

4.9 Historic Resources

This summary presents the results of a review of existing historical site records and resources for the Study Area for the Main-McVay Corridor. On the basis of this review, areas likely to contain historical resources are summarized to assist in potential conflict avoidance during future alternatives design and development for the project. The purpose of this review is to assist the project in complying with laws, regulations, and policies pertaining to the protection of historic resources as set forth at the federal, state, and local levels. The extent to which these historic resource laws and regulations might apply to this project will depend upon the resources encountered within the project area. The analysis is part of the compliance process for the National Environmental Policy Act (NEPA), Section 106 of the National Historic Preservation Act (NHPA), applicable state environmental policy legislation, and local and state planning policies.

4.9.1 Existing Conditions

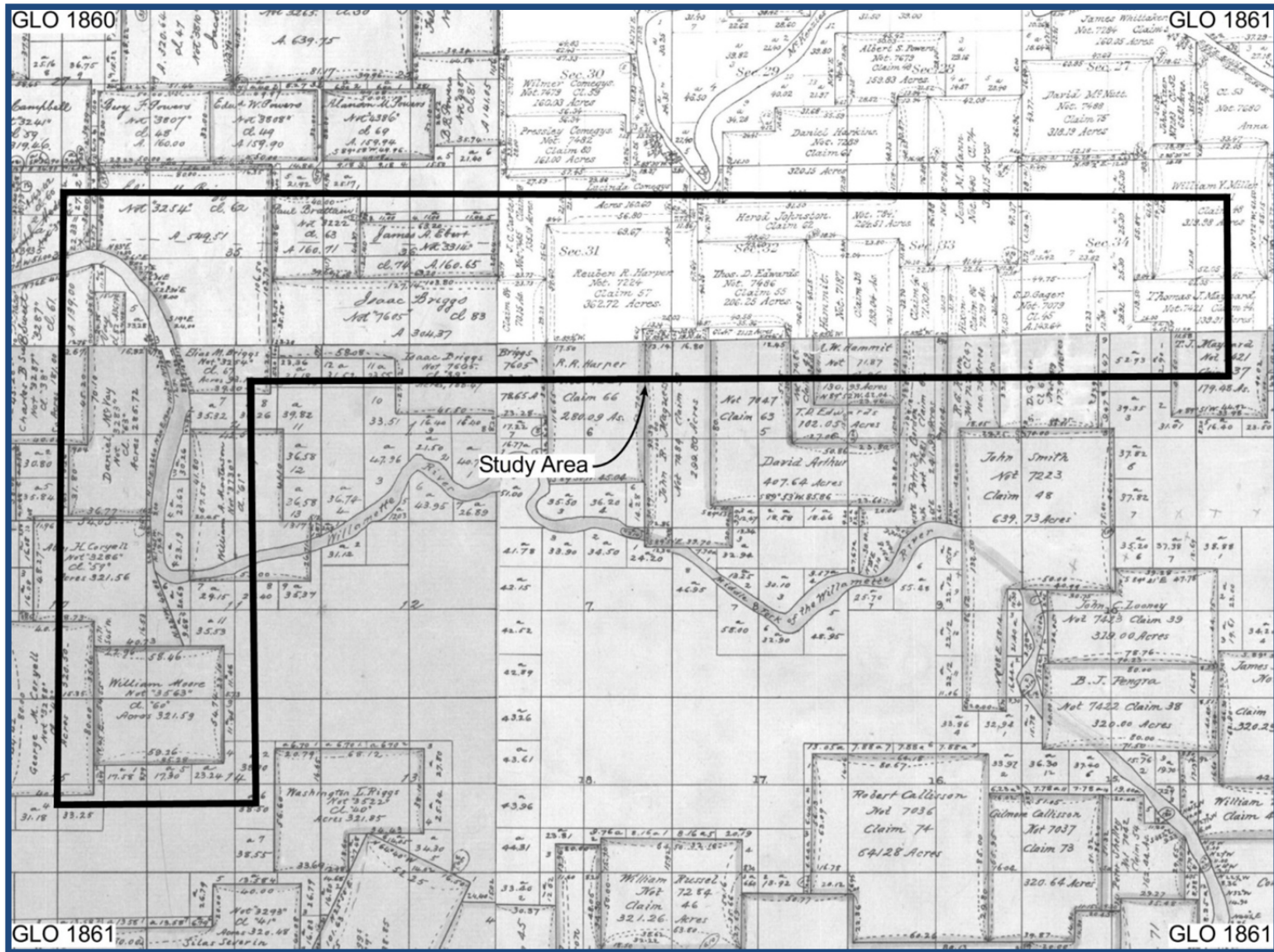
Documentary research was conducted using primary and secondary source materials on file at Oregon SHPO (to identify properties designated as National Register listed or eligible, or Statewide Planning Goal 5-protected historic resources) and other appropriate archives, and included the following sources:

- Oregon SHPO National Register and State Inventory files
- Lane County Inventory and Goal 5 Historic Resources
- City of Springfield Historic Commission and Planning Department

The first step in identifying previously documented historic resources in the Project Survey Area was a review of historic maps and records. This review included a search of the Oregon State Historic Preservation Office (SHPO) database, the City of Springfield, Lane County, and the National Register database for listed properties. Historic maps were also consulted: General Land Office (GLO) for 1853-1855 (Figure 4.4-2), master title plats for early land claims for 1860-61 (Figure 4.9-1), and USGS Eugene 1940, Marcola 1950, Lowell 1955, and Cottage Grove 1957 quadrangles (Figure 4.9-2).

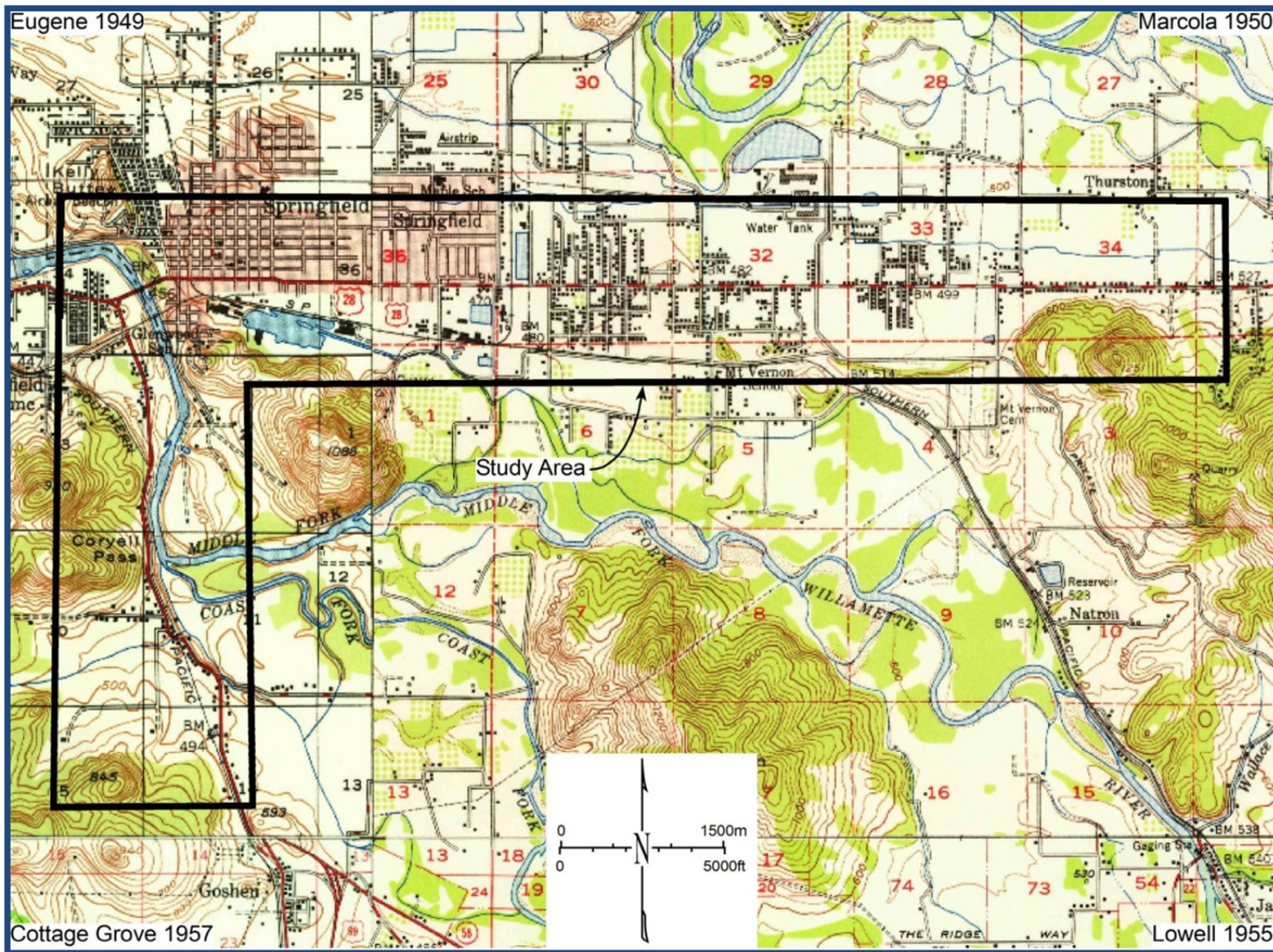
Review of the Oregon State Historic Preservation Office database and the National Register database for listed properties has at present resulted in the identification of two National Register districts and five individual National Register properties within the Study Area (Table 4.9-1).

Figure 4.9-1. Master Title Plats Showing Land Claims Filed in Study Area and Vicinity



Source: Prepared by Heritage Research Associates from General Land Office (1860, 1861). 2014.

Figure 4.9-2. Historical Maps Showing Extent of Development in Study Area and Vicinity Circa 1950



Source: Prepared by Heritage Research Associates from excerpts from USGS Eugene 15' quadrangle, 1950; USGS Marcola 15' quadrangle; USGS Lowell 15' quadrangle, 1955; USGS Cottage Grove 15' quadrangle, 1957.

Table 4.9-1. National Register Properties Located within Study Area

| Property Name | Address / Location | City | County | Yr Built | Elig | NRHP Stat |
|---|---------------------|----------------------|--------|----------|------|-----------|
| Washburne Historic District | [District] | Springfield | Lane | 1890 | ES | NRI |
| Dorris Ranch Historic District | S 2nd & Dorris Aves | Springfield vicinity | Lane | 1899 | ES | NRI |
| Southern Pacific Railroad Passenger Station & Freight House | 101 S A St | Springfield | Lane | 1891 | ES | NRI |
| Springfield Motors Buick Dealership | 702 N A St | Springfield | Lane | c.1953 | ES | NRI |
| Brattain-Hadley House | 1260 Main St | Springfield | Lane | 1893 | ES | NRI |
| Springfield General Hospital | 846 F St | Springfield | Lane | 1914 | ES | NRB |
| Oregon Power Company Springfield Substation | 590 Main St | Springfield | Lane | 1911 | ES | NRI |

Eligibility:

ES= eligible significant

NRI=individually listed

NRB=listed individually and in historic district

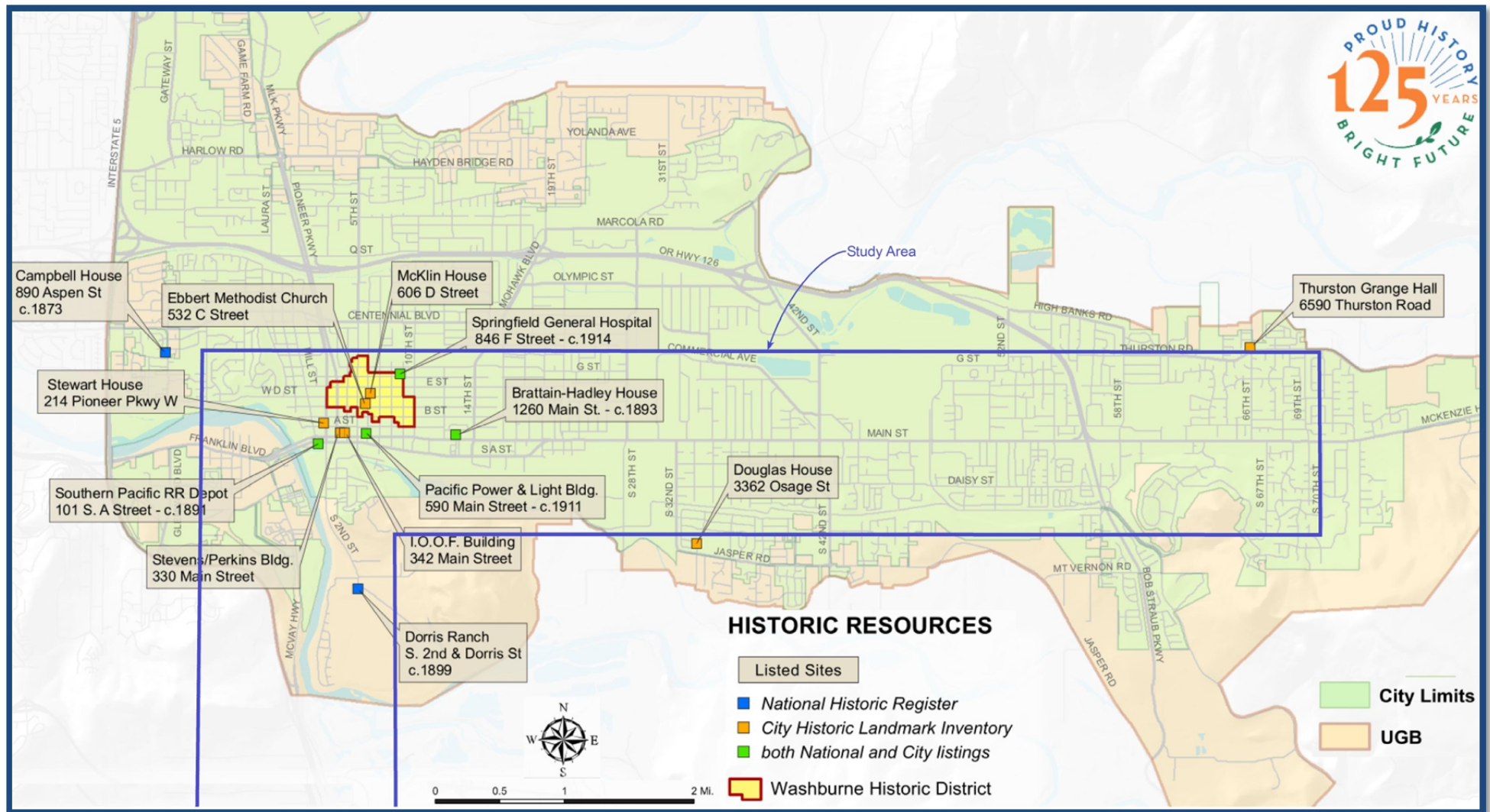
Source: Oregon State Historic Preservation Office Database. 2014.

Six additional properties within or immediately adjacent to the Study Area are listed as Springfield Historic Landmarks (Figure 4.9-3):

- McKlin House (606 D Street)
- Ebbet Methodist Church (532 C Street)
- Stewart House (214 Pioneer Parkway W)
- Stevens/Perkins Bldg. (330 Main Street)
- Douglas House (3362 Osage St)
- Thurston Grange Hall (6590 Thurston Road)

A considerable amount of inventory work has been conducted within the Study Area, beginning with an initial survey effort on a statewide level in 1976, followed by 13 distinct efforts by the city of Springfield over the last 35 years (Table 4.9-2). As a result of these inventory efforts, more than 1200 historical resources have been documented for the city of Springfield, of which more than 600 are within the Study Area (Table 4.9-3 in Appendix C, Figure 4.9-4). A review of the city of Springfield's records is currently in progress to determine if additional resources not yet on file at SHPO are also known for the Study Area.

Figure 4.9-3. Location of National Register and Springfield Historic Landmark Properties within Project Area



Source: Springfield Historic Commission. 2014. (http://www.ci.springfield.or.us/dsd/Planning/hcommission/Documents/Hist_resources.pdf, accessed July 2014)

Table 4.9-2. Historic Resource Inventories Conducted Within and Adjacent to Study Area

| Date | Historic Resource Inventories |
|-------------|---|
| 1976 | Statewide Inventory , of which a small portion of Springfield's resources are listed. |
| 1979 | Historic Resources Survey, Citywide Survey is the result of a street by street survey done during the months of July through October 1979 and funded by a grant from the State Preservation Office with matching funds from the City of Springfield and the University of Oregon. |
| 1980 | Historic Buildings of Springfield Survey is a survey of 97 significant structures and sites that were selected from Springfield's Historic Resources Inventory, 1979. |
| 1990-1991 | Springfield Cultural Resources Inventory is a survey of the resources in the Thurston area. |
| 1990 | Historic Resources Gateway Refinement Plan Survey was conducted and recorded for inclusion in the Historic Resources Element of the Gateway Refinement Plan. |
| 1992 | Re-Survey of Altered Resources in the Washburne Historic District is a narrative evaluation of 16 altered resources in the Washburne Historic district and was undertaken in response to a recommendation by the Oregon State Historic Preservation Office. |
| 1996 | Survey of Accessory Buildings in the Washburne Historic District was conducted by preservation students from the University of Oregon. |
| 2000 | Accessory Structure Historic Outbuilding Survey was initiated in 1996 by the University of Oregon's Historic Preservation Program as a teaching tool for preservation students. It is a detailed study of accessory buildings with the Washburne Historic District. The project was taken over by a preservation consultant in 2000, transferred to standardized survey forms, updated, and reformatted. |
| 2001 | Downtown Springfield and Glenwood Reconnaissance Survey consists of two area components. The first is a detailed reconnaissance level survey for preliminary evaluation of the eligibility of downtown structures for listing on the National Register of Historic Places. The second component is a windshield survey of the Glenwood area in order to ascertain the number and type of historic resources in Glenwood. |
| 2002 | Downtown Springfield Planning and Education Project HPF OR-01-28 survey report is an analysis of the Main Street historic resources listed in the 2001 survey to evaluate the feasibility of a Downtown Historic District National Landmark. |
| 2003 | Washburne Update Survey , analyzes the current condition of both the houses and the accessory structures within the Washburne Historic District. |
| 2009 | Mohawk Neighborhood Reconnaissance Level Survey was conducted of World War II era housing in the vicinity of Mohawk and I Streets. The purpose of the survey was to: (1) provide residents with an accurate assessment of resources; (2) to provide the City of Springfield with historic data as a basis for preservation planning; and (3) increase the body of knowledge regarding mid-century historic resources maintained by State Historic Preservation Office. |
| 2012 | North Glenwood Reconnaissance Level Survey was conducted in coordination with an update of the Glenwood Refinement Plan to (1) to provide the City of Springfield with an informational basis for policy and planning decisions regarding management and protection of resources in Glenwood; (2) Provide Springfield residents with an assessment of the resources in Glenwood; and (3) to add to the body of knowledge maintained by the Oregon State Historic Preservation Office with regards to the historic resources within Springfield, Lane County, and the State of Oregon. |
| 2012 | Willamette Heights RLS was conducted (1) to provide the residents of Springfield with an assessment of the resources within the Willamette Heights neighborhood as recommended in the Springfield Historic Context Statements; (2) to provide the City of Springfield with information as a basis for preservation planning and policy within the project area; (3) to provide baseline research and recommendations on the potential for a Residential Historic District within the Willamette Heights neighborhood and (4) to increase the body of knowledge maintained by the Oregon State Historic Preservation Office with regard to historic resources within Springfield. |

Source: <http://www.ci.springfield.or.us/dsd/Planning/hcommission/Site%26Bldgs/OtherSignif.html>

Map showing the distribution of properties in the Eugene, Oregon area, categorized by eligibility status. The map includes major roads (e.g., I-5, I-205, US-101) and landmarks (e.g., McKenzie River, Cedar Creek). A blue box highlights the 'Study Area' in the central part of the map.

Legend:

- = Eligible
- = Not Eligible
- = Unevaluated
- = Demolished

As a result of these surveys, areas that have been well inventoried to date include Franklin Blvd in Glenwood, Main Street in Springfield (up to 10th Street), and much of the Washburn District. Inventory coverage of the Study Area on the Main Street Segment from 10th to 60th streets has been much less systematic (Figure 4.9-4). Willamette Heights, in the northwest corner of the Study Area along the river, has also been inventoried, but only 33 of the 97 properties were found to be potentially eligible (Gratreak and Ranzetta 2013). These properties are not located along main thoroughfares that are likely to be considered for the development of alternatives.

Clusters of inventoried historic resources, as seen in Figure 4.9-4, are evident, including the Washburn District (which contains 314 inventoried resources), Glenwood (which has 214 inventoried resources), and Downtown Springfield (with 189 resources). An inventory effort in the Springfield/Mohawk area recorded 177 resources just north of the Study Area. These clusters should not be construed to be the only areas where eligible resources are located; rather, they indicate only where studies have so far been conducted. The side streets of downtown Springfield, as well as the more recently developed areas east of downtown may well contain a number of resources not yet inventoried.

More than 600 historical sites have been identified within the Study Area, a vast majority of which are residential, but a number of resources relate to commercial, transportation, and industrial pursuits (e.g., railroad, lumbering, millrace). The first city-wide inventory in 1979 identified six areas of historic use within the city, five of which are represented within the Study Area (Table 4.9-4 and Figure 4.9-5). These areas reflect the earliest urban settlement in the western portion of the Study Area (Area 1), the spread of early residential development (Areas 2 and 3), later residential spread and light industry to the east (Area 4), and a mix of rural settlement and mill industry (with recent residential development) in the eastern portion of the Study Area (Area 5).

A more recent review of the patterning of historic resources within the Study Area recognizes a number of broad resource types, including those associated with agriculture, industry and manufacturing, transportation, commerce, government, and culture (including schools, churches, social organizations, medical facilities, and residences) (Table 4.9-5; see also Dennis 1999). All of these site types are represented in the Study Area.

Table 4.9-4. Historic Use Areas Identified for the City of Springfield

AREA 1 (SOUTH AND DOWNTOWN)

This area is characterized by three distinct activities: (1) the downtown commercial district, (2) the industrial stretch of mill related structures, and (3) a concentration of residents nestled in the oaks on Willamette Heights. Major auto (2) and railroad (1) bridges serve as entrances to Springfield, crossing the Willamette River west of downtown. The railroad and the 1853 millrace course through the entire length of the industrial section. Also within this area are the sites of the pioneer cemetery (now rearranged) and an abandoned rock quarry. Willamette Heights is a close-in neighborhood, visually separate but with clear views to downtown and Kelly Butte. The Springfield Depot, Springfield's only landmark to date [as of 1979] is located here, as well as an early warehouse which marks the location of early mills.

AREA 2 (CENTRAL)

The heart (just north of downtown) of Central is characterized by the highest concentration of existing early residences and street trees within the city limits [Washburne Historic District]. Residences of the 1940s and 1950s are predominant in the rest of this area.

AREA 3 (KELLY BUTTE)

This area is named for the prominent butte which rises just north of the Willamette River. Existing early residences are located on the flat land to the east of the butte. New construction predominates now at the top of the butte and to the northwest; apartments are along 2nd, 3rd, and Centennial. The northern section is typically eave-less tract style houses.

AREA 4 (EAST)

This area is typically eave-less tract houses; when street trees occur, they tend to be small in scale (e.g., plums). Several early structures occur along Marcola Road. Small scale industry is scattered in the western section.

AREA 5 (THURSTON)

This area offers the extremes. Early residences, barns, outbuildings and orchards--rural in character--form the northern edge. This road once served as the main highway to the McKenzie. The eastern portion is being intensively developed with new residential structures. The western portion features ranch style houses, some newer construction and a subdivision of mobile homes. Weyerhaeuser, the dominant mill of the Eugene-Springfield area, is located in this area.

AREA 6 (NORTH) (OUTSIDE THE STUDY AREA)

The northern part of this area supports intensive new construction; i.e., a motel and restaurant strip and apartments adjacent to Interstate 5 (now Gateway Mall and other recent development). The remainder of the area is typically 40s and 50s residences sprinkled with small barns and simple bungalows.

Source: City of Springfield, Historic Resources Inventory. 1979.

Table 4.9-5. Historic Distribution Patterns

AGRICULTURE

Agricultural resources are expected to be generally located in the perimeter areas north, east and south of the city center. Historical records reveal that the Gateway and Thurston areas supported dairies, poultry farms, small fruit and vegetable farms, fruit and nut orchards, hop culture, horticulture and general farming. Filbert orchards were located due south of the city near the Middle Fork of the Willamette River and in the Glenwood area. Stock operations were located in the foothills of the Natron locality. Examples of inventoried sites include:

- Dorris Ranch Historic District (orchard)
- Barnet Barn & Silo
- Thurston Grange (Community) Hall
- Springfield Creamery

INDUSTRIES AND MANUFACTURING

Industrial resources are expected to be clustered on the south side of South A Street in the vicinity of the millrace and railroad tracks. This area represents the city's original industrial district. Secondary areas which may include industrial resources are east of this original industrial district, an area which developed as the lumber industry grew following WWII. With the exception of the millrace, there are no remaining industrial resources for Springfield's earliest history. Examples of inventoried sites include:

- Springfield Millrace
- Weyerhaeuser Company Paper Mill Plant
- Booth Kelly Lumber Mill Maintenance Shop
- Rosboro Lumber Company

TRANSPORTATION

Remnants of early roads and railroad routes are located primarily in the western and eastern sectors of the city. By comparing the present road network in the Study Area with that on the first federal survey maps, the following roads, or parts thereof, date to about 1853-1855: Mill Street, Game Farm Road, Thurston Road, McKenzie Highway, and Jasper Road. Springfield's gridded street system within the 1955 city limits may also be considered historic, having developed over the years from the first town platting in 1856.

Three railroad lines in the Study Area date to the period between 1891 and 1900: the route leading from Coburg to Springfield and Natron, the Brownsville spur and the Wendling line. Historical records indicate that the Brownsville

spur is now an abandoned railroad bed, and present-day maps indicate that the Wendling route has been expanded since its construction in 1900. The Coburg to Springfield and Natron has remained a functional line. The Southern Pacific Railroad Depot, constructed in 1891 and recently moved to a site between South A Street and the railroad tracks, is the only identified remaining resource associated with early rail transportation. The depot's new location is not far from its original site. The wood-frame depot has the characteristic features of the Stick architectural style, which includes multiple gable roofs, drop siding combined with "stickwork" and shingling, vertical composition, and Eastlake decorative elements such as spindles, cutouts and bracketing. The Stick style was popular in Oregon from about 1870 to 1900 and is a style often found used for railroad depots.

Historic records indicated that none of the covered bridges in the Study Area have survived, as they were replaced by newer spans around 1900. Surviving bridges include the Hayden Bridge, which spans the McKenzie river at Marcola Road, and the 1907 railroad bridge and 1929 auto bridge over the Willamette River west of the city. Footings from the early wagon bridge and the streetcar bridge are extant on the banks on the Willamette River.

COMMERCE

Commercial resources were historically centralized on Mill and Main streets, with the majority sites along a seven-block section of Main Street near the Willamette River. Historic buildings in this original business district would probably date from about 1900 to the 1950s. As the city expanded to the east, additional commercial districts developed, many of which would now be considered historic. The area known as Paramount, along East Main at about 21st Street, is one such area. Other areas may exist along East Main Street or along the Mohawk Blvd. commercial corridor between about K and M streets. Examples of inventoried resources include:

- Aletha Lou's Mercantile Mall & Café
- Stevens-Perkins Building
- Clayton's Corner Market
- Springfield Motors Buick Dealership
- Antique Peddlers
- Seavey Building/Bell Theater
- Greg Coen Motor Company

GOVERNMENT

Springfield's earliest governmental buildings are no longer standing. There are examples, however, of government-related resources constructed after 1900. The Oregon Power Company Substation building in downtown Springfield displays elements of a restrained classicism. The 1948 City Hall clearly illustrated the more modernistic influences of the period. And although they have no stylistic features, the Willamalane Park (at G and 14th Street) and James Park in Glenwood are examples of publicly developed parks during the 1940s. Most government-related resources may be located near the city's central business district, although some resources, such as public utilities, may have peripheral locations. Parks were often developed in residential neighborhoods.

CULTURE

Resources relating to culture are the most numerous (see Dennis 1999 for a thorough discussion). These resources include the following types following by examples of inventoried resources:

- Schools (Mill Street School)
- Churches (St. Brendan's Church; First Christian Church; Ebbert Memorial Church)
- Cemeteries (Pioneer Cemetery)
- Fraternal societies and social organizations (Woodmen of the World Hall)
- Medical facilities and offices (Springfield General Hospital)
- Residences (Washburne Historic District; Island Park Apartments; numerous home sites)

Source: Excerpted and modified from Springfield Historic Context Statement, Dennis. 1999

4.9.2 Future Conditions

While there is potential for the encountering previously unrecorded historical sites in the boundaries of the Study Area, that distribution pattern for historic resources as reflected in the SHPO database (Figure 4.9-4) is likely to remain fairly constant, with the likelihood of historic resources rising in relation to the

proximity to historic downtown Springfield and also to Main Street, which has served as a major arterial for traffic for well over a century.

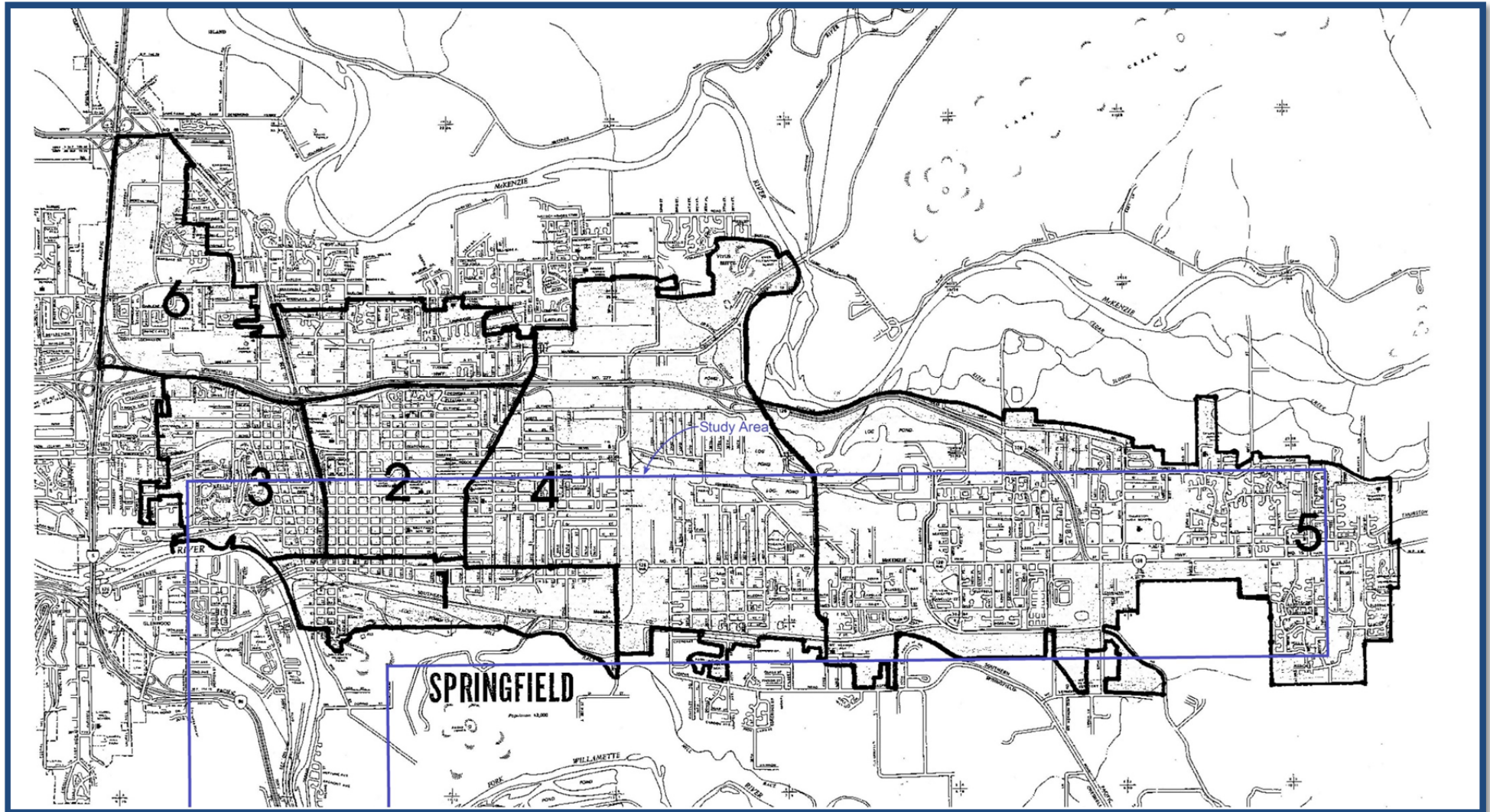
4.9.3 Opportunities and Constraints

Unlike the paucity of archaeological work that has been conducted within the Study Area, a number of extensive inventories have been conducted to identify historic resources within the urban growth boundary for the City of Springfield. The focus of these historical studies to date has been primarily on the city's historic downtown where hundreds of historic resources are clustered. Historic maps and inventories conducted to date indicate, however, that much of the Study Area—particularly along Main Street (Hwy 126) - has been settled for many decades.

4.9.4 Conclusions

The substantial number of historical resources recorded to date provides a reliable base for the patterning of such resources. A majority of inventoried historical sites have been clustered in the historic downtown area of Springfield. This clustering is due in part to an actual concentration of sites representing the earliest settlement of Springfield, but it is also a result of more intensive inventory that has been conducted in these areas. Fewer resources are anticipated east of 28th Street in the eastern two-thirds of the project area, and very few resources are expected to be located in the southern leg of the project area south and west of Interstate 5. Alternatives that follow routes that correspond with existing, more recent development are less likely to encounter previously unrecorded historical resources. Once a project alignment has been chosen, project design should seek to avoid or minimize potential effects on eligible resources in accordance with federal and state law.

Figure 4.9-5. Location of Historic Areas of City of Springfield in Relation to Main-McVay Study Area



Source: Prepared by Heritage Research Associates from City of Springfield Historic 1979 Inventory. 2014.