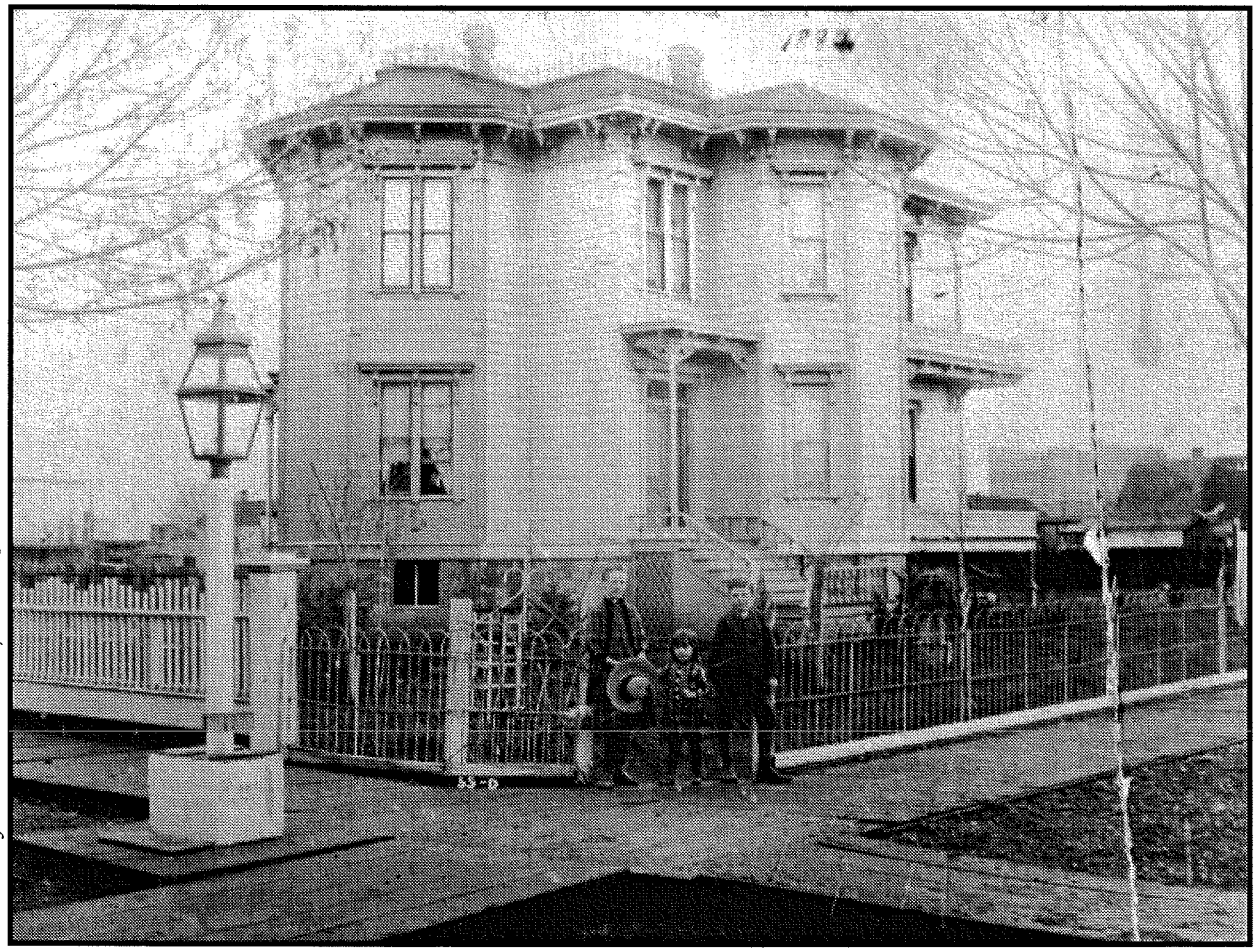
As in the Packard Addition, this phase began with large, Italianate homes, built very close to downtown. An example is the home of early pharmacist and civic leader F.M. Wilkins which stood where the former Bon Marche building is now located at Broadway and Charnelton Street. By the 1890s this cluster of homes of the economic elite had expanded slightly to the west centering on Lincoln Street but extending to Elias Stewart's new addition with a scattering of Queen Anne and a few Shingle Style homes(see Whiteaker's Addition Plat Map). By the turn of the century, "Transitional Box Style" homes began to join the assemblage.

As more portions of the Westside area became "additions," these lots were divided and filled in with homes both large and small. In the Westside the additions generally moved from the core area westward (Huddleston's 1889 addition, around Almaden Street, is a small exception). However, western development occurred much earlier to the north of Broadway. The area bordered by Broadway on the north and what is now 13th Avenue on the south was in farmland as far east as Charnelton (Lawrence at 11th) for many years after such areas as East Blair and 7th and 8th avenues to the west of Blair were fully developed. (Elias Stewart's farm was not divided as a plat until 1898).

As the Downtown Westside continued to fill in, some of the largest or oldest homes were moved further west, such as the Chambers House at 1006 Taylor Street. While others were simply moved to conform to the newly created streetline, a few of the large Italianate, Queen Anne or Gothic Revival farmhouses, such as the Wilkins House or the Whiteaker House, remained on their original locations until the 1930s or 1940s, often amidst the proliferation of new houses or commercial structures filling in their grounds.

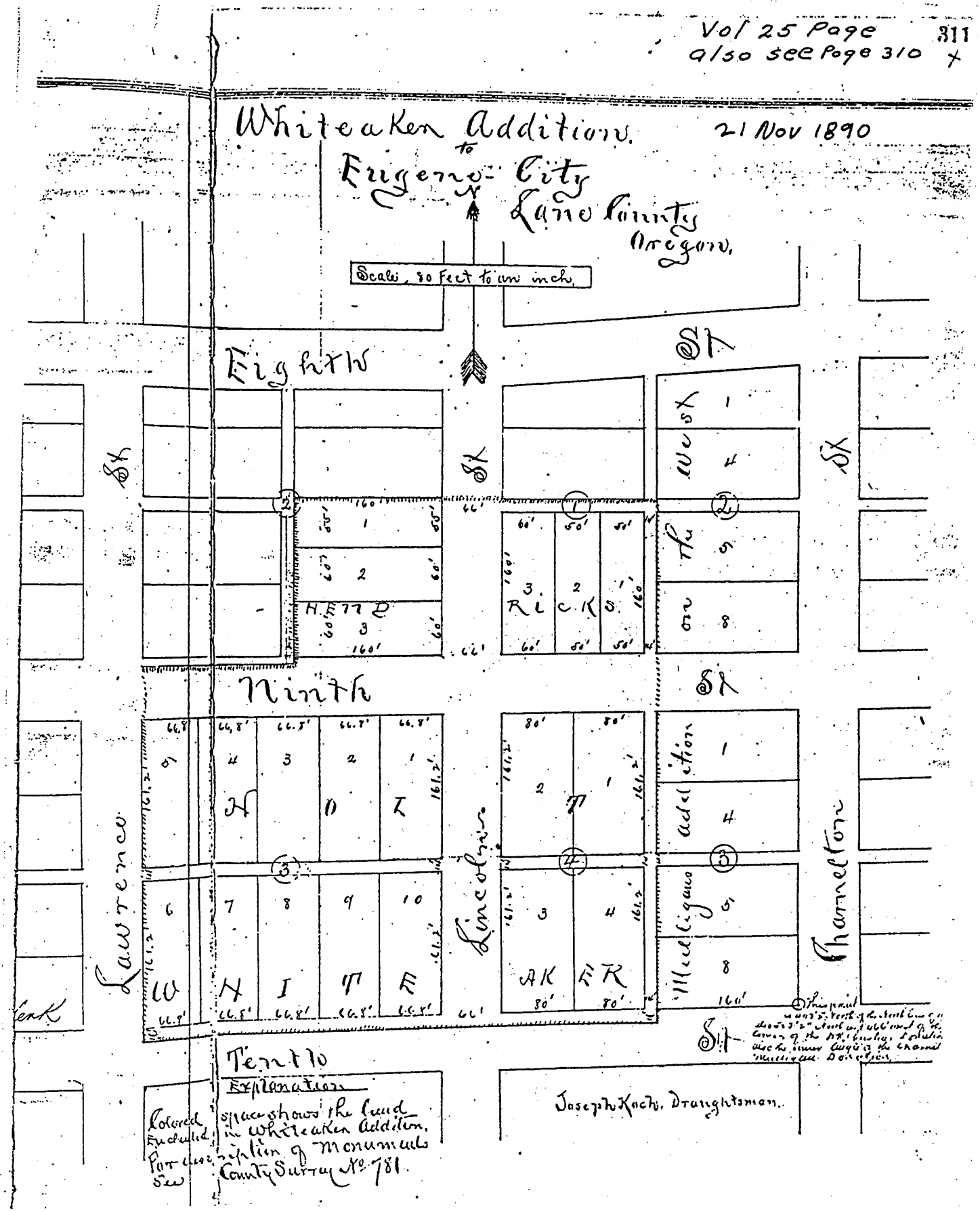
Frequently the donor of an addition would bequeath a number of building lots to each of his children who would often live on one and sell the rest to be filled in. In this way, the area known as the Downtown Westside became intensively developed by 1910 as did the area north of 8th Avenue and west to Van Buren. In 1910 the area west of Lawrence and north of 11th still remained partially agricultural with some infill housing.

By this time, the older portions of the Westside were populated by a mixture of pioneer families, wealthy merchants, and professionals as well as everyday working people such as carpenters and masons. Many people who lived in developed urban residential settings still listed their occupation as "farmer." Some tended orchards immediately to the west and others, such as the Smeeds, still operated large family farms in rural areas some distance from town. Some "farmers" may have been retaining a proud memory of a lifestyle recently relinquished to the advancing urban landscape.



Lane County Historical Museum, #16G/L75-1144

F.M. Wilkins home, 9th Avenue and Charnelton Street, March 1887.



WHITEAKER'S ADDITION TO EUGENE OREGON, ORIGINAL PLAT MAP,1890

from Lane County Deeds and Records, c/o City of Eugene files

To the southwest, just outside of the current border of the Westside Neighborhood, lies the Lane County Fairgrounds. This land and the land directly north of 13th Avenue is part of James Huddleston's original Donation Land Claim (No. 1728) made in 1853. Mr. Huddleston arrived in Lane County in 1850. The Huddleston claim extended from Jefferson Street to Chambers Street and from 8th Avenue southward beyond the boundaries of what is now the Lane County Fairgrounds and was adjacent to the claims of Charnel Mulligan, Eugene Skinner, and Prior F. Blair. By the early 1870s Mr. Huddleston had established a popular horse racing track on the southwestern portion of this property a short distance from what is now the Lincoln School playground.

In 1881 the Lane Agricultural Society made a commitment to purchase the portion of the Huddleston Donation Land Claim which was south of what is now 13th Avenue for use as the Lane County Fairgrounds but did not build until 1904. The current Lincoln School site at 13th Avenue and Jefferson Street is part of James Huddleston's Amended Addition to Eugene platted in 1903. This was seven years after Elias Stewart's addition east of Jefferson Street had been made in 1898 and had been significantly developed. The portion of the Huddleston Donation Land Claim between Broadway and 13th Avenue and Monroe and Van Buren became James Huddleston's extended addition in 1908.

The construction of schools represents both a response to and a catalyst for development activity in the Westside. The original Lincoln Elementary School was constructed and opened in 1909 on Monroe Street between 9th and 10th Avenues, a site now known as Monroe Park. It was one of an identical pair of buildings constructed the same year, the other being Condon Elementary School on the east side. The pair were constructed at a cost of $40,000 paid for by a bond issue.

The current Lincoln School site east of Madison Street was purchased by the 4J School District in December 1923 for the purpose of building Woodrow Wilson Junior High School. The transaction included a number of option purchases or grants but the lion's share of the purchase amount of $4000 went to Mr. Huddleston. The School District decided to proceed with the construction of two new junior high buildings, Wilson Junior High (currently known as Lincoln School) on the west side and Roosevelt Junior High (currently known as Condon School) on the east side, after the previous single junior high building at Thirteenth Avenue and Charnelton Street had exceeded its capacity. Construction appears to have been spurred by observation of the rapid development that had already occurred in the west side over the previous two decades, strengthening the likelihood of an imminent quantum jump in enrollment as families matured and children became teenagers. This perception was born out in the ensuing decade.

What is seen in the areas east of the Wilson Junior High (Lincoln) school property in the Downtown Westside area and along Washington Streets are some strong groupings of houses of the primary and secondary periods. Many of these homes are quite large and developed, although smaller homes are mixed in, including many "grandmother cottages" to the rear of tax lots. Some of these are more modest homes of an earlier period than the main houses which have been moved from the street front or from other locations.

In the area immediately surrounding the school to the north and the west one sees large groupings of "bungalow houses" mixed with groupings of Transitional Box homes and some Craftsman homes. This pattern implies a period of intensive development from approximately 1905 to 1925 of primarily middle- and upper-middle class homes. This particular period also fostered the type of population, family growth, and maturation which spurred the need for Wilson Junior High School (Lincoln School) to serve the west side of the city exclusively.

The presence of the Wilson Junior High School probably had a significant impact on the next phase of development of housing stock. This was represented by the intensive infilling of previously vacant lots to the north and to the west of the school by groupings of Colonial Revival, Colonial Bungalow and some Tutor Revival structures. These groupings became more highly concentrated toward the western end of the neighborhood. This development period occurred between 1915 and 1940. Over 60 percent of the structures existing in the Westside neighborhood by 1975 were built before 1936.

When the Wilson Junior High School was built in 1924 near the corner of 13th Avenue and Jefferson Street there was an interesting collection of public or industrial scale buildings already established nearby. These consisted mostly of buildings belonging to the Lane County Fairgrounds. In addition, the large Assembly of God Tabernacle was also part of this grouping. What is seen in a review of the physical development of the Fairgrounds is a facility that started out as a popular private racetrack on the Huddleston farm which became, after purchase by the Lane County Agricultural Society, a facility for a primarily agricultural County Fair (retaining the racetrack). But by the mid-1920s, the Fairgrounds had embarked on its development as a more modern version of the County Fair that incorporated educational, technological, and cultural exhibitions and entertainment facilities with the earlier agricultural facilities and functions. Physically the Fairgrounds were transforming from a collection of large agricultural buildings to a collection of large year-round public use facilities.

Fairgrounds structures close to the school included an auto exhibition, an industrial exhibition, a domestic arts exhibition, a dining hall, the racetrack and horse barns, and 4-H club barns

for poultry, sheep and hogs. By 1949 the industrial building had been replaced by a theater building named "Little Theater." A new exhibition hall had been added as well as a 4-H clubhouse, a dance hall, a boardwalk, a variety of concessions and amusements, a cafeteria, a horse show arena, and additional horse and livestock barns. The racetrack still remained.

Today the Fairgrounds is referred to officially as a convention center. All of the older structures have been replaced with modern buildings in industrial style with the focus on indoor exhibition, convention, and entertainment activities. Horses are no longer boarded there and the racetrack is gone.

Like school buildings and other public structures, the history of the grouping of buildings around the Lane County Fairgrounds reflects the cultural and economic developments of the eras during which its major phases of development occurred. The groupings of buildings and facilities that existed in 1925 reflected a rapid transition in the community of Eugene from a primarily agricultural center to a modern American city with an economy and culture that retained its agricultural base but was viewed as an industrial, marketing and cultural center as well. Of the grouping that existed in 1925, only the Wilson/Lincoln School building remains to remind us of that important transition, reflecting the simultaneous change downtown.[6]

While bankers, dry goods merchants and hardware importers built elaborate homes around the periphery of downtown, carpenters, railroad men, farmers and blacksmiths were building their homes in the western portion of Packard's Addition and the newer Sladden Additions (1886, 1889, 1908) on a more modest scale. The interplay of highway, farm, industry and agriculture was significant in the development of the former Sladden family farm. The Southern Pacific Railroad tracks and the band of industrial resources which lined them intersected the Territorial Highway at Blair and Cross streets which also became the end of the street car line. The Territorial Highway, or Pacific Highway as it was known by 1917, attracted development of transportation-related businesses, mainly blacksmiths shops and auto mechanics shops along its route. It also served as the entry corridor for many farmers bringing their products to town. This encouraged the development of agriculturally oriented businesses such as Brogdon's Feed and Seed (The Red Barn) at 4th and Blair. This combination of elements became reflected in the occupational makeup of the neighborhoods bordering Blair Boulevard.

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[6] Consultant's report by Jon Pincus to Henry Kunowski for City of Eugene concerning determination of eligibility of the Lincoln High School (Woodrow Wilson Junior High School) for listing on the National Register of Historic Sites and Places, 1987.

As more people emigrated to the area, and the scale of the community grew, occupational and class divisions became more distinct. But in Eugene economic classes were never completely separate, often sharing neighborhoods and entertainment, church and lodge.

F. The Growth of Commerce, Culture, and Community

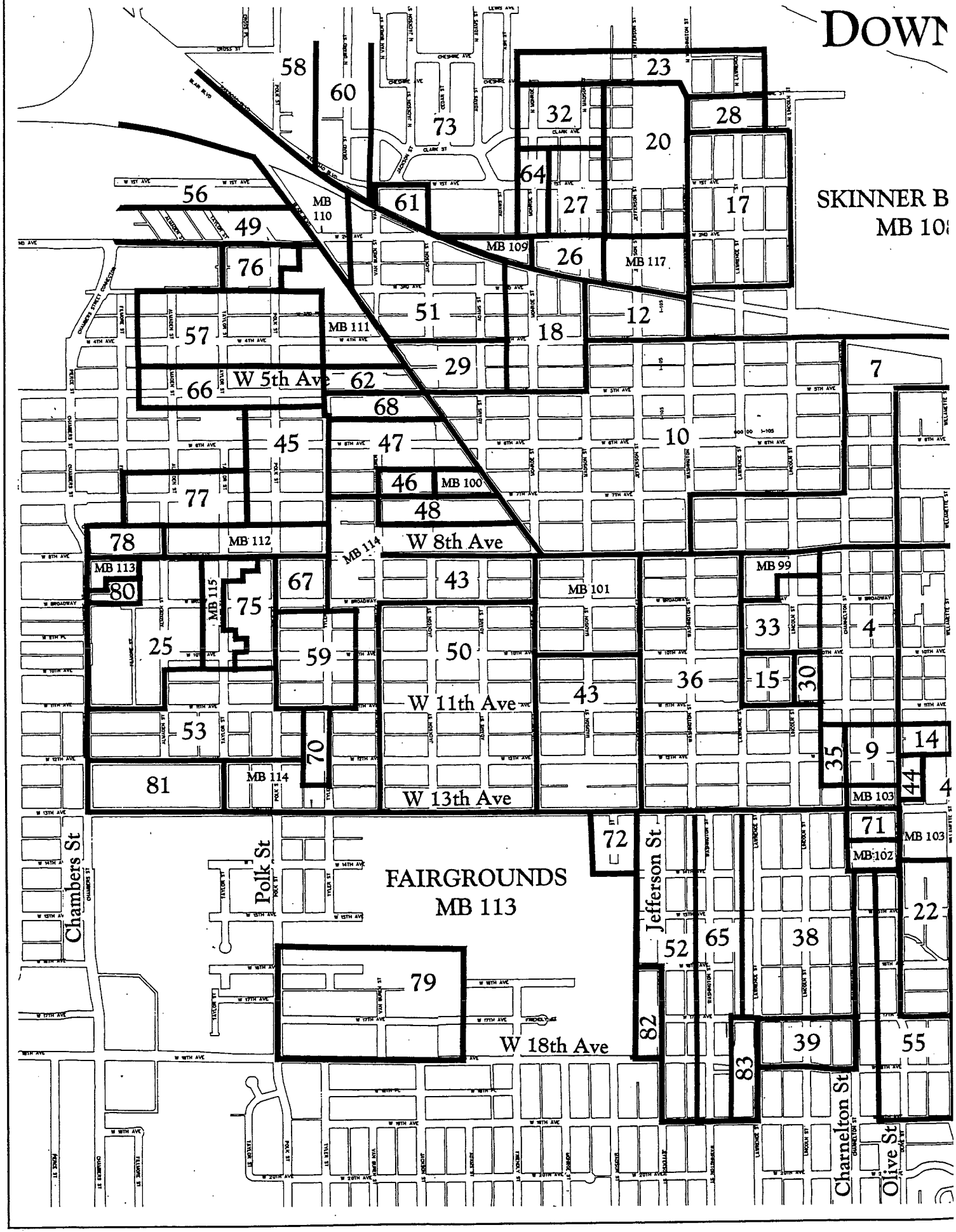
By the arrival of the railroad in 1871, Eugene looked like a thriving Western town. The wooden St. Charles Hotel at 9th and Broadway dominated the streetscape downtown as did many other wooden shops and buildings. Brick buildings had begun to appear on Willamette Street at that time. While the embryo of an industrial complex was developing by the Millrace, a commercial environment was spawning on Willamette Street.

Before the railroad's arrival, commercial development had centered on the area of Willamette Street near the courthouse square. Eighth and Willamette and Ninth and Willamette were the key commercial corners. Hotels, livery stables and general merchandise stores, taverns and grog shops dotted the town center landscape. Another requisite feature of town life appeared as well, the newspaper office. Early publications included "The News" and "The Pacific Journal," both published in 1858. The first edition of the "Eugene Guard" appeared in 1867. Newspapers in Eugene were written in the "Oregon Style," a no-holds-barred combative type of journalism, which helped keep Republicans and Democrats in an antagonistic mood throughout the Civil War and for many years thereafter. But newspapers also helped promote commercial and industrial development in the community.

The desire for economic growth was reflected in increased community response to the needs of commerce. This response included installation of street lights and the paving of Willamette Street in 1871 and construction of a bridge to Springfield in 1874. The following describes the main facets of the growth of Eugene's commerce, culture, and community.

1. The State University

In 1876 the University of Oregon opened in Deady Hall. This event would affect all community life, from commerce to settlement patterns in the coming years. The founding of the University began in 1872 when a group of the community's commercial, industrial and political leaders formed the Union University Association for the purpose of securing the location of the State University in Eugene. Its early members included B.F. Dorris, S.H. Spencer, John M. Thompson, Judge J.T. Walton, John C. Arnold, J.J. Scott, J.B. Underwood, J.J. Comstock, W.J. Scott, W.H. Abrams, Judge Mathew P. Deady (originally opposed to the University), T.G. Hendricks, L.L.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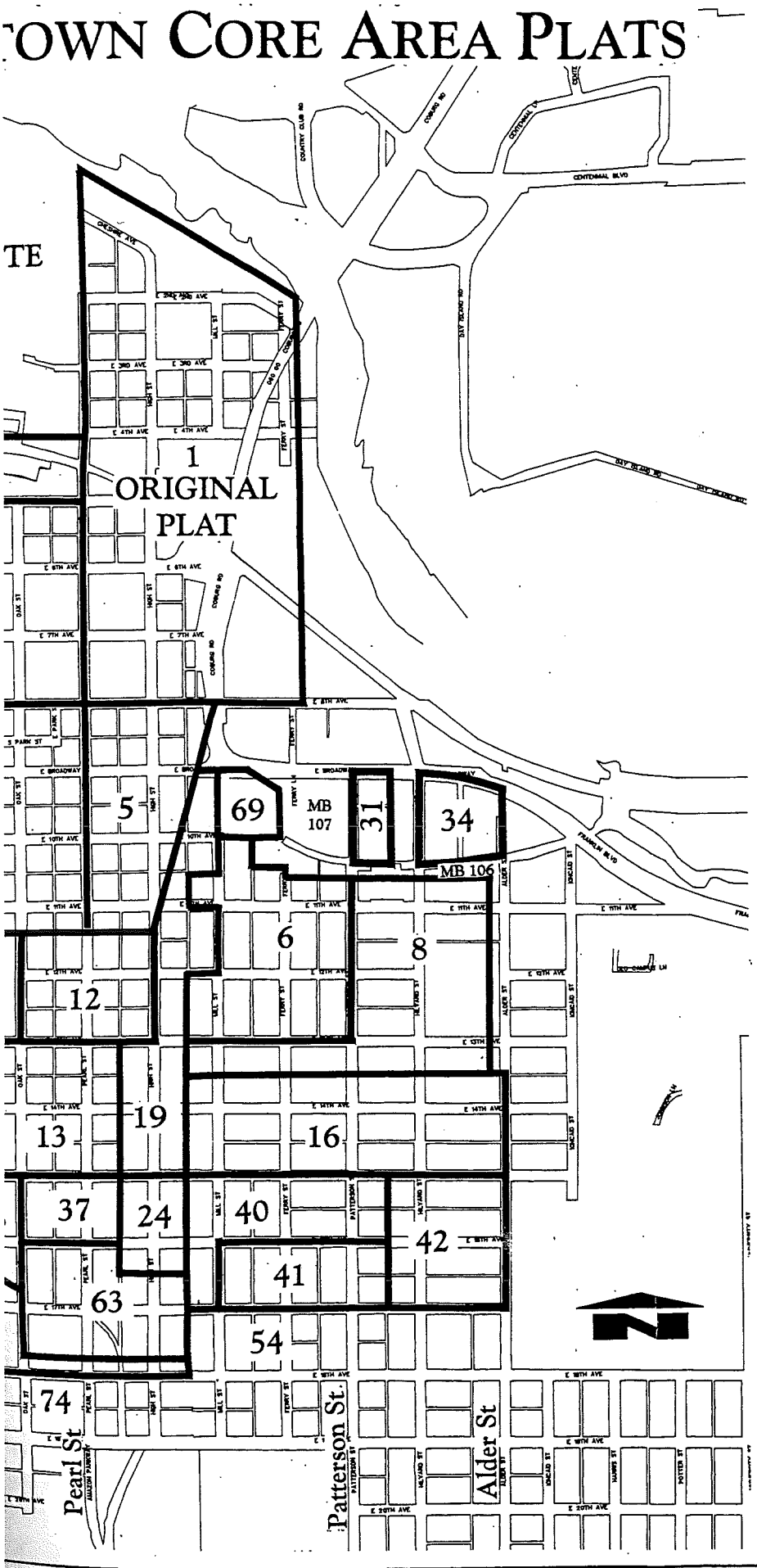
TOWN CORE AREA PLATS



CORE AREA PLATS

1. Original Plat 1851
2. Mulligan's Donation 1853
3. Skinner's Donation 1853
4. Mulligan's Addition 1856
5. Mulligan's 2nd Addition 1856
6. Shaw's Addition 1856
7. Skinner's Addition 1858
8. Shaw's Second Addition 1862
9. Ira Hawley's 1869
10. Packard's Addition 1871
11. Christian's 1884
12. Harris' Addition 1884
13. Christian's Second 1885
14. Dorris' Addition 1885
15. Osburn's Addition 1886
16. Scott's Addition 1886
17. Shelton's Addition 1886
18. Sladden's Addition 1886
19. Ellsworth's Addition 1887
20. Chesire's Addition 1888
21. Snodgrass' Addition 1888
22. Whitney's Addition 1988
23. Chesher's 2nd Addition 1889
24. Ellsworth's Second Addition 1889
25. Huddleston's Addition 1889
26. Mayhew's Addition 1889
27. Ree's Addition 1889
28. Shelton's 2nd Addition 1889
29. Sladden's 2nd Addition 1889
30. Cleaver's Addition 1890
31. Hoffmon's Addition 1890
32. Martins' Addition 1890
33. Whiteaker's Addition 1890
34. Patterson's Addition 1892
35. Cleaver's 2nd Addition 1896
36. Elias Stewart's Addition 1898
37. Christian's Addition 1902
38. Hendricks' Addition 1902
39. Hendrick's 2nd Amended 1902
40. Kelsey's Addition 1902
41. Kelsey's Second 1902
42. R. F. Scott's 1902
43. James Huddleston's Amended Addit. 1903
44. Currie's Addition 1905
45. Campbell's 1st Addition 1906
46. Kitson's Addition 1906
47. Purkerson and Quimby's Addition 1906
48. Quimby's Addition 1096
49. Blair St. 1907
50. James Huddleston's Extended Amnd. 1908

Continued on back

CORE AREA PLATS continued

51. Sladden's 3rd 1908
52. Walnut Park 1908
53. Chambers' Addition 1909
54. Driverton's Addition 1909
55. Lizzie Luckey's 1909
56. McClaren's Addition 1909
57. Croner's Addition 1910
58. Mathew's Park 1910
59. Wallis Dorris' Addition 1910
60. Foster's Addition 1911
61. Sladden's 4th 1911
62. Brook's Addition 1912
63. Pearl's 1912
64. Travis' Addition 1912
65. Hollenbeck's 1913
66. Walters and Siefert's Addition 1913
67. George Lill's Addition 1914
68. Rude's Addition 1914
69. Lucky Lane' Subdivision 1923
70. Mark Flemming's 1924
71. Nancy Choderick's 1925
72. Kizer's Addition 1926
73. Riverwood 1926
74. Teshner's 1926
75. Gilmore's Addition 1927
76. Zimmer's Addition 1928
77. Gorden's Addition 1940
78. Hallock's Addition 1940
79. Englewood's 1945
80. OK. Addition 1952
81. Moose's 1973
82. Stewart's Addition--Strip A .....
83. Stewart's Addition--Strip C .....

Meets and Bounds (MB)

MB 99
MB 100
MB 101
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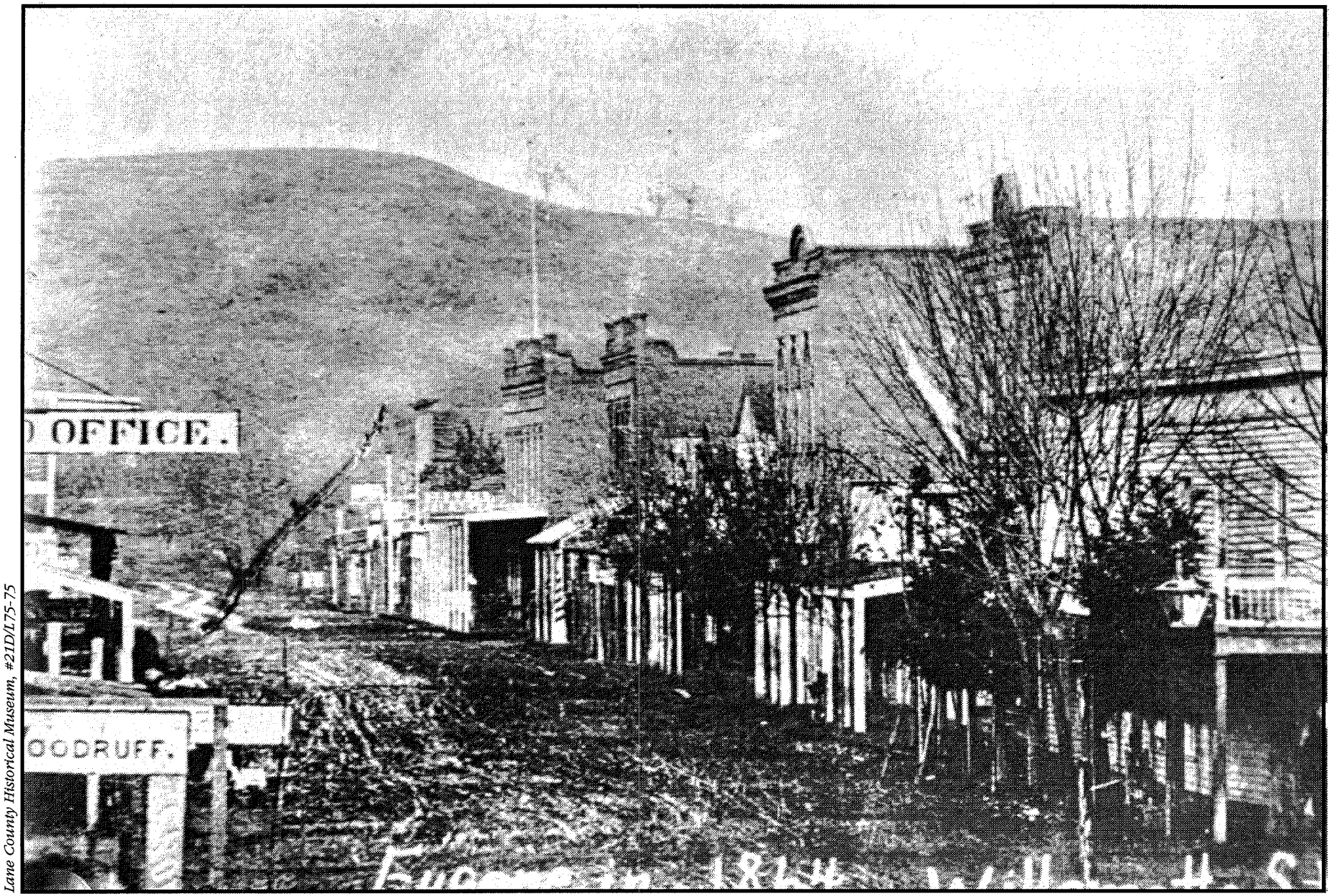
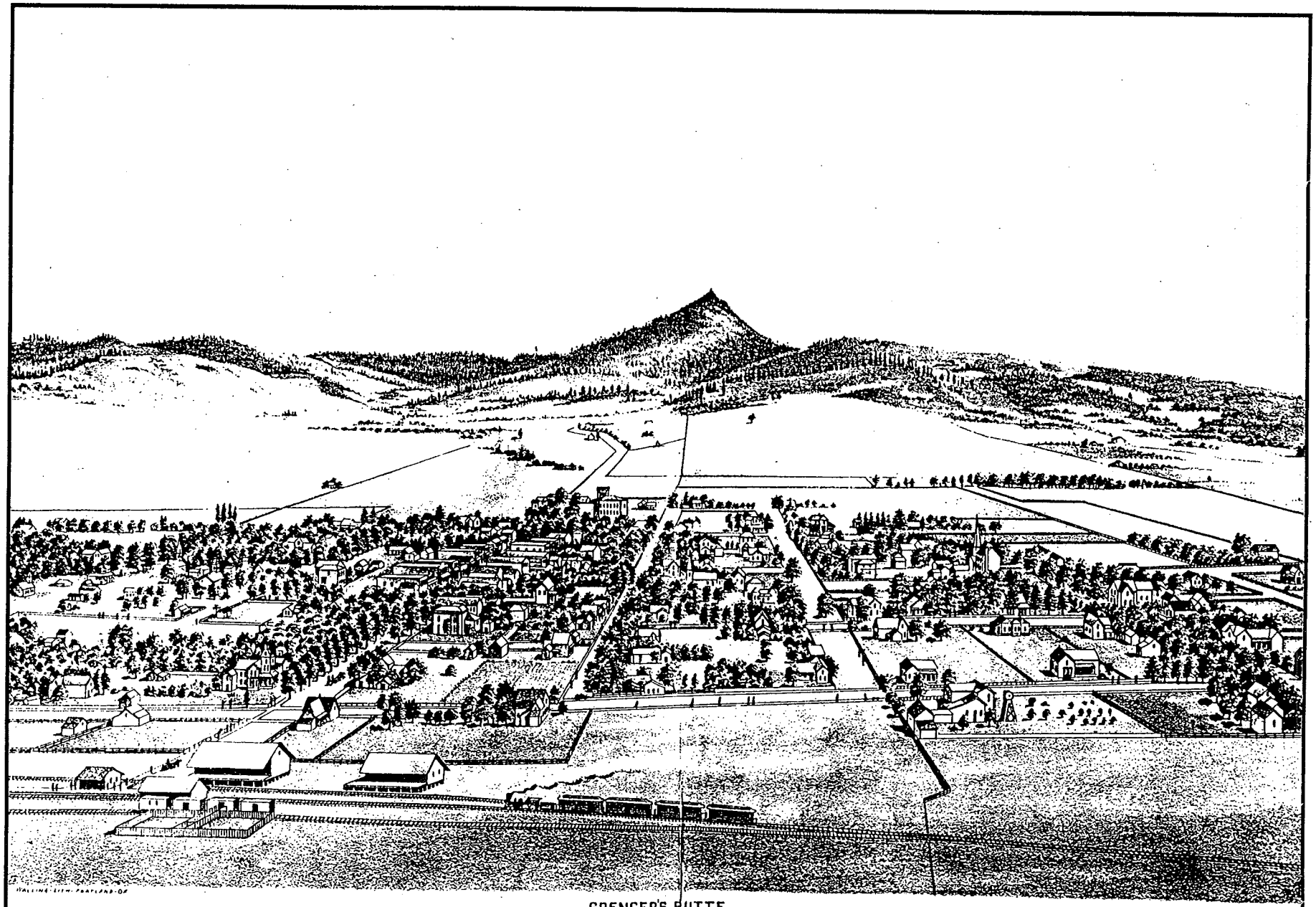


Lane County Historical Museum, #21D/L75-75

Willamette Street looking north, around 1873.



SPENCER'S BUTTE.
EUGENE CITY, LANE COUNTY, OREGON.

A.G. Walling Publishing Co. 1884

McArthur, R.S. Strahan and George Humphrey. The Association started out with a $50,000 investment.

A rough political battle ensued in the Oregon legislature over which town would be home to the University. But Eugene eventually triumphed. That done, Eugeneans began to argue over the site. Selection of the site was ultimately left to the State Board of Education which chose the present site, the former Henderson farm, east of Eugene, in 1873.

Eugeneans engaged in all kinds of activities to raise money for the University, from selling land to selling hogs. Ground was broken in May 1873. Deady Hall was finally completed in July 1876 (Moore, p.137) and the University opened in October 1876 (Walling, p.345) with a small faculty, including Dr. Thomas Condon, and a student body almost as small. By 1881 the University had an annual income of $13,000, but also had $10,000 in debts.

Railroad tycoon Henry Villard absorbed the debt and provided funds for a library, laboratory supplies, five scholarships and an English professor's salary. In addition, he donated $50,000 in Northern Pacific bonds which became the University's first endowment. To accommodate the growth of the University, Villard Hall was built in 1885 by Lord Nelson Roney, who built many of Eugene's significant buildings (refer to p. 23).

2. Commercial Development in the Late 1800s

In 1876, the same year that the University opened, a bridge was built to replace Skinner's ferry. With the University open, the arrival of the railroad and industry continuing to evolve, the character of Eugene's commercial core was poised for a period of change, during which it would grow from village to town to small city in just twenty years.

A successive view of development on and around Willamette Street demonstrates this progression (refer to the following maps). The 1884 and 1885 Sanborne maps depict a very similar group of resources with some notable exceptions (the 1884 map is not provided in this document). Both maps show that the most densely developed blocks were Willamette Street between 8th and 9th. The stretch between 7th and 8th was still filling in. Shops included a grocer, print shop, marble works, hardware, cobbler, drugs, general store, jewelry, photo gallery, carpenter, tailor, agricultural implements, barber, two Chinese wash houses, millinery, dressmaker, carriage painter, a brewery, three saloons and an undertaker. There were three Halls shown in 1884, one of which was the IOOF hall.

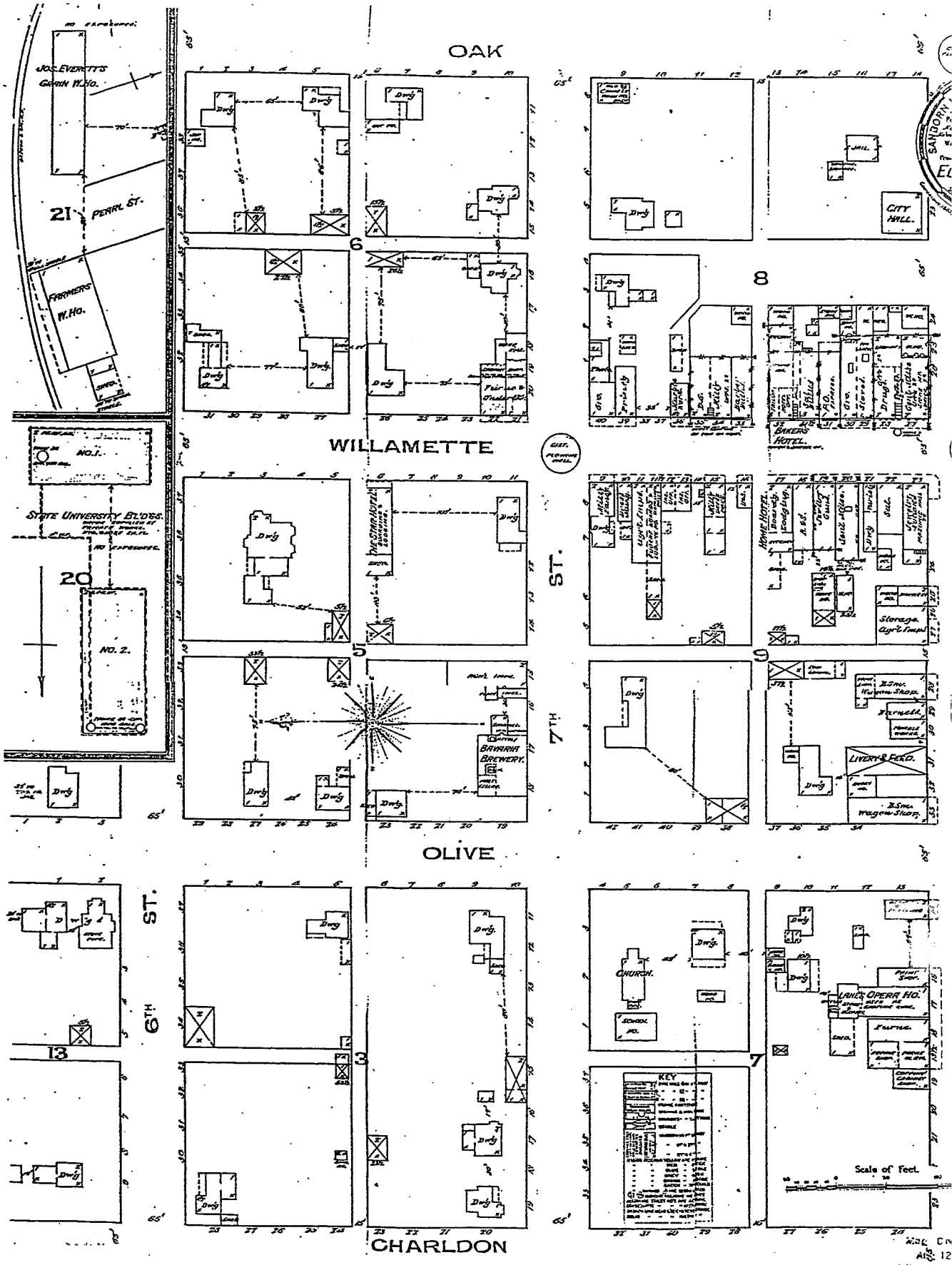
The 1884 and 1885 maps show two large livery stables, one at 9th and Willamette and the largest, Stewart's Livery, on Eighth Avenue between Willamette and Olive. Across from Stewart's were two

blacksmiths, one with a wheelwright. Most commercial use appears to have been contained within a block of the three principle streets, with the exception of West 8th Avenue, the Territorial Highway, in which several blocks of commercial development extended along the north side. Even the most central and densely developed blocks still contained residences. The old wooden Firehouse/City Hall is shown on the southwest corner of the southwest Park Block with the jail in the center of the block.

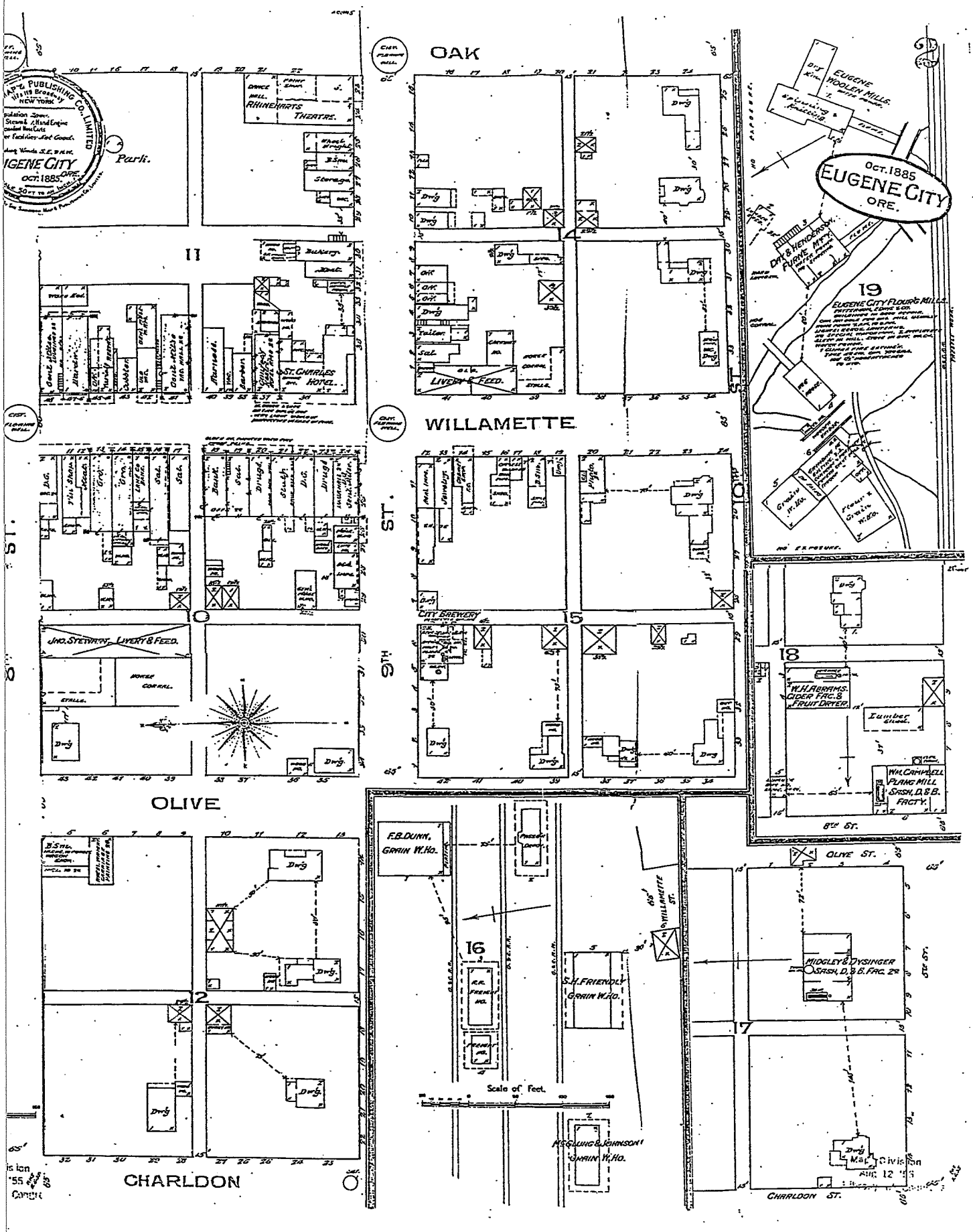
The 1885 map shows some notable exceptions to the 1884 map. In 1884, two wooden hotels, the St. Charles and the Home Hotel are depicted. The location of the Smeede Hotel was vacant, although written accounts indicate a wooden hotel there previously. By 1885, the Baker Hotel (Smeede Hotel) is shown filling in the previously vacant lot shown at 32 (old address) Willamette Street. It was brick as were an increasing number of buildings downtown. The Bavarian Brewery at 7th and Olive is shown along with the earlier City Brewery. The addition of the Star Hotel is shown also. The simple "hall" that in 1884 was displayed on 8th Avenue west of Olive had been improved by 1885 with a stage and fly-tower and labeled the Lane Opera House. The map notes that the stage was also used as a skating rink. Rhinehart's Theater and dance hall is also shown at 9th and Oak.

By 1888 O'Brian's Hall was built on Willamette between 7th and 8th. The St. Charles Hotel had been replaced by the masonry Hoffman House Hotel and the Hovey Bank was being built at 8th and Willamette, directly next to the Masonic Lodge. Rhinehart's Theater was shown to have a balcony and the previous "dance hall" was now called "Rhinehart's Parlors." The Eugene Woolen Mills plant now had an "Electric Light Station." The map (not shown) notes that the plant would be changed ("not powerful enough to meet the demand"). Steam power still was in use at the Eugene City Iron Works. An electric lighting system had been introduced in 1887. A shop on 9th Street featured electrical and telephone supplies.

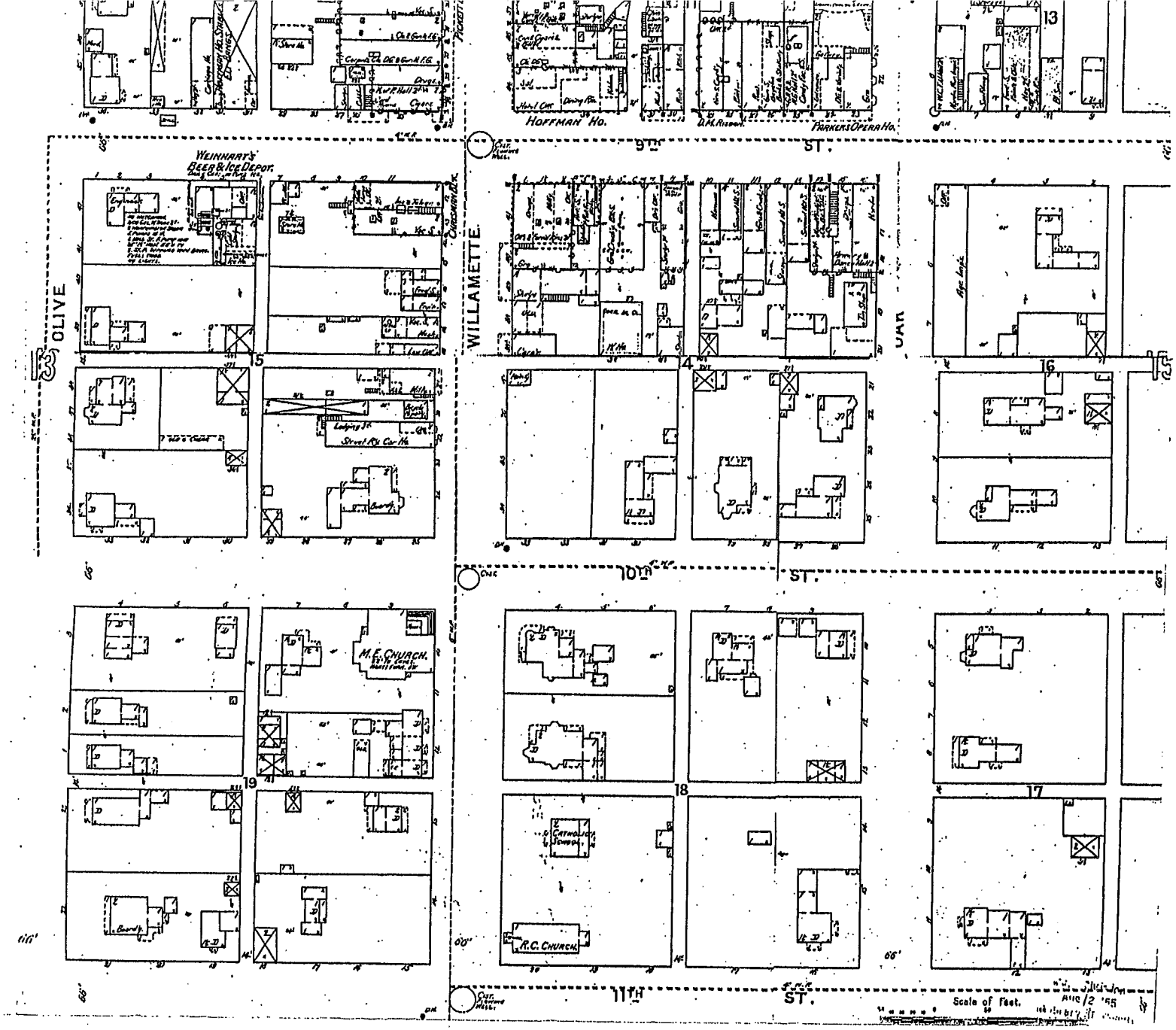
Previous to 1890, development north of 6th Avenue was entirely residential with the exception of the industrial area warehouse buildings directly adjacent to the train tracks. However in 1890 the Minnesota Hotel was installed between 5th and 6th Avenues on the west side of Willamette Street. By 1895, larger commercial blocks, such as the Christian Block at 9th and Willamette began to appear in the commercial core. Despite commercial growth, in 1895, the Underwood Mansion and its grounds still occupied the entire half-block between 5th Avenue and the train depot was surrounded by a small cluster of grain, wool and implement warehouses. A lumber yard occupied the eastern portion of what was to become Depot Park. Rhinehart's Theater had been transformed to Parker's Opera House, outfitted with both electric and coal-oil fueled theater lights. Large dwellings spaced well apart prevailed on 5th Avenue. A County jail occupied the center of the northwest park



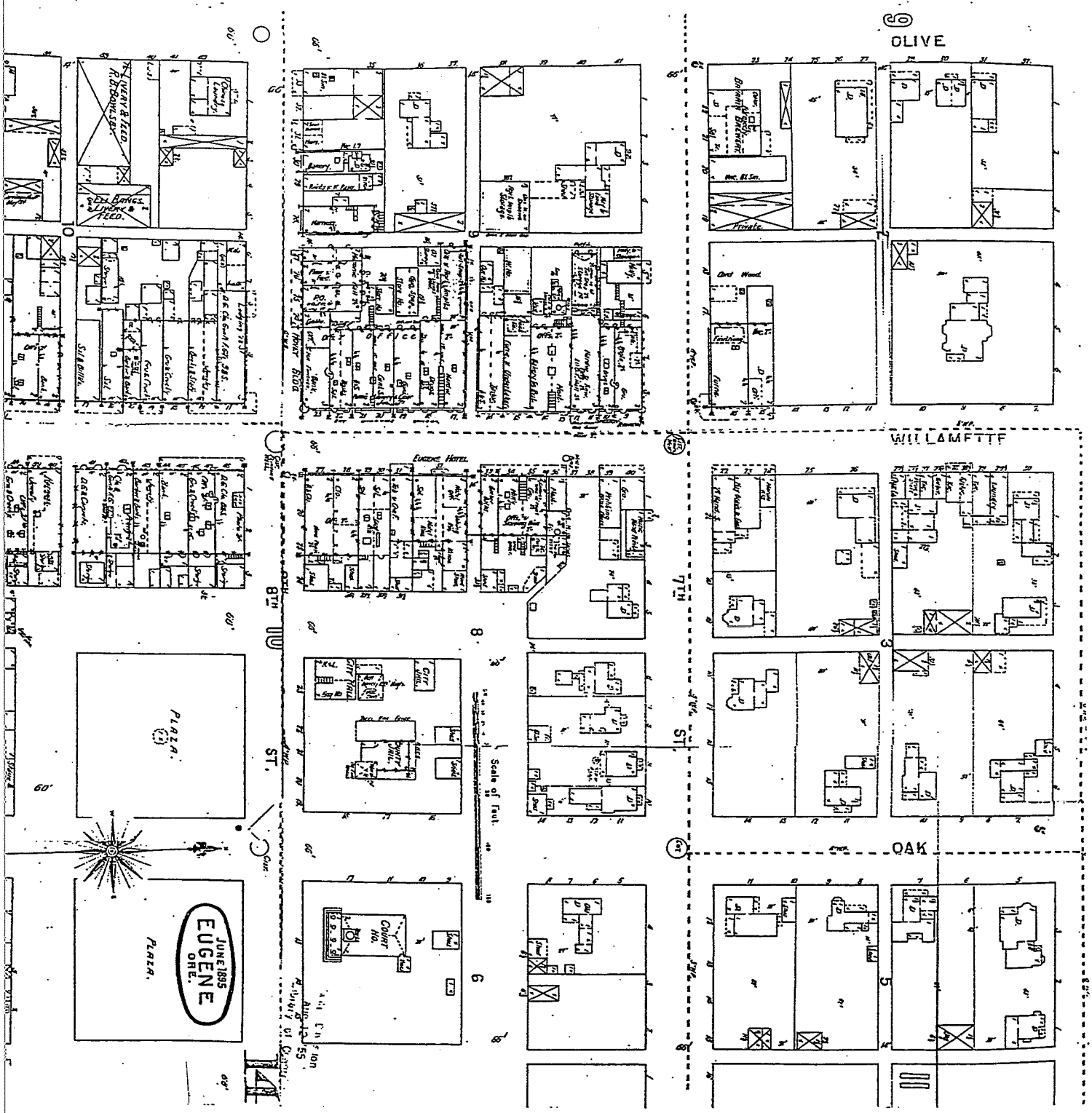
Sanborn Insurance Maps Downtown Eugene 1885



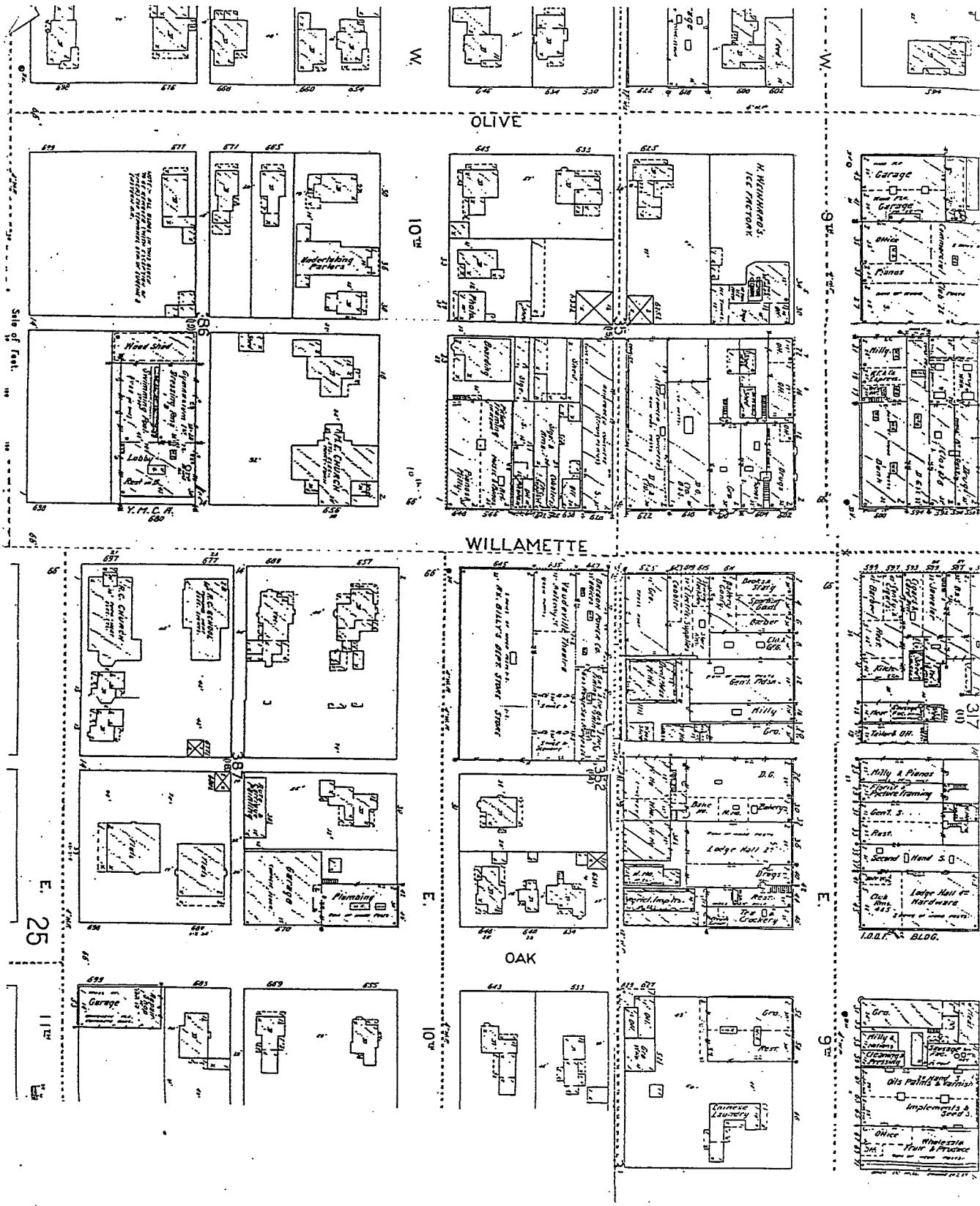
OAK
WILLAMETTE
OLIVE
CHARLDON
EUGENE CITY
OCT. 1885
ORE.
Park.
RHINEHARTS THEATRE.
ST. CHARLES HOTEL.
LIVERY & FEED.
CITY BREWERY
JNO. STEWART LIVERY & FEED.
EUGENE WOOLEN MILLS.
DAY & HENDERSON FURNE MFY.
EUGENE CITY FLOUR'G MILLS.
W.H. ABRAMS. CIDER FAC. & FRUIT DRYER.
WM. CAMPBELL PLANG MILL SASH, D. & B. FACTY.
F.B. DUNN, GRAIN W. HO.
S.H. FRIENDLY GRAIN W. HO.
McGLUNG & JOHNSON GRAIN W. HO.
MIDGLEY & DYSINGER SASH, D. & B. FAC. 2d
Scale of Feet.
Map Division
Aug. 12 '55



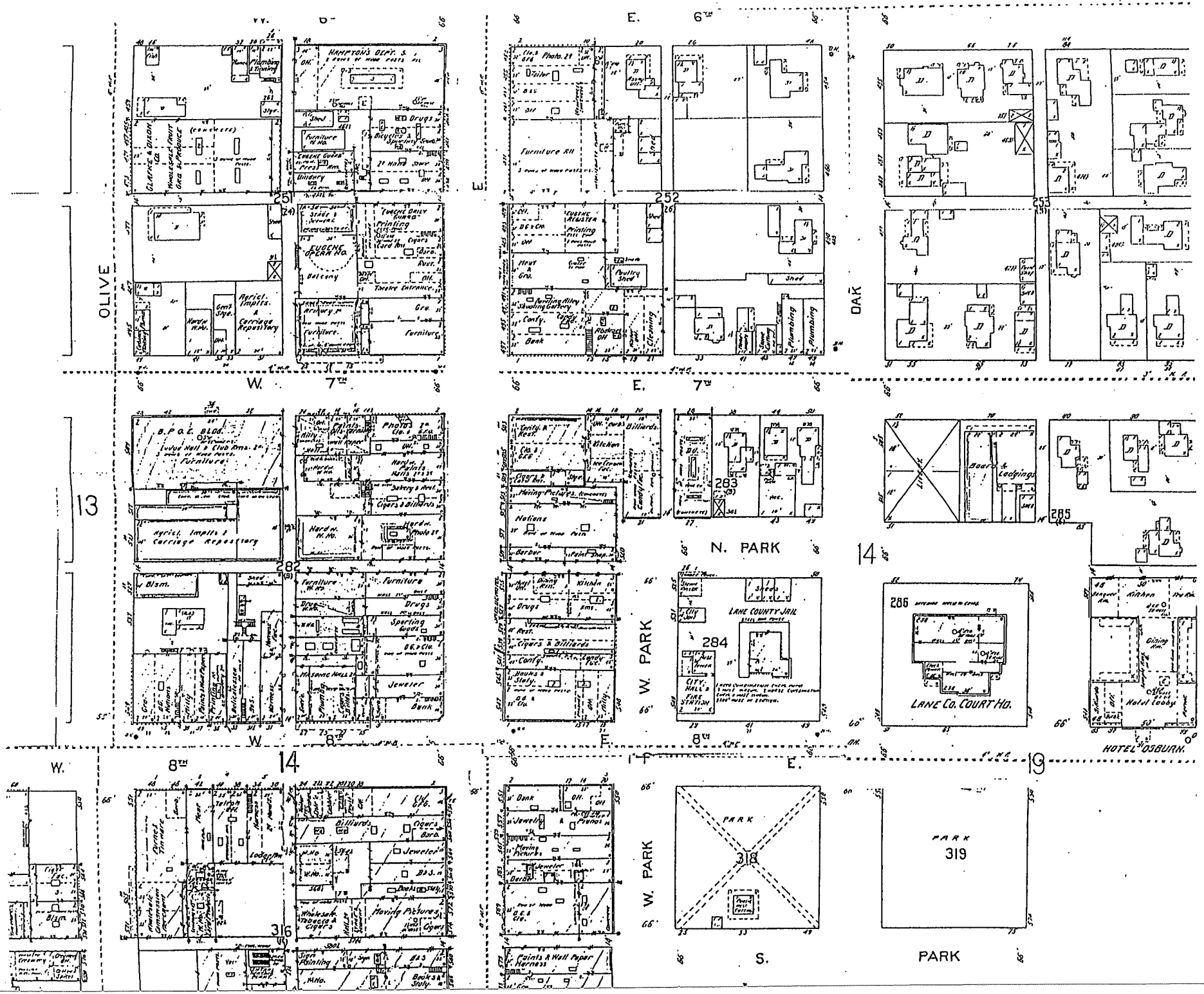
Sanborn Insurance Maps

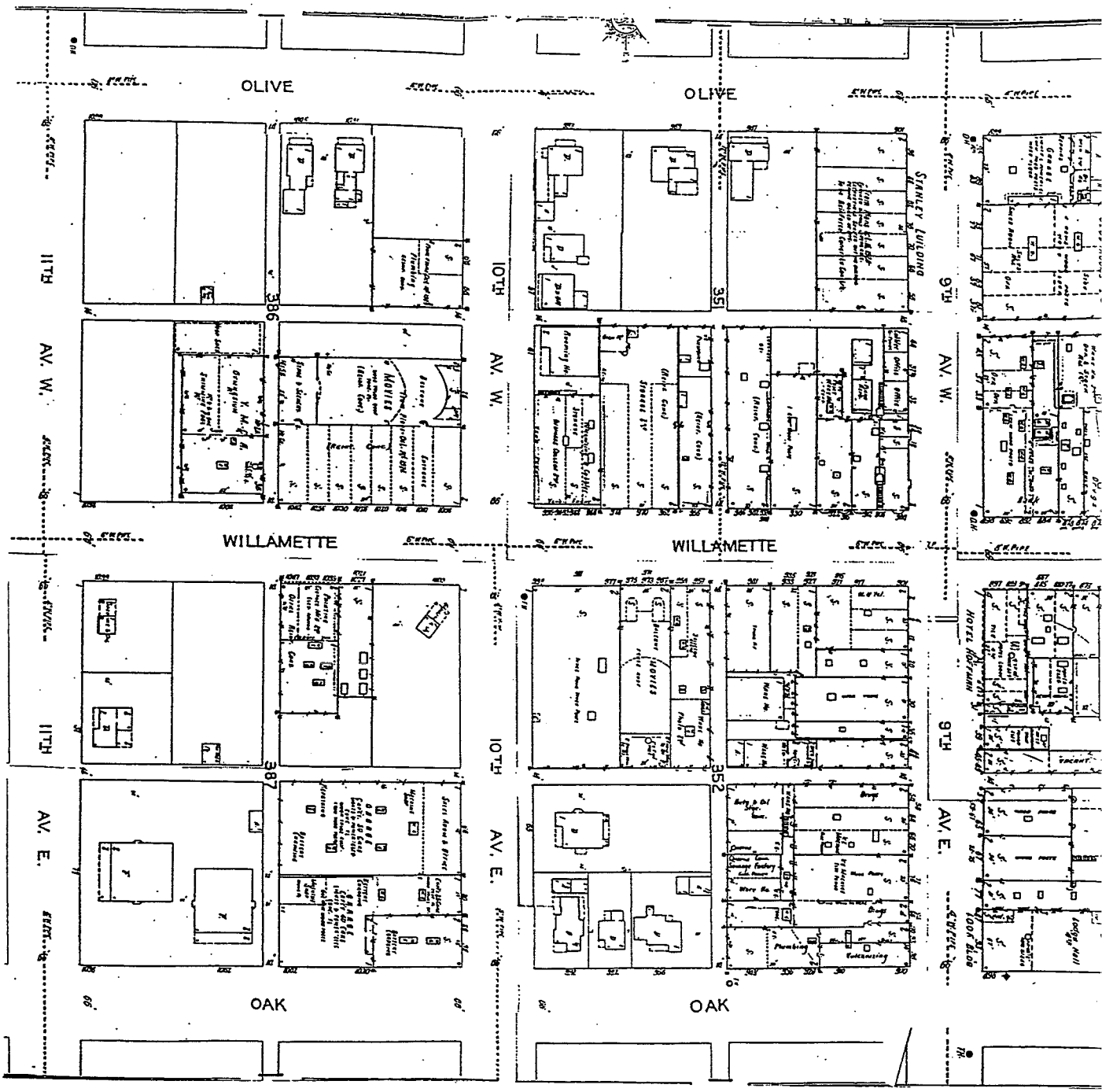


Downtown Eugene 1895

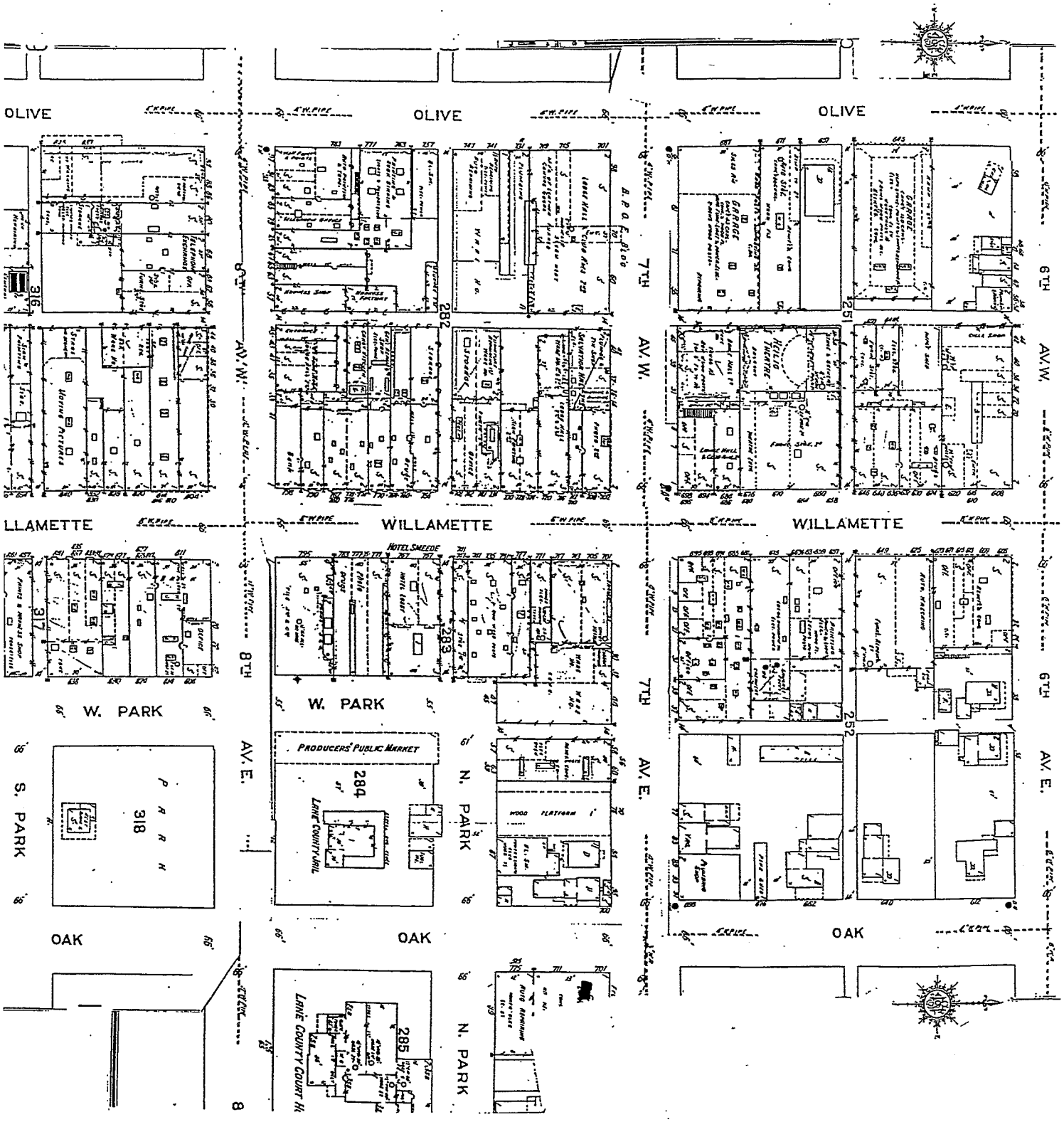


Sanborn Insurance Maps Downtown Eugene 1912


OLIVE
OAK
W. 7TH
E. 7TH
E. 6TH
W. 8TH
E. 8TH
N. PARK
W. PARK
S. PARK
LANE COUNTY JAIL
LANE CO. COURT HO.
HOTEL OSBURN
EUGENE OPERA HO.
251
252
253
282
283
284
285
286
316
318
319
13
14
19



Sanborn Insurance Maps Downtown Eugene


OLIVE
OLIVE
OLIVE
LLAMETTE
WILLAMETTE
WILLAMETTE
W. PARK
W. PARK
S. PARK
N. PARK
N. PARK
OAK
OAK
OAK
8TH AV. W.
7TH AV. W.
6TH AV. W.
8TH AV. E.
7TH AV. E.
6TH AV. E.
HOTEL SMEEDE
PRODUCERS' PUBLIC MARKET
LANE COUNTY JAIL
LANE COUNTY COURT H
WOOD PLATFORM
316
317
318
282
283
284
285
251
252

1925

block. The old City Brewery had been taken over by a Portland company, Henry Weinhart.

The mix of uses and distribution of buildings depicted in the Sanborn Maps seemed fairly constant during the 1880s and 1890s. But the subtle changes in the makeup of the downtown area that are shown indicate a transformation of the community's lifestyle. The capital produced by the blossoming of Eugene's Millrace industrial complex during the early 1880s, together with technological advances such as the telephone and electrical power, had changed the climate of the downtown and the surrounding community. In 1894 the Pacific Telephone and Telegraph started with just 25 customers. Even as a horse drawn system the first streetcar service had made travel between outlying neighborhoods, the University, and downtown easier.

As the population grew, culture and recreation became an increasingly important form of commercial activity as well, with activities ranging from vaudeville and legitimate theatre to dance halls. In just four years, 1880-1884, Eugene's population went from 1147 to 2000. By 1900, population had reached 3236.

3. Religious and Community Organizations Build Facilities Downtown

Many of Eugene's beautiful wooden churches were built in the 1850s and 1860s. They developed in a pattern closely surrounding the commercial area, in primarily residential blocks. A second round of church building began in the 1880s with the building of the First Presbyterian Church in 1883, replacing an 1857 Seventh Day Adventist church on the present W.O.W. Hall site. A number of the early churches are pictured in Walling's Illustrated History of Lane County (see previous lithograph in Early European Settlement section). By the end of the 19th century the major Christian denominations had church buildings. Temple Beth Israel also had an early synagogue on 8th Avenue during this period.

A variety of fraternal organizations developed lodges in the downtown area as well during the 1880s-1890s. Joining the earlier Masonic Lodge and Oddfellows Hall were Knights of Pytheas, Elks, Eagles, Woodmen of the World, the Independent Order of Good Templars and many others. Much of the social and recreational life of the city revolved around fraternal organizations which, together with the churches, sponsored most charitable and public welfare activities. Some lodges, such as the Woodmen of the World, administered direct social or health care services to their members. Others were primarily economic or social in orientation.

Among the many clubs and societies that formed during the later nineteenth century was the Fortnightly Club, which planned and solicited funds to create a new library which opened as a Carnegie-

sponsored library at 11th and Willamette. The American tradition of the "free public library" had become ingrained into the culture by the late 19th and early 20th centuries. The siting and care of the public library has been a matter of constant interest to Eugeneans since that time.

4. Evolving Building Forms at the Turn of the Century

The construction of the Lane County Courthouse in 1899 represented a turning point in the physical development of Eugene's downtown. The appearance of a large, highly designed masonry structure in the town center implied a change in scale for the entire downtown. Larger, more sophisticated buildings began to appear throughout the core commercial area.

In addition, the introduction of the telephone and electric lighting changed the nature of commerce, industry and entertainment. Buildings were designed to convey a more rational approach to service distribution, traffic and structure. Larger buildings began to appear along with such consolidations of uses as department stores and the evolving "commercial block."

The transformation was initially expressed by such structures as Quackenbush's Hardware Store (160 E. Broadway, 1902) and the McClung Building (495 Willamette Street, 1902) which replaced Joseph McClung's 1872 brick, dry-goods store. Built by L.N. Roney and originally only two stories tall, the McClung Building later evolved into the McMorran-Washburne Department Store (1913) and the Tiffany-Davis Drug Store (1927).

While most large commercial buildings downtown were being built with brick, at the turn of the century hotels seem to have been the exception in Oregon towns. One of the most notable wooden hotels is the Gross Hotel (488 Willamette St., known as the Lane Building) built in 1903 by George Gross, founder of the Willamette Valley Land Company. The Gross Hotel is similar to many hotels of the 1880s built by railroads to encourage tourism and commerce in the West. Its location placed the streetcar-line terminus directly in front of it with the wooden Southern Pacific depot at the end of the block. The Gross Hotel represents the first link in the growth of the Station Area/5th Avenue grouping of commercial resources near the railroad tracks.

5. Development of the Station Area

The part of the Station Area/5th Avenue grouping in the vicinity of the Southern Pacific passenger station (identified in the Downtown Cultural Resources Survey) represents various phases in

the development of a commercial node connecting Eugene's residential and commercial area with the train station.

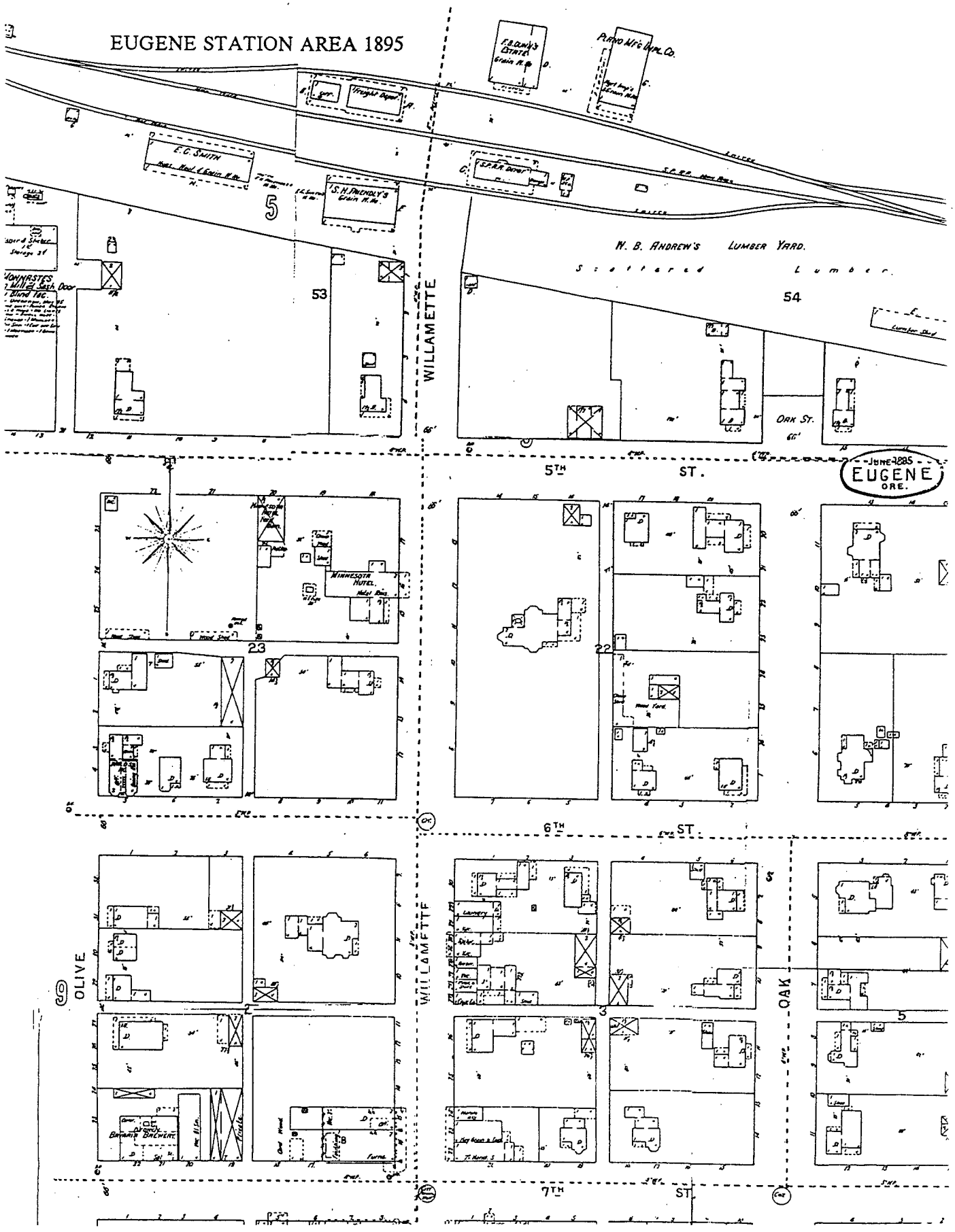
Development in this area accelerated after the construction of the new Richardsonian Romanesque Southern Pacific Railroad Depot in 1908 (refer to the Eugene Station Area Sanborne maps). Surrounding the depot on the south, east and west was the beautiful Depot Park. Its construction was probably inspired by the City Beautiful Movement of the late 19th and early 20th centuries. Designed by W.F. Chase of Portland, the Park was divided between an Italian rose garden on the eastern half and an Alpine garden on the west (see photo).

In 1909 L.N. Roney built an office and retail building for the Boothe Kelly Lumber Co. at the southeast corner of 5th and Willamette (520 Willamette St.), now commonly known as the Roney Building. Roney, the area's best known builder from the 1880s to the 1920s, built many of Eugene's great Victorian structures, such as Villard Hall, the Lane County Courthouse, the Shelton-McMurphy House and many picturesque covered bridges. Buildings such as the McClung building (Tiffany Building) and the Booth-Kelly Building show the shift in his work and in the building industry in the early twentieth century toward the new commercial style. Roney went on to build the Eagles Lodge directly adjacent to the Booth Kelley offices (525 Willamette St.). The Eagles building, though smaller than some, was typical of the party wall lodge structures being constructed downtown at the time. They usually featured a lodge hall upstairs and a commercial use downstairs. Additional hotels and new restaurants, such as the Depot Restaurant (453 Willamette St., 1910), sprang up around the train station as well.

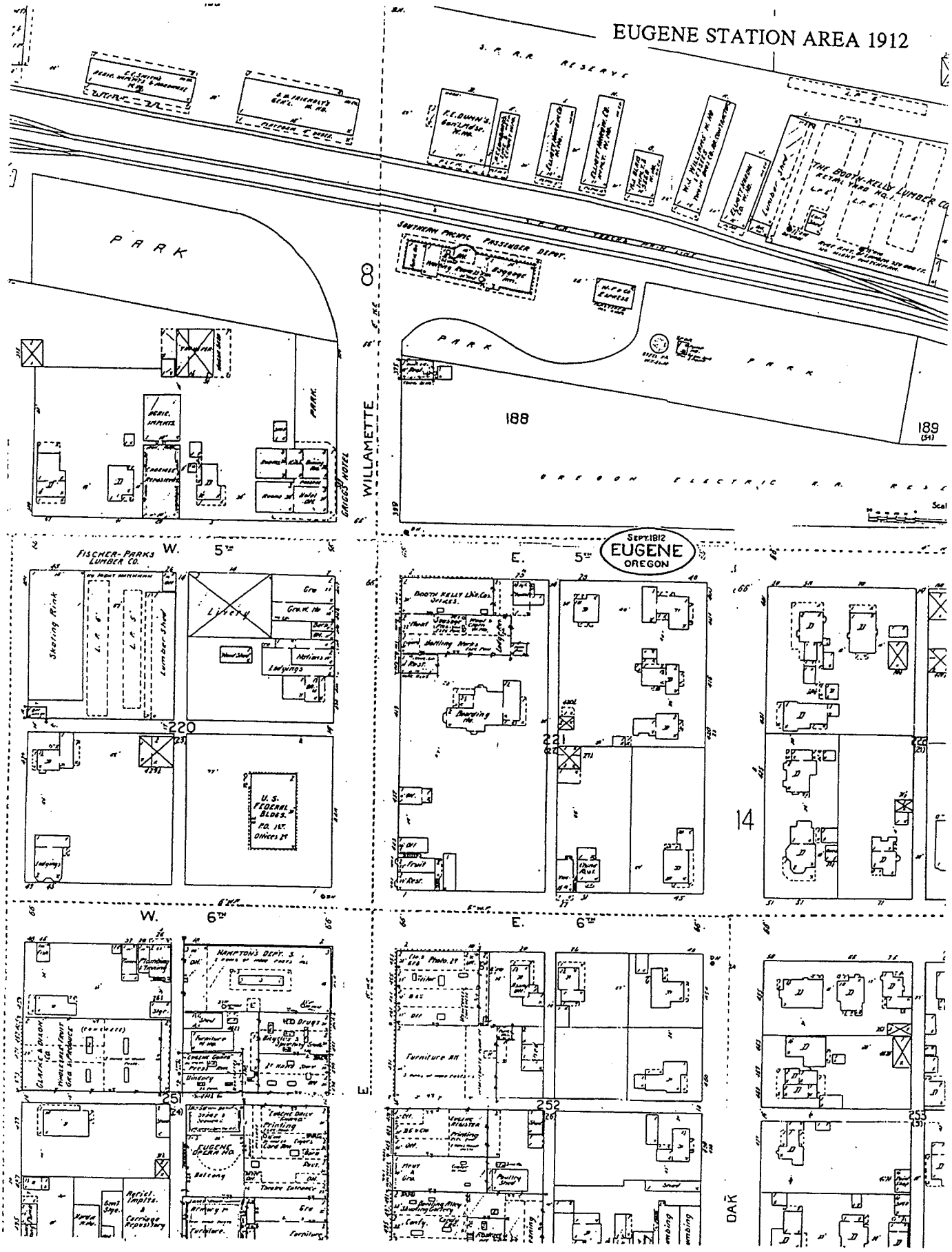
The arrival of the Oregon Electric Railroad in 1912 and the construction of its depot, the Oregon Electric Passenger Station in 1914 was also a pivotal event in downtown development. Designed by A.E. Doyle of Portland, the Georgian Revival train station represented a new level of professionalism, quality, and clarity in building construction in Eugene.

Indeed, motorized transportation was soon to follow with two bus depots and a taxi company locating in the area shortly thereafter. To the west and east transfer companies and produce warehouses were developing while across the Southern Pacific tracks to the north the Southern Pacific Railroad Reserve had filled up with an array of industrial, agricultural and distribution-related buildings, their loading docks adjacent to the tracks, ready for the next shipment.

To the south of the station area was the downtown commercial area, steadily advancing in density and sophistication as the fruit of



Sanborn Insurance Map



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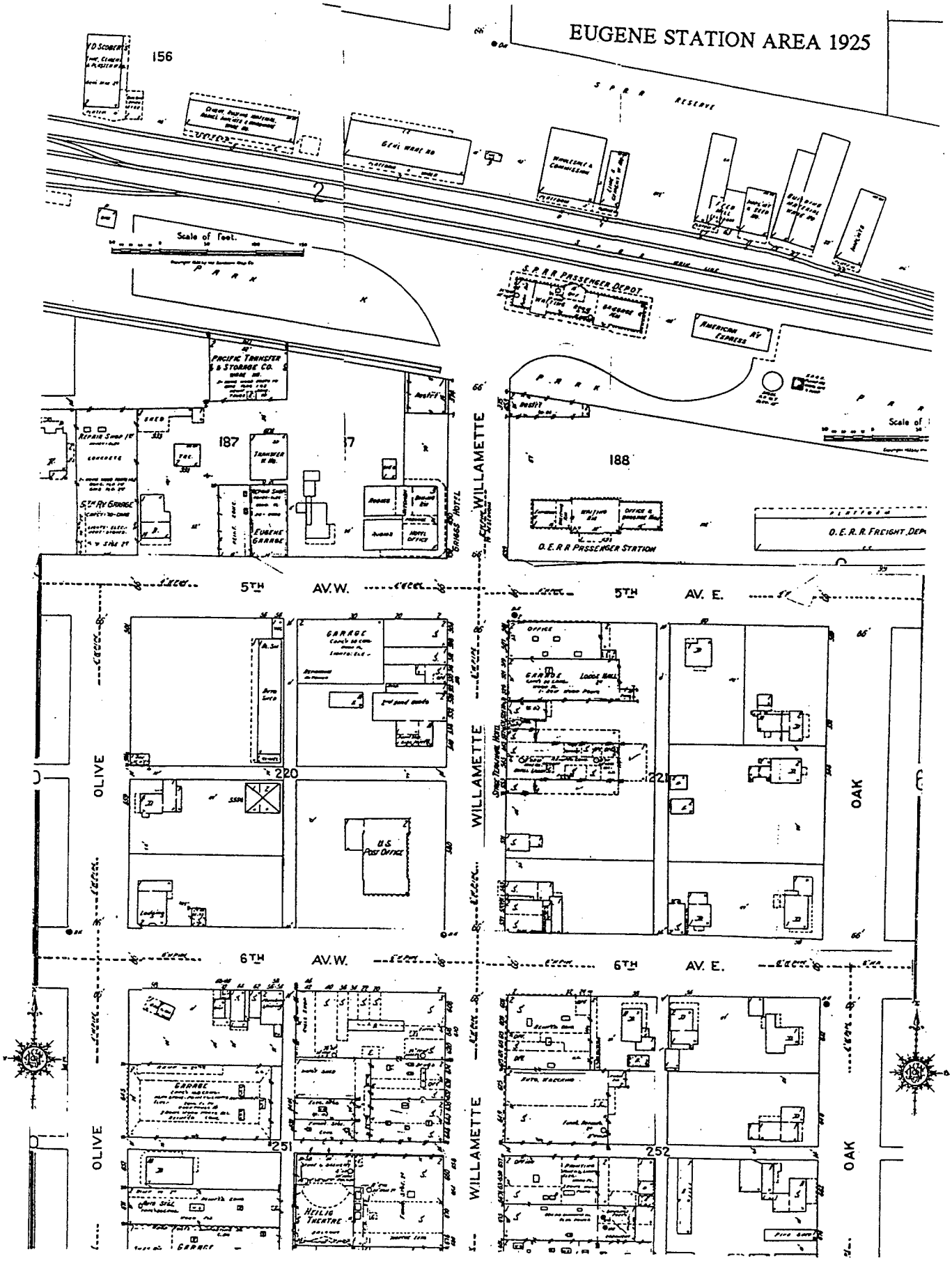

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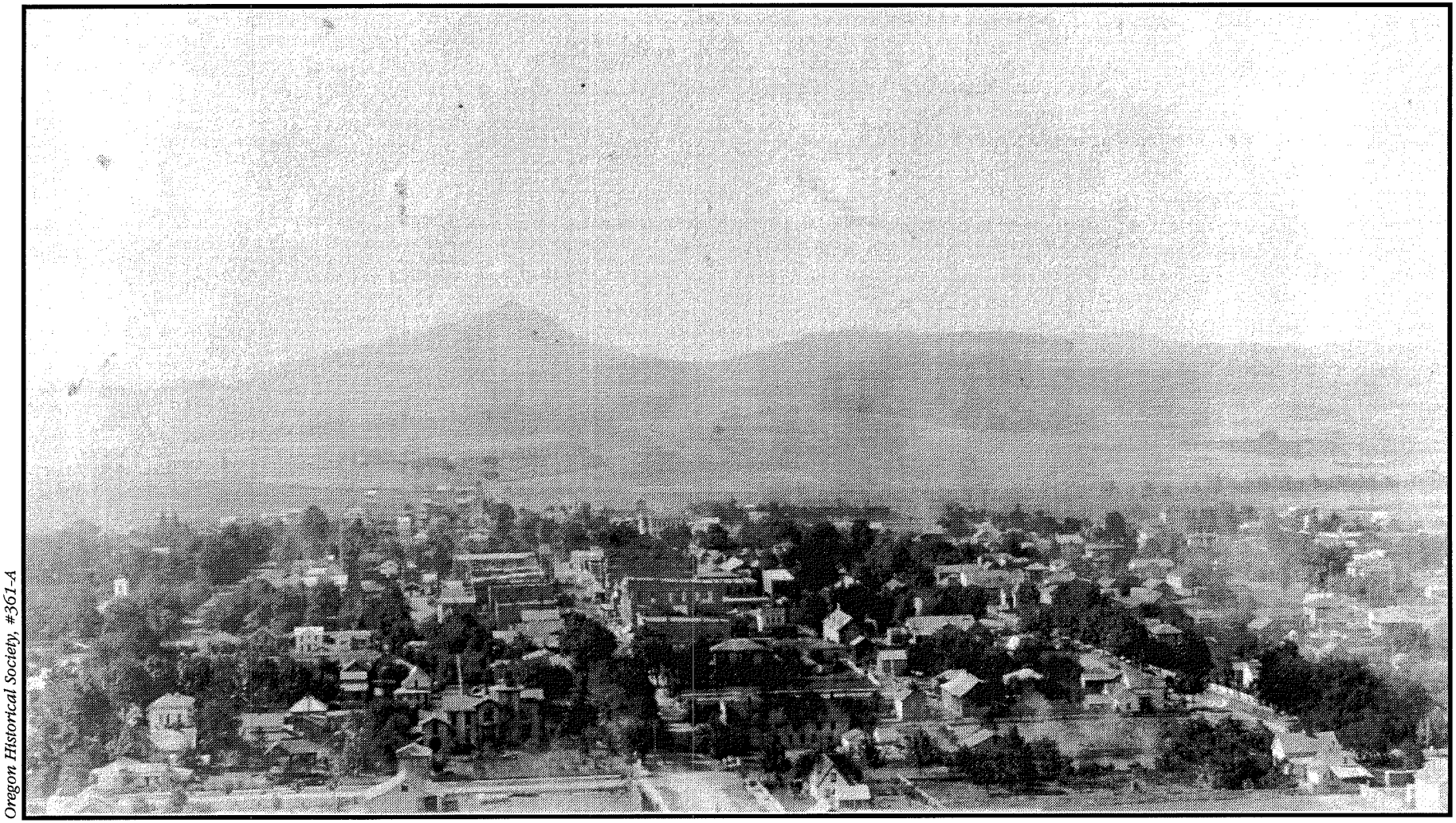


Oregon Historical Society, #361-A

Eugene from Skinner Butte, around 1890.

Lane County Historical Museum, #21M/817

South on Willamette Street from 6th Avenue, around 1895.

the exchanges taking place in the station area, derived from production by the Millrace, mingled with the revenues gained filling the needs of the still close-by agricultural community and the commerce generated by the students from the State University.

6. Downtown's Transformation at the Beginning of the Modern Era

A view of the 1912 Sanborn Map of downtown Eugene provides a picture of a transformed community. It was a community that had experienced a profound change in the physical and economic conditions of life. But in many ways the basic patterns of use and development in the commercial area, and the way people experienced it remained much the same as it had been for several decades, and would essentially remain for several more decades.

Most large structures were now made of concrete. Large new structures depicted in the 1912 Sanborn map include a skating rink at 5th and Olive, a livery stable on the same block and Gafke and Dixon's Wholesale Fruit and Produce Company on Olive near 6th Avenue.

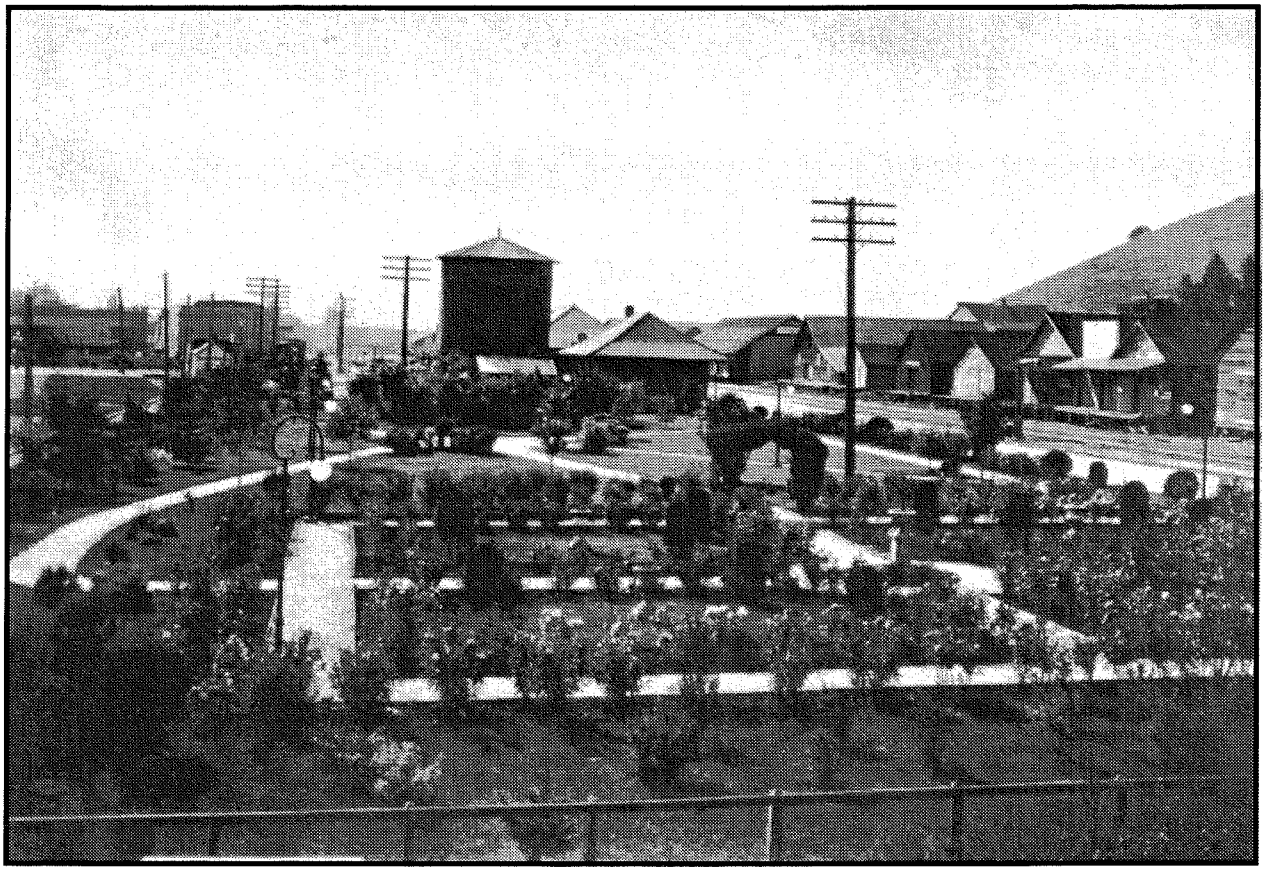
Among the more well-known buildings were the elegant and expansive two story Elks club (14th and Olive) and Hampton's Department Store. The Hampton Building was somewhat of a landmark because of its size, height and location at the corner of 6th and Olive.

Hotel Osborn had been built adjacent to the park blocks on 8th Avenue by this time. It was one of the largest structures in the area and one of the most beautiful. It rivalled the courthouse in its mass and presence. Its venerable image dominated the town center, creating, together with the Courthouse, a stately character for that area. Its interior appointments were town treasures. Furnishings brought from the Far East for the Osburn's "Japanese Tea Room" are now part of the Lane County Historical Museum's collection.

Another major center of activity illustrated on the 1912 Sanborn Map was the YMCA on Willamette, just south of the present McDonald Theater complex. One of the largest structures downtown, it featured an indoor pool and a gymnasium.

A number of theaters are depicted on the 1912 map. Several were medium to small movie theaters which were also equipped with stages and scenery. The large Eugene Opera House (Heilig Theater), at the current site of the Hult Center for the Performing Arts, was the biggest theater shown and did not have movies. The Rex Theater, still in evidence today in an altered form at 963 Willamette, was shown as a "Vaudeville Theater."

One of the major attractions for the downtown area was the Ax Billy Department Store, still primarily intact and in use currently as the Downtown Athletic Club at 10th and Willamette (973 Willamette



Lane County Historical Museum, #T60/L72-2872

Depot Park, Southern Pacific Railroad terminal buildings, around 1915. Note warehouse and industrial area, north side of tracks on the "Southern Pacific Reserve".

St.). Designed by William T. Campbell, this building is the best example of the Chicago style of commercial architecture in the core area. It's first occupant and business was the Department Store operated by the Schaefers Brothers. The four Schaefers brothers were business partners who had moved to Eugene from Clarmont, Iowa in 1908 and had purchased the small Ax Billy General Store on Broadway. They moved "Ax Billy" to the new department store building in 1910. The Schaefers became very successful in a wide variety of business ventures. Ultimately they came to own or construct buildings on all four corners of the intersection at 10th and Willamette, including the McDonald Theater (SW) and the Schaefers building (SE), both on the National Register of Historic Places. They owned a fourth building on the northwest corner, originally called "the Schaefers Building" which housed the Schaefers brother's offices and Seymour's Cafe for many years.

The Chicago Style commercial architecture displayed in the "Ax Billy" building reflects through an architectural idea the dominant themes of a new age in the commercial life of American cities and towns. Its use of the rectangle as the basic element of both composition and ornamentation coupled with the use of fenestration as the primary vehicle of ornamentation reflects a search for rationalization in the structural systems of buildings and by extension in the business life of the society. In rejecting the eclectic styles of the nineteenth century, the business culture was also rejecting, in part, the "aristocratic" orientation of large-scale business in that century. The endeavors of immigrant families like the Schaefers are representative of an intensely energetic but well organized type of entrepreneurship which characterized commercial life in the 1910s and 1920s. The buildings created by these entrepreneurs symbolized the ascendence of this strong merchant class and the modern rationalized vision of business and community organization which became prevalent at that time.

By the early teens Eugene's downtown, like town centers throughout the country, was entering what might be seen as a "golden age" in the history of commercial life in urban centers. Despite the rapid growth reflected in the new building forms downtown, business was still predominantly local and family operated. The concepts embodied by the Ax Billy, the Tiffany Building, the Booth Kelly offices and others, were expanded and became more sophisticated as the community grew into the 1920s and 1930s. In 1926 the Ax Billy Store was sold to a national retail chain, J. Brill. This pattern of corporate acquisition was to become more frequent in the ensuing decades.

Many other large buildings, such as the Eugene Commercial Club building (predecessor of the Chamber of Commerce), appear on the

1912 Sanborn map. By this time commercial development had expanded to almost completely overtake residential development between Willamette and Olive Street. The pattern was similar but not as exclusively non-residential toward Oak.

No taverns or saloons are seen in the 1912 map. The citizens of Eugene had decided to maintain a "dry" town. Even the Weinhart Brewery had become "Weinhart's Ice Factory." There were plenty of "card rooms" and "club rooms" in the hotels, fraternal halls and cigar stores, however. The lack of alcohol in Eugene made the Springfield street-car line very popular as Springfield was not "dry." A policeman was posted in the car on many of the return trips from Springfield to maintain order.

The expansion of services such as the street car line, electrical power, gas, telephone, water and sewer service both reflected and enhanced residential growth in the surrounding core area. This growth, in turn, increased commercial activity downtown. The expansion of services was accomplished by both public and private organizations.

Street paving had become especially important by 1912 as automobiles began to become standard transportation. The 1912 Sanborn map view of downtown indicates a number of large livery stables. Along with several large buildings labeled "carriage repository," some sizeable auto garages are also depicted. Even as the community was entering the modern era in architecture, services, entertainment and lifestyle, much of the population was still in the horse-drawn age.

7. An Urban Center in the Automobile Age

A view of the downtown section of the 1925 Sanborn Map shows how thoroughly Eugene had entered the auto age by that time. In just the area bounded by 4th and 11th, Olive and Oak, 10 large garages are shown, some without repair shops. An auto wrecking shop is shown fronting Willamette Street. In the same area only one private stable is shown. No livery stables are shown in that area.

A number of other significant changes are indicated including the transformation of the Eugene Opera House to the Heilig Theater and the Rex from vaudeville to movies. Construction of the Stanley Building (Washburne Building, 94 W. Broadway) is shown in progress at Ninth and Olive.

As the culture of the nation and the community became more urban in the mid-twenties, the downtown area was transforming itself in reflection of those changes. New types of buildings were appearing in the area and changing the character of the commercial landscape. The early commercial style buildings paved the way toward an even

Lane County Historical Museum, #L77-5440

Willamette Street, north from between 8th Avenue and 9th Avenue, around 1921.

more unified, streamlined and polished aesthetic. In the next few years, a variety of buildings were constructed which in one way or another continued to embody the themes of urbanization, rationalization, professionalism, formality, and modernity. While many have been demolished, a few good examples remain. The Stanley Building (Washburne Building 94 W. Broadway), 1924, combines the theme of the horizontal Commercial Style/office block with a streamlined and professional approach. The Miner Building (132 E. Broadway) and the Eugene Hotel (222 E. Broadway), both designed by John Hunzicker, introduced a vertical orientation. Their construction in 1924 made them the first "high-rise" buildings in the area and gave the downtown an image of a true urban center by again changing the scale of reference for the downtown area. Of those surviving, the McDonald Theater (1004-1044 Willamette St.) is notable as Eugene's only remaining example of a movie palace.[7]

8. Urban Amenities and New Styles

As Eugene moved further into the era of urbanization, a variety of urban amenities became available in the commercial district. An example is the Eugene Cleaners Building (at 245 East Broadway). Built in 1925 the building demonstrates the application of the Mediterranean style, made popular in Southern California, to commercial applications throughout the country.

As the development of new commercial styles accelerated toward the end of the 1920s they were reflected in the downtown landscape. The Schaefers Building at 1001 Willamette (1929) is an example of a European version of the Art Deco style applied to a building built to house a bowling alley on the top floor and shops on the first. The 1932 Neo-Gothic Pacific Telegraph and Telephone Building (no longer visible) at 10th and Oak Street represented a revival style which somewhat echoed the Art Deco movement.

The Art Deco style came to symbolize a desire for a society in which technology and creativity could be joined. For Americans in the twenties, thirties and forties, the most accessible symbol of this ideal was the automobile. Naturally, this idea is reflected in the architecture of the car dealerships that sprang up in and around the downtown commercial area. The Firestone Building at 185 E. 11th Avenue (1930), and the Humphries Motors Building at 1290 Oak (1940) are excellent examples of this application.

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[7] An opera house turned into a movie palace, the Heilig Theater retained its capacity for live theater even into modern times. At the time of its closure, during Phase I of Eugene's Urban Renewal Program, the grand theater is reputed to have still had its original hemp rigging ropes in place backstage. (As recalled by Lucy Lynch, 1989.)

E. 11th Avenue (1930), and the Humphries Motors Building at 1290 Oak (1940) are excellent examples of this application.

During the 1920s and 1930s a variety of architectural styles and forms were used and mixed to represent the entry of the community into a more urban and modern period. When the Woodmen of the World Hall at 8th and Lincoln (291 W. 8th Ave.) was built in 1932 it was described in the Morning Register as "modern in every detail." The Hall's builders combined an Art Deco facade with a simplified classical interior, perhaps to express the simultaneous urge to reach for a perceived future while maintaining a dependable sense of order. Expression of these ideas of modernity, urbanity, order along with an increased scale, were seen in varying formats in religious and institutional structures constructed between 1910 and 1940 as well as in educational institutions such as the Woodrow Wilson Junior High School (Lincoln School, 12th and Monroe, 1924) and the now demolished Eugene High School at 17th and Olive. The evolution of these expressions of the changing culture was slowed, by the advent of the Great Depression (1929-1939) and World War II (1941-1945). This evolution, as expressed in core area commercial structures, continued in 1946 with the example of the Kennell-Ellis "Studio" Building (1280 Willamette St.). The Studio Building incorporates elements of the modernistic and international styles into its design. The appearance of this structure and others like it signal the entry of the nation and the community into a post-war era in which the urban landscape changed dramatically.

G. <u>The Role of Government and Public Policy in the Development of the Downtown Core Area</u>

Since the arrival of Eugene Skinner, public institutions have played an integral role in Eugene's development from settlement to town to city. That role has been so intertwined with the history of the area that a full history of government's role in urban growth is not possible to reproduce here. However, a brief review of the history of governmental activity in the area provides a useful frame of reference for understanding physical development in the Downtown Core Area.

The ability of settlers such as Eugene Skinner to migrate and settle in the area depended on the government's authority to grant free Donation Land Claims. This authority ultimately derived from the ability of the government to lay claim to the territory and protect it militarily. With the military came roads and outposts which became the seeds of the infrastructure that would eventually support the development of towns like Eugene.

In 1848, two years after Eugene Skinner arrived in the area, the United States Congress passed a bill creating the Oregon Territory.

In 1850 the first government institution appeared in the area. It was Eugene Skinner's post office, located at his home. In that year, a new Donation Land Claim law was passed by Congress which greatly increased immigration into the area.

Lane County was created in 1851 and Eugene Skinner and Judge Risdon's first survey and plat of the city was recorded in 1852. The same year Eugene was chosen as the County Seat, and the county was issuing licenses and setting out roads. The first government building built in Eugene (1853) was the County Clerk's office. After beginning to assess property taxes in 1854 the county was able to build the first courthouse on the present Park Blocks at 8th and Oak Streets. By 1856 a small public school was established on two donated lots in Mulligan's Donation at 11th and Oak. The county built a small jail in the Park Blocks in 1858. In 1859, nine years after the town was surveyed and Lane County was formed, Oregon was finally granted statehood. John Whiteaker was appointed Governor.
In 1862 Eugene was incorporated, although many scoffed at the necessity of such an act (which wasn't approved by the legislature until 1864). The United States had already been engulfed in a Civil War for a year at that time. Oregon stayed with the Union although many Eugeneans had sentiments favorable to the South. Passions over the national division played a role in the dissolution of Columbia College on what is now College Hill in 1860. In 1864 Eugene City adopted its first charter, electing Eugene Skinner as the first mayor.

From these rapid beginnings evolved the governmental structures which have played a catalytic role in the social, economic and physical development of Eugene. In many areas the development of an infrastructure for the community has been a result of governmental interaction with private enterprise. Through the provision of assistance and incentives as well as regulation at the federal level, 19th century governmental actions generally provided infrastructures such as roads or incentives such as grants of land to encourage development of the railroads along a given route. The establishment of land grant-colleges, created by the Morrill Act in 1869, continued the governmental pattern of providing land as an incentive for development.

The county and city's early actions, on the other hand, were mostly regulatory, focusing on the issuance of franchises and permits for various businesses and privately provided public services. City services were usually restricted to law enforcement (for hogs and cattle as well as people) and some road construction. In 1875, the city had established its authority in land use regulation when it declared wash houses to be a nuisance in certain neighborhoods.

Public improvements such as bridges and street lights were provided by both the city government and private citizens. Private enterprise took the lead in providing city service in the 1880s and

1890s. In 1887 the city council awarded a franchise for an electric lighting system to the Eugene Electric Company, a company with a 100 horsepower engine. A city franchise allowed W. Holden's street cars to begin rolling down Willamette Street in 1891.

All of these advances in privately run services helped to speed development downtown and around the core area. In just twenty years (1871-1894) Eugene had received train service, street car service, electrical services, street paving, water service, telephone service and primitive sewers. Some services were provided by the city but most were provided by private companies franchised by the city. The effect of all of these services was to increase the distance from the center of town within which an urban lifestyle could be enjoyed. During the 1880s and 1890s plats such as Harris', Scott's, Ellsworth's and Christian's additions began developing away from the center in the university area, south of 13th Avenue. During the 1890s the central area began to be developed more intensely.

Rapid growth in population required rapid growth in the services of the town. This required government to grow to protect or enhance the public interest. The first Eugene City Hall, erected in 1883 on the southwest Park Block, was more a firehouse than a City Hall. Its belltower was 70 feet high in order to have ample projection of the firebell. A tragic fire in 1869 in which a mother and two children had lost their lives was the catalyst for the organization of the first "Hook and Ladder Company." This all-volunteer company formed in 1872 with only $50 for helmets from the City Council. By the end of the century, however, the council was funding a fully equipped fire department which was regarded as quite up-to-date in its time.

Sometimes citizens initiated city services out of necessity. In 1887 the town's public school children had embarked on a mission of distributing Christmas gifts to needy families. While trying to do so they found that Eugene's streets had no markers to help them find their way around. To solve the problem the children salvaged tin cans, painted them white, and printed the street names on them in black. They then posted the city's first street signs around the town. The total cost of the project was reported to be $1.50.

The appearance of the new three story Lane County Courthouse in 1899 indicates the degree to which governmental services had become integral in the lives of area residents. Services in the courthouse such as recording and the courts became as important as physical services.

In 1890 the Eugene Water System was operated by a privately owned company. The principals of this enterprise were G.R. Grisman, S.H.

Friendly, T.G. Hendricks, S.B. Eakin and F.I. Chambers. In a June 3, 1956 interview with the "Eugene Register Guard," Blanche N. Thurston remembered her father S.W. Taylor, who worked for the company. Taylor and George Derby ran a wood-fired steam engine which provided power to pump water out of the Willamette River into the network of pipes that was progressively expanding through the town. She remembered that due to Eugene's constant "rapid and demanding" growth the system could never supply enough water to meet the demand, despite augmentation by back yard pumps throughout the city. In 1892 several large wells were drilled and new pumps were purchased.

By the early 20th century the citizens of Eugene had reason to take a more serious view of the need to control city services. In 1905 the Eugene Water System was sold to the Willamette Valley Co. Shortly thereafter, in 1906, Eugene experienced an epidemic of typhoid fever during which many people died. The outbreak was said to have been caused by the city's sewer leaking into the Millrace which in turn leaked into one of the water system's wells. In 1906 the Willamette Valley Company offered to sell the Water Company to the city at the same meeting in which they requested a franchise to construct and operate the Eugene Electric Street Railway.

In 1907 the electric trolley system opened and in 1908, with a voter approved bond issue, the city purchased the water system. That same year the Eugene Public Library was started. Eugene Water and Electric Board was officially organized in 1911 beginning an era of public utility ownership which has continued to the present.

A gift by T.G. Hendricks in 1906 created the inception of a new area of government activity. Mr. Hendricks donated ten acres of land to the city for a city park. This donation is now encompassed in the present Hendricks Park. Previous to that time the Park Blocks had been the only publicly owned park in the city. Hendricks Park now contains over 81 acres. Its birth represents the beginning of the involvement of local government in the management of the landscape for recreational purposes.

In 1911 Eugene began to chlorinate its water supply. In 1916 the city also purchased the electrical system. In 1925 EWEB began using the McKenzie River for drinking water as well as power.

Regulation continued to be a primary function of local government as the twentieth century unfolded. As city services developed technologically more specialized regulations were needed. To enforce them, the city required building inspectors.

Controlling the application of new technology wasn't always easy. In his December 1, 1913 report to the City Council, building inspector Free Thomas complained "There seems to be an opinion

among the citizens that anyone can wire, if they are able to bore a hole or stretch a wire, whether they understand the principles of electricity or not." He went on to ask the council to institute a permit process for wiremen.

By 1915 concrete sidewalks became a requirement. During the 1910s and early 1920s the community left the horsedrawn age behind and entered fully into the "auto age." Even as Eugene was just entering the "auto age," it built its first municipal airport at 18th and Chambers in 1919. During this period of intense growth, many streets were paved, sewers laid, power lines extended and roads created. These government-sponsored projects simultaneously responded to and catalyzed development pressures. In 1925 residential construction reached an all-time high of 467 new residences. The total valuation of all permits in 1924 was $2,610,605. At the same time residential construction was booming, commercial construction increased in size as well as in numbers. Large urban buildings like the Miner Building and the Eugene Hotel began to appear downtown. Echoing a national trend, the city adopted the Uniform Building Code in 1927.

In 1927 Eugene's streetcars ceased to run and buses took their place. That same year Eugene's first commercial radio station, KORE, began to broadcast. That year the city council changed the name of 9th Avenue to "Broadway." The community had begun to look at its physical landscape and view it as a city. Community concern turned to aesthetics as well as health and safety when the city adopted its first sign code in 1931.

Through the 1930s city services and government efforts to manage the landscape continued to proliferate, despite a sharp decline in construction due to the Depression (refer to the excerpt from the Building Inspector's Annual Report). Civic projects were an important element in community life, creating a sense of organization and security in a very insecure time. One such project was a massive tree planting campaign conducted on Skinner Butte in 1934. The event was organized by the Eugene Chamber of Commerce and the American Legion. Trees were donated by the Civilian Conservation Corps, the U.S. Forest Service and the Peavy Arboretum at Oregon State College. In 1937, when Spencer Butte was threatened with logging, the citizens of Eugene voted for $6000 worth of bonds to purchase the Butte for a city park.

Ultimately this trend of expanding efforts to care for the urban environment would lead to the creation of the Planning Commission, city-wide zoning and a major expansion of the Parks and Recreation Department. These steps would have to wait until after World War II, however. World War II catalyzed change in every facet of life in the United States, including the area of building design and urban government. These changes, coupled with those created by the

Federal Urban Renewal program of the 1960s and early 1970s, have created an environment in the central commercial area and many parts of the core area which is very different from the core area environment of the 1930s and early 1940s, the last part of the historic period. But a walk through the periphery of the commercial area, to groupings of historic resources in the downtown center, and out into the surrounding neighborhoods (such as Whiteaker, Westside, West University, and Friendly) will demonstrate that many areas remain in the core area that retain character-defining features from the periods prior to 1941, the temporal boundary of this study.

Lane County Historical Museum, #23 F/L71-111C

Willamette Street, looking from 9th Avenue, August 25, 1936.

REPORT OF EUGENE BUILDING PERMITS AND VALUATION FOR PAST 19 Years

Year	No. New Residences	Valuation	Total Permits	Total Valuation
1914				$ 412,363.00
1915				112,931.00
1916				159,461.00
1917				102,097.00
1918				62,816.00
1919				233,850.00
1920				726,491.00
1921				363.232.00
1922	122			942,617.00
1923	173			1,137,919.75
1924	337			2,734,705.00
1925	467	$ 1,434,350.00		2,610.605.00
1926	192	569,700.00	470	1,545,500.00
1927	228	621,100.00	496	1,434,742.00
1928	153	526,550.00	430	1,277,189.00
1929	42	161,400.00	586	947,875.95
1930	30	96,700.00	628	829,877.25
1931	31	101,850.00	611	350,981.72
1932	10	21,000.00	575	157,151.09
1933	8	15,850.00	656	159,910.80

Excerpt from Building Inspector's
Annual Report to the City Council
- 1933

PART II:
IDENTIFICATION

PART II. IDENTIFICATION

A variety of resources and methods have been used to determine the character-defining features and distribution patterns of resource types in the Downtown survey and core context areas, including:

1. Visual inspection - walking tours and windshield surveys
2. Study of numerous historic accounts of development
3. Inspection of deeds, abstracts of Title, building permits and other records concerning property transfer and construction
4. References to style books and other references on style and construction in the historic periods
5. Inspection of hundreds of historic photographs, most housed in the Lane County Historical Museum
6. Inspection of historic maps, plat maps, Donation Land Claim maps
7. Comparative study of Sanborn Insurance maps
8. Review of City Directories
9. Personal interviews

Previous Surveys

The City of Eugene began the cultural resource survey process in 1985. Since then a number of surveys have been completed. These surveys were referred to, both for method and for specific information about areas and sites during the process of preparing this context statement and the Downtown survey. They included cultural resource surveys of the West University Neighborhood, Fairmount Neighborhood, South University Neighborhood, College Hill Neighborhood, Eleventh Avenue, and the works of E.F. Lawrence. In addition, the Historical Context Statement for the Willakenzie Area and "Chapter Five" of the draft environmental impact report on the Ferry Street Bridge project, conducted by Infotec Research Inc., were particularly helpful.

Distribution Patterns of Resource Types

A combination of transportation routes, geographical exigencies, economics, and legal necessities helped create the pattern of resource distribution in the context area at the time of original placement of the resources. Current patterns of distribution still reflect the same factors. However, governmental actions have played an increasingly significant role in the current distribution of resources.

Since Eugene became a town almost immediately after settlement, the original Donation Land Claims were subdivided early on. Much of this land remained in large family-owned parcels for a number of years, until they in turn were broken into plats for development. The earliest plats, given by Skinner, Mulligan, and

Shaw, were platted and divided between 1851 and 1856. The intent of Skinner and Mulligan was to create a town.

Their successive additions formed most of what we now think of as "Downtown." Those are the plats in which we find the oldest resources, but not as many older resources as would be expected. That is because the natural assembly of resources that would be expected as a result of the chronology of development has been altered by the large amount of demolition during Phase I of the Urban Renewal Project which removed enough structures that the first phase of Eugene's development is no longer apparent in the current distribution pattern. Once outside of the boundaries of the Urban Renewal District and the original town plan, however, the plat map begins to tell the story of development. Packard's addition appears in 1871 coincident with the arrival of the railroad. The railroad was built on a berm which prevented the seasonal floods in that area and opened it up for development. Most of the plats made by Eugene's older families are dated in the mid-1880s, although a number are not platted until the early twentieth century. Most of the Westside, one of the largest sections in the context area, is encompassed in Elias Stewart's addition of 1898 and James Huddleston's succession of additions from 1903 to 1908.

As expected, the geographic pattern of resource distribution directly around the center of the Downtown core area is graphically like a donut, with the center nearly empty of historic resources and a fairly dense ring of historic resources lying just outside the ring of empty space created by the parking needs of the commercial area. Beyond that ring, however, the pattern begins to follow a more complex arrangement governed by the dates of plats and transportation routes.

Resource Types

The following section will discuss the types of historic cultural resources remaining in the core areas of Eugene and their current distribution. While a wide variety of resources from the historic periods of the community's historic development exist, some types are very rare, due to extensive loss as the result of development trends combined with governmental land-use actions. The following categories represent the primary resource types in the core area. The listing and description of resource types has been combined with a discussion of their distribution and current condition:

A. Temporary cabins 1846-1850
B. Settlement Era Houses 1850-1865
C. Settlement Era Industrial Buildings 1850-1885
D. Settlement Era Landscape Features
E. Settlement Era Government Buildings
F. Early Victorian/"Gothic" Residences 1850-1885
G. Later Victorian Residences 1875-1905

H. Transitional Period Residential 1900-1920
I. Bungalow and Craftsman Residences 1905-1930
J. Apartment Buildings and Multi-Unit Housing
K. Commercial Structures
L. Objects and Visual Landmarks
M. Religious Buildings
N. Train Stations and Transportation-Related Resources
O. Theatres
P. Early Development Era Industrial Buildings 1885-1925
Q. Fraternal Society Buildings and Halls
R. Schools
S. Trees and Vegetation
T. Bridges and Roads

A. Temporary cabins 1846-1850

Cabins, usually made with round notched logs, were the first "permanent" structures built in the area by the early group of European-American settlers. None of these structures appears to have survived in the core area. A replica of Eugene Skinner's first cabin can be viewed in Skinner Butte park. These cabins not only provided settlers with shelter, but they also fulfilled a legal requirement in the process of applying for a Donation Land Claim.

B. Settlement Era Houses 1850-1865

These were usually the first permanent homes of the early European-American settlers. They were usually 1 1/2 or 2 story structures exhibiting low-pitched gable roofs. Structural framing is often of hand-hewn heavy beams rather than 2x4 studs. The exterior siding is usually clapboard, often hand-split cedar. Simple classical details are typically found in the pediment in the gable, and in frieze and corner details. Only a few of these homes survive in Eugene. The Christian House (170 E. 12th Avenue, 1855), which is in the Downtown survey area, has the highest level of integrity of those remaining.

C. Settlement Era Industrial Buildings 1850-1885

Among these large wooden utilitarian structures only one remains in the core area, the W.H. Abrams Cider Mill at 620 1/2 E. 8th Avenue, built in 1882. Its barn-like appearance reflects the unity of agriculture and industry during the early settlement period. This resource type included early flouring mills, tanneries, carding mills, woolen mills, furniture factories, door and sash factories, etc. Most of this early industrial complex was gone by the early part of this century. One structure from this group, an elevator from the Eugene Mill and Elevator complex, survived until the 1980s but was removed to make way for expanded use of the Eugene Water and Electric Board site.

D. Settlement Era Landscape Features

These resources existed or were created during the first years of the town's settlement. The Millrace was dug in 1851-52 by Hilyard Shaw. Shaw built a sawmill shortly thereafter to begin the industrial use of the Millrace, which became the focus of Eugene's early industrial complex. The Park Blocks were established for use as a courthouse square as part of a donation by Eugene Skinner and Charnel Mulligan in 1853. Skinner Butte is the dominant landscape feature in the core area.

E. Settlement Era Government Buildings

The only remaining example of this resource type is the Lane County Clerk's Office, originally built on the Courthouse Square in 1853. It is now preserved next to the Lane County Historical Museum at the Lane County Fairgrounds.

F. Early Victorian/"Gothic" Residences 1850-1885

This was the most dominant house type in the area for most of the 19th century. Most of the remaining examples originally occupied large parcels of land which were either farms or very large house sites. These urban homesteads were frequently a block or larger in size, sometimes as much as ten acres. Some, like the Dunn House now located at 149 E. 13th Avenue, were elaborately decorated with bracket-work on the porch while the rest of the house remained simple in detail. This same house-form served equally well as a simple farmhouse or a fine residence for a downtown merchant. A few years ago, this resource type was fairly common in the core area. In the 1970s and 1980s, however, many of these houses were lost. Most of those remaining have been significantly altered. Only four of these remain within the downtown survey area. A small number are widely scattered throughout the large core context area. Often they have been moved to align with streets or lot formations which may not have existed when they were constructed.

Gothic Vernacular and Gothic Revival houses emphasized the vertical with steeply pitched gable roofs, long windows, and board and batten siding on the earlier examples. Later examples featured horizontal weather board and then shiplap siding.

G. Later Victorian Residences 1875-1905

In the mid to late 1870s, Renaissance and Baroque styles (1855-1890) began appearing in Eugene. In residences, this trend was represented primarily by homes in the Italianate style. This trend was especially popular for the larger, more stately homes of the newly emerging industrial upper-class of the early 1880s. These homes were generally tall with very high ceilings, hipped, or truncated hipped with very low-pitched or mansard roofs, narrow

boxed eaves with ornately bracketed cornice, tall corbelled chimney, and often featuring two-story bay windows. A number of these homes existed in what is now the downtown area. There was a very high concentration of them in the portion of the west side directly abutting the central commercial area. A few examples of these large Italianate homes remain in the West University neighborhood, and one or two remain in a significantly modified states in the Whiteaker and Westside neighborhoods. The Condon House is the only remaining historic residence in the city using a mansard roof.

One-story smaller Italianate houses exist around the core area in larger numbers than two story Italianates, although they are relatively rare. The highest concentrations of these are in the Whiteaker neighborhood. The West University, and the nearby Westside neighborhoods have a fair number of this type as well.

In addition to these "revival" based styles of residences, the later Victorian period includes the Stick style (1880s and 1890s), the Shingle style (1890s), Queen Anne style and Queen Anne Cottage style (1890s-1905). There are relatively few examples of large Stick style homes in the area around the Downtown. These homes were not as plentiful as other Victorian styles during the historic period. Some Shingle style homes are visible in the Westside and West University Neighborhoods. The ornate and picturesque Queen Anne and Queen Anne Cottage styles were numerous in the 1890s through 1905 but now have become relatively rare, with only five remaining within the Downtown survey area.

The Queen Anne and Queen Anne Cottage style homes that remain in the Downtown survey and context areas are of particular interest because they, like the large two-story Italianate structures, were very popular among the rising industrial upper-class and merchant class during their periods of greatest proliferation. These two styles were the most ornate of the historic styles represented in the core area. Ironically, they are also the styles which have suffered the most attrition, partly due to the fact that they existed in greatest numbers very close to or within the present downtown commercial area, and partly, because they are usually associated with larger lots which are the most likely targets of multi-unit, office, and commercial development. Additionally, the high degree of ornamentation characteristic of these resource types may have made them very identifiable as structures of a form which was considered by many to be archaic during the mid-20th century. The 1940s to 1970s was a period in the history of American culture when older buildings were believed to be a liability. At that time a technologically focused future represented to most Americans the ideal to be looked forward to. In that cultural context these resources seemed to many to hold little value.

H. Transitional Period Residential 1900-1920

During this period, the Transitional Box, Craftsman, Bungalow-related and Western Stick styles, along with a variety of Historic Period Revival styles came to dominate residential architecture in the area. The Historic styles included English "Tudor", American "Georgian", and various versions of the California "Mission" style. In the core area, the first successor of the late Victorian styles was the Transitional Box style (1885-1930). This type of home was generally large, accommodating the large families still popular before World War I. Like the other transitional styles, horizontal lines were emphasized rather than the vertical lines associated with most Victorian styles.

This type of home was very popular among the ascending merchant and professional class during the period bracketing the turn of the century. Many of these homes are quite spacious and very well built, with an economy of detail which distinguishes them from the later Victorian styles. A fair number of these exist in the West University, Whiteaker, and Westside neighborhoods with the greatest density in the Westside area. Only five large two-story Transitional Box structures exist in the Downtown survey area, however.

Like Stick style houses, Western Stick style structures are relatively rare in the core area mainly because they were not as popular here as in other areas of the country. An exceptional reference to a combination of this style and Craftsman style architecture, the Soultz-Westfall Duplex, 1412 Pearl Street, exists in the West University neighborhood, and a number of smaller examples exist in the Westside and Whiteaker neighborhoods.

Imitative or Historic Period Revival styles appeared in the core area during this time, although they were most popular during the 1910s and 1920s. Tudor and Dutch Colonial Revival styles appear to have been the most popular, with very few American Colonial homes appearing. A number of larger Tudor homes exist around the periphery of the Downtown survey area in the nearby core area. Most examples are of medium size with a moderate amount of detail. These appear primarily in the Westside and West University neighborhoods with the highest concentration existing on Pearl Street, between 12th and 13th within the Downtown survey area. A number of Dutch Colonial homes exist in the area at the east and west borders of the Downtown survey area, with the highest concentration in the West University neighborhood. Three of these exist as an ensemble within what is now described in the Downtown Survey as the Pearl Street grouping.

I. Bungalow and Craftsman Residences 1905-1930

This group and the various substyles that pertain to it represent the largest single category of residential structures remaining

from the historic period in the core area. These styles were built low to the ground, emphasizing low-pitched roofs with wide eave overhang, a 1 or 1 1/2 story horizontal orientation and a display of structure in the design. The largest and most detailed in this category are the Craftsman homes which combine stylistically with both the Transitional Box and Bungalow forms. A number of Craftsman style homes in the core area exhibit a high level of craftsmanship in both ornamentation and composition. Bungaloid resources range from Craftsman bungalow to simple bungalow. They are often exhibited in groupings. While these houses are plentiful in the surrounding downtown neighborhoods, few are visible in the Downtown survey area. They exist primarily in groups, most notably at the southwestern and northwestern edges of the survey area.

J. Apartment Buildings and Multi-Unit Housing

Multi-Unit housing during Eugene's early development consisted primarily of hotels and boarding houses. The most notable remaining example of the City's early day hotels is the Smeede Hotel, originally Baker's Hotel, built in 1884. The Gross Hotel, now know as the Lane building, and the Eugene Hotel are further examples of this type of housing. Eugene had many hotels in the downtown area during the nineteenth and early twentieth century including the St. Charles, the Hoffman House, the Willamette House and the Osburn Hotel. During the early twentieth century several very large apartment houses were built in the downtown core area, notably the Osburn Apartments (725 Pearl Street), now demolished. These tended to be similar in scale and design to hotels.

Many downtown commercial buildings and blocks had apartment units on the second floor during the various historic periods, as does the Roney Building today. Often the owner of the primary store in the first floor block would live in an apartment on the second floor, as was the case with the Brenner Block and the Rubenstein store. The removal of many of these structures occurred during Phase I of the Urban Renewal Program in the late 1960s. Those that remained were generally rehabilitated for commercial or office uses.

In the residential areas immediately surrounding the downtown commercial area small apartment houses began to appear around the turn of the century. These buildings had a very domestic appearance featuring gabled hipped or truncated hipped roofs, clapboard, shiplap or shingle siding, and large front porches spanning the facade on two stories. Detailing echoed the prevalent residential detailing with most examples referring to the transitional-box or bungalow styles. These buildings generally contained four apartments often as large as one story houses. The Westside Neighborhood contains the greatest number of this type of structure. Two are on Lincoln Street between Broadway and Sixth Avenue and four are on Lawrence Street between 8th Avenue and 6th Avenue. During the 1930s and 1940s a more enclosed and compact

type of apartment building began to appear immediately outside the commercial area. These were generally of wood and exhibited "eaveless tract" stylistic qualities. These also are concentrated in the Downtown Westside area between 8th and 13th and Lawrence Street.

By the 1920s a more urban type of apartment house had begun to appear in the downtown area. These buildings were generally of brick and reflected a modern view of design and lifestyles. The 1932 Polks City Directory lists 31 apartment buildings in the survey area and an additional seventeen in the surrounding context area. Some of these, such as the Hodes apartments at 178 8th Avenue West, were large older homes converted into apartment houses. Others were courts arranged like motels or cottages.

A few were masonry or concrete structures built as urban multi-unit buildings. Only three masonry examples of this type exist within the survey: the Wilder Apartments (259 E. 13th Avenue), the Marion Apartments (Peterson Apartments, 1263 Oak Street) and the Florence Apartments (1272 Willamette Street). The appearance of these three brick structures in the core area in close succession during the mid to late 1920s indicates a fundamental change in the outlook of the community on its future as a city.

K. Commercial Structures

An unusual aspect of Eugene's core area is the lack of visually identifiable commercial structures from the historic period in the central commercial area. This is due primarily to the fact that extensive demolition of older structures was employed as a strategy in the City's federally funded Urban Renewal Program in the late 1960s and early 1970s. Because the emphasis of the program was competition with suburban shopping centers, the early commercial buildings which do remain standing in the core area were modified to the degree that most are unrecognizable as structures from the historic period. The process of modification began much earlier than the outset of the Urban Renewal Program, however, with many buildings receiving new false facades in the 1940s, 1950s, and 1960s. Still, many buildings remained that were of high integrity and many that had been altered would have been viable to restore. Even though some detail was lost, the downtown commercial area retained the mass and groupings of its blocks to a large extent through the 1960s.

The Eugene Downtown Mall together with the block occupied by the Hult Center for the Performing Arts and the Eugene Hilton represent the area that functioned as the central commercial area during the historic period. Today only six buildings in this area retain medium to high integrity: 767 Willamette, 795 Willamette, 973 Willamette, 1001 Willamette, 1004 Willamette and 94 West Broadway. All of these are on the National Register of Historic Places with the exception of 94 W. Broadway. Of those, only the Smeede Hotel,

767 Willamette, remains primarily intact as a representation of the commercial blocks of the 1880s and 1890s. The remaining historic and potentially historic properties represent early 20th century commercial types.

The area immediately surrounding the Downtown Mall in the survey area has a small number of commercial or public scale structures that are historically significant, six of which are on the National Register. Only two structures in the survey area are virtually intact on the interior as well as on the exterior. These are the Oregon Electric Station (27 W. 8th) and the Woodmen of the World Hall (291 W. 8th). Among the major commercial or public scale buildings within the survey area with primary potential are three former car dealerships, two of which (Humphries Motors, 1290 Oak, and the Firestone Building, 185 E. 11th Avenue) are from different stages of the auto age development in the Art Deco style.

L. Objects and Visual Landmarks

Bristow's Clock (30 E. Broadway) is the only historic object in the Downtown survey area. Visual landmarks within the Downtown Core Historic Context area, but outside the Downtown survey boundary include the Shelton-McMurphey House, the marker commemorating the location of Eugene Skinner's cabin at Second avenue and Lincoln, and Skinner Butte.

M. Religious Buildings

Until the middle of the 20th century, Eugene's core area was graced with a number of early churches, many of which are pictured beautifully in A.G. Wallings' Illustrated History of Lane County. None of these early wooden churches exist in the core area today. Also gone are a number of fine churches that were built in the later 19th century and early 20th century. Remaining in the Downtown survey area are four church structures built within the 20th century temporal boundaries of this study: The First Christian Church (1911), First Baptist Church (1926), St. Mary's Catholic Church (1927), and St. Mary's Episcopal Church (1938). Three of these are primarily intact. St. Mary's Episcopal Church, while remaining a significant landmark, has lost some of its historic integrity through recent alterations. Two historic wooden churches still exist in the Whiteaker neighborhood, although the one at 3rd and Monroe has had major alterations. The other church on Second Street has had minor alterations.

N. Train Stations and Transportation-Related Resources

Eugene is fortunate to have two historic train stations preserved from the height of the railroad era. These are the Southern Pacific Passenger Depot (City Landmark) and its attendant buildings and the Oregon Electric Station (National Register of Historic Places). In addition to their value as architectural examples of

their style and era, they are geographically a key to understanding the development of the surrounding area.

On Blair Boulevard in the context area, the Hayes Blacksmithing Shop (1914) and the C.O. and E.A. Stratton Livery Stable (1912) represent transportation-related resources from the horse-drawn era. Sam Bond's Auto Garage at 400 Blair Boulevard and the Toby Auto Service at 540 Charnelton Street are examples of early auto era resources.

O. Theaters

Of Eugene's long succession of theaters (Reinhart's Hall, Lane Opera House, etc.) only two of these structures remain from the historic period. These are the Mcdonald Theater (a designated landmark) and The Rex Theater (1912), now attached to the downtown Athletic Club (formerly the Ax Billy Department Store) and substantially altered. Probably best remembered among the missing theaters is the Heilig Theater (formerly on the site of the Hult Center for the Performing Arts) and the Mayflower Theater (torn down as part of Sacred Heart General Hospital's expansion plan).

P. Early Development Era Industrial Buildings 1885-1925

After the arrival of the railroad in 1871, Eugene's industrial base expanded rapidly. While the most dense industrial development remained clustered around the area of the original millrace-related industrial complex, manufacturing processing, storage, and distribution installations began to appear along the railroad tracks almost immediately. Agriculturally-based industrial operations continued to expand old sites and open new ones. By the mid-twenties The Eugene Fruit and Vegetable Growers Association and the plants surrounding it had become an impressive collection of older and more modern industrial structures, mixed with working class residential structures.

This complex continued east to approximately the area of the current University of Oregon Physical Plant. The westward expansion of this complex followed the railroad tracks on both sides of the tracks. The development on the northern side of the tracks was generally more exclusively industrial than that on the south side of the tracks, which was mixed with residential development and commercial enterprises. These served as connecting points between the railroad and the commerce of the town. This group of resources was most densely concentrated in the area between Ferry street and Lawrence street along the railroad tracks. A review of overview photographs and successive Sanborn Insurance Maps shows a pattern of primarily wooden industrial structures, often in agriculturally based forms, which filled in the industrial landscape until the later 1910s when concrete began to replace the previous wooden structures. Currently, few of these structures remain within the survey area. One of the highest concentrations of wooden industrial structures was located on what was called the

Southern Pacific Reserve, an area directly north of the Southern Pacific Railroad tracks between Pearl and Lincoln streets. By 1908 this area was developed with a line of warehouses, feed mills, lumber yards and fruit companies, all fronting directly onto the railroad tracks. Southern Pacific owned the land in this area while the various businesses owned the structures. These structures were often moved around to various locations on the reserve and in some cases across the tracks to accommodate various business arrangements over time.

The Southern Pacific Reserve, primarily oriented toward distribution and storage, was flanked by areas primarily devoted to the manufacture of lumber products including such installations as the Walters-Bushong Mill, the Eugene Planing Mill, Midgley's Mill and the Booth-Kelly retail yard.

Few resources remain in the core area to represent Eugene's history of industrial development. At this writing Midgely's Mill, a number of greatly modified mill, elevator and warehouse buildings toward the western end of the Southern Pacific Reserve and in the Eugene Planing Mill complex are all that remain of this group west of the Ferry Street Bridge area. Until July of 1991 a good example of the wooden industrial buildings which occupied the Southern Pacific Reserve existed intact near the eastern end of the tract. Commonly known as Sherwood Forest Farms, this site consisted of a grouping of structures from different locations on the Reserve which typically had been moved and joined to become the Allen Fruit Company in the mid 1920s. This resource was demolished during the course of the survey in August 1991 to make way for a parking lot.

The principal remaining example of wooden developmental era industrial buildings within the Downtown Survey area is the Farmer's Union building at Fifth and Olive (532 Olive, listed on the National Register of Historic Places). The Fifth Street Public Market area contains a collection of agriculturally related industrial buildings. Of these, only the "Bag Co." building (295 E. 5th Ave.) represents wooden industrial structures as a resource type. It is, however, in a significantly modified state. The other concrete or masonry structures exhibit various levels of historic integrity, the best example being the Fifth-Pearl Building (207 E. 5th Ave, Allen & Lewis Wholesale Grocery). Uses demonstrated in the sub-group include manufacturing, milling, wholesale distribution and retail sales, all having to do with agricultural products, implements or supplies.

The Fifth Street Public Market area is part of a larger grouping within the survey area, the Fifth Street/Station Area Grouping. This Group represents an intermingling of commercial and industrial uses in an area roughly bounded by Fifth Avenue and the Railroad tracks from High Street to Lincoln Street. Buildings such as the Growers Market (454 Willamette St.), the Farmers Union building, the Lane County Jail Annex (75 W. 5th Ave.), and Eugene Grangers

Warehouse (410 Pearl) represent the remaining resources pertaining to twentieth century structures with an emphasis on storage and distribution rather than manufacturing.

To the west of the survey area on the southern side of the tracks lies a group of warehouse and other industrial buildings clustered around Fourth Avenue between Lawrence and Jefferson. The corridor is interrupted by the Washington-Jefferson Freeway couplet, but continues with scattered resources to the west along First Avenue.

Q. Fraternal Society Buildings and Halls

The Halls and Lodges of fraternal and benevolent organizations have played a major role in the social political and economic life of the community from an early point in the development of the town. The first of this group was the Masonic Temple at 47 West 8th Avenue. The 1921 Polk's City Directory lists seven fraternal organizations with halls. In addition to fraternal organizations, political or social organizations had halls and auditoriums as well. The 1902 Sanborn Insurance Map shows a Socialists Hall on Olive Street near 8th Avenue while the 1932 Polk's City Directory lists the Labor Temple at 90 E. Broadway.

Among the Halls and Lodges of the historic period only two remain in the survey area: the Eagles Building and the Woodmen of the World Hall. The Eagles Building (525 Willamette Street) is typical of most of the early downtown lodges. Like the Eagles building most were built with the lodge hall on the second floor and commercial tenants on the first floor. Often, like the Eagles building, they shared a party wall with another commercial building. The W.O.W. Hall (291 W. 8th) represents a different trend in lodge halls in which the building is designed to stand on its own and be used exclusively for the organizational and recreational needs of the lodge and community rather than commercial activity.

R. Schools

Although Eugene had a constant succession of schools within the Downtown survey area, none from the historic period survive within those boundaries today. Two schools from the historic period survive within the context area, Lincoln School (Woodrow Wilson Jr. High) and the Whiteaker School. The Lincoln School was constructed in 1924 as a pair with Condon School (Theodore Roosevelt Jr. High). Both schools were designed by noted Portland architect, F. Manson White, who also designed the First Baptist Church. Their appearance represents the increased school population resulting from an influx of emigrants after World War I. They also represent the development of the Jr. High School system within the District 4 school system.

Whiteaker School was established as part of the last major conversion of undeveloped land in the Whiteaker Neighborhood. In 1926 the Sladden neighborhood north of First Avenue was developed. Sladden Park was also established at this time. Whiteaker School is still in operation and is a central element in the cohesion of the Whiteaker Neighborhood. Its colonial revival styling is similar to that of the old University High School and the Edison school. The Whiteaker School is the only operating public school remaining from the historic period in the context area.

The predecessors of these public schools in the core context area include: Eugene School, 11th and Olive (1856); Central School, 11th and Olive (1878); beautiful Geary School (1898) at 4th and Monroe; the Patterson School, 12th and Alder (1903); Eugene High School (1903) at 11th and Willamette, which became the Eugene City Hall in 1914; Eugene High School (1914), 17th and Charnelton (later Woodrow Wilson Jr. High II); the original Lincoln School, current Monroe Park site; and the original Condon School, 15th and Moss. The latter two were built as a pair in 1909. In 1916, Junior High School (Francis Willard Grade School) was constructed at 1366 Olive, and Washington Public School (old Washington School) was constructed at 275 E. 7th Ave. With the exception of the original Lincoln School, and Geary School, all in this group were demolished to make way for development. The original Lincoln School site was redeveloped as Monroe Park. The Geary site is now the 4J School District's maintenance headquarters.

S. Trees and Vegetation

Eugene has long been known for its beautiful tree-lined streets in the older neighborhoods. Most of these trees in the core area are the result of large scale public tree planting campaigns in the 1870s, 1880s and 1890s and in the early twentieth century. Although, with the exception of those in the Downtown Historic Tree Survey, they are not surveyed, these trees are as important as built resources in creating the historic character of Eugene's core area residential neighborhoods. Some of these publicly planted resources also grace the major east-west commercial corridor streets in the core area, although many unfortunately have been removed to accommodate street widening. Most of the core area street trees are Maples. During the last several years, trees have been removed at a rapid rate throughout the context area, often in locations where the tree may be a significant element in the historic integrity of the site. The map of historic trees accompanying this document shows trees in the public right of way within the Downtown Survey Boundary which may have existed during the historic period. Many of the trees on Skinner Butte were also planted in a public planting in 1934. Trees in the park area along the river north of Skinner Butte are a mix of natural growth (some over 50 years of age) and plantings by the Eugene Parks and Recreation Department.

T. Bridges and Roads

The Ferry Street Bridge is the only major bridge in the Downtown Core Historic Context Area. It replaced two earlier bridges in 1950.

The primary road within the context area during most of the historic period was the Eugene City to Boonville Territorial Road established in 1856 as the main stage road north to Corvallis and Portland. It was later known as "County Road 200" until its designation as the "Pacific Highway" in 1917. This road ran west from downtown on 8th Avenue, then turned north on Blair Boulevard connecting River Road. It remained the primary road north until 1936 when Prairie Road was chosen as the primary road due to seasonal flooding on River Road. The present Highway 99 was opened in 1947.

The City's street grid also remains as a historic resource as it relates to the platting and donation process. Anomalies within the grid are keys to boundaries of different farms, homesites, or tracts of an earlier time.

Some of the original streetlights from around the turn of the century still exist, although none are in their original location. Examples can be found on W. 5th Ave. between Willamette St. and Oak St., in front of the old Quackenbush store, on the west side of the First Interstate Bank at Oak St. and Broadway, and on 13th Ave. between Alder St. and Kincaid St.

Groupings

There are a number of historically significant groupings within the survey area. Additional information about each property within the groups is provided in the Downtown Survey data. The groupings are as follows:

A. The Station Area/Fifth Avenue Grouping - This includes all of the properties along Fifth Avenue and on Pearl, Oak, Willamette, Charnelton and Lincoln (east side) between 6th Avenue and the railroad tracks, that were built in 1941 or before. Also included is 410 Pearl Street. The unifying factor of this grouping is that all of the properties relate in some way to access to the railroad and act as connecting points with industry or commerce in the town. This group includes two sub-groups, the Station Area sub-group and the Fifth-Street Market Area sub-group.

B. The East 12th Avenue Grouping - This group includes the Zimmerman House, 146 E. 12th Avenue, the Faust House, 158 E. 12 Avenue, and the Christian House, at 170 E. 12th Avenue. The properties are all ranked primary and occupy adjacent lots in the same block. The Daniel Christian House is the oldest known house in the context area (1855) and is designated as a City Landmark.

C. The Lincoln-Charnelton/West 12th Grouping - This includes all properties built in or prior to 1941 between Lincoln Street and Charnelton Street on West 12th Avenue (218, 236, 244, 276, 291 and 292 W. 12th Avenue, 1161 Lincoln and 1178 Charnelton.)

D. The Mount-Gross Grouping - This grouping consists of three houses on E. 8th Avenue and High Street, 795 High Street, 313 E. 8th Avenue, and 329 E. Avenue, which are related to Richard Mount and/or the Gross family.

E. The McNutt-Frank Grouping - This grouping includes the Eli Bangs House at 855 High Street, the Earl McNutt House at 871 High Street, the Ray Frank House at 345 E. Broadway, and the Clem Frank Barn at 349 1/2 E. Broadway.

F. The Pearl Street Grouping - This grouping on Pearl Street between 12th and 13th exhibits a compatible set of high quality Tudor, Dutch Revival, and Craftsman style homes most built in the early to mid-1920s. This group formed a new neighborhood, infilling an old neighborhood with an environment designed for a mixture of people from newly-emerging professional and economic classes. Included in the grouping are 1193 Pearl, 1209 Pearl, 1210 Pearl, 1234 Pearl, 1264 Pearl, 1280 Pearl, and 189 E. 13th Avenue.

G. The Willamette Street Grouping - This grouping consists of the remnants of the heart of Eugene's commercial district. It includes all pre-1941 buildings between 7th and 11th Avenues fronting Willamette Street, as well as 44 W. Broadway, 94 West Broadway, 20 E. Broadway, and the Bristow clock at 30 E. Broadway. Some of the

buildings in the grouping have high integrity while others have had major modifications. What unifies this grouping is that all of the resources included were part of the main commercial area during the most active period in the history of commercial development downtown. Even in a state of low integrity, these resources reference the historic downtown area, as locators and through their visual mass. As well as those already listed, the grouping includes 767, 795, 865, 877, 896, 930, 941, 956, 957, 963, 973, 980, 1001, 1004, 1049 and 1059 Willamette Street.

The Schaefers Grouping is a sub-group of three commercial structures which were built, owned and operated by the five Schaefers brothers during the historic period. All three are at 10th and Willamette. They include the Schaefers Building at 1001 Willamette, the McDonald Theater at 1004 Willamette and the Ax Billy Department Store at 973 Willamette Street. All three buildings are listed on the National Register of Historic Places.

H. The McCornack Grouping - This group of residential properties includes the John Hampton residence and former stable at 268 W. 7th Avenue, the Mary McCornack House at 715 Lincoln Street, the George W. Davis house at 741 Lincoln, and 252 W. 7th Avenue. This grouping occupies the Andrew McCornack family property. The history of its development gives an excellent example of the way in which the surrounding residential neighborhood filled in between the 1860s and the 1920s.

I. The Wald/Woodruff-Gross Pair - This pair includes the Leonard Gross House at 630 Charnelton Street and the Wald/Woodruff House at 642 Charnelton Street. These homes were built as a pair and are very similar in design.

J. The Agripac Area Grouping - This includes all pre-1941 buildings within the Eugene Fruit and Vegetable Growers complex (now known as Agripac) at 799 Ferry A&B. The grouping also includes the Gross Brothers Foundry (Agripac Machine Shop) at 518 E. 8th, the Ford-Nelson Mill Co. (Autocraft) at 411 E. 8th Avenue, the related residential streetscape, including 411 E. Broadway, 602, 610, 620, 634, and 666 E. 8th, and two additional industrial buildings of primary significance, the Abrams Cider Factory at 620 1/2 E. 8th Avenue and the EWEB Standby Steam and Electric Plant at 500 E. 4th Avenue. This grouping represents the last remnants of Eugene's primary industrial complex from 1850 to 1930.

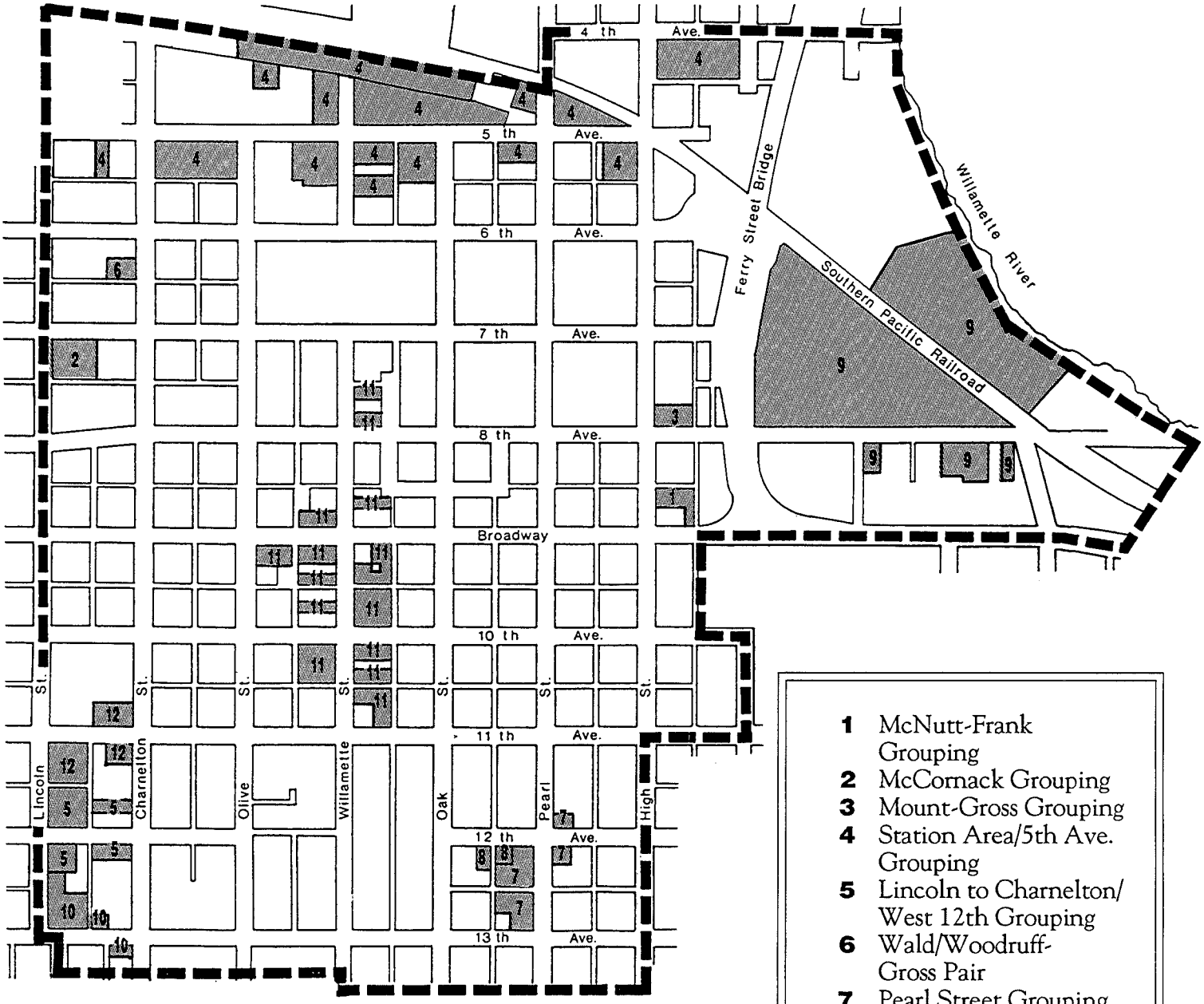
K. The West 13th and Lincoln Street Grouping - This grouping includes 1251, 1269, 1283, and 1293 Lincoln Street and 275, 263, 245, and 210 West 13th Avenue. This is a densely clustered group of primarily Bungalow resources. An altered Queen Anne home and a Gothic farm - Transitional Box home are also included. This grouping differs from the other grouping in that it contains no properties with proposed primary rankings and only two properties with proposed secondary rankings. As an ensemble, however, this

group conveys the historic character of the residential area which existed in the early twentieth century as far east as Olive Street in the area southwest of downtown.

L. The St. Mary's Grouping - This grouping of pre-1941 structures includes St. Mary's Church, buildings that are related historically to the church and nearby residential structures. The church and its grouping mark a distinct transition from the commercial character of the downtown portion of 11th Avenue and the residential character of the Westside. The grouping includes St. Mary's Church at 1062 Charnelton Street and the Bristow residence at 272 W. 11th Avenue, as well as 1100 Charnelton Street, 1127 Lincoln Street, 1145 Lincoln Street, 280 W. 11th Avenue, and 294 W. 11th Avenue.

Downtown Cultural Resources Survey Area

Property Groupings



1 McNutt-Frank Grouping
2 McCornack Grouping
3 Mount-Gross Grouping
4 Station Area/5th Ave. Grouping
5 Lincoln to Charnelton/ West 12th Grouping
6 Wald/Woodruff-Gross Pair
7 Pearl Street Grouping
8 East 12th Ave. Grouping
9 Agripac Area Grouping
10 West 13th Ave./ Lincoln St. Grouping
11 Willamette Street Grouping
12 St. Mary's Grouping

PART III:
EVALUATION

PART III. EVALUATION

The Downtown Cultural Resources Survey is part of the City's long-term process of undertaking a survey of all cultural resources within the city limits. Although many changes have occurred in the downtown area, a substantial number of historically significant properties still exist which contribute to the unique character of downtown.

The survey represents a step in achieving Statewide Planning Goal 5 requirements and addressing local historic preservation policies. The survey identified properties with potential historic significance and ranked them primary, secondary, contributing, or non-contributing. Those ranked primary have the greatest historic value and are considered by the City of Eugene to be "significant" Statewide Goal 5 resources. Individual properties in the remaining context area which have not been surveyed cannot be evaluated until a survey is completed for that area. A similar process should be used when surveying and evaluating those resources.

Statewide Goal 5 requires the City to further evaluate "significant" resources (primary ranked) to determine whether to protect the resource fully, allow a conflicting use, or mitigate the conflicting use to partially protect the resource. Properties ranked primary are given some interim protection in the Eugene Code which enables the City to evaluate the impacts of a proposed conflicting use and decide whether to apply landmark designation prior to development actions.

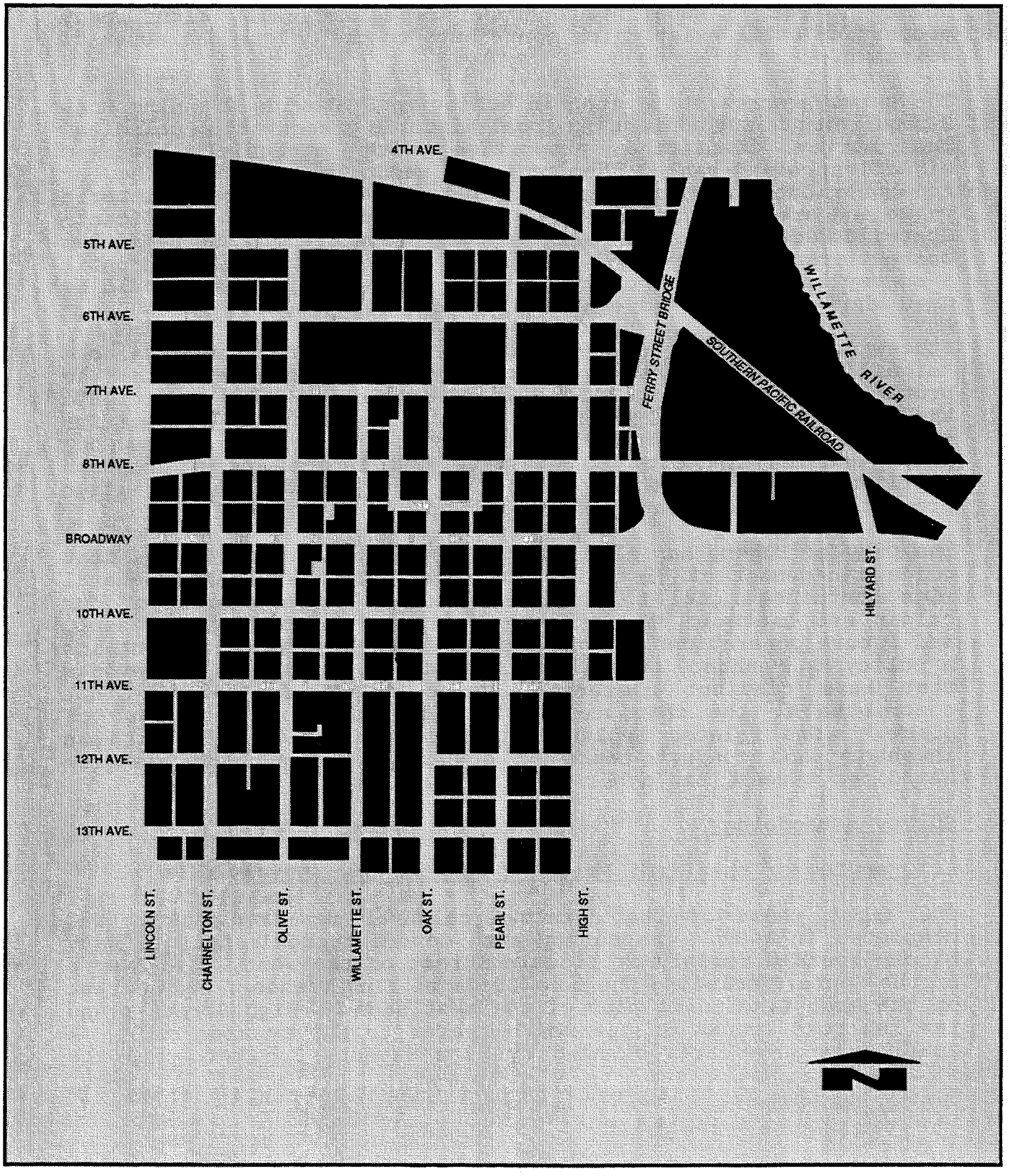
The City of Eugene has also adopted local goals and policies that guide management of historic resources. The Metro Area General Plan contains a goal to "preserve and restore reminders of our origin and historic development as links between past, present, and future generations." Furthermore, the Downtown Plan contains a policy to "enhance and support buildings, landmarks, or events that have distinct historical value or special assets that contribute to the character of the downtown and the sense of place." One related implementation strategy is to "publish an inventory and conduct tours of downtown's unique and historic buildings, trees, and other special features."

Survey Methodology

A. Overview of the First Phase of the Downtown Survey

The first phase of the downtown cultural resource survey was completed in 1989. The survey area covers approximately 56 city blocks bounded roughly by Lincoln Street on the west, 13th Avenue on the south (including the south side of 13th Avenue), High Street on the east (including most of the east side of High Street), and the railroad tracks on the north (refer to survey area map). A small triangular area bounded by High Street, Broadway, and the

Eugene Downtown Cultural Resource Survey Area



railroad tracks is included in the survey area as well. All properties dated 1939 or earlier within the boundaries were recorded in Phase I of the survey. Approximately 160 properties were identified in the survey area.

As part of Phase I the reconnaissance level survey, a preliminary data base was completed by a consultant, Karen Zisman, including the following information for each property built on or before 1939: physical features, an estimated date of construction, a black and white photograph, a color slide, and a site plan. A survey form for each property was prepared and the portions pertaining to the location and property's physical features (not including the paragraph summarizing the physical description) were completed. The survey forms conform with the requirements of the State Historic Preservation Office. Information from the survey forms was entered into the City's computerized city-wide data base of cultural resources. The computerized program allow for the tabulation of various statistical analyses.

A landscape survey was also conducted identifying all pre-1936 landscape feature in the public right-of-way. A map was prepared of the survey area indicating the location and species of the landscape features. A series of slides depicting the landscape features were taken as well.

No archaeological or below-ground resources were surveyed, though this does not preclude or imply that there are not any significant archaeological resources.

B. Overview of the Second Phase of the Downtown Survey

Phase II of the survey, the intensive level survey, included the development of a historic context statement for the downtown core area and the completion of the downtown survey.

The Downtown Survey was completed in accordance with the State Historic Preservation Office and City requirements. The Historic Review Board first reviewed and approved the ranking process and criteria at their May 10 and June 6, 1991 meetings. The board also established a sub-committee consisting of three board members to meet with the consultant and City staff to review proposed property rankings prior to full board review.

For each property identified in Phase I the consultant, Jon Pincus, performed the research necessary to complete the unfinished sections of the survey forms related to: architect/builder, historic name, early address, original use, theme, ranking, and verification of date of construction. Information was prepared for direct input into the City's computerized database. In addition, approximately 8 properties which were not identified in Phase I were added to the survey and were researched and ranked.

The survey forms, including the statement of significance, were completed for all primary and secondary ranked properties. Research conducted to prepare the statements of significance included use of City Directories, title records, Sanborn and other historic maps, Lane County Historic Museum photo files, previous research documents, oral interviews, and other historic records. Newspaper searches were conducted for selected properties. Due to limited resources, a comprehensive newspaper search was not conducted for all properties.

In the surveyed area, all properties were ranked according to the approved ranking criteria and process. Four ranking categories were used: primary, secondary, contributing, and non-contributing (criteria is similar to City Landmark/National Register criteria). Some of the properties included in the downtown survey have been previously surveyed as part of two earlier surveys, the 11th Avenue Survey and the E.F. Lawrence Survey. Information on the front page of these survey forms has not been altered. In addition, the statements of significance and ranking forms have not been altered unless deemed necessary by the consultant due to a proposed new ranking.

Following tentative approval of the primary and secondary rankings by the subcommittee on August 7, 1991, the Historic Review Board held a public hearing on August 22, 1991 on the survey and the context statement. All property owners and occupants of proposed primary and secondary ranked properties were sent written notice 20 days in advance of the public hearing and were informed about how to obtain information about the survey. The board extended the public hearing until September 5 at which time the board acknowledged the primary ranked properties. On October 22, 1991, the Historic Review Board held a second public hearing. The board acknowledged the Downtown Core Area Historic Context Statement and the entire Downtown survey with the understanding that three additional statements of significance would be written to describe the basis for three substantially altered contributing ranked buildings.

C. Historic Landscape Features within the Public Right-of-way

As part of the Downtown Cultural Resources Survey, landscape features within the public right-of-way with potential historic significance were identified. With the possible exception of the railroad and telephone poles on High Street and 5th Avenue, trees are the only landscape features in the public right-of-way with potential historic significance. Consequently, the survey focused on identifying trees with potential historic significance, specifically, trees over 50 years of age.

In total, 306 trees which appear to be over 50 years of age were identified in the public right-of-way within the Downtown survey

area boundaries. According to a 1940 aerial photo, this represents roughly half of the trees which existed 50 years ago. Many trees have been removed due to construction activity while others have been removed and/or replaced due to poor condition or inappropriate species (fruit trees for example). Some of the remaining trees are currently in poor condition and in need of attention. In some cases, there are trees which are clearly on private land, but also contribute to the character of the public right-of-way. Twenty five such trees with potential historic significance were identified.

The methodology used to complete the inventory of historic landscape features began with recording all trees within the public right-of-way evident on a 1940 aerial photo. Trees in alleys and parking lots were not included in the survey. A field survey was then conducted for the entire Downtown survey area to determine which trees evident in the 1940 photo still remain. The species of all trees which still exist were identified and slides of individual specimens as well as streetscapes were taken. The location of all identified trees were noted on the following map titled, "Historic Trees in the Downtown Area." In some cases it was difficult to determine whether the existing trees correlated with the trees evident on the 1940 aerial photo. Such trees are noted on the map as "may be the original tree." In addition, some existing trees appear to be at least fifty years of age but are not evident on the 1940 photo. These trees have been noted on the map as "not on 1940 aerial photo." There was no ranking or determination made as to the significance of specific historic trees.

D. Ranking

For purposes of consistency, the ranking process for the downtown survey was based on the process used for all other cultural resource surveys completed in Eugene. Following the completion of the core area context statement, and the field survey and the historic research for each property, an evaluation of each property was undertaken. This evaluation was based upon the criteria listed below. The criteria incorporate the City Landmark and National Register criteria. The level of integrity (virtually intact, minor modifications or major modifications) was then considered, based upon the field survey and the historic record. This resulted in a final ranking of determination of significance within the following categories: primary, secondary, contributing, and non-contributing.

Ranking Criteria:

1. Association with historic or famous events.

2. Antiquity.

3. Unique architectural merit because:

   a. Representative character of a period or style of architecture or method of construction;
   b. Extraordinary or unusual design, detail, use of materials or craftsmanship;
   c. Identification as the work of an architect, designer, or master builder whose individual work has influenced development in the nation, state or community.

4. Relationship to the broad history of the nation, state or community.

5. Identification with a person or persons who have significantly contributed to the history of the nation, state or community.

6. Identification as a unique object representing an aesthetic or educational feature of the community.

E. Downtown Survey Results

Application of the survey data to the evaluation process has resulted in the following distribution of proposed rankings for resources studied within the Downtown Survey Area:

Within the survey area:

60 properties were ranked as being of primary significance.

31 properties were ranked as being of secondary significance.

54 properties were ranked contributing.

15 properties were ranked non-contributing.

12 significant groupings were identified.

306 trees over 50 years of age were identified within the public right of way. 25 trees with potential historic significance and which impact the character of the public right-of-way were identified on private property.

F. Locally Designated Historic Landmark and National Register Listings

A majority of historic properties in Eugene which are in the City Landmarks or listed on the National Register of Historic Places are located in the core area. All such properties are listed at the end of this section (Evaluation).

Within the Downtown Core Historic Context Area:

34 individual properties are designated City Landmarks and/or are listed on the National Register of Historic Places.

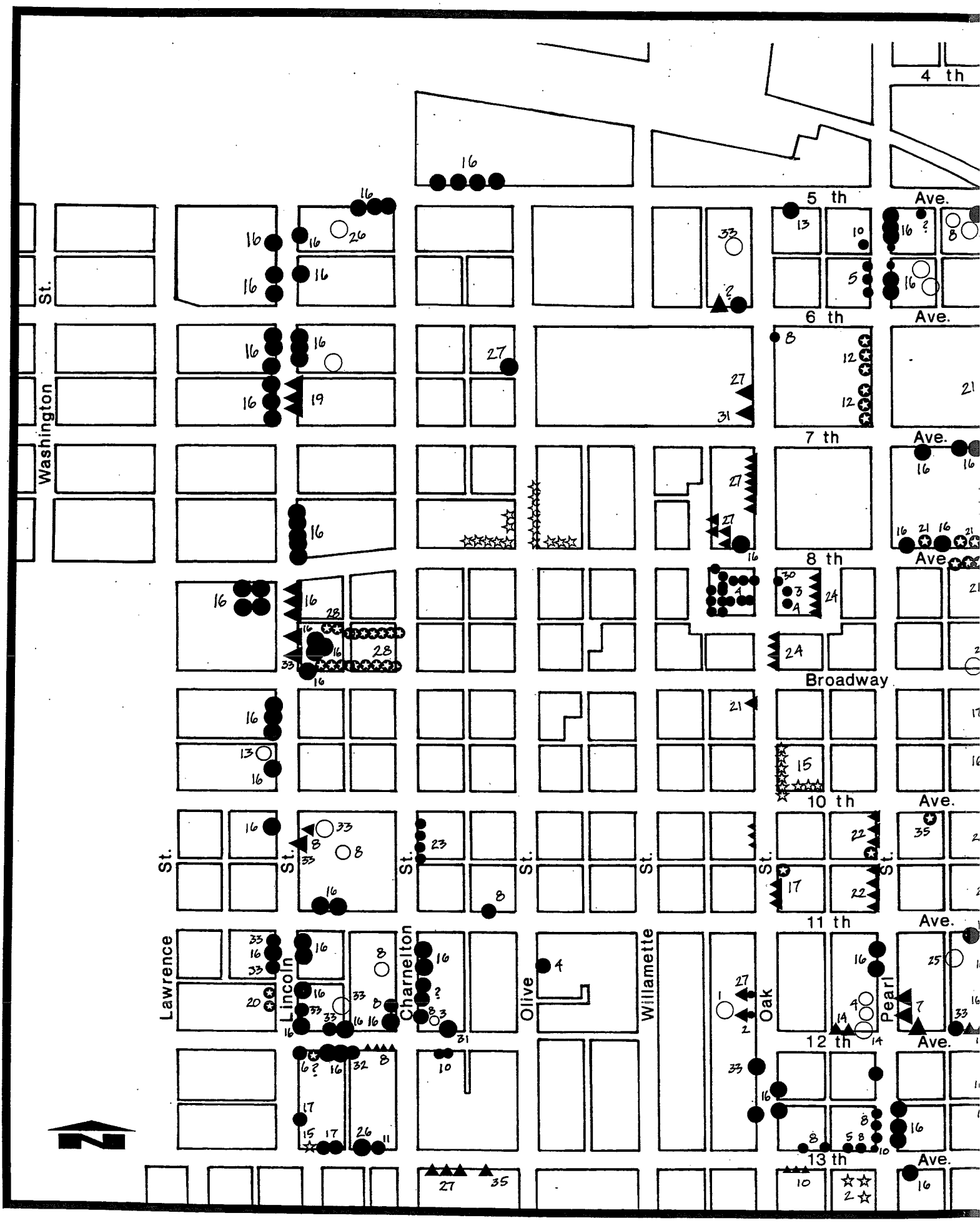
1 Historic District, the East Skinner Butte District, is listed on the National Register of Historic Places.

1 multiple-property nomination, the West University Neighborhood, is listed on the National Register of Historic Places.

In addition:

1 property, 1018 Hilyard St., is officially considered eligible for the National Register of Historic Places.

1 nomination to the National Register of Historic Places, 322 E. 11th Ave. is in progress.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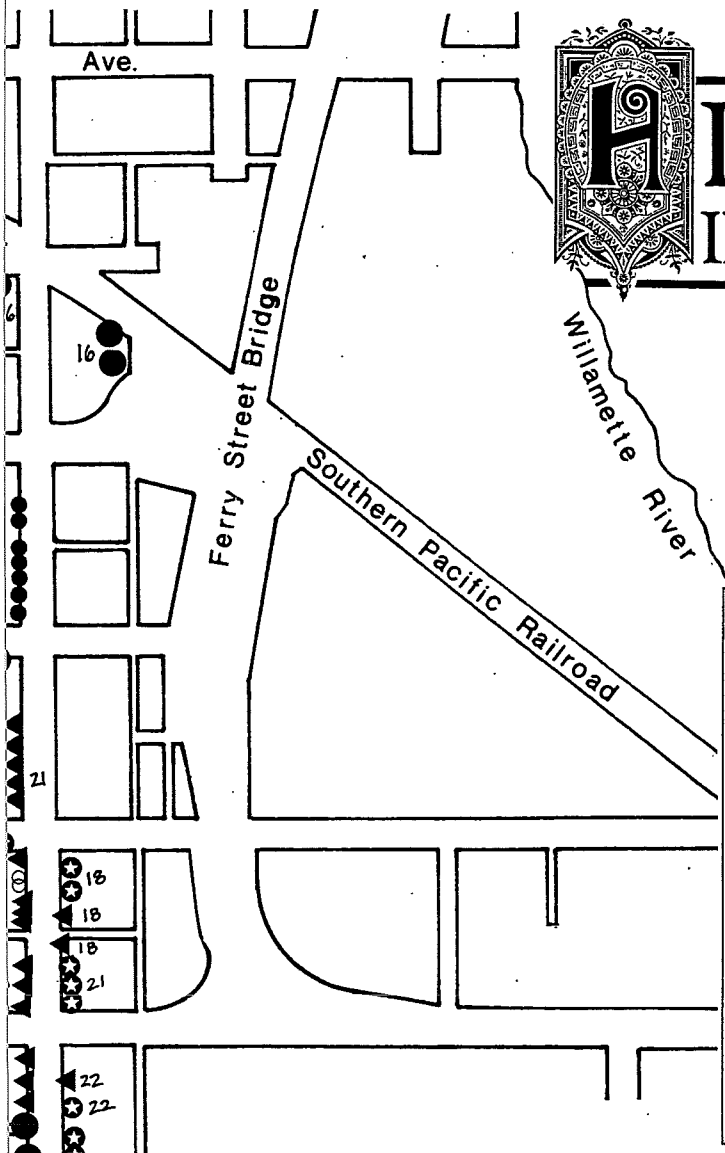
Pearl

HISTORIC TREES IN THE DOWNTOWN AREA



LEGEND

Evident on 1940 aerial photo
- 50+
- May be the original tree
- On private land

Not on 1940 aerial map
- Large tree
- On private land

☆ Noteworthy

? Unsure

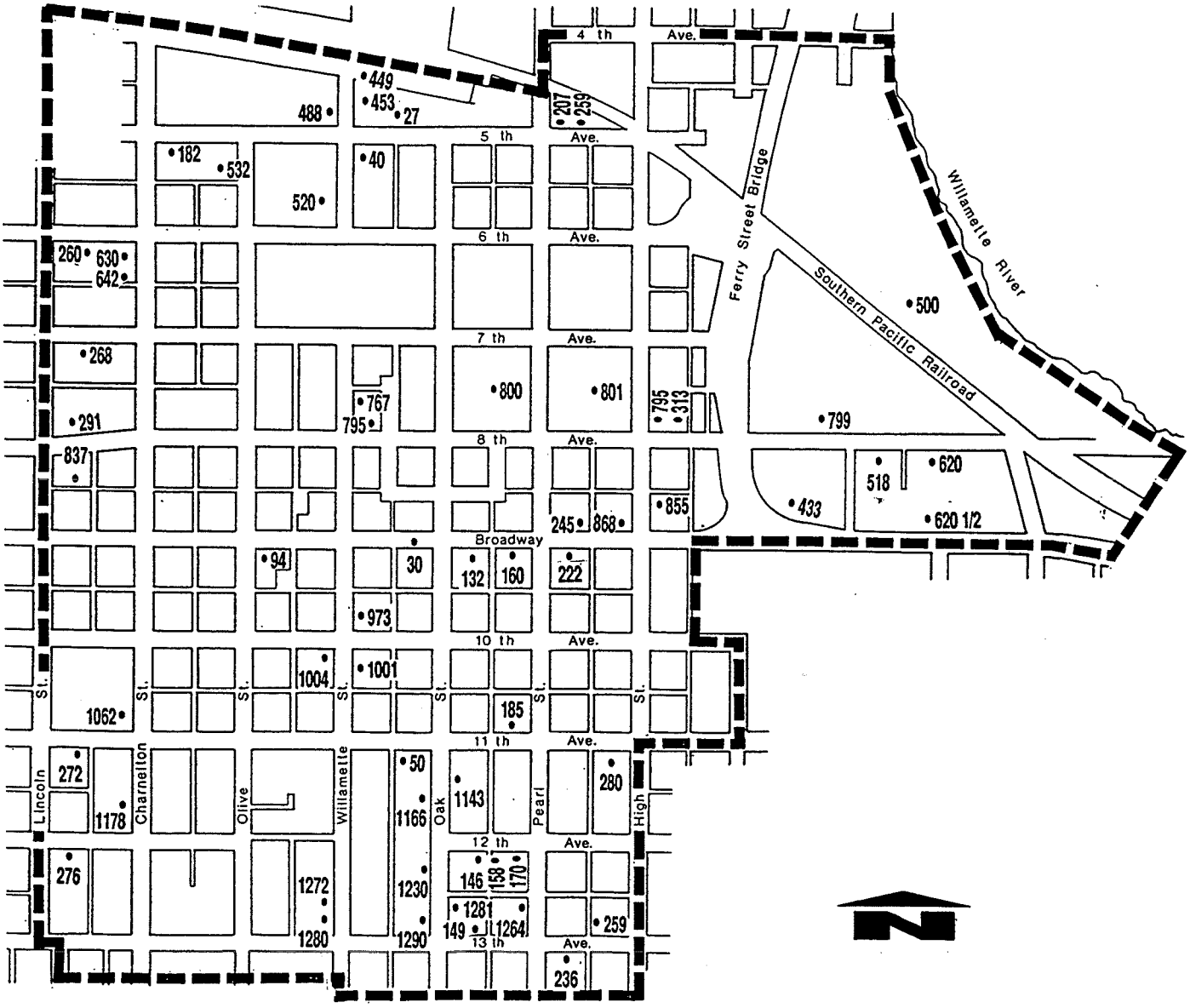
Data gathered - 1989

COMMON	BOTANICAL	COMMON	BOTANICAL
1. Beech	Fagus genus	19. Maple, Silver	Acer saccharinum
2. Cedar, Blue Atlas	Cedrus atlantica glauca	20. Maple, Suger	Acer saccharum
3. Cedar, Deodar	Cedrus dleodara	21. Oak, English	Quercus robur
4. Cedar, Incense	Calocedrus decurrens	22. Oak, Pin	Quercus palustris
5. Cedar, Western Red	Thuja plicata	23. Oak, Red	Quereus rubra
6. Chestnut	Castanea dentata	24. Oak, Scarlet	Quereus coccinea
7. Elm	Ulmus genus	25. Oak, White	Quereus alba
8. Fir, Douglas	Pseudotsuja menziesii	26. Pecan	Carya illinoinensis
9. Ginkgo	Ginkgo biloba	27. Plane/Sycamore	Platanus
10. Hawthorn	Crataegus genus	28. Redwood, Coast	Sequoia sempervirens
11. Hickory	Carga orata	29. Sweet Gum	Liquidambar styraciflua
12. Hornbean	Carpinus betula fastigiata	30. Spruce, Norway	Picea abies
13. Horse Chestnut	Aesculus genus	31. Tree of Heaven	Ailanthus atissima
14. Linden	Tilia cordata	32. Walnut, English	Juglans regia
15. Magnolia, Southern	Magnolia grandiflora	33. Walnut, Black	Juglans nigra
16. Maple, Big-Leaf	Acer macrophyllum	34. Yellowwood	Cladrastis lutea
17. Maple, Norway	Acer platanoides	35. Cherry	Prunus sargentii
18. Maple, Red	Acer rubrum		

NOTE: Area surveyed includes trees in the public right-of-way.

Downtown Cultural Resources Survey Area

Primary Ranked Properties



November 1991

RANK

1 = Primary
2 = Secondary
3 = Contributing
4 = Non-contributing

Rnk	Site Address			Per	State Inv#	Map Number
1 0030	E BROADWAY			B	2337	17033114 5200
1 0132	E BROADWAY			B	2338	17033114 6600
1 0160	E BROADWAY			B	2339	17033114 7500
1 0222	E BROADWAY			B	2340	17033114 7800
1 0245	E BROADWAY			B	2341	17033114 1700
1 0433	E BROADWAY			A	2343	17033223 3100
1 0094	W BROADWAY			B	2344	17033113 8400
1 0630	CHARNELTON		ST	B	2353	17033112 9200
1 0642	CHARNELTON		ST	B	2354	17033112 9300
1 1062	CHARNELTON	(B)	ST	C	2357	1703311311599
1 1178	CHARNELTON		ST	A	2360	17033142 3300
1 0799	FERRY	A	ST	B	2362	17033222 700
1 0795	HIGH		ST	B	2365	1703311112900
1 0855	HIGH		ST	B	2366	17033114 900
1 0868	HIGH		ST	C	2367	17033114 1500
1 0837	LINCOLN		ST	A	2374	17033113 3100
1 0800	OAK		ST	A	2384	17033114 4700
1 0801	OAK		ST	A	2385	17033114 4700
1 1143	OAK		ST	B	2388	17033141 4500
1 1166	OAK		ST	B	2389	17033141 5100
1 1230	OAK		ST	B	2390	17033141 5500
1 1281	OAK		ST	C	2391	17033141 7700
1 1290	OAK		ST	D	2392	17033141 5800
1 0532	OLIVE		ST	B	2393	17033112 5300
1 1264	PEARL		ST	B	2404	17033141 8400
1 0449	WILLAMETTE		ST	B	2406	17033044 7500
1 0453	WILLAMETTE		ST	B	2408	17033111 1100
1 0488	WILLAMETTE		ST	B	2410	17033112 300
1 0520	WILLAMETTE		ST	D	2411	17033112 6100
1 0767	WILLAMETTE		ST	A	2414	17033111 9200
1 0795	WILLAMETTE		ST	B	2415	17033111 9400
1 0973	WILLAMETTE		ST	B	2423	17033114 5700
1 1001	WILLAMETTE		ST	C	2425	1703311412500
1 1004	WILLAMETTE		ST	B	2426	17033113 9600
1 1272	WILLAMETTE		ST	B	2431	1703314210900
1 1280	WILLAMETTE		ST	D	2432	1703314211000
1 0500	E 4TH		AVE	C	2304	17033222 800
1 0027	E 5TH		AVE	B	2305	1703311113801
1 0040	E 5TH		AVE	B	2306	17033111 1200
1 0207	E 5TH		AVE	B	2467	17033111 800
1 0259	E 5TH		AVE	C	2309	17033111 600
1 0182	W 5TH		AVE	C	2313	17033112 5300

Rnk	Site Address			Per	State Inv#	Map Number
1	0260	W 6TH	AVE	A	2318	17033112 9900
1	0268	W 7TH	AVE	B	2321	1703311213800
1	0313	E 8TH	AVE	B	2322	1703311112900
1	0518	E 8TH	AVE	B	2325	17033223 2100
1	0620	E 8TH	AVE	B	2328	17033223 1100
1	0620 1/2	E 8TH	AVE	A	2329	17033223 1200
1	0291	W 8TH	AVE	C	2336	1703311213600
1	0050	E 11TH	AVE	C	2435	17033141 4901
1	0185	E 11TH	AVE	C	2439	1703311411300
1	0280	E 11TH	AVE	B	2440	17033141 1700
1	0272	W 11TH	AVE	B	2441	17033142 4300
1	0146	E 12TH	AVE	B	2444	17033141 7400
1	0158	E 12TH	AVE	B	2445	17033141 8600
1	0170	E 12TH	AVE	A	2446	17033141 8700
1	0276	W 12TH	AVE	B	2451	17033142 8200
1	0149	E 13TH	AVE	A	2455	17033141 7900
1	0236	E 13TH	AVE	B	2458	1703314114100
1	0259	E 13TH	AVE	C	2460	17033141 9700
2	0345	E BROADWAY		B	2342	17033114 600
2	0436	CHARNELTON	ST	B	2351	17033043 1300
2	0540	CHARNELTON	ST	B	2352	17031102 5000
2	1100	CHARNELTON	ST	B	2358	17033142 2800
2	1175	CHARNELTON	ST	B	2359	17033142 2400
2	1245	CHARNELTON	ST	C	2361	17031402 9500
2	0799 B	FERRY	ST	B	2363	17033222 700
2	0871	HIGH	ST	B	2368	17033114 800
2	1234	HIGH	ST	C	2370	1703314110100
2	1258	HIGH	ST	B	2371	1703314110001
2	0715	LINCOLN	ST	B	2372	1703311213300
2	1161	LINCOLN	ST	B	2377	17033142 3800
2	0935	OAK	ST	B	2386	17033114 6700
2	1152	OLIVE	ST	B	2397	17033142 1800
2	1209	PEARL	ST	B	2401	17033141 8900
2	1210	PEARL	ST	B	2402	17033141 8800
2	0525	WILLAMETTE	ST	B	2412	17033111 1500
2	0957	WILLAMETTE	ST	B	2421	17033114 5500
2	0248	W 5TH	AVE	B	2314	17033112 4700
2	0205	E 6TH	AVE	C	2316	17033111 4700
2	0329	E 8TH	AVE	B	2323	1703311113000

Rnk	Site Address			Per	State Inv#	Map Number
2	0602	E 8TH	AVE	B	2326	17033223 1200
2	0610	E 8TH	AVE	B	2327	17033223 1200
2	0220	W 8TH	AVE	B	2334	17033113 2500
2	0218	W 12TH	AVE	C	2447	17033142 8600
2	0291	W 12TH	AVE	B	2452	17033142 3700
2	0292	W 12TH	AVE	B	2453	17033142 8100
2	0166	E 13TH	AVE	D	2456	1703314114300
2	0189	E 13TH	AVE	C	2457	17033141 8200
2	0210	W 13TH	AVE	B	2461	1703314214200
2	0245	W 13TH	AVE	B	2463	17033142 9000
3	0020	E BROADWAY		A	2345	17033114 4801
3	0349 1/2	E BROADWAY		B	2346	17033114 800
3	0411	E BROADWAY		B	2347	17033223 3100
3	0044	W BROADWAY		C	2349	17033113 9500
3	0198	W BROADWAY		B	2350	17033113 7700
3	0409	HIGH	ST	B	2364	17033044 8500
3	0741	LINCOLN	ST	B	2373	1703311213400
3	1127	LINCOLN	ST	B	2375	17033142 4000
3	1145	LINCOLN	ST	B	2376	17033142 3900
3	1251	LINCOLN	ST	B	2378	17033142 7400
3	1269	LINCOLN	ST	B	2379	17033142 7600
3	1283	LINCOLN	ST	B	2380	17033142 7800
3	1293	LINCOLN	ST	B	2381	17033142 7300
3	0510	OAK	ST	D	2382	17033111 1300
3	0540	OAK	ST	B	2383	17033111 1400
3	0941	OAK	ST	B	2387	17033114 6800
3	1071	OLIVE	ST	C	2396	17033113 9900
3	0410	PEARL	ST	B	2398	17033044 9000
3	0858	PEARL	ST	B	2399	17033114 2700
3	1193	PEARL	ST	B	2400	17033141 2600
3	1234	PEARL	ST	B	2403	17033141 8500
3	1280	PEARL	ST	C	2405	17033141 8300
3	0450	WILLAMETTE	ST	B	2407	17033112 100
3	0454	WILLAMETTE	ST	B	2409	17033112 200

Rnk	Site Address		Per	State Inv#	Map Number
3 0545	WILLAMETTE	ST	B	2413	17033111 1700
3 0865	WILLAMETTE	ST	A	2469	17033114 4200
3 0877	WILLAMETTE	ST	B	2417	17033114 4100
3 0896	WILLAMETTE	ST	B	2472	17033113 900
3 0930	WILLAMETTE	ST	B	2418	17033113 9300
3 0941	WILLAMETTE	ST	B	2419	17033114 5400
3 0963	WILLAMETTE	ST	B	2422	17033114 5600
3 0980	WILLAMETTE	ST	B	2424	17033113 9100
3 1049	WILLAMETTE	ST	B	2470	1703311412700
3 1167	WILLAMETTE	ST	B	2429	17033141 6700
3 0140	E 5TH	AVE	D	2307	17033111 2500
3 0180	E 5TH	AVE	B	2308	17033111 2600
3 0295	E 5TH	AVE	B	2310	17033111 500
3 0296	E 5TH	AVE	C	2311	17033111 3600
3 0065	W 6TH	AVE	C	2317	17033112 6200
3 0233	W 7TH	AVE	C	2319	17033112 9600
3 0252	W 7TH	AVE	B	2320	1703311213900
3 0666	E 8TH	AVE	B	2331	17033223 500
3 0205	W 8TH	AVE	B	2333	1703311214300
3 0128	E 11TH	AVE	B	2436	17033141 4600
3 0146	E 11TH	AVE	D	2438	17033141 4600
3 0280	W 11TH	AVE	B	2442	17033142 4100
3 0294	W 11TH	AVE	B	2443	17033142 4200
3 0236	W 12TH	AVE	C	2448	17033142 8500
3 0244	W 12TH	AVE	B	2449	17033142 8400
3 0267	W 12TH	AVE	A	2450	17033142 3600
3 0112	E 13TH	AVE	C	2454	1703314115200
3 0258	E 13TH	AVE	B	2459	1703314112900
3 0263	W 13TH	AVE	B	2464	17033142 7700
3 0275	W 13TH	AVE	B	2465	17033142 7500
4 0964	CHARNELTON	ST	B	2355	17033113 7401
4 1061	CHARNELTON	ST	B	2356	1703311311300
4 0942	OLIVE	ST	B	2395	17033113 8200
4 1059	WILLAMETTE	ST	B	2428	1703311412800
4 1212	WILLAMETTE	ST	C	2430	1703314210500
4 0870	PEARL	ST	B	2471	17033114 2800

Rnk	Site Address			Per	State Inv#	Map Number
4 0075	W 5TH	AVE	B	2312	17033112	600
4 0411	E 8TH	AVE	B	2324	17033222	600
4 0634	E 8TH	AVE	B	2330	17033223	800
4 0115	W 8TH	AVE	C	2332	1703311215300	
4 0265	W 8TH	AVE	C	2335	1703311213700	
4 0112	E 10TH	AVE	C	2433	1703311411500	
4 0041	W 10TH	AVE	C	2468	17033113	9000
4 0032	E 11TH	AVE	B	2434	17033141	7000
4 0136	E 11TH	AVE	C	2437	17033141	4600

CITY LANDMARK & NATIONAL REGISTER DESIGNATIONS IN THE DOWNTOWN CORE AREA--11/18/91

("C" = City Landmark,"N"= National Register of Historic Places)
Following the address is the historic name, date of construction, and date property received city landmark status.

C,N 1. **160 East Broadway**, QUACKENBUSH HARDWARE STORE (1902); June 9, 1988
C,N 2. **222 East Broadway**, EUGENE HOTEL (1925); June 9, 1988
C,N 3. **EAST SKINNER BUTTE HISTORIC LANDMARK AREA** (1850-1920);Between Pearl and High Streets and 2nd and 3rd Avenues, April 13, 1979
188 High Street, House
212 High Street, House
240-2 High Street, House
260 High Street, Henderson House
262 High Street, House
286 High Street, McAlister House
306 High Street, House
315 High Street, Commercial
320 High Street, House
330 High Street, Mims House
340 High Street, Gothic Farmhouse
341-3 High Street, Transitional Box
347 High Street, Ham House
212 Pearl Street, Ankeny House
245 Pearl Street, Wheeler House
252 Pearl Street, Campbell House
284 Pearl Street, House
298 Pearl Street, House
335 Pearl Street, Watts House
205 East 2nd Avenue, House
208 East 2nd Avenue, House
215 East 2nd Avenue, House
215-1/2 East 2nd Avenue, Apartment
224 East 2nd Avenue, House
235 & 235-1/2 East 2nd Avenue, Apartment
240 East 2nd Avenue, House
259 East 2nd Avenue, House
260 East 2nd Avenue, House
205 East 3rd Avenue, Koppe House
210 East 3rd Avenue, Apartment
211 East 3rd Avenue, Koppe House and barn
221 East 3rd Avenue, House
235 East 3rd Avenue, Pironi House
246 East 3rd Avenue, Cogswell-Miller House
258 East 3rd Avenue, House
340 East 3rd Avenue, Gothic Farmhouse
344 East 3rd Avenue, Italianate Cottage
200 Cheshire Street, Apartment
17-03-30-44 Tax Lot-4300, Vacant Land
17-03-30-44 Tax Lot-4400, Vacant Land
N 4. **963 Ferry Lane**, DORRIS APARTMENTS (1933)
N 5. **1021 Hilyard Street**, GAMMA PHI BETA SORORITY (1926)
N 6. **1050 Hilyard Street**, ALPHA PHI SORORITY HOUSE (1924)

C 7. **437 Lawrence Street**, EAKINS/SNODGRASS HOUSE (1892); Sept. 28, 1978
C 8. 611 Lincoln Street, PETERS-LISTON-WINTERMEIER HOUSE (1870); November 24, 1975
C 9. **1280 Mill Street**, WETHERBEE/WINNARD HOUSE (1909); March 3, 1989
C,N 10. **1143 Oak Street**, ALPHA TAU OMEGA HOUSE (1910), June 23, 1980
N 11. **532 Olive**, LANE COUNTY FARMERS, UNION COOPERATIVE BUILDING (1923, 1932, 1940)
C 12. **1412 Pearl Street**, SOULTS-WESTFALL DUPLEX (1914); January 24, 1977
C 13. **1605 Pearl Street**, PATTERSON/STRATTON RESIDENCE (1912); SEPTEMBER 5, 1991
C,N 14. **1006 Taylor Street**, CHAMBERS HOUSE (1891); November 22, 1976
C,N 15. **357 Van Buren Street**, HAYSE BLACKSMITH SHOP (1914); June 23, 1980
N 16. **West University Neighborhood**, HISTORIC AND ARCHITECTURAL RESOURCES IN THE WEST UNIVERSITY NEIGHBORHOOD, 1855-1941 MULTIPLE PROPERTY NOMINATION (designated properties are individually listed)
C,N 17. **303 Willamette Street**, SHELTON-MCMURPHEY HOUSE (1888), November 24, 1975
C 18. **449 Willamette Street**; SOUTHERN PACIFIC DEPOT AND OUTBUILDINGS (1880), September 27, 1979
C,N 19. **488 Willamette Street**, PALACE HOTEL (The Lane Hotel) (1903); April 12, 1976
C,N 20. **520 Willamette Street**, U.S. POST OFFICE (1939); June 9, 1988
C,N 21. **767 Willamette Street**, SMEEDE HOTEL (1885); May 27, 1976
C,N 22. **795 Willamette Street**, MCMORRAN AND WASHBURNE DEPARTMENT STORE (Tiffany Building) (1913); June 23, 1980
C,N 23. **973-997 Willamette Street**, AX BILLY DEPARTMENT STORE (1910); June 3, 1988
C,N 24. **1001 Willamette Street**, SCHAEFERS BUILDING (1929); Dec. 16, 1981
C,N 25. **1004-1044 Willamette Street**, MCDONALD THEATRE (1924); June 9, 1988
C 26. **1280 Willamette Street**, KENNELL ELLIS BUILDING (1947), April 21,1986
C,N 27. **27 East 5th Avenue**, OREGON ELECTRIC RAILWAY PASSENGER STATION (1914), May 27, 1976
C,N 28. **182 West 5th Avenue**, PACIFIC COOPERATIVE POULTRY PRODUCERS EGG-TAKING STATION (1928); March 3, 1989
C,N 29. **588 East 11th Avenue**, CALKINS HOUSE (1902); September 13, 1976
C 30. **170 East 12th Avenue**, CHRISTIAN HOUSE (1855); January 26, 1976
N 31. **381 East 12th Avenue**, BETA THETA PI FRATERNITY HOUSE (1907).
C 32. **511 East 12th Avenue**, SCHWERING HOUSE (1909); May 5, 1988
N 33. **650 West 12th Avenue**, LINCOLN SCHOOL (1924)
C,N 34. **492 East 13th Avenue**, FIRST CONGREGATIONAL CHURCH (Willcox Building) (1925); October 29, 1979
C,N 35. **740 West 13th Avenue**, LANE COUNTY CLERK'S BUILDING (1853); August 28, 1975
C,N 36. **244 East 16th Avenue**, CHRISTIAN/PATTERSON RENTAL PROPERTY (c. 1890)

Determined to be "eligible" for the National Register of Historic Places by the Keeper of the National Register:

N 37. **1018 Hilyard Street**, CHI PSI FRATERNITY (1935)

In progress:

N 38. **322 East 11th Avenue**, FULLER/SLATTERY HOUSE

PART IV:
TREATMENT

PART IV: TREATMENT

The following section identifies needs requiring treatment within the core area and includes recommendations for meeting those needs. Some recommendations have city-wide implications although all pertain to the core area and the survey area.

Survey and Research Needs

Documentation of a community's cultural resources is the key to successfully conserving and enhancing those resources. The City of Eugene has made a good start toward this goal with the surveys that have been conducted to date. Much more needs to be done, however, if effective strategies are to be put into place to protect and enhance our resources. Further research needs to be conducted and new surveys initiated within the near future before many more resources disappear before being studied. The following list may help provoke thought and action toward rapid accomplishment of these goals.

A. Review and Pursue Further Research on Portions of the Downtown Cultural Resources Survey. Because the Core Area Cultural Resources Survey has dealt with a large amount of material in a short period of time, a number of areas will require further research in order to provide a comprehensive view of core area resources and their relative merit. Research in some of these areas will provide base information for other surveys as well. Areas in need of particular attention include the following:

1. As part of Phase I of the Downtown Cultural Resources Survey, landscape features within the public right-of-way with potential historic significance were surveyed. The survey focused specifically on identifying trees within the public right-of-way which were 50 years of age or more. A total of 306 such trees were identified in the survey area. In addition, 25 trees which are on private land but also contribute to the character of the public right-of-way were identified. This survey used comparisons with 1940 aerial photographs as the primary method of identification.

The highest priority for further research should be the execution of an additional comprehensive study of potentially historic trees and vegetation in the core area. Ideally this work should be conducted by a tree specialist together with a historic preservation consultant. This study should seek to identify street trees which may have been planted during the historic tree planting campaigns or by significant individuals, as well as trees and vegetation relating to individual properties. Natural features of specific historic value, not planned or installed by design, should also be included in the study. The information gathered during the study should be used to rank the landscape features surveyed for potential historic significance. The rate at which trees and other

landscape features have disappeared in the core area should make this survey a high priority.

The City of Eugene's Tree Commission has prepared a plan for tree conservation, the Draft Urban Forest Management Plan. Part of this plan deals with "Heritage Trees." The ranking process that is recommended above should be coordinated with the existing work of the Tree Commission and with the previous survey. A definition is needed to define vegetation specifically identified as a significant historic resource. In addition, the creation of an ordinance to insure protection of such vegetation should be considered.

(Note: The following items are not prioritized.)

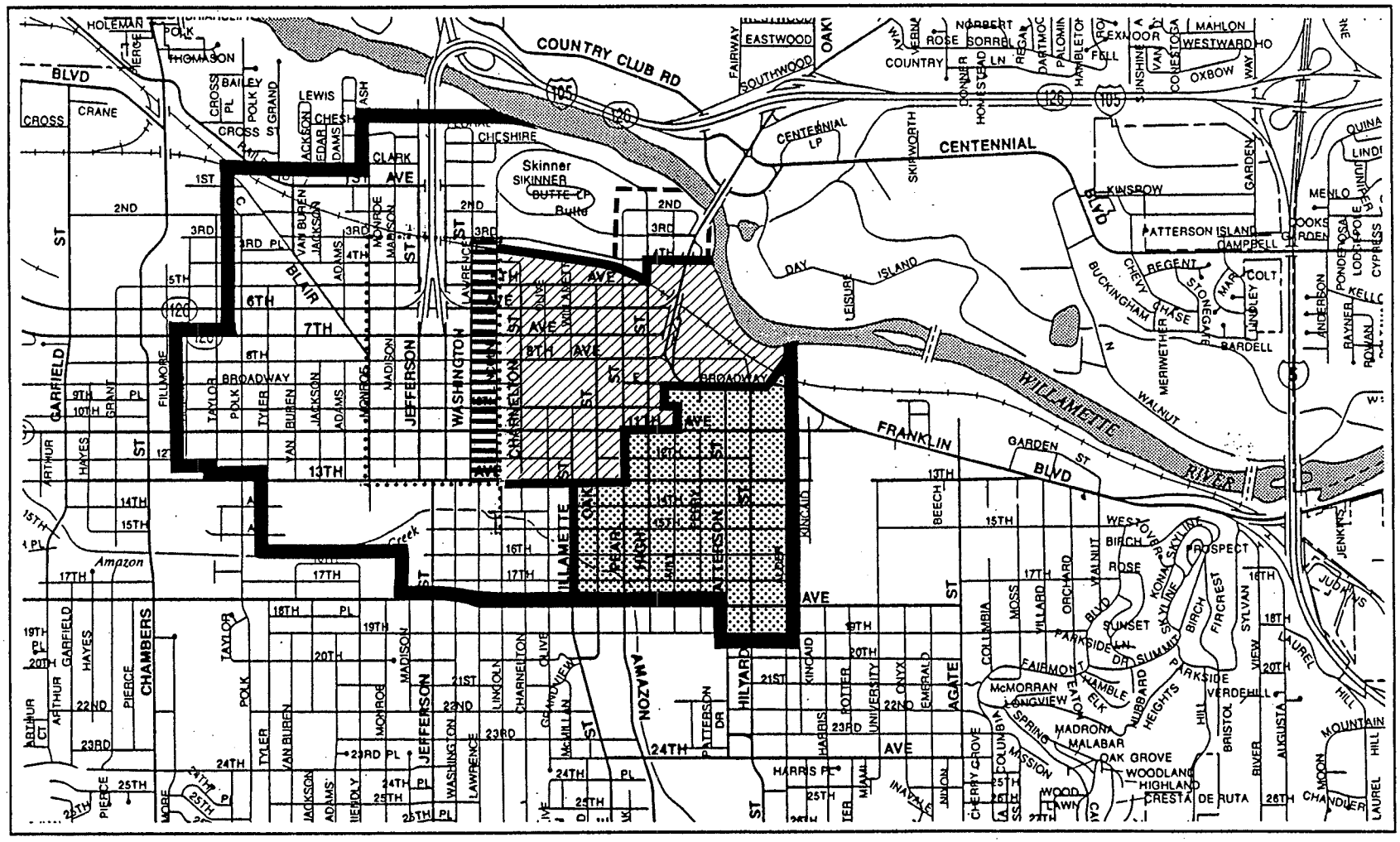
2. A comprehensive study should be undertaken on the history of the native American population which inhabited the Downtown area before European settlement. The study should be inclusive of the temporal boundaries of this study as well as the period prior to European settlement. In addition to creating a context, the study should strive to identify any remaining features in the landscape that relate to the original inhabitants of the area.

3. A similar study should be conducted regarding the roles of minorities and women in the historic period of the Downtown's development.

B. Conduct cultural resources surveys for the Whiteaker and Westside neighborhoods as early as possible. These unsurveyed portions of the core area have a very high density of potentially historic resources. Some documentation has already occurred in the Whiteaker Neighborhood. The East Butte Neighborhood has already received recognition as an historic district. The East Blair commercial and residential neighborhood (Monroe to Blair, 5th to 3rd Avenue) received a positive determination of eligibility for listing on the National Register of Historic Places in 1981. Efforts are underway to forward a district nomination for the Blair Boulevard Commercial District. A variety of potentially significant individual and multiple resources are disbursed throughout this expansive neighborhood.

The Westside Neighborhood is directly adjacent to the Downtown Mall. The area between 7th Avenue and 13th Avenue and Jefferson and Lincoln contains one of the highest concentrations in the city of houses of potential significance, architecturally and through association with historically significant persons or broad cultural history. The concentration of resources differs only slightly between Jefferson and Monroe. Potentially significant resources are liberally distributed throughout the western portion of the neighborhood from all periods of the neighborhood's development.

Westside Whiteaker Pilot Cultural Resource Survey Area .....



Proposed Survey Area

Priority Proposed Area

Boundary of Core Area

Downtown Survey Area

West University Neighborhood Survey Area

East Skinner Butte Historic District

Note: College Hill, Fairmount, South University Neighborhood areas have all been surveyed.

These two neighborhoods in particular are subject to a variety of development and socio/economic pressures which may result in further depletion of resources. The Whiteaker neighborhood appears to be more vulnerable in this regard, having continuously lost more resources in every recent year. The Westside Neighborhood, however, is just as vulnerable due to its proximity to the Downtown Mall. Continued economic decline or a rapid rebound in demand for space on the mall could indirectly endanger historic resources in the near Westside.

A method of getting the process started might involve conducting a pilot survey for the eastern portion of both neighborhoods. A study encompassing the area from Third Avenue to Thirteenth Avenue and Lincoln to Monroe (see map) could examine the most endangered portions of both neighborhoods. In the Whiteaker neighborhood the boundary of such a study would be contiguous with the eastern boundary of the East Blair Cultural Resources Assessment, conducted in 1981. Within this proposed Pilot Survey Area the one block strip between Lincoln and Lawrence Streets is the most immediately endangered assemblage of resources. This area also lies within the Downtown Neighborhood Boundary. A survey of this priority area within the Pilot Survey Area could be conducted if funding is not available for the full Pilot Survey.

The remainder of the resources within the Whiteaker and Westside neighborhoods should be surveyed as soon as possible after the completion of the full Pilot Survey.

C. Continue the survey process for the remaining portions of the context area which have not been surveyed.

Treatment Strategies

In addition to continuing the inventory and survey programs, a number of specific strategies can help conserve and enhance historic resources in the core area and the city in general. They include:

A. Clarify and strengthen the Historic Preservation Ordinance. The highest priority among specific strategies should be given to this process. The last major revision of the City's Preservation Ordinance was in 1988. A review of selected issues by City staff is under way. This review is focusing on possible revisions to:

1. Clarify when interior alterations are subject to review.

2. Streamline the historic alteration review process for minor alterations.

3. Evaluate the impact of changing the City's preservation ordinance to allow the city to regulate or prevent demolition of significant resources. The impacts of recent court cases are being studied in connection with this evaluation.

In addition, a variety of intermediate measures might be considered. For instance, some municipalities have regulations stating that historic resources may not be demolished to make way for parking lots. The land in question must be used for a more intensive purpose to justify demolition. It may be helpful for the City to communicate with other municipalities on devices such as this one and the degree to which they have been successfully used.

Any effort to strengthen the historic preservation ordinance should be proceeded with a strong educational campaign.

(Note: The following strategies are not prioritized.)

B. Comply with Statewide Goal 5 requirements to address significant historic resources, "primary ranked" properties, in the Downtown survey area by preparing an "ESEE" analysis and determine whether to pursue City Landmark designation. Specific attention should focus on designation of identified groupings and potential historic districts within the core area which include primary ranked properties. Those primary ranked resources which are threatened by development pressures, other conflicting uses, or deteriorating condition should be considered first.

The following individual properties appear to be endangered by development pressures, conflicting uses or deteriorating physical condition. The degree to which they are endangered is not indicated by the order of the list.

Address	Grouping
433 E. Broadway	
630 Charnelton Street	Wald-Woodruff
642 Charnelton Street	Wald-Woodruff
1178 Charnelton Street	Lincoln to Charnelton West 12th
799 Ferry Street	Agripac Area (refer to Ferry Street Bridge project)
795 High Street	Mount-Gross
855 High Street	McNutt-Frank
837 Lincoln Street	
1230 Oak Street	
260 W. 6th Avenue	
1268 W. 7th Avenue	McCornack
313 E. 8th Avenue	Mount-Gross
518 E. 8th Avenue	Agripac Area
620 E. 8th Avenue	Agripac Area
620 1/2 E. 8th Avenue	Agripac Area
149 E. 13th Avenue	

The following groupings appear to be endangered. They are arranged in order of the degree to which they appear to be endangered at this time.

Agripac Area
McNutt-Frank
Wald-Woodruff
Mount-Gross

The following groupings have been identified as having high potential for successful nominations to the National Register of Historic Places, high level of public support or high potential for indirect benefits, such as economic improvement or high cultural impact. In order of priority they are:

The Station Area - Fifth Avenue Grouping
This is the largest grouping in the survey area and contains several properties listed on the National Register of Historic Places and a significant number or primary ranked properties. The area is generally recognized throughout the community for its historic character. This area has the greatest potential of all of the surveyed groupings for economic improvement as an indirect impact of designation. Left untended, however, the area has a potential for loss of resources due to downtown development pressures.

The East 12th Avenue Grouping
This row of three primary ranked properties provides an excellent and highly visible example of a significant grouping. Its designation could improve public understanding and support of multiple-resource designations. Its position on the official bicycle route insures that its preservation would positively impact large numbers of citizens. One of the properties in the group is the Daniel Christian House (170 E. 12th Avenue), the oldest known structure in the survey area (1855).

Developing priorities for City sponsored participation in designations will require development of a strategy which balances the need to provide timely protection to those resources which are most endangered and the need to move forward with projects which appear at this time will have a high probability of a successful and beneficial outcome. This will be a challenging process that should involve City staff, the Historic Review Board, professionals in the field and input from members of the community.

Primary properties which do not appear endangered have not been evaluated for relative priority for designation. They are ranked primary because they all merit inclusion on either the National

Register of Historic Places or the City's list of Historic Landmarks. The City should continue and enhance its program of encouraging and assisting owners of primary ranked properties to pursue City Landmark or National Register status.

C. Provide additional incentives to owners of historic properties for preservation activities. Additional incentives might include increased access to low-interest loans outside of the current Historic Loan Fund and to a deferred loan program. Wherever possible, preservation funding and other incentives should be paired with programs designed to address other community objectives, particularly programs which are designed to assist low-income people.

A significant amount of concern exists among representatives of low-income groups in the community that historic designation or a primary survey ranking may encourage gentrification and the subsequent loss of low-income housing. The city should seek preventative strategies to insure that potential impact on housing resources for low-income people is considered when planning preservation-related actions. One possible strategy would be to enhance the Community Development Block Grant Funds for Historic Preservation as these funds are restricted to use for low income people, or enhance the total loan fund and reserve an additional amount targeted for low-income people with residential or business assistance needs. It may also be desirable to make funding that is not targeted specifically for preservation activities more accessible if it is combined with a preservation related project.

D. Investigate ways to assist Lane County in funding the Lane County Historical Museum. Surveys and other historic preservation activities require the ability to conduct basic research. The Lane County Historical Museum represents a priceless collection of resources for historical research. The collection is administered by a skilled and dedicated staff. However, reductions in funding have severely reduced access to the museum's research library for the public and professionals working in the field. A higher level of historic preservation activity will require greater access to materials contained in the museum. A collaborative funding effort involving the City and County and private citizens may help create resources which can directly fund greater access to the research materials housed at the museum.

The key to increasing support for preservation activities in the community is information. The more people know about their history, the more interest they have in preserving their heritage.

E. Institute a program to enhance and update the cultural resource surveys on a regular basis.

F. Review the current form and procedure for ranking. Although a property's association with multiple resources is recorded in the

survey data and statement of significance, the current ranking process assigns no numerical value to the identification of a property as a component of groupings, ensembles or districts. Thus individual resources are ranked without regard to their role in a larger set of resources. Groupings of resources are often significant because of the combined value of their components even though the individual parts of a group may not be significant in themselves. The National Register of Historic Places recognizes this fact by providing for the nomination of various types of multiple resources. However, a cultural resource survey normally precedes multiple resource nominations. If the survey process does not provide for evaluation of multiple resources, significant cultural resources may be overlooked and lost because of the inability of the instruments currently in use to lead to an accurate evaluation of this type of resource.

Guidelines for the ranking process should emphasize the appropriate use of both quantitative and qualitative analyses in ranking cultural resources. The use of a numerical ranking system is an important tool for achieving consistency in ranking. It is also important to recognize, however, that accurate ranking of some properties may require the use of qualitative analysis in a manner which supersedes the particular numerical system in use at any given time. The use of qualitative analysis should involve careful consideration of the information contained in the Statement of Significance for a particular property as well as information found in the Historic Context for the area being studied.

A review of ranking procedures should also address the impact of changes of integrity and the passage of time on ranking of individual properties. It may be appropriate for some properties to receive new rankings should a substantial change in integrity, either positive or negative, occur. Such a change may also be appropriate as properties become older and are able to be assessed at a different level of antiquity.

G. <u>Encourage and assist citizen involvement in preservation efforts.</u> Unlike many other communities, Eugene does not have a citizens' group that coordinates historic preservation activities city-wide. There are a number of groups, societies and neighborhood organizations which are performing excellent work in this arena but a central networking group is still missing. Yet, there are many citizens who are interested in and supportive of historic preservation efforts. When such groups exist, they can help extend the scope of preservation work that may be accomplished by City staff and the community in general. In the absence of such a group the City should strive to assist citizens who wish to become involved in preservation activities through the following strategies:

1. Make more informational materials available describing the city's historic preservation program, applicable ordinances, surveys, processes and available resources.

2. The City currently sponsors neighborhood groups and other advisory groups. Consider sponsoring, in a similar form, a conference or series of meetings focusing on historic preservation issues and activities. The City could assume a passive role by providing space and notification while encouraging citizens attending to devise and manage the agenda, and any record keeping and communication functions that arise.

3. Expand opportunities for volunteers to assist in city-sponsored projects when appropriate and possible.

Regarding Treatment Strategies

Surveys such as the Downtown Survey are important steps but only first steps toward preservation of our remaining cultural resources. For such surveys to be of use they must be followed by an active program of employing treatment strategies. Regardless of which strategies are chosen their success will depend on the degree to which citizens have an opportunity to access information about the process and the historical background of their area and the degree to which they support preservation as a goal. The more people that can become directly involved in preservation activities, the more apparent support will become. Many very significant historic places have been lost in Eugene over the years. Some of these may have been preserved if better informational systems had been in place, governmental response was quicker and information about the decision making process was more widely disbursed. The City agencies currently responsible for historic preservation have made great strides in recent years toward improving these aspects of the City's historic preservation program. As the city reexamines its allocation of resources during the coming year a high priority should be placed on preserving these gains and continuing the advance in these areas.

In order to gain an accurate assessment of the importance of historic preservation within the community's hierarchy of priorities, historic resources may be viewed as multi-purpose assets. In addition to their educational, cultural and environmental value, historic resources are an economic asset. A great deal of statistical information has demonstrated that historic places are a primary attraction for tourists, an important source of revenue for the community, requiring further development. The environmental quality and character of our area are also a key element in marketing our area for investment and relocation of businesses. Preservation and enhancement of core area historic resources can enhance current marketing efforts considerably.

Most importantly Eugene is in need of new strategies for the revitalization of Downtown area as a destination point within the local economy. By restoring those elements of historic character which remain in the core area an environment which is distinct in its atmosphere and interesting in its form can be created in the area. Such an environment would provide opportunities to attract a wide variety of users to the core area. For people to want to be downtown, there must be an element of interest beyond simple logistics. A comprehensive program of core area preservation can tap existing resources to provide a visual and psychological link to the level of interest that existed naturally in the area during its historic period. In this way preservation of the core area's cultural resources may be one way in which the health of that area's environment and economy can be improved and maintained well into the future.

Timeline of Eugene and the Core Area

TIMELINE OF EUGENE AND THE CORE AREA

1846 Arrival of Eugene F. Skinner; takes up donation land claim of 640 acres in Eugene area.

1847 First cabin built by Skinner; Mary Skinner, first non-native woman, arrives; 4000 people arrive in Northwest along southern route "Applegate Trail;" Charnel Mulligan takes up donation land claim adjacent to Skinner.

1848 Leonora C. Skinner, first non-native child born in Eugene area; bill creating Territory of Oregon passes U.S. Congress; county population is 150; T.G. Hendricks arrives.

1849 Population decreases in 1849 because of gold rush in California; Hilyard Shaw takes up donation land claim in present University area, builds cabin on knoll under Condon Oaks, begins process of connecting two sloughs to form Millrace.

1850 Skinner's Post Office established; Donation Land Claim Act passed; D.M. Risdon, James Huddleston, and M.H. Harlow arrive in Lane County.

1851 Lane County created; severe flooding in Eugene; Millrace excavated; first store opened by James Huddleston; Judge Risdon hires Hilyard Shaw to erect first house in City; in April Meridian Line is established; in August survey of Eugene City is made by Skinner and Risdon between 1st and 7th Avenues, Ferry, Mill, Water, and High Streets; James Hunsaker and Mary F. Cogswell arrive.

1852 Dr. A.W. Patterson, John Whiteaker, C.W. Young, J. Gillespie, and J.H.D. Henderson arrive in Eugene; Eugene is platted and recorded in April; population of Eugene 40; Shaw completes Millrace and builds sawmill.

1853 "Eugene City" chosen as name by Mary Skinner; merchandise store opens; Daniel Christian lays claim between present 11th and 20th avenues and Willamette and High streets; Eugene's first church (Methodist) is built at 10th and Willamette; Fielding McMurray, A.S. Patterson, Mulkeys, A. Goodpasture, and Kincaids arrive; Eugene is established as County seat; Skinner and Mulligan donate 40 acres, surveyed by A.W. Patterson; four blocks retained by County for public use; H.R. Kincaid and Thomas and John Kincaid arrive; population 120.

1854 Sidewheelers used on Willamette River between Portland and Eugene; F.B. Dunn and R.M. Masterson arrive.

1855 Population of Eugene reaches 200; Territorial Road built on west side of valley; first stage coach reaches town at one per week; Columbia College established; first County courthouse built at intersection of 8th and Oak; conversion of Lane County clerk building in to fourth residence in City; Hilyard Shaw builds flour mill on Millrace; Christian house built.

1856 First Public School established; November 3, Columbia College opened; Masonic Lodge formed; Mulligan and Shaw additions platted; School District No. 4 given two lots in Mulligan addition, small building constructed during summer is Eugene's first public school.

1857 Eastern Territorial Road built from Portland through Eugene.

1858 First newspaper "The News;" J.J. Walton, Sr. and Jr. arrive in Eugene; population approximately 550.

1859 Oregon granted statehood.

1860 IOOF formed.

1861 Harrison Kincaid works for Shaw's State Republican; flood, four feet of water over all of the valley; Civil War begins; Oregon enlisted men kept in northwest to fight Indians; severe winter -- four degrees below zero and snow.

1862 Homestead Act; Hilyard Shaw dies at age 62; Eugene City incorporated by act of legislature (approved in election 1864); J.M. Gale editor and then manager of Republican, Kincaid editor.

1863 Morrill Act creating land grant colleges.

1864 First City Charter adopted; Eugene Skinner first Mayor; railroad survey from Jacksonville to Portland; Act to incorporate approved by vote of 27 to one; Kincaid starts the successful Oregon State Journal; Eugene Skinner dies.

1865 Bridges built at 9th and 8th.

1866 David Cherry Furniture Factory built by Millrace; first brick store building constructed, northwest corner Willamette and 9th Avenue, Bristow and Company; Thomas Kincaid dies; population 721.

1867 First Baptist Church dedicated; Dunn house built facing Christian orchard looking down present-day 12th Avenue;

first edition of Eugene Guard published by J.B. Alexander; Walton purchases four acres from Shaw estate near Millrace and Broadway.

1868 Walton and Skinner-Packard houses built.

1869 Population approximately 850; smallpox epidemic.

1870 Abrams and brother build sash and door factory, sold in 1882; Wintermeier house built at 10th and Pearl; population 861.

1871 Oregon and California (O&C) railroad tracks from Portland reach Eugene; Willamette Street graded and gas lights installed; Native Americans outlawed from City streets.

1872 Spurt of brick buildings, ten built that year; A.W. Patterson builds two new buildings on 9th Avenue; smallpox epidemic; incorporation of Union University Association, including J.J. Walton, J.B. Underwood, A.W. and A.S. Patterson, Thompson, Scott, Dorris, Gray, Comstock, Spencer, Bristow, and Applegate.

1873 Central District School opens on 11th between Olive and Willamette; earthquake; J.S. Kincaid dies; Union University Association chooses location for University of Oregon, J.H.D. Henderson's ten acres east of the City.

1874 Bridge built to connect Eugene and Springfield.

1875 No Avenues south of 11th; telephone invented by Alexander Graham Bell; population 1,100 in Eugene.

1876 University of Oregon opens; Deady Hall completed; Ferry Street Bridge built; smallpox epidemic.

1877 Street lights installed on four corners (Friendly's, Hendrick's, Peters', and Rankin's); seven additional street lights erected by private citizens; a stone culvert on Willamette and 6th erected.

1878 Population included 12 Chinese, one Japanese, one Native American, and 1,306 Euro-american people; first University of Oregon class of five graduates; Guard sold to Ira and John Campbell; George Kincaid rents Journal from H.R. Kincaid.

1880 Population of Eugene reaches 1,117; incandescent lamp invented by Thomas A. Edison; Haines Tannery built; Condon and Mathews houses built (11th and High).

1881 Devastating floods and smallpox epidemic.

1882 Eugene Woolen Mill built on Millrace by Skelton; Campbell and Midgely take over Abrams Sash and Door factory.

1883 First City hall erected; Abrams Cider Mill, Fruit Drying, and Canning establishment built; Skinner and Mulligan donations resurveyed; first bank in Lane County opened.

1884 Eugene population reaches 2000; 25 brick buildings and 50-plus wooden buildings in downtown Eugene; three hotels and fourth of brick just begun; Rinehart's Hall (theater) opened at Broadway and Oak; heavy snow and ice; recreational use of Millrace: ice skating.

1885 First County Courthouse erected; Smeede Hotel and Villard Hall constructed.

1886 Eugene City is the head of navigation on the Willamette River; major trade center; population 2000; streets lined with shade trees; 29 brick business buildings (blocks), two banks, eight general stores, 22 other stores, two breweries, five hotels, three newspapers, six churches.

1887 Electric lighting system introduced.

1888 City's name changed to Eugene; Shelton-McMurphy house built.

1891 Major flood changes Willamette River's course; Eugene Canning and Packing built by Millrace; first streetcar ordinance passes February 24, service initiated June 26, mule powered, ran from Southern Pacific Depot to 11th Avenue, east to the University of Oregon; Chambers house built; Daniel Christian dies.

1893 Fortnightly Club formed with plans to establish a library at Willamette and 11th Avenue.

1894 Pacific Telegraph and Telephone company established with 25 customers; public square resurveyed.

1895 Spanish-American War started; Eugene Divinity School (Northwest Christian College) opens.

1898 Spanish-American War ended; Hawaii annexed by U.S.

1899 Street paving (through 1908); three story brick courthouse built; Charnel MUlligan died May 30.

1900 Eugene population reaches 3,236.

1901 Eugene Business College opens at 364 East Broadway.

1902 17 professors at University of Oregon.

1903 Quackenbush Hardware store opens.

1904 First automobile in city.

1905 First canoe on Millrace.

1906 Four automobiles in city; T.G. Hendricks donates 10 acres of land for a park; typhoid epidemic, 14 die out of 300 cases; four automobiles in Eugene.

1907 Electric trolley begins operation; Willamette Street paved from Southern Pacific to 11th Avenue.

1908 Eugene Public Library starts operation; Eugene Fruit Growers Association organized; Southern Pacific Depot rebuilt; City purchases private water system because of 1906 epidemic, forerunner of EWEB.

1911 Housing shortage; First Christian Church moved to a new building on Oak near 11th Avenue; Eugene Water and Electric Board organized as municipal utility.

1912 Sisters of Mercy open Mercy Hospital and Nurses Training School (Sacred Heart Hospital); Oregon Electric Railroad complete.

1913 Street addresses renumbered; Methodist Church with Eugene's largest auditorium completed at Willamette between 11th and 13th streets; population reaching 10,000.

1914 Sewer system completed; World War I started; School of Architecture established at the University of Oregon; Oregon Electric Railroad Passenger Station built.

1915 Concrete sidewalks required; Producer's Public Market.

1917 United States enters World War I.

1918 Spanish influenza epidemic; World War I ends.

1919 Airport established, first in the Pacific Northwest, at 18th and Chambers.

1920 Population approximately 10,500.

1921 Polio epidemic; Midgely's moves to 4th and High.

1922	County Fairgrounds purchased within Eugene city limits; Eugene Hospital and Clinic started.
1925	Amazon project, ditch excavated; Eugene Hospital addition.
1926	National agricultural prices fall sharply; Sisters of Saint Joseph purchase Pacific Hospital and rename it Sacred Heart.
1927	Street car service ends; Southern Pacific operates buses in places of street cars; Millrace sustains bad breaks during flood and drained to allow construction of retaining walls; head of Millrace repaired; 9th Avenue renamed "Broadway;" first commercial radio station established.
1928	Population approximately 19,000.
1929	Stock Market crashes, beginning of the Depression; "Ed's Coed" filmed on the University of Oregon campus and in town.
1930	Eugene Guard combined with Eugene Register; Eugene population reaches 18,900.
1932	Most severe period of the Great Depression.
1933	Eugene Divinity School merges with Spokane University to form NWCC.
1937	Threat of logging spurs "Save Spencer Butte" group.
1939	World War II begins in Europe.
1940	Eugene population reaches 20, 838.
1941	U.S. enters World War II; floods destroy Millrace intake and retaining walls causing channel to go dry.
1941-50s	Lumber replaces agriculture as major industry.
1943	Mahlon Sweet Airport built.
1945	Eugene triples in size after WWII, housing shortage.
1946	Highway Department puts lower Millrace underground for US 99 and extension of Ferry Street Bridge.
1948	First zoning ordinance adopted in Eugene; lower Millrace buried in 30-inch pipe.

1949	Further filling of Millrace.
1950	Ferry Street Bridge rebuilt; Millrace polluted open sewer; population 35,879; Korean War.
1953	Lane County Board of Commissioners established; Korean War ends.
1955	50-year flood.
1958	1899 Courthouse, City Hall, Old Post Office, Jail, and Osborne Hotel demolished.
1959	New Lane County Courthouse constructed.
1960	Eugene population reaches 50,977.
1962	New City Hall constructed; Valley River Shopping Center constructed; Hurricane (Columbus Day Storm) knocks down many big trees all over the City.
1965	Lower Millrace filled in to Ferry Street; United States troops sent to Vietnam.
1967	Willamette Greenway established; Washington-Jefferson Street Bridge built.
1969-71	Downtown Mall, Urban Renewal Phase I.
1969	1990 Plan adopted.
1970	Eugene population reaches 78,389.
1972	Population 84,750.
1974	Population 91,200.
1975	Federal Building and U.S. Courthouse constructed.
1982	Hult Center, Convention Center and Hilton Hotel constructed.
1985-6	6th and 7th Avenues widened and repaved.
1987	Downtown Mall renovated; Eugene population approximately 106,000.

Significant Persons

SIGNIFICANT PERSONS

The following is a listing of persons whose lives have had a significant impact on the development of Eugene and the Downtown Core Historic Context Area. This list is not represented as being comprehensive.

Abrams, W.H.	started early sash & door factory and cider mill, early University of Oregon supporter
Adair, L.G. b1840	Railroad worker, came to Eugene 1877.
Alexander, W.H.	city bldg./electr. inspector - 1918-28
Allen, Eric W.	devp. Journalism Sch. UO, newspaper editor
Allen, S.D.	Atty., Chairman City Bd. of Educ. - 1910
Applegate, Jesse	Helped form Provisional Government for Oregon Country in 1845, prominent member first Union Republican Convention in Oregon, 1862.
Armitage, Frank	Postmaster - 1936-39
Armitage,George H. b1834	Came to vicinity of Eugene 1850. Built ferry across the McKenzie.
Atherton, J.E.	land developer - College Hill Part. - 1890 - 1st subdivn. there
Ayer, Fred C.	Dean, UO School of Education. - 1914
Bailey, M. b1822	Prof. of math. and astronomy in the University.
Bangs, Eli b1851	Owned premier livery stable in region. Owned stage route to the Bohemia mines; sale stables also; opened Bang's park and a race track. City councillor.
Barnard, C.P.	County Judge - 1925
Bartle, Phillip John	doctor, one of founders of Eugene Hospital&Clinic, city sch. bd. member, President Oregon Medical Society
Bean, W.A.	City Attorney - 1908
Bell, W.A.	Mayor 1915-1917
Belshaw,	one of the first druggists in city
Berger, F.J.	Mayor 1910-1913
Bergman, Carl	Police Chief 1932-1938
Bilyeu, L. b1851	Started legal practice in Eugene in 1882. State legislator 1884, 1886 and 1896.
Blair, Prior F. b1847	Came to Oregon in 1847. The Blair farm was an early landmark. Built first County Clerk's office. Established racetrack.
Bond, Samuel	Early auto mechanic, 12 year City Council member, credited with guiding city through the Depression, Woodmen of the World General Council.
Booth, Robert A.	1 of founders Booth Kelly Lmbr. Co., Or. Senate, Or. Legisl., candidate for U.S. Senate, lg. contributor to EBU 1909, founder of state student loan programs

Boyer, C. Valentine	Dean Liberal Arts UO 1932, Acting Pres. 1934-37
Bristol, J.O.	Chief of Police - 1912
Bristow,Darwin 1862-1952	early UO grad., Chambers-Bristow Bank 1907, partner Chambers Power Co.
Bristow, Elijah b1788	First to build a cabin in Lane County, at Pleasant Hill, 1846.
Bristow,William Wilshire	Taught first school in county at Pleasant Hill; justice of the peace, member of state constitutional convention. Three term-senator. In 1865 came to Eugene as partner in Bristow mercantile business.
Brooke, William H.	District Attorney -1932-1937
Brown, G.M.	District Attorney - 1907
Brown, Gerda 1901-1983	founder and major participant Very Little Theater
Brown, H.L.	Sheriff - 1912
Brown, Percy	member Eugene Water Board - 1928
Brown, W.E.	Pres. Eugene Loan & Sav Bank - 1907, stockholder in Eugene Electr. Co.
Thomas Cady	Was "secretary" at organization of Willamette Forks "Republican party" 1856.
Calkins, Sylvenus M.	City Attorney - 1925-1931
Calkin, W.W.	attorney, Pres. Merchants Bank (later U.S. Nat'l), City Alderman - 1907, Or. Senator, Or. Legisl., active in public water campaigns leading to creation of EWEB
Callison, Gilmore b1808	Arrived Eugene 1866. Farmer, preacher, state legisl.
Callison, R.M.	Came to county in 1852. Farmer, with stock and grain farms in Pleasant Hill and Fall Creek.
Campbell, Ira and Campbell, John	editors and owners of Eugene Daily Guard 1878-1908
Campbell, Prince Lucien	President, University of Oregon 1902-1925
Carlson, Fred	City Council member, 1st ward - 1934
Chambers, Frank L.	extensive business dealings in hardware, banking, private power and water utilities; helped get railroad to Eugene, 1 of Millrace owners
Chase, Frank B.	founder Chase Gardens, orig. member EFGA board
Childers, S. Earl	President, Eugene Bible Univ. - 1931
Chrisman, G.R.	Mayor 1901-05, County Judge - 1907
Christensen, C.B.	Chief of Police - 1914-1921
Christian, Daniel	early settler, among first DLCs, south central Eugene
Church, Campbell	businessman, financed fraternities and sororities, gave home to state for use by OSSHE Chancellor

Church, Judge JC b1834	Started hardware business 1872. County Judge 1880 for one term.
Cleaver, J.W. b1829	realtor, agricultural products
Cochran, R.B. b1820	State legisl. 1858 and over 25 yrs. following.
Cockerline, A.T.	store owner w/F. Wetherbee, EWEB board member 1921-28
Collier, George H. b1827	Prof. chemistry and physics at University.
Cramer, John	City School Superintendent - 1938
Craw, George F.	County Treasures - 1902
C.C. Croner	Started grocery business with his brother.
Day, R.M.	member first EWEB board - 1911
De Cou, Edgar E.	head UO math dept 1902-38
Devereaux, Harry F.	City Engineer - 1918-25
Devers, J.M.	County Attorney - 1914
Dilliard, W.B.	County School Superintendent - 1907-10, later County Recorder
Donahue, Charles D.	doctor, one of founders of Eugene Hospital & Clinic
Dorris, Benjamin F.	attorney, city council member, Mayor 1875-77, 79-81; City Recorder - 1892 (grandfather of more recent Ben F. Dorris) Came to Eugene in 1868.
Dorris, B.F. b1829	filbert grower, donor of parkland
Dorris, George B. b1832	attorney, Mayor 1877-79, member Bd. of Councilmen 1892, Or. St. Senator, Or. Legisl., active early supporter of UO. Served on city council, as mayor and as state legislator, representative and senator.
Drew, E.M.	construction contractor, member EWEB board - 1925-28
Drew, John	member EWEB board - 1918-21
Driskill, William b1838	blacksmith, horseshoer. Member of firm Driskill & Luckey
Driver, I.D.	early doctor
Dunn, F.B. b1833	businessman, large drygoods store, the pioneer Dunn Store.
Eakin, S.B. b1846	sheriff 1874, one of founders of Eugene Water Co 1886, V. Pres. 1st Nat'l Bank 1907, Or. St. Legisl. 1882, Or. St. Senator 1888. Joined Mr. Hendricks in the bank in 1884.
Eaton, Allen H.	Univ. faculty, earlier Or. St. Legisl.
Edris, William b1832	1 of founder of Eugene Electric Co. 1887
Edwards, H.D.	County Commissioner - 1907-10
Edwards, Percy J.	City Council member - 1931
Farmer, Cornelius	City Parks Superintendent - 1932
Farrington, E.A.	Chief of Police - 1907-10
Fell, W.P.	Pres. Eugene Water Board - 1925
Fisher, George A.	member City Board of Councilmen - 1892/3
Fisk, A.H.	County Judge - 1892

Fiske, Fred	Sheriff - 1907, County Judge - 1934-38
Frank, C.S.	member 1st Eugene Water Board - 1911
Forneri, H.D.	City Engineer - 1914
Foster, Orla H.	City Attorney - 1918-21
Frazier, Al. & Dora	subdiv. Univ. Addn
Friendly,Samuel H.b1840	business - lg. drygoods store, 1 of founders of Eugene Water Co., Mayor 1892-5, very active UO supporter, UO Regent for 6 years. Dealt in wool, wheat and hops over a period of years. Served on the city council for two terms, and later became mayor.
Furrer, Emil	1st pathologist in Eugene, led effort to create Sacred Heart Hosp. from defunct Pacific Chr. Hosp. 1936
Garrett, T.H.	City Alderman - 1907-10
Geller, G.W.	General Superintendent/Secr. EWEB 1914-18
Gilbert, Hames H.	businessman, economist; Deanships at UO 1925-42
Gillespie, Jacob	early pioneer, DLC settler, minister
Gilstrap, Will &	owners Eugene Morning Register 1890s-1920s
Gilstrap, Frank	
Gilstrap, Otto	
Griffith, G.W.	very active in public water/power campaigns - 1903
Gross, Frank	Gross Brothers Iron Works
Gross, George C.	land developer - Gross Addition (S. Univ.)
Hadley, Henry G.	The first justice of the peace in Lane county. One of the first county representatives in the legislature. Lined on donation claim until 1877.
Haines, W.W. b1828	Tanner, came to county 1874.
Hall, R.W.	Police Chief - 1931
Hamilton, R.S.	attorney, member Board of Education - 1918
Hampton, John	Hampton Brothers Department Store
Hanchett,	town's first doctor
Hardy, Charles	attorney, started trolley system (Eugene and Eastern Railway)
Harris, J.B. b1842	Capitalist, came to county in 1883.
Harris, L.T. b1873	attorney, Or St Legisl 1901-03, 15-25; Circuit Court Judge - 1907; St. Supreme Court Justice. Elected to Supreme Court in 1914 and served until 1924.
Harris T.W. 1849-1925	early pioneer, doctor, partner with Dr. T.W. Shelton, Mayor 1899-1901. Came to Eugene in 1878. Served as mayor; very active in all civic and public works. Mason.
Hays, R.R. b1848	saloon keeper, came to Eugene 1852

Hayward, William L.	Famous UO track coach 1904-40s, Olympic coach 1927-33
Hemphill, R.J.	County Commissioner - 1912
Henderson, E.P.	Reverend, founder of Columbia College, Pres. 1856-59
Henderson,JamesH.D.b1810	Pastor, Superintendent of schools 1858, elected to House of Representatives 1864.
Henderson, R.B.	City Council member for several years prior to 1910. EWEB Superintendent 1910.
Hendricks, James M.	Built his own implement business at Broadway and Oak, lived on present site of Eugene Professional Building.
Hendricks, Thomas Grundy	businessman, founder 1st Nat'l Bank, sold land for campus, avid supporter of UO, UO Regent for 24 yrs., 1 of founders of Eugene Water Co., Mayor 1881-83, County School superintendent 1870-74, Or. St. Senator, donated land for Hendricks Park.
Hoden, J.W.	began mule-drawn streetcars out to College Hill area - 1891; developed "City View Park" at end of line
Hodes, Clemens b1839	Born Germany, came to America at the age of seventeen. Reached Eugene about the early 1870s. Died 1918.
Holland, Walter J.	County Commissioner - 1931-38
Howard, C.A.	Principal, Eugene H.S. - 1918
Howard, Merle G.	doctor, 1 of founders of Eugene Hosp. and Clinic
Hovey, A.G. b1830	Mayor 1889-91, Or. St. Senator, banker. Established Hover and Humphrey bank, later to become the Lane County bank.
Huddleston, James b1823	Arrived 1850, located land claim south of Eugene Skinner, opened a tiny trading post. Prominent in early settlement of Eugene. Operated race track.
Hug, George	Principal, Eugene HS - 1914
Hulin, Lester b1823	Fought in Cayuse war. Resettled in Eugene.
Hulin, Lester G. 1873-	son of pioneer Lester Gilbert Hulin.
Hull, O.J.	member City Board of Educ. - 1907-1910
Humphrey, H.C.	1 of founders of Eugene Elect. Co. 1887
Hunter, Laurence	partner of A. Tirrell, bldr. early fraternities - often Hunzicker designs
Hunzicker, John	prominent and prolific local architect - bungalows, early fraternities, Eugene Hotel, Miner Building, 1904-40s
Jenkins, Frank	editor Eugene Morning Register 1918-
Johnson, A.J.	Sheriff - 1902-
Johnson, O.J.	real estate dev., supported railroad to Coos Bay
Judkins, William G.	Chief of Police - 1925

Kelly, John	1 of founders of Booth Kelly Lmbr. Co., active in supporting creation of UO
Kelly, George	1 of founders of Booth Kelly lmbr. Co.
Kerns, Maude I.	painter, Fine Arts instr. at UO
Kincaid, Harrison	editor, publisher of early newspaper Oregon St. Journal
Kincaid, Nancy	Early settler
Kincaid, Thomas	Early settler
Kuykendall, William F.	one of first doctors, Mayor 1897-99, Oregon State Legislature, Acting Governor, 1 of founders and head of Eugene Hosp. and Clinic
Lakin, D.R. b1837	Came to Oregon w/ family at 2 years of age, manufactured saddle-trees, purchased livery stable 1872.
Large, Elisha	Mayor 1931-45
Lane, General Joseph	First Territorial Governor of Oregon
Lane, Joe	built and ran Lane's Hall - music and entertainment - 1870s and 80s
Lawrence,Ellis 1879-1946	prominent Portland architect, est. UO Sch. of Arch., designed campus plan and many bldgs., also fraternities and sororities
Lee, E.U.	Mayor 1925-27, member first EWEB
Luckey, J.S.	County treasurer, jeweler and watchmaker. Established a small watch-making business (later to become Bristow's Jewelry). Served as county treasurer.
Matlock, J.D. b1839	on Bd. of Councilmen - 1892, Mayor 1895-97, 1907-10, earlier teacher and school superintendent, regent of EDS, merchant. Born in Tennessee, 1839. Came to Oregon in 1862. Teacher, school superintendent, mayor.
McAllister, E.H.	Dean, UO College of Engineering - 1914
McArthur, J.W.	President, EWEB - 1918
McClain, Carl A.	EWEB General Superintendent-Secretary - 1918-1932. Developed and guided EWEB's accelerated program of improvements and construction
McClanahan, E.J. b1844	businessman in variety of bus., 1st chicken incubator factory in Oregon, first boarhouse/rentals on Millrace 1980. Bought real estate, built houses, draying business, sawmilling. Later in commission business selling farmers' produce. Drove old coaches in Oregon.
McClung, John H. b1837	merchant, local school director, City trustee, 1864, Mayor 1891-93, Or. St. Senator, est. 1st drugstore, extensive builder, active in creating UO. Built first two floors of current Tiffany building for a new store. Built

	extensively; interested in local affairs. Served as school director, city council for ten years, mayor, senator from Lane county for two terms. I.O.O.F. Methodist.
McClure,Vincent S. b1815	Early settler, state legisl. 1862.
McCornack, Andrew	State legislator, 1870s
McFarland, V.	City Building Inspector - 1910
McKinney, B.B.	member of first EWEB - 1911
McMorran, George	prominent merchant, McMorran-Washburne Dept. Store
McMurray, Fielding	early settler, DLC near Masonic Cemetery, first County Treasurer, member Territorial Legisl.
McNutt, Earl	Mayor of Eugene, 1941-45, partner with Eli Bangs in livery and stage business, Earl McNutt Stage Lines.
Medley, John S.	District Atty, 1925
Melson, George b1857	Blacksmith, carriage mfg., paint shop prop.
Metcalfe, George	City Alderman, 1st ward - 1912
Midgeley, George b1861	fndr. Midgeley's Mill (woodworking), partner with F L Chambers in power company
Miller, George M. b1853	atty., real estate developer (Fairmount, Florence), highway promoter, participant in final boundary resolution w/ Canada 1901, inventor, brother of Joaquin Miller. Came to Eugene in 1882 and entered law practice.
Miller, Hulins b1812	early settler, father of George Miller, an atty.
Moffitt, L.C.	County School Superintendent - 1934-38
Moore, E.J.	County School Superintendent - 1918-25
Mulligan, Charnel	early settler, DLC, gave land as part of first plat of city
Neal, William	doctor, nephew of P.J. Bartle, early member of EHC
Noland, James E.	County Sheriff - 1892
Osburn, F.W.	banker, land developer - subdiv. Gross Add'n
Osburn, W.T. b1823	Established a flour and sawmill business. Member of the first city council of Eugene.
Packard, N.L. b1818	Sea farer who moved to Eugene City in 1865 and married E. Skinner's widow, Mary.
Parker, B.H.	City Park Superintendent - 1931
Parker, Ellis Rutledge	Principle, Geary School - 1914-18; later teacher at Whiteaker, Jasper schools; taught for 60 years in Lane county
Parks, Edwin B.	City Council, 1st ward - 1918-21, Mayor 1923-25

Patterson, A.S. b1824	For ten years a merchant, postmaster of Eugene City 1869. One owner in the Eugene City flouring mills with J.G. Gray, Wm. Edris and G.W. Swift. Elected to the State assembly in 1858. Married to Sarah E. Christian.
Patterson, Andrew W.	first doctor, surveyor platted city, Co. School Superintendent, wrote textbooks, Or. St. Legisl.
Patterson, Robert	1859 arrived Lane County, early farmer.
Percy, J. Edward	City Council, 1st ward - 1931-33
Peterson, C.O.	Mayor 1917-23
Polders, W.	City Council, 1st ward - 1918
Potter, E.O. b1860	atty., City Bd. of Education - 1914, Or. St. Legisl. two terms. Potter, L.H.banker at 1st Nat'l Bank, began Merchants Bank (later US Nat'l)
Prentice, Dr. F.W.	Physician, and practiced in Eugene continuously until his death.
Price, H.M.	County Commissioner - 1907
Ray, L.L.	District Attorney - 1937-38
Rebec, George	professor UO (Philosophy) -active in establ. City Treasurer - 1907-14, EWEB Treasurer - 1914
Rhinehart, J.B. b1841	Painter, photographer, taxidermist. Owner of popular hall in Eugene.
Risdon, Judge D.M.	Lawyer. Arr. Eugene 1850, Territorial representative 1851-2, County Judge, many offices.
Roach, J.E.	City Alderman, 1st ward - 1910
Robinson, J.F.	1 of founders of Eugene Electric Co., Eugene Water Co. 1886, 87
Roney,L.N.1853-1946	builder - 1st opera house, churches, Villard Hall, Shelton-McMurphey House, and many bridges; City Council member. Elks lodge, Eagles, Masonry, Republican.
Rundlett, R.W.	City Bldg. Inspector - 1931
Russell, C.E.	EWEB pumping plant supervisor - 1911
Russell, S.M.	clerk for St. Circuit Ct., Co. Ct., Commissioners Ct., Probate Ct. - 1912-18.
Rutherford, W.R.	City Superintendent of Schools - 1918
Sanderson, Eugene C.	founder, 1st dean and President, Eugene Divinity School/Bible University 1895-1930
Schaefers (Frances, George, Charles and Albert)	Merchants and developers of major early-20th Century downtown buildings.
Schafer, Joseph L.	early UO professor (history), active in establ. extension services - director in 1911

Schmidt, F.G.G.	early and popular UO professor (modern languages)
Shaw, Hilyard	early settler, DLC, built Millrace and some early mills, started Oregon State Journal
Sheldon, Henry Davidson	early UO professor (education), started Sch. of Educ., very influential at UO on teaching methods and counseling, throughout state in teacher training, extension service; Dean of Sch. of Education - 1918
Selton, T.W.	early doctor, 1 of founders of Eugene Water Co. 1886
Simon, George	City Council member, 1st ward - 1931-34
Skelton, William b1834	Arr. Eugene 1874. Prop. Eugene Woolen Mills.
Skinner, Eugene	founder and namesake of city, first DLC in area of city, gave land with Charnel Mulligan for first platting, first Mayor, 1864
Skipworth, E.R.	City Atty. - 1892
Skipworth,George F.b1873	early atty., City Atty. - 1912-14, Deputy District Attorney, Circuit Court Judge. University of Oregon Regent four years. Woodmen, Kiwanis, Mason.
Slattery, Henry E.	atty., in long practice 1902-1930s
Sloan, J.M. b1837	blacksmith, came to county 1871.
Snodgrass, Pliny E.	prominent banker, cashier 1st Nat'l Bank - 1907
Soults, Homer A.	prominent businessman - lumber in 20s and 30s
Spores, Jacob C. b1795	Early pioneer, first settler in McKenzie River area, ran a ferry.
Stafford, O.F. 1873-1941	early UO professor (chemistry), popular teacher, Fellow Am. Acad. of Sci., worked on woodwaste use and on heavy water production
Stevenson, J.G.	County Superintendent of Schools
Stewart, John b1837	Ran mercantile store in Spfd. w/ brother, then a livery stable and barn in Eugene.
Stewart, J.W. b1835	Opened general merchandise store in Spfd.
Strait, J.F.	Police Chief - 1928
Straub, John	early UO professor, popular teacher and public figure, Dean of College of Arts and Letters - 1918, subdiv. Fairmount w/Miller
Sullivan, Charles A.	City Superintendent of Parts - 1934
Svarverud, Martin	prominent merchant, land promoter, major figure in public water campaigns, Pres. 1st EWEB 1911-13; promoted Fairmount after Geo. Miller, subdiv. Fmt. Heights
Swartz, C.A.	County Sheriff - 1938

Swift, Samuel b1821	miller, member of firm Gray, Swift & Combs of Eugene Flouring Mills
Taylor, F.E.	County Sheriff - 1925
Taylor, S.W.	Superintendent Eugene Water Co. 1890-1908, Superintendent of City Water Works 1910, County Treasurer - 1912
Thatcher, W.F.G.	professor at UO (english), writer for first Oregon Trail pageants - 1926-late 40s
Thomas, Free	early architect, City Building Inspector - 1914, started first movie theater
Thompson, Carey b1856	farmer and roadbuilder. Built Thompson's Resort in 1902.
Thompson, Helmus W.	County Judge - 1912-14
Thompson, John M.	early atty., active in creation of University, early Regent of Univ.
Tiffany, Albert R.	Registrar at University 1905-20, developed modern recording systems; later local businessman
Tingle, Lillian	professor at UO, Head of Dept. of Domestic Arts for many years, popular campus and public figure
Tirrell, Archie	early builder and contractor with Laurence Hunter, built many early fraternities, sororities and residences; often worked with John Hunzicker
Tugman, William	editor of Eugene Register Guard 1930s; 1 of founders of Very Little Theater
Underwood, J.B.	early businessman; purchased Eugene Flour Mill in 1869, later part owner of Millrace, early city council member, Mayor 1860s
Waggoner, George H.	City surveyor and engineer - 1907-10
Walton, Judge J.	early settler, judge, active in creation of University, City School Board Director -1892.
Ware, Joel	County Clerk, co-established Oregon State Journal 1864.
Washburn, Charles W.	farmer, miller, came to Oregon 1853
Washburne, G.S.b1855	very early UO grad, prominent atty., part of estate later given to city for park. Member of first University of Oregon graduating class of 1878. Read law with George B. Dorris, entered practice of law, 1879.
Watkins, W.H. b1846	Proprietor of St. Charles hotel
Westfall, Edgar A.	prominent businessman, founder and president of Eugene Sand and Gravel
Wetherbee, Frank R.	prominent merchant, founded Cockerline & Wetherbee with Alexander Cockerline
Wentworth, Fred	City Treasurer - 1931-38
Wheeler, A.W.	member, city Board of Councilmen, 1892

Wheeler, E.K.	member EWEB - 1918, President 1921
White, F. Manson	Famous Portland Architect, designed 1st Baptist Church, Lincoln School, Condon School
Whiteaker, John b1820	Governor of Oregon during Civil War
Wilder, H.E.	Mayor 1929-31, building inspector, contractor
Wilkins, F.M. 1848-1941	early pharmacist, city council member, Mayor 1905-07, Chairman of Park Board for 30 years, on school board for many years, Erected business block between Eighth and Ninth Streets. One of the organizers of the first Eugene Water Company and city water works; responsible for street-tree plantings. Was responsible for city drive to preserve Spencer Butte as park. Named Eugene's First Citizen in 1939.
Willcox,W.R.B. 1869-1947	architect, Head of Department of Architecture 1922-, very prominent and seminal design educator; 3 of 4 buildings built in Eugene remain
Williamson, A.L.	Mayor 1927-29
Winnard, Norton	doctor, 1 of founders of Eugene Hosp. & Clinic
Woodcock, A.C. b1859	Practiced law in Eugene continuously for many years. Republican, Elks, Knights of Pythias, Mason.
Yoran, Darwin E.	helped publish Eugene Morning Register 1880s, printer in family firm, Mayor 1913-15, Postmaster 1931
Yoran, S.M.	founder of Eugene Morning Register, printer
Young, Cal	son of early pioneers, active in Or. Trail Pageant, active in founding Lane Co. Museum, Co. Commissioner - 1931-38
Young, Charles Walker	early settler, farmer
Young, F.G.	early University professor (economics), Dean of Grad. School - 1918, active in establ. Or. Hist. Qtrly, local historian

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CREDITS

Production of the Eugene Downtown Core Area Historic Context Statement and Phase II of the Downtown Cultural Resources Survey, including the final report, was conducted by:

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Invaluable assistance was provided by: Eugene Secretarial Service, Nelson Entrepreneurial Service, Beverly Effinger Graphics, Thelma Perry, Mark Fancy, Gwen Friskoff, Cybelle Higgins, Carol Edrington and The Fifth Street Public Market staff, Cascade Title Company, and the Lane County Historical Museum (special thanks to Marty West).

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Eugene Historic Review Board: Michael Shellenbarger, chair, Maureen Russell, vice chair, Fraser Cocks, Kent Howe, Jenny Sirnio and Ed Stelfox. Special thanks to members of the Historic Review Sub-committee: Kent Howe, Michael Shellenbarger, and Jenny Sirnio.

Special thanks to Henry Kunowski, State Historic Preservation Office, for his guidance on the project. Special thanks also to Al Urquhart and Nancy McFadden who reviewed the draft document and provided valuable comments. Special appreciation to Paul Hargraves, Lane Council of Governments, for computor reports related to the project.