



May 12, 2021

TO: Roy Watters, M.A.
ODOT Archaeologist & Tribal Liaison
4040 Fairview Industrial Drive SE
Salem, OR 97302-1142

FR: Tom Connolly

RE: **Cultural Resources Planning Document for the Oregon City-West Linn Pedestrian & Bicycle Bridge Concept Plan (Redacted Version), Clackamas County (Federal Aid Project No. PR21[001]; EA: 21PF120-341-P31; Museum Report No. 2021-006)**

The Oregon Department of Transportation (ODOT), in partnership with Oregon City, West Linn, Clackamas County, and Metro is investigating the feasibility of a pedestrian and bicycle bridge across the Willamette River connecting Oregon City and West Linn (Figures 1 and 2). This project will identify potential crossing locations and provide opportunities for community and local agency conversations to reimagine a new crossing. A key component of this project is to consider the historical significance of the study area and evaluate crossing options with minimal impacts to natural and cultural resources.

Cultural Setting

The study area is within the traditional homeland of the Clackamas Chinook, whose territory included the Willamette River upstream to the Tualatin River and downstream to about what is now the Port of Portland, including Willamette Falls, and extending east into the Cascade foothills along the Clackamas River and several smaller streams including Abernethy Creek (Figure 3). West of the Clackamas were Tualatin and Ahantchuyuk Kalapuyans, who occupied the Tualatin and Pudding river basins, respectively. To the south were the Northern Molala, whose territory included the Western Cascades along the eastern edge of the Willamette Valley, extending down the Molala River as far as the Willamette. Willamette Falls was one of the region's most productive fisheries, and the confluence of different cultural groups in the general area made the vicinity of the falls an important center of commerce.

Clackamas Chinook

At contact, a notable Clackamas village called wálamt, from which the name Willamette derives, was located on the west bank of the Willamette opposite the mouth of the Clackamas River (Silverstein 1990:534). This was a village of the Clowewalla Clackamas. Another Clackamas community (niqímašix) stretched “extensively along the Clackamas River” where “the main body of Clackamas” resided (Silverstein 1990:534). Lewis and Clark reported “11 Towns” of the “Clark-a-mus Nation” along the lower Clackamas River. They also named Cushooks, “on the N E. Side [of the Willamette] below the falls” (Clark 1806).

MUSEUM OF NATURAL & CULTURAL HISTORY

& Oregon State Museum of Anthropology · 1224 University of Oregon · Eugene, OR 97403-1224
Collections (541) 346-5120 · Public Programs (541) 346-3024 · Research (541) 346-3031

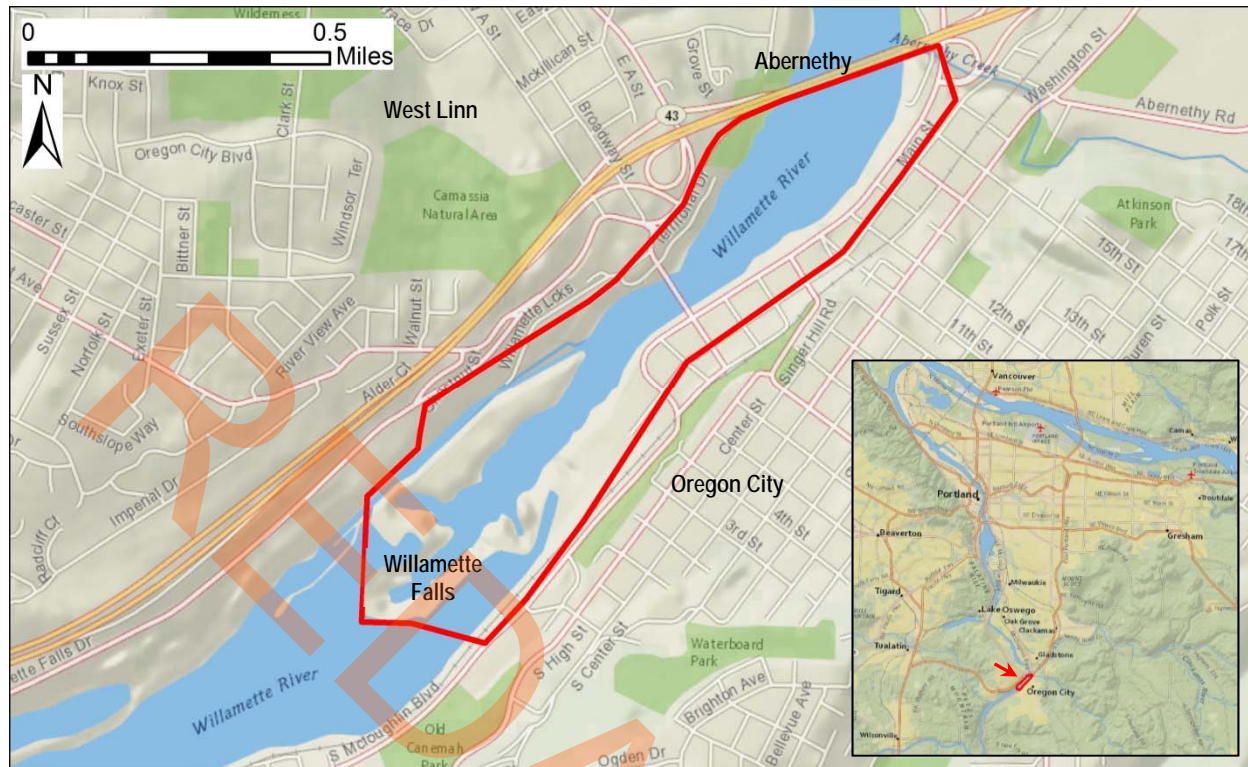


Figure 1. The general project area, showing the approximate study limits.

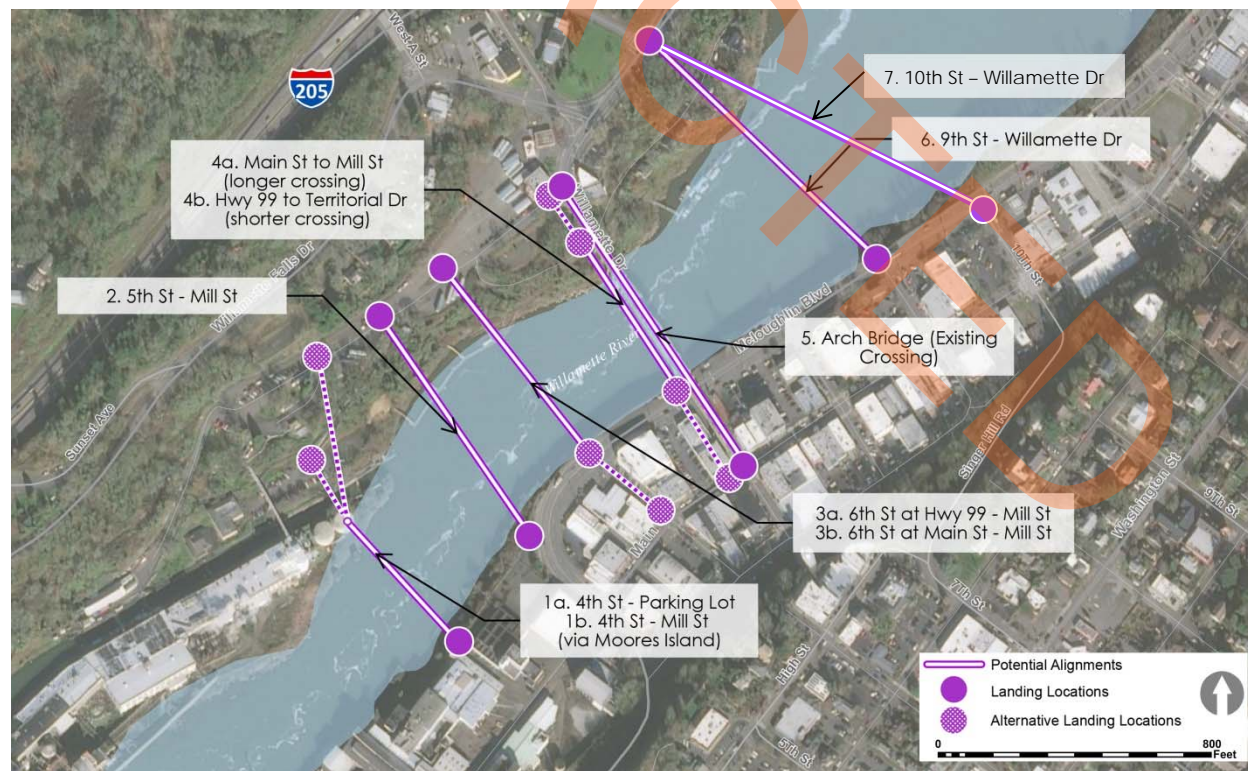


Figure 2. Potential locations for the proposed pedestrian/bicycle crossing.

These communities were the remnants of what was probably a once large Clackamas population; Silverstein (1990:535) comments that by the 1830-1855 period when explorers, settlers, and missionaries were recording their impressions of the lower Columbia River Chinookans, “Most of the earlier sites were abandoned, or with reduced, consolidated populations, particularly the Multnomah and Clackamas Chinookans, who were thoroughly ravaged.” In January of 1814, fur trader Alexander Henry visited one of the Clackamas villages below the falls, then continued upstream where they stopped “A little above the portage, on the spot where formerly a village stood, remains of the dead are still seen” (Coues 1897: 811-813). Although waves of epidemics both preceded and followed, the mortality of the early 1830s was especially severe; naturalist John Kirk Townsend (1978:223), who accompanied Nathaniel Wyeth to the lower Columbia in 1834, observed that “Probably there does not now exist one, where, five years ago, there were a hundred Indians.”



Figure 3. The study area (in red) in relation to approximate Native territories.

Chinookans hunted large and small game, and gathered roots and berries, most often “at times other than the heaviest fishing season of late spring to summer” (Silverstein 1990:537). Wapato was an important food staple in the Portland Basin (Darby 1996), and “the bottomland at the mouth of the Clackamas River was an extensive wapato wetland” (Darby 2007:10). The Clackamas also controlled the productive fishery at Willamette Falls (Figures 4 and 5), which was also an important regional trade center. The Clackamas harvested salmon in great quantity, primarily in spring and summer, but restricted access by others: “foreign groups got salmon at the falls through trade” (Zenk 1976:50-51). One of Melville Jacobs’ informants, Eustice Howard (Santiam Kalapuya), told him that “mashed fish powder” was sold to the foreign groups that came to the falls, and Zenk (1976:51) suggests that this was “the same dried, pulverized product that Lewis and Clark observed being prepared in large quantities, stored in baskets, and used extensively for trade, at The Dalles in 1804.” Lamprey were also harvested at the falls, and there is some indication that the lamprey fishery may have been open to visiting groups without restriction (Zenk 1976:50).

The Clackamas had strong ties, economically and by marriage, to other Chinookan groups, especially those Columbia River groups upriver from the Portland Basin to The Dalles, as well as to their close Kalapuyan and Molala neighbors. Being at the center of a vast aboriginal trading network, the Chinookans easily entered into extensive trade relations with Euroamericans, especially following the establishment of Fort Vancouver (Silverstein 1990:535). Boyd (1999:265) estimates that for the Clackamas and their immediate Chinookan neighbors, a precontact (ca. 1770) population of about 12,000 was reduced to about 300 by 1855, a mortality of nearly 98% over just 85 years. Most surviving Clackamas were removed to the Grand Ronde Reservation in 1856. Many Clackamas continued to return to Willamette Falls to fish, maintaining a camp on the west bank into the 1870s (Lewis 2017a).

Tualatin Kalapuya

Kalapuyan speakers occupied the Willamette Valley above Willamette Falls. Based on texts recorded by linguists between the late 1880s and early 1900s, the Kalapuyan language family was found

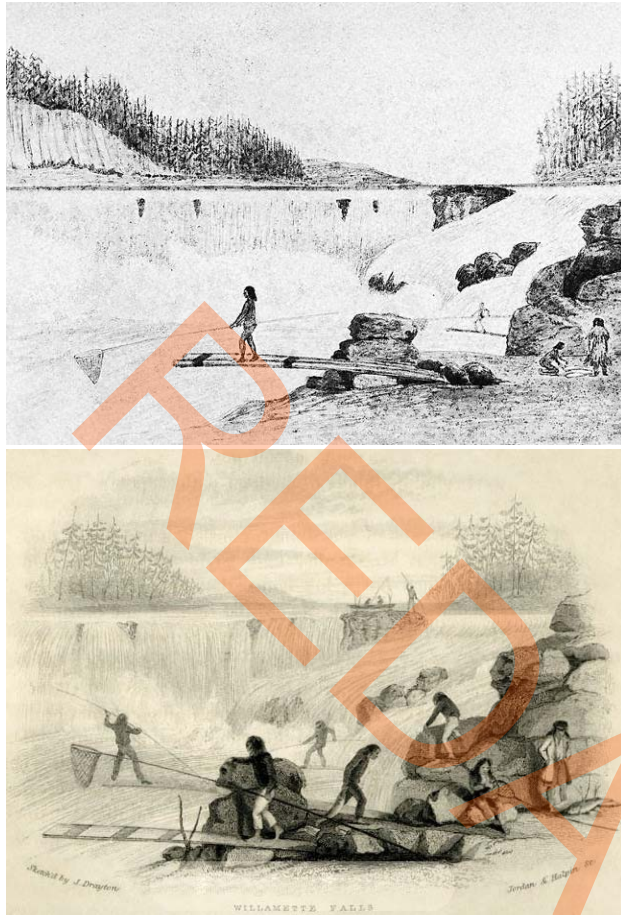


Figure 5. Eugène de Girardin sketch toward Willamette Falls, ca. 1850s; given the upriver perspective, the Indian house in foreground would have been in the vicinity of Abernethy Creek, with Oregon City at left.

Figure 4. Joseph Drayton (Wilkes Expedition) sketches of Native fishers, ca. 1841.

to include three languages and at least 13 dialects, a diversity of languages that suggests both long occupation and a sufficiently settled lifeway to promote the linguistic isolation of Kalapuyan groups. Each dialect community included a group of villages occupying the Willamette's major tributary streams. The Tualatin, who occupied the Tualatin River valley northwest of the Willamette, were the nearest Clackamas neighbors, but the Ahantchuyuk of the Pudding River southeast of the Willamette were also close neighbors. Although the valley's ethnohistoric record is poor, due to a legacy of devastating epidemics that thoroughly disrupted pre-contact lifeways, the record for the Tualatin is the most complete.

The Tualatin probably had 16 or more villages (Zenk 1994). Each was politically autonomous. Hunting districts were held in common by the larger multi-village dialect community, but plots actively managed for food production (tarweed, camas) were individually owned (Zenk 1976:46). Boundaries between these larger group territories were acknowledged and enforced (Gastchet et al. 1945).

During the warmer seasons of the year, people harvested foods from dispersed family camps. Camas bulbs were dug and baked, and a great variety of seeds, berries, and other plant foods were gathered and dried. Hunting was primarily a fall season pursuit, though deer, elk, waterfowl, and smaller animals were present, and taken to some extent, year around. Throughout the productive season, foods were dried and stored for winter. Summer houses might be simple brush shelters, but as winter approached families returned to the village base, and occupied more substantial multifamily houses. One type of structure, described by a native of the Mary's River area, was said to be up to 60 feet in length. It had a pole frame, with bundled grass thatch for walls and a roof shingled with bark slabs. The interior would have multiple hearths, one for each family (Mackey 1974).

Epidemic diseases hit most catastrophically in areas of high population, and the Willamette Valley and lower Columbia River area was affected as severely as any place on the continent. Waves of disease reduced the valley's Native population by more than 95% between 1770 and 1850 (Boyd 1999).

Anson Dart, appointed as the first superintendent of Indian Affairs for the newly created Oregon Territory, negotiated treaties with individual Kalapuya tribes including one with the Tualatin in 1851. The treaty provided for a small reservation within their homeland, but the treaty was not ratified. In 1854 Joel Palmer negotiated a new Treaty with the Tualatin, and that too went unratified. With continued population decline, and unrelenting harassment and encroachment by American settlers on their homelands, the surviving Kalapuyans joined in a confederation of tribes, along with the Clackamas and Molala, agreeing to a treaty in 1855 (ratified in March of that year) that ceded the valley for promise of a permanent reservation, supplies and other support, and protection from the settlers. Western Oregon Indians were marched to the new Grand Ronde Agency in early 1856 (Lewis 2017b; Jette 2017).

Molala

The Molala were dispersed across a great expanse of the Cascades, and comprised at least three dialect groups. The Northern Molala occupied at least the upper Clackamas and Molala river basins. Their upland territory offered different resources than the lowlands, and they were known as proficient hunters and hide processors (Beckham and Minor 1992:108). They traded extensively and intermarried with their lowland neighbors, including the Kalapuya and Clackamas. The Molala provided hides and meat, and likely huckleberries and obsidian in trade transactions.

Although their territory included the Western and High Cascades, the Molala gathered in lower elevation villages during the winter. Pithouses had a gabled roof of bark slabs. Dirt excavated from the floor was piled against the exterior walls to provide stability and insulation, and the interior was furnished with hides and mats (Zenk and Rigsby 1998:441-3). The Molala joined the Kalapuya Treaty of 1855.

Post-Contact History

Members of a party led by Donald McKenzie, from John Jacob Astor's Astoria-based Pacific Fur Company, were probably the first Euroamericans to visit Willamette Falls. The following year, Astor's company was sold to the British North West Company, under the threat of a hostile takeover as the War of 1812 broke out between Britain and its former colonies. The area saw regular traffic by trappers from both the North West and Hudson's Bay companies (both British enterprises), and by independent trappers separated from the Pacific Fur Company who declined employment by their former British competitors. The two British companies merged in 1821 (under the Hudson's Bay Company name), with Fort Vancouver established as a primary post.

Recognizing the unlimited water power provided by Willamette Falls, John McLoughlin (Chief Factor of the Hudson's Bay Co.) laid out a two-square-mile claim in 1829, centered on the area that would become Oregon City. A small fur trading center and farm were started, and small houses built to house workers. The Clackamas Indians burned the buildings, but by this time lacked the numbers for a sustained resistance. A millrace was blasted out of the rock, and lumber and grist mills were operating by the mid-1830s. McLoughlin had the Oregon City townsite surveyed in about 1842 (Kaler/Morrison 1990).

Missionaries, adventurers, and entrepreneurs exploring business prospects visited the Willamette Valley during the 1820s and '30s, and their writings (e.g., David Douglas [1836], Charles Wilkes [1845],

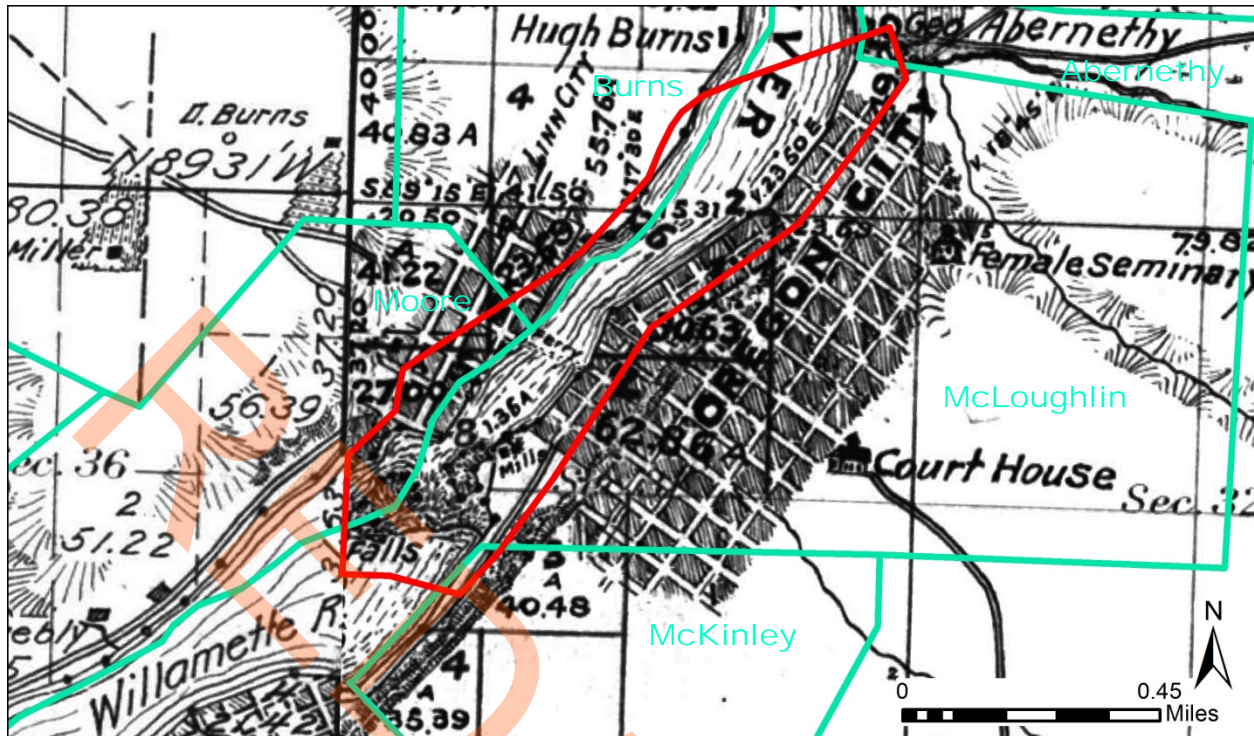


Figure 6. The 1852 General Land Office mapping for the study area showing donation land claims, Linn City and Oregon City townsites, and Burns and Abernethy home sites. Note the Linn City-Oregon City Ferry crossing, ca. 0.2 miles upstream from the current bridge crossing.

Daniel Lee and Joseph Frost [1844] spurred growing interest in the Oregon Territory among Americans on the eastern seaboard. Many initial American arrivals in the Oregon Territory found work in the Oregon City mills and affiliated operations. As a result, “the 1842 migration contributed little to the frontier’s existing rural population. Instead, it provided the nucleus of the frontier’s first town, Oregon City. During the winter of 1842-1843 the village grew to almost thirty structures” (Bowen 1978:12).

The massive Oregon Trail migrations began in the early 1840s, with people intent on settling the land. McLoughlin had a 640 acre parcel surveyed as a personal land claim that included what is now Oregon City (Figure 6), but faced growing challenges from Americans who coveted his claim, particularly after the signing of the Oregon Treaty between the U.S. and Great Britain in 1846, which formally made the Oregon Territory part of the U.S. McLoughlin filed an intention to become a U.S. citizen, finalized in 1851, but language in the 1850 Donation Land Claim Act (promoted by neighboring claimant George Abernethy and others) invalidated McLoughlin’s title to most of his claimed land. General Land Office records for the Oregon City area show dozens of land titles for small lots awarded to residents jointly with McLoughlin. Of course, all of the “legal” land claims in the area were on Indian lands that would not be formally relinquished until the Kalapuya Treaty of 1855.

Successful adjacent land claims included those of George and Ann Abernethy on the north (at Abernethy Creek) and that of Archibald and Sarah J. McKinley on the south (near the top of the Willamette Falls). Ann and George Abernethy came to Oregon with their family in 1840. He served as financial manager for the Methodists’ Willamette Valley mission efforts. The Mission had established a store at Oregon City in competition with the Hudson’s Bay Company store, which Abernethy bought when the Mission discontinued the enterprise. Abernethy also acquired a sawmill. When settlers in the



Figure 7. Linn City on the west bank (at right) and Oregon City on the opposite bank below Willamette Falls in 1858 (from Gaston 1912).

Oregon Country established a provisional government in 1843 with Oregon City as the seat of government, George Abernethy was voted provisional governor.

The Abernethy claim included the Plateau which came to be known as Abernethy Green (later Clackamas Heights). Their claim extended westerly to the Willamette River, including the mouth of what came to be known as Abernethy Creek, just north of the growing Oregon City. Abernethy Green became the de facto end of the Oregon Trail, where immigrants camped while seeking land for themselves. Abernethy's Oregon City home was destroyed in the devastating 1861-62 flood that ravaged the West (also destroying Linn City and Champogeg).

Archibald McKinley was born in Scotland ca. 1815, and married Sarah J. Ogden, daughter of Peter Skene Ogden. The McKinleys appear in the 1850 Oregon City Census, where Archibald's occupation is listed as merchant. Their claim was immediately south of McLoughlin's.

Robert Moore and Hugh Burns made claims on the north side of the Willamette River. The Robert Moore claim stretched along the Willamette River overlooking Willamette Falls opposite Oregon City. Moore had joined the Peoria Party, a group from Peoria, Illinois determined to colonize the Oregon Country with U.S. citizens to displace the English fur trade dominance. Moore was 58 at the time, and left his family behind when the party embarked in 1839. Although the Peoria Party dissolved along the way, Moore made it to Oregon in 1840, and claimed 1000 acres bordering the west side of Willamette Falls. In 1844 he platted a town site.

In 1845 Moore renamed the growing community Linn City (Figure 7), to honor a family friend and Missouri senator Lewis Linn who was a primary author of land claim legislation that ultimately led to the Donation Land Claim Act (Linn and fellow Missouri senator Thomas Hart Benton hoped to flood the Oregon Country with American settlers to neutralize British claims). In that year, the town included several log structures and tents occupied by immigrant families. By 1846 Moore had built flour and lumber mills, and was operating a ferry between Linn City and Oregon City. Linn City was mainly occupied by the families of men employed by Moore. In 1850 Moore purchased *The Spectator* newspaper. Following the death of his wife, as a single man he could legally claim no more than 320 acres under the 1850 Donation Land Act; the deed to his 296.84 acre claim was issued posthumously in 1873. Moore died in 1857, several years before the flood of 1861-62 destroyed his town.

The land northeast of Moore was claimed by Hugh Burns. Born in Ireland in 1807, he worked as a blacksmith in Missouri before traveling to Oregon in 1842. His claim was opposite the Abernethy claim about midway between Willamette Falls and the mouth of the Clackamas River, and included what had been the main village of the Clowewalla Clackamas (wálamt). Burns platted a town on his claim that he called Multnomah City, and operated a ferry (Lower Ferry) between Multnomah City and Green Point, on the Abernethy claim, across the Willamette River to the east (Upper Ferry was operated by Robert Moore and Dr. John McLoughlin between Linn City and Oregon City, just below Willamette Falls). Joel Palmer (1847:78) stopped at Multnomah City in 1845-46, noting that the former Clackamas town was marked by “hundreds of skulls yet lying over the ground.” Multnomah City did not prosper; the docks at Linn City were more accommodating and, for goods traveling to or from the Willamette Valley, nearer the portage at the falls. Burns ultimately sold his interest to Dr. John McLoughlin.

As John McLoughlin anticipated, Willamette Falls continued to be an economic engine for the region. The Imperial Flour Mills, the Oregon Manufacturing Company (Oregon Woolen Mills), and the Pioneer Paper Manufacturing Company were all built during the 1860s (Figure 8). Linn City’s revival, following the 1861-62 flood, began with construction of the Willamette Locks, which was completed in 1873 (Figure 9). The locks cut through the rocks on which a portion of the original Linn City townsite was situated, and industrial developments—including the Willamette Falls Electric Company (later named Portland General Electric) and the Crown-Zellerbach Pulp and Paper mills—were built over other portions of the old townsite. Associated neighborhoods that developed on the higher ground above the locks (West Oregon City, Bolton, Sunset, and Willamette Heights) incorporated together as the City of West Linn in 1913, the name chosen in memory of the original town of Linn City.

The continued growth of Oregon City and West Linn in the latter nineteenth early twentieth centuries remained closely related to the industries that grew around Willamette Falls. The Oregon and California Railroad (originally the Oregon Central Railroad, later acquired by the Southern Pacific) was completed between Portland and Oregon City in 1869, and continued south through the Willamette Valley to Roseburg (Figure 10). The rail line opened the valley to shipping ports, and construction of the Willamette Locks in 1873 improved river transport by the Willamette Falls Company.



Figure 8. Willamette Falls industrial area, 1867. (Carlton Watkins, National Gallery of Australia).

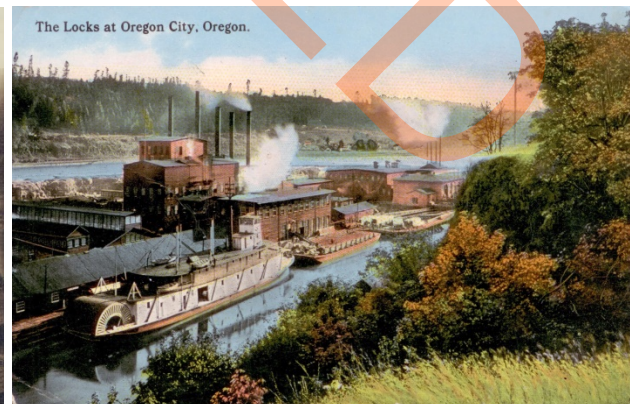


Figure 9. Postcard of Willamette Falls Locks, ca. 1915 (Restore Oregon).



Figure 10. Postcard of a train at the Oregon City depot, ca. 1919.

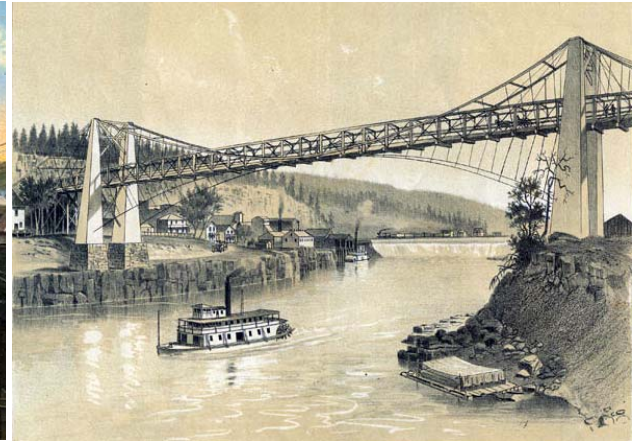


Figure 11. The Oregon City suspension bridge, ca. 1888 (lithograph, *The West Shore* magazine).

The Willamette Pulp and Paper Company was established in 1889, the Crown Mill in 1890, and Hawley Paper Company in 1908. Descendant companies continued to produce paper until the Blue Heron Company ceased operation in 2011. A wooden suspension bridge between West Linn and Oregon City (the first suspension bridge west of the Mississippi River) was built in 1888 (Figure 11). The Willamette Falls Electric Company began transmitting electricity over long distance lines in 1889 (using the new suspension bridge to run lines to Portland), and construction of an interurban electric railroad began, with the first line running in 1893. These developments were a catalyst for further growth of the Portland suburbs as “bedroom,” “garden” and part-time farming communities.

Regionally, commercial and residential development was strong throughout the twentieth century. The growth of auto traffic in the early twentieth century brought significant changes; Highway 99E was routed through Oregon City, and the West-Linn Oregon City Bridge was built in 1922 (an 1896 article in the *Oregon City Courier* reported that the remains of five people were exhumed when excavating bridge piers). The structure, designed by noted bridge engineer Conde B. McCullough, replaced the original suspension bridge.

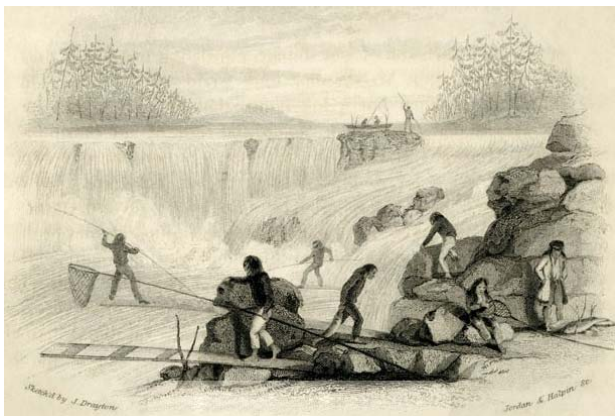


Figure 12. Sketch of Native fishers (Joseph Drayton, Wilkes Expedition, ca. 1841).



Figure 13. Native fisher at Willamette Falls, 2020 (portlandsocietypage.com).

The industrial legacy that has dominated Willamette Falls for nearly 200 years is now being transformed for alternate commercial, recreation, and cultural uses. One of the major industries on Willamette Falls, the Blue Heron Paper Co. closed its doors in 2011, the same year that the Willamette Falls Locks were placed on “non-operational status” by the US Army Corps of Engineers (USACOE 2020). The Blue Heron Mill was purchased by the Confederated Tribes of Grand Ronde in 2019. Apart from commercial considerations, the Tribe’s purchase will insure access to the falls for ceremonial fishing and other cultural purposes that facilitates recovery of the Tribe’s historic relationship to the site (Figures 12 and 13).

The Willamette Falls Locks and Canal were placed on the National Register of Historic Places in February 1974. The Conde McCullough-designed West Linn-Oregon City Bridge was placed on the National Register in 2005.

Previously Recorded Cultural Resources

Ten archaeological sites are known in the general study area, none would appear to be directly affected by any of the identified options. However, since much of the area had been developed or paved by the time systematic recording of sites began in the area in the late 1970s, the potential for both archaeological resources remains high throughout the project area (Figures 14-16). Archaeological resources in the vicinity include those associated with the millennia-long occupation by Native peoples, as well as remains relating to the early residential and industrial history of the post-contact period.



Figure 15. Mauls and net weights collected by Harley Stevens, at Clackamas County Museum (from Woodward 1974).



Figure 16. Boulder trough with notched edge (from Woodward 1974).



Figure 14. Petroglyph panel removed to the Clackamas County Museum in 1966.

Sanborn Fire Insurance Maps

The Sanborn Company mapped urban areas throughout the U.S. between 1867 and 1970, with periodic updates, to provide current information to the fire insurance industry. As historic documents they serve as a record of urban development, and can provide insight to locations where buried historic archaeological resources may be encountered. Figures 19 through 24 show mapping for the primary area of concern with respect to the current bridge, from about 4th Street to 10th Street.

Figure 17 is a portion of the 1884 Sanborn map from from 4th Street to 7th Street. The city's early industrial area lies mainly west of 4th Street, which in 1884 was occupied by flour and woolen mills, and other commercial buildings. The area west of 4th Street has been shown to have archaeological resources relating to both the ancient Native fishery and the area's early industrial enterprises (Hart 2017; Minor and Peterson 2018). In 1884, the Sanborn mapping extends east only to 7th Street.

Figures 18 through 20 show this same area in 1888, 1900, and 1925. In 1888, structures lining the river were almost exclusively dwellings (a couple small vacant "sheds" were at the river's edge), while

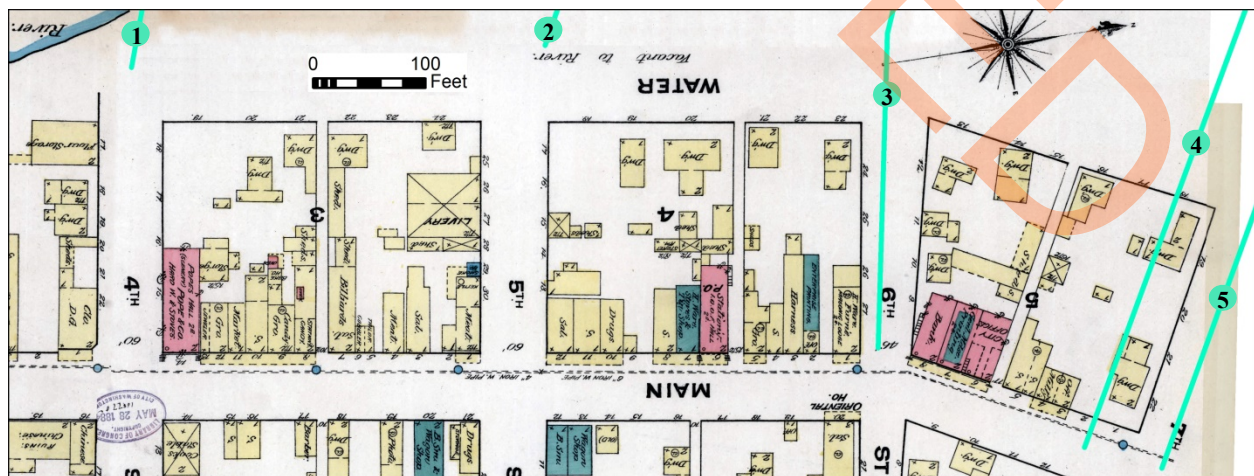


Figure 17. Sanborn Fire Insurance map for Oregon City from 1884, 4th to 7th streets; aqua blue lines show the approximate locations of bridge options.

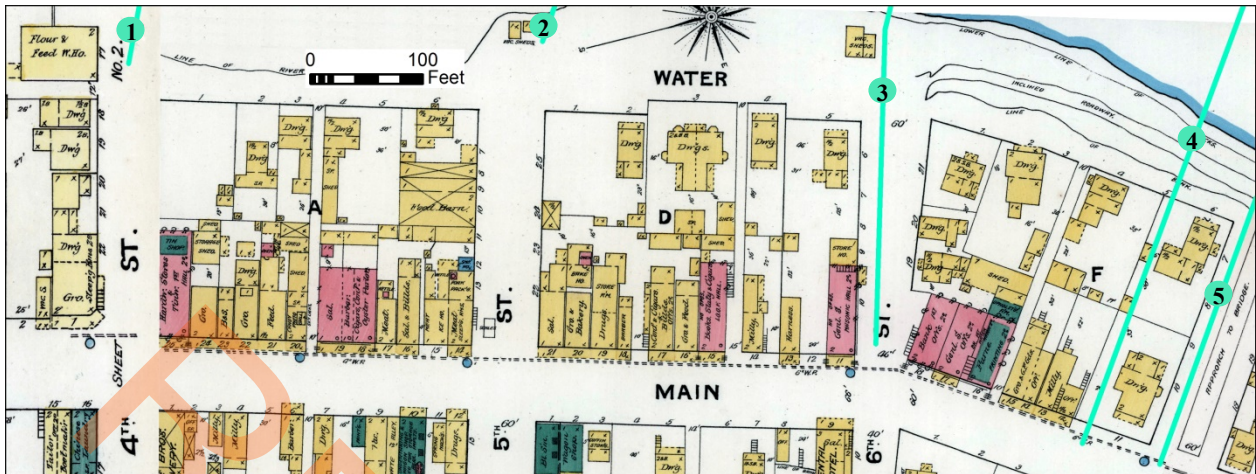


Figure 18. Sanborn Fire Insurance map for Oregon City from 1888, 4th to 7th streets; blue lines show the approximate locations of bridge option C at 5th Street and option B at 7th Street.

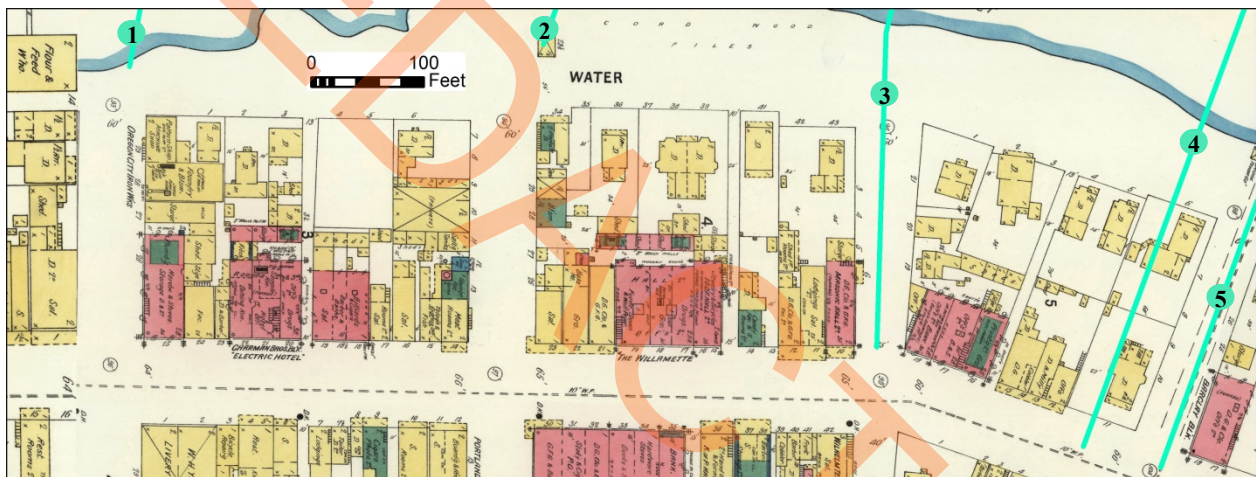


Figure 19. Sanborn Fire Insurance map for Oregon City from 1900, 4th to 7th streets; blue lines show the approximate locations of bridge option C at 5th Street and option B at 7th Street.

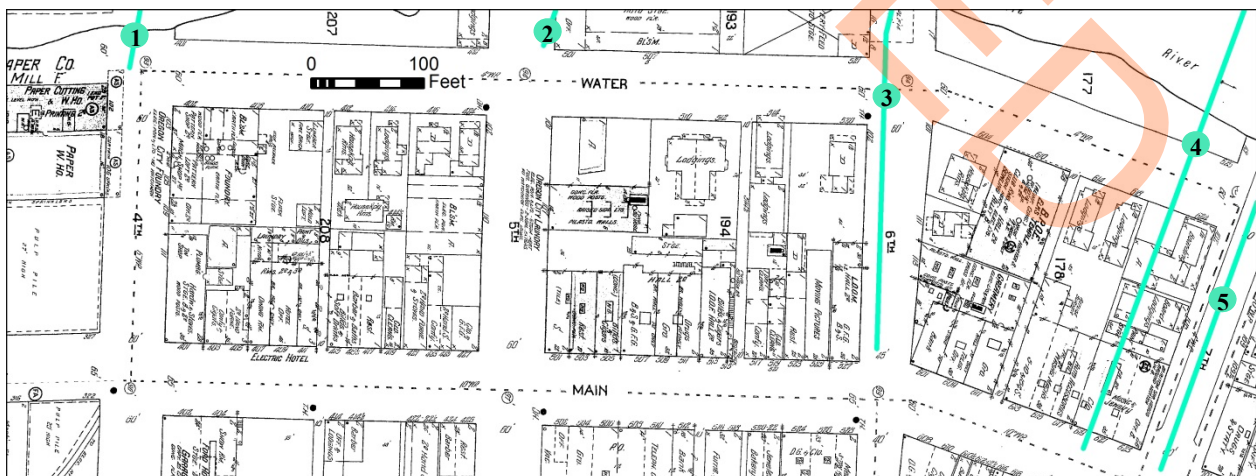


Figure 20. Sanborn Fire Insurance map for Oregon City from 1925, 4th to 7th streets; blue lines show the approximate locations of bridge option C at 5th Street and option B at 7th Street.

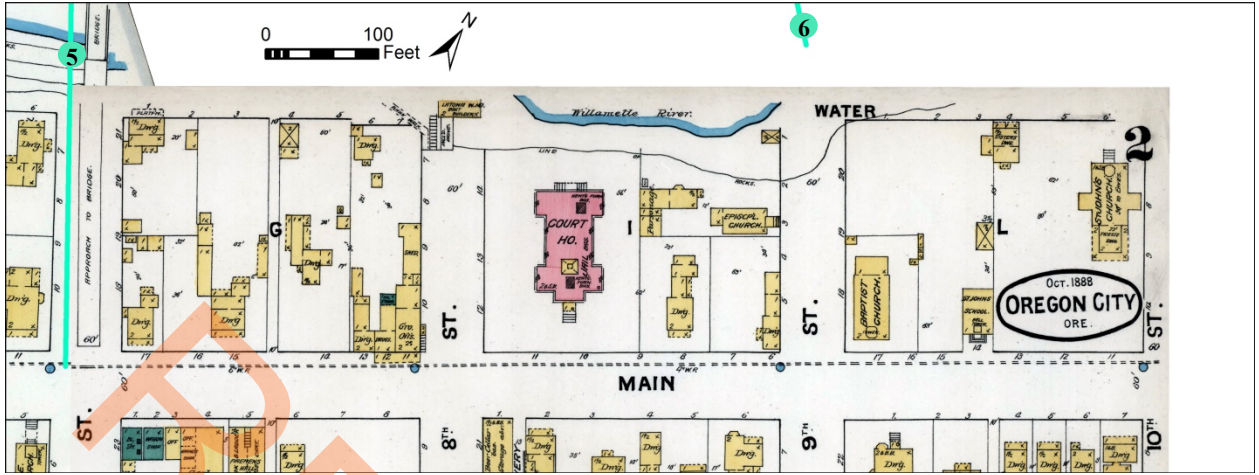


Figure 21. Sanborn Fire Insurance map for Oregon City from 1888, 7th to 10th streets; blue lines show the approximate locations of bridge option B at 7th Street and option A at 10th Street.



Figure 22. Sanborn Fire Insurance map for Oregon City from 1900, 7th to 10th streets; blue lines show the approximate locations of bridge option B at 7th Street and option A at 10th Street.

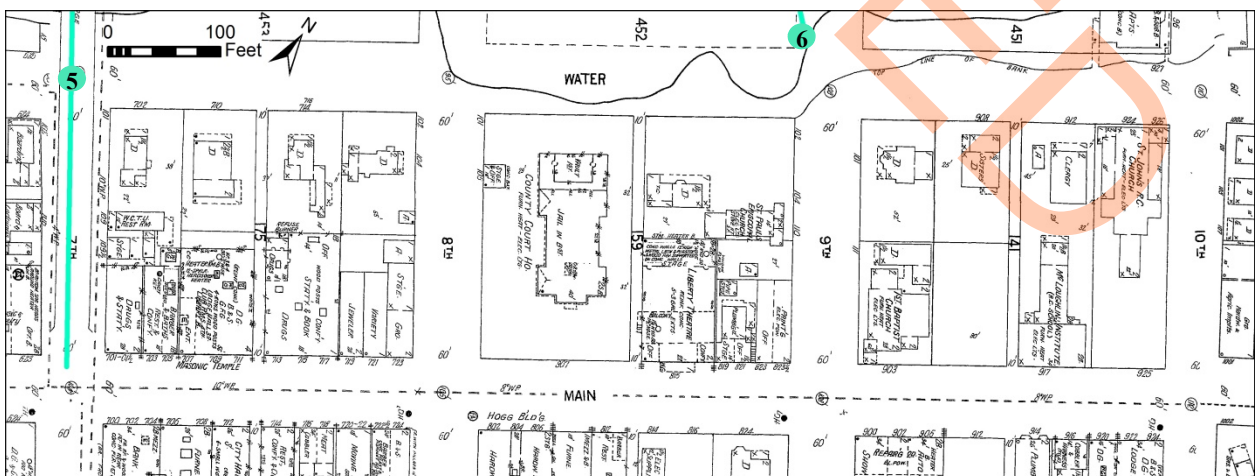


Figure 23. Sanborn Fire Insurance map for Oregon City from 1925, 7th to 10th streets; blue lines show the approximate locations of bridge option B at 7th Street and option A at 10th Street.

those facing Main Street were primarily commercial buildings. Most structures were wood frame buildings, although a number of commercial structures facing Main Street were brick. This pattern persists in 1900, although a larger number of buildings along Main Street are brick, and the Oregon City Foundry was added to the corner of 4th and Water Street (now OR 99/McLoughlin Blvd). By 1925, Water Street is shown as a formal street; judging from the river shore depicted on earlier maps, established Water Street as a formal thoroughfare must have involved importing fill. By this time, most of the residential structures bordering Water Street are now labeled “Boarding,” Lodgings,” or Housekeeping Rms.” The Elks Lodge has been built on Water Street between 6th and 7th streets.

Figures 21-23 show the Sanborn maps from 7th to 10th streets for 1888, 1900, and 1925 (this area was not mapped in 1884). One notable feature for this segment is the Willamette River shore, which swept south from about 8th Street to 9th Street, cutting well into that block. Scattered dwellings are shown along Water Street west of 8th street in 1888, as well as a structure at the north end of 8th Street at the river bank labeled Latonia “W Ho [warehouse] Boatbuilder” accessed by an “incl’d drive.” The county courthouse (the original courthouse was razed and replaced in the 1930s) occupied the west half of the block east of 8th Street. East of the courthouse to 10th Street were an Episcopal church and parsonage, a Baptist church, St. John’s school, St. John’s church, and “Sisters dwg,” presumably a dwelling for nuns associated with the church and school. The 1900 Sanborn map shows relatively little change; the shoreline warehouse is now labeled as a Steamer Freight House for the Oregon City Transportation Co., and a few more commercial buildings are present facing Main Street. The 1925 map shows some modest infilling of structures, including an apartment building at the north end of 10th Street, between the top of the river bank and the Willamette River shoreline (at the proposed terminus of the Option A bridge).

In sum, Sanborn maps show little development along the north side of what became Water Street, and later McLoughlin Blvd. The location of a warehouse/boathouse at what in 1900 was the north end of 8th Street would today be within the 8th Street/McLoughlin Blvd intersection. An apartment building located at the north end of 10th Street in the early 1900s would be at least partially north of McLoughlin Blvd. at the water’s edge. Other structures bordering the water between 5th and 10th streets in the late 19th and early 20th century are noted as vacant structures and a single “shanty.” East of 10th street, wharfs built on pilings were present. These maps may be more valuable in the present context for providing an approximation of the former river shore. From 3rd Street to approximately 8th Street, the modern shore line is about where it was at the turn of the last century. The shore swung south from 8th Street to 9th Street; here, and continuing east to about 10th Street, McLoughlin Blvd is supported by piers.

The Sanborn mapping also records the historic edge of the Willamette River (Figure 24). From midway between 10th and 11th Streets and continuing east to Abernethy Bridge, the modern shore is well

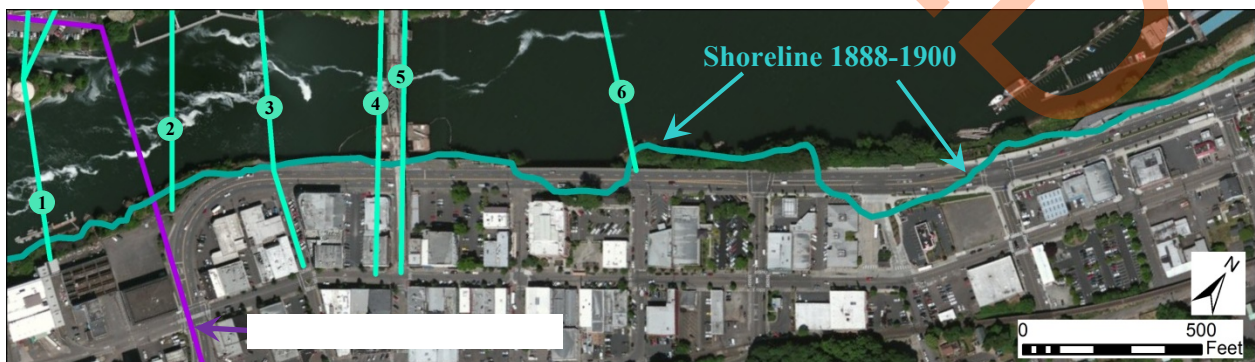


Figure 24. Approximate Willamette River shoreline from 1888-1900 Sanborn maps, with crossing options in aqua blue.

north of the former shoreline, likely due to deposition of fill. This historic fill material may contain redeposited archaeological resources.

Cultural Districts and National Register-Listed Resources

In addition to the archaeological materials relating to the ancient cultural presence, Willamette Falls is a well-documented usual and accustomed area for multiple tribes and their ancestors, and remains a historic property of cultural and religious significance. In addition to the specific archaeological sites documented here, the area includes a designated **Traditional Cultural Property**, where Native peoples' millennial-long occupation and use for traditional religious, economic, social and food-gathering practices continues within modern Tribal communities.

The west end of the project area includes **The Willamette Falls Industrial Area**, which consists of a dense complex of utilitarian buildings and related structures lining both sides of the Willamette River at Willamette Falls. The area includes (on the Oregon City side) the sites of the original Hundson's Bay Company storehouse, John McLoughlin's mill and mercantile, and the original homesites of McLoughlin and Dr. Barclay.

National Register-listed historic resources within the study area are the Willamette Falls Locks and the Willamette River (Oregon City) Bridge.

The Willamette Falls Locks were entered on the National Register of Historic Places in 1974. Built in 1873 to promote the expansion of commercial river traffic, it was one of a number of developments that transformed the Willamette Falls and vicinity to a concentrated industrial zone. Though railroads had largely replaced river freight in recent decades, the locks continued to operate until 2011 when the Corps of Engineers put the facility on "non-operational status."

The Willamette River Bridge was built in 1922 between West Linn and Oregon City, replacing a wooden suspension bridge built in 1888. The bridge was designed by noted bridge engineer Conde B. McCullough for vehicular traffic, but it also serves as a pedestrian bridge and viewing platform. McCullough was aware that pollution from the nearby Oregon City and West Linn pulp and paper mills would be corrosive to a steel bridge, so a steel rib arch with gunite encasement was chosen. The bridge slopes from the basaltic West Linn side (105 ft. elevation) to the floodplain on the Oregon City side (60 ft. elevation). It was listed in 1990 in the Historic American Engineering Record as HAER-31 Oregon, and placed on the National Register of Historic Places in 2005.

Other Historic Built Resources

The historic sites database at the State Historic Preservation Office was also consulted for built structures (Tables 1 and 2; Figures 25 and 26). While structures may not be directly affected by a new bridge, a determination of significance relies in part on integrity of setting and feeling, which could be

Table 1. Inventoried structures in the project area; National Register-eligible built resources are in bold and shown on Figure 25 map.

Map#	Address	Description	Build Date	NR Status
1	Crown-Zellerbach Complex	TW Sullivan Powerplant	1895	Eligible
2	Willamette Falls	Willamette Falls Industrial Area	1865-1951	Eligible
3	Willamette Falls	Willamette Falls Locks	1873	Listed
4	Willamette Drive	Willamette River Bridge	1922	Listed
5	22830 Willamette Dr 22840 Willamette Dr	Multiple Dwelling Lynn View Apartments	c. 1920 1923	Not Eligible Eligible
6	5007 Territorial Dr 5023 Territorial Dr	Single Dwelling Single Dwelling	c. 1922 c. 1932	Not Eligible Eligible
7	5039 Territorial Dr 5083 Territorial Dr	Single Dwelling Single Dwelling	c. 1920 1952	Not Eligible Eligible

Table 2. Inventoried structures in the project area; National Register-eligible built resources are in bold and shown on Figure 26 map.

Map#	Address	Description	Build Date	NR Status
1	415 Main St 419 Main St	No. 4 Paper Machine Building Auto Shop	1928 c. 1960	Eligible Not Eligible
2	510 McLoughlin Blvd 503 Main St 505 Main St 507-511 Main St 517-525 Main St 527 Main St 108 6th St	Dicks Club Kwality Café 505 Tavern Harding Building Klossen Building Swartz Building Riverside Auto	1961 c. 1919 1940 1968 1931 1935 c. 1933	Eligible Not Eligible Not Eligible Not Eligible Not Eligible Not Eligible Not Eligible
3	610 McLoughlin Blvd	Elks BPOE #1189	1923	Eligible
4	624 McLoughlin Blvd	Pantorium Cleaners	1945	Eligible
5	603-611 Main St	Enterprise Building-Bank of Oregon City'	1864	Eligible
6	619-623 Main St	Andresen Building	c. 1902	Eligible
7	OR43-7th St	Willamette River Bridge	1922	Eligible
8	701 Main St 703-705 Main St	Barclay Building J. W. Cole Building	c. 1895 c. 1908	Eligible Not Eligible
9	707-709 Main St 719-721 Main St 723 Main St 102-108 8th St	Oregon City Masonic Lodge Caufield-Gardner Building Wallace Caufield Building Butler Building	1907 c. 1888 1936 c. 1925	Eligible Not Eligible Not Eligible Not Eligible
10	801-807 Main St 815-817 Main St 821 Main St	Clackamas County Courthouse Liberty Theater (demolished) Oregon City First National Bank Building	1935 c. 1920 1946	Eligible Not Eligible Not Eligible
11	102 9th St	St Paul's Episcopal Church (McMenamin's)	c. 1930	Eligible
12	901 Main St 911 Main St	US National Bank Safeway Store #4	1956 1949/2005	Eligible Not Eligible
13	1002 McLoughlin Blvd 1009 Main St	Chevron Gas Station and Food Mart Clackamas Auto Parts	c. 2000 1946	Not Eligible Eligible
14	1001-1005 Main St 1035 Main St 102-112 11th St	Fairclough-Sarchet Building Tri Met Bus Stop Commercial Building	c. 1901 c. 2000 1975	Eligible Not Eligible Not Eligible
	1101 Main St	KFC	c. 2000	Not Eligible
15	1301 Main St 1321 Main St	Commercial Building Commercial Building	c. 1940 c. 2000	Eligible Not Eligible

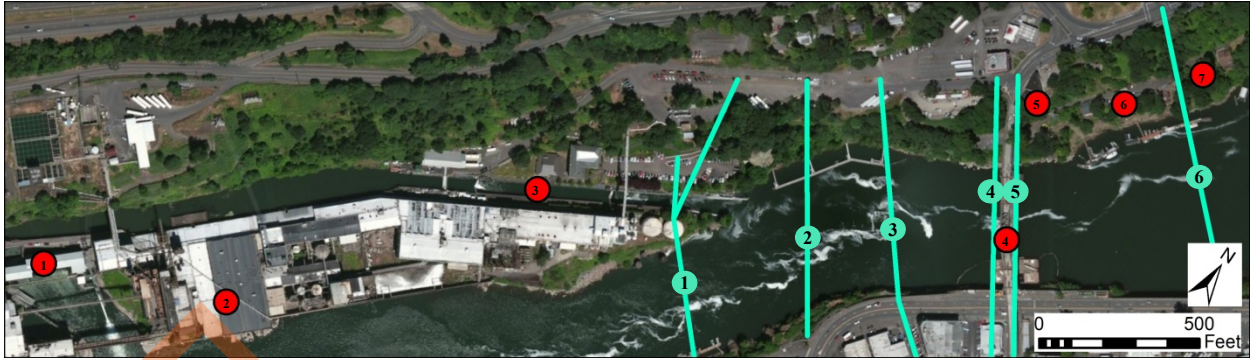


Figure 25. Structures considered National Register-eligible on the West Linn side (refer to Table 2).



Figure 26. Structures considered National Register-eligible on the Oregon City side (refer to Table 1).

altered by new construction. Relatively few historic structures have been identified on the West Linn side (Figure 25, Table 1), but include structures bordering the east side of Willamette Drive, and private residences along Territorial Drive to the east. Numerous National Register listed or eligible sites are present on the Oregon City side between McLoughlin Blvd. and Main Street, in addition to the Historic Industrial District that has been defined west of 5th Street).

Caveats

The project area has seen an intense level of human activity spanning millennia, and as a general rule we can identify areas where archaeological evidence of past activities is known to be present, and areas likely have such evidence but lacking documented presence. One exception to this generalization is due to recent archaeological monitoring for a utility installation between the building at 427 Main Street (just west of 5th Street) and the Willamette River by Micheal Lewis of the Confederated Tribes of Grand Ronde. Exposures indicate that the native soil surface at this locality had been graded to culturally sterile sediment and then capped with several episodes of filling throughout the 20th century, bringing the surface to its current level. Apart from concrete and other construction debris from prior demolition episodes within the various fill deposits, a few artifacts dating from the early to mid-20th century were recovered from a thin lens of disturbed sediment capping the scalped original surface. At this locality, between the south end of the proposed #1 and #2 crossing options, it has been confirmed that no potentially significant archeological deposits are present (Michael Lewis, personal communication, March 15, 2021).

Summary and Recommendations

Figure 27 is a probability map of archaeological site locations. Areas delineated in red are most sensitive for archaeological resources. The areas indicated in orange include the waterfront areas along both sides of the river considered to have high probability for archaeological resources. On the West Linn side, no archaeological resources are known to be present at any crossing locations. With the exception of the archaeological monitoring between options 1 and 2 on the Oregon City side, no systematic archaeological investigations have been conducted in these river banks areas to confirm presence or absence of archaeological resources. Given the area's history, archaeological deposits are likely to be present. It is important to consider that where archaeological deposits are present, there is the potential for human remains to also be present.

The areas indicated by light green on the West Linn side of the river include those considered to have moderate to low probability for archaeological resources. The terrain on this side of the river is dominated by steeper colluvial slopes; benches here have been partially created by cut and fill modifications for road building and other construction activities.

Regardless of the crossing option selected, an archaeological exploratory investigation of anticipated disturbance areas should be conducted. A presence/absence investigation should be coupled with sufficient effort to assess the nature, integrity, and archaeological value of the resource, to inform the project with respect to management/mitigation options.

Given the intensity of historic developments in the study area, it is no surprise that archaeological remains, where they have been identified, have seen extensive negative impacts. Archaeological deposits in the area reflect millennia of Native residential occupation and use, as well as a focal point for Oregon's early post-contact history. However, even displaced archaeological deposits that have lost their original structural integrity have the potential to inform, and to potentially contain human remains. Though some archaeological deposits have been disturbed, they should be managed with this awareness.



Figure 30. Probability map of archaeological resources in the study

Summary of Findings

The Oregon Department of Transportation (ODOT), in partnership with Oregon City, West Linn, Clackamas County, and Metro, is investigating the feasibility of a pedestrian and bicycle bridge across the Willamette River between Willamette Falls and the I-205 Abernethy Bridge, to connect Oregon City and West Linn. The area has a rich cultural history with many important documented sites of historical significance, and the project seeks to minimize impacts to natural and cultural resources. Six potential crossing locations have been identified, some with multiple options for terminal points. This document is a desktop survey and baseline report (no fieldwork or ground-truthing) aimed at identifying all known archaeological, historical, and Traditional Cultural Property (TCP) resources within the project area.

Option 1. This crossing option is from 4th Street in Oregon City, to Moore's Island (south of the Willamette Falls Locks and Canal), with two landing options on the West Linn side. One is at a parking lot adjacent to a Corps of Engineers facility, and the other is at Mill Street, on a bench above the parking lot. This option would cross the east end of the National Register-listed Willamette Falls Locks, and is within the Willamette Falls Industrial District (Kramer 2002). No archaeological resources have been identified in the area of this crossing, although targeted investigations have identified sites west of this alignment on the West Linn side. On the Oregon City side, nearer the crossing terminus, archaeological monitoring has confirmed that pre-20th century surfaces have been truncated, and that the few early to mid-20th century artifacts are in a disturbed context. The nature of archaeological deposits relating to either the Native occupation or the early industrial history of the area has not been determined.

Option 2. This crossing option is from 5th Street (McLoughlin Blvd.) in Oregon City to Mill Street in West Linn. It is located just inside the east boundary of the Willamette Falls Industrial District (Kramer 2002). On the Oregon City side, the proposed bridge terminus abuts the lot where archaeological monitoring had confirmed that no potentially significant archaeological deposits are present, but the visible exposures did not extend east to the designated terminal point. Sanborn maps from 1888 to 1925 show vacant sheds bordering the river that were replaced by a commercial building ("Auto Storage") by 1925.

Option 3. This crossing would connect 6th Street in Oregon City to Mill Street in West Linn; options for terminal points on the Oregon City site would be at Hwy 99 (McLoughlin Blvd.) or Main Street. No structures are extant at this location and no buried archaeological sites have been identified in the immediate vicinity of the bridge terminii, but no targeted investigations have been conducted. That being noted, this option appears to have a low probability for cultural resource conflicts.

Option 4. This option considers a crossing adjacent to the the upriver side of the Arch Bridge on Willamette Drive/7th Street. There are options for crossing terminii at both ends. A short crossing would span from Highway 99 (McLoughlin Blvd.) to Territorial Drive on the West Linn side; Territorial Drive occupies a low bench that passes under the Arch Bridge. A longer crossing would span from Main Street in Oregon City to Mill Street on the West Linn side; Mill Street occupies a higher bench above Territorial Drive, at about the level of the bridge deck. On the West Linn side, the terrain is relatively steep but stepped; the steps are likely at least partially the product of cutting and leveling for construction of Territorial Drive. There are no presently identified archaeological resources in this area. The Willamette River Bridge is itself a National Register-listed resource, and impacts of a companion structure to the integrity of setting for the existing bridge would need to be considered. There are also National Register-eligible buildings at on the Oregon City side between McLoughlin Blvd. and Main Street that would be subject to the same consideration.

Option 5. This option would designate the existing Arch Bridge as a bicycle/pedestrian corridor and restrict vehicle access. There are no presently identified archaeological resources in this area. The Willamette River Bridge is itself a National Register-listed resource, and there are National Register-eligible buildings at both ends of the bridge. Nonetheless, this option would likely be least impactful to the surrounding area.

Option 6. Option 6 would span from the 9th Street/McLoughlin Blvd. area in Oregon City to Willamette Drive in West Linn near its intersection with the I-205 eastbound offramp. The West Linn side would span over Territorial Drive on the lower bench. Archaeological sites have been recorded on both shores of the river although it is unclear if sites extend into the areas that will be impacted by bridge construction. Based on historic Sanborn maps, there do not appear to be a high potential for historic structural remains.

Option 7. Option 7 would span from the 10th Street/McLoughlin Blvd. While archaeological sites have been recorded on the Oregon City shore, the potential for archaeological resources may be low. It would be prudent to conduct an archaeological survey of the south Option 7 terminus, to assess whether the area is limited to exposed bedrock between the road fill and river's edge.

Recommendations

All considered options avoid direct impacts to documented archaeological resources, but it should be noted that where targeted archaeological investigations have been conducted along this part of the Willamette River corridor archaeological deposits have largely been confirmed. The absence of formally documented archaeological sites does not necessarily mean that archaeological resources are not present.

Due to the generally steeper slopes on the West Linn side, with stepped benches partly the product of road-building and other land-shaping activities, lower elevation areas more closely bordering the river will have the highest potential for archaeological resources. Crossing termini or support footings that avoid lower elevation and shoreline areas will be least likely to threaten archaeological resources. On the Oregon City side, disturbance and filling along the river's shore have been extensive; nonetheless, intact and undisturbed cultural deposits have been documented beneath fill material, and historic fill materials have the potential to contain human remains.

There is potential for all crossings to impact archaeological resources with ground disturbing work, save for Option 5 (redesignating the existing Arch Bridge); this option would be the least impactful to cultural resources. Based on the monitoring conducted between options 1 and 2 on the Oregon City side, the original ground surface has been scraped away and buried by deep fill; this may be the case at some proposed bridge termini, but this has not been confirmed. Archaeological deposits are possible at all crossing locations; subsurface exploration of expected ground disturbance areas to determine the presence/absence of archaeological materials is recommended.

References Cited

- Beckham, Stephen Dow and Rick Minor
1992 Cultural Resource Overview of the Umpqua National Forest, Southwestern Oregon. Heritage Research Associates Report No. 125, Eugene, Oregon.
- Bowen, William A.
1978 *The Willamette Valley: Migration and Settlement of the Oregon Frontier*. University of Washington Press, Seattle.
- Boyd, Robert T.
1999 *The Coming of the Spirit of Pestilence: Introduced Infectious Diseases and Population Decline among Northwest Indians, 1774-1874*. University of Washington Press, Seattle.
- Clark, William
1806 Journal entry on April 3. Journals of the Lewis and Clark Expedition. Electronic document accessed October 29, 2020: <https://lewisandclarkjournals.unl.edu/item/lc.jrn.1806-04-03>.
- Connolly, Thomas J., Julia A. Knowles, Jaime Kennedy, and Patrick O'Grady
2019 Additional Pedestrian and Exploratory Cultural Resource Survey, and Further Testing at Site 35CL19 in the I-205: Stafford Road-OR 99E Section, Clackamas and Washington Counties. University of Oregon Museum of Natural & Cultural History Report No. 2019-011, Eugene.
- Coues, Elliot (editor)
1897 *New Light on the Early History of the Greater Northwest: The Manuscript Journals of Alexander Henry, Fur Trader of the Northwest Company, and of David Thompson, Official Geographer and Explorer of the Same Company, 1799-1814; Exploration and Adventure among the Indians on the Red, Saskatchewan, Missouri, and Columbia Rivers*. Volume II, The Saskatchewan and Columbia Rivers. Francis P. Harper, New York.
- Darby, Melissa
1996 Wapato for the People: An Ecological Approach to Understanding the Native American Use of *Sagittaria Latifolia* on the Lower Columbia River. MA Thesis, Department of Anthropology, Portland State University, Portland, Oregon.

2007 Archaeological Pedestrian Survey of Oregon City's Jon Storm Park and Clackamette Park Proposed Improvements, Clackamas County. Document on file at the Oregon State Historic Preservation Office, Salem.
- Gatchet, Albert S., Leo J. Frachtenberg, and Melville Jacobs
1945 *Kalapuya Texts*. University of Washington Publications in Anthropology, Volume 11. Seattle.
- Hart, Linda
2017 35CL415 Site Record Form. On file at the Oregon State Historic Preservation Office, Salem.
- Jette, Melinda
2017 Kalapuya Treaty of 1855. The Oregon Encyclopedia, electronic document accessed March 29, 2017: https://oregonencyclopedia.org/articles/kalapuya_treaty.
- Kaler/Morrison Planning Consultant
1990 Historic Context Statement for the Park Place Vicinity. City of Oregon City.

Kramer, George

2002 Willamette Falls Industrial Area: Request for a Determination of Eligibility.

Lewis, David

2017a Willamette Falls. The Oregon Encyclopedia, electronic document accessed January 19, 2017: https://oregonencyclopedia.org/articles/willamette_falls.

2017b Willamette Valley Treaties. The Oregon Encyclopedia, electronic document accessed March 29, 2017: https://oregonencyclopedia.org/articles/willamette_valley_treaties.

Mackey, Harold

1974 *The Kalapuyans: A Sourcebook on the Indians of the Willamette Valley*. Harold Mackey and Mission Mill Museum, Salem, Oregon.

Minor, Rick and Curt D. Peterson

2018 Enduring Legacy: Geoarchaeological Evidence of Prehistoric Native American Activity in the Post-Industrial Landscape at Willamette Falls, Oregon. *Journal of Northwest Anthropology* 52(1):63-82.

Palmer, Joel

1847 *Journal of Travels Over the Rocky Mountains, to the mouth of the Columbia River, Made During the Years 1845 and 1846, Containing Minute Descriptions of the Valleys of the Willamette, Umpqua, and Clamet; A General Description of Oregon Territory; Its Inhabitants, Climate, Soil, Productions, Etc.* J. A. and U. P. James, Cincinnati.

Silverstein, Michael

1990 Chinookans of the Lower Columbia. In *Northwest Coast: Handbook of North American Indians, Volume 7*, edited by Wayne Suttles, pp. 533-546. Smithsonian Institution, Washington, D.C.

Smits, Nicholas J., Michael J. Boynton, Kelsey Buchanan, Jeff Lloyd-Jones, and John L. Fagan

2007 Archaeological Survey and Site Evaluation of a Portion of 35CL19 within the OR 99E: I-205 Railroad Tunnel (Oregon City) Project Area, Clackamas County, Oregon City, Oregon. Archaeological Investigations Northwest Report No. 2023, on file at the Oregon State Historic Preservation Office, Salem.

Townsend, John Kirk

1978 *Narrative of a Journey Across the Rocky Mountains to the Columbia River*. University of Nebraska Press, Lincoln.

USACOE

2020 Willamette Falls Locks. Electronic document accessed October 30, 2020: <https://www.nwp.usace.army.mil/willamette/locks/>.

Zenk, Henry B.

1976 Contributions to Tualatin Ethnography: Subsistence and Ethnobiology. Master's Thesis, Department of Anthropology, Portland State University, Portland, Oregon.

1994 Tualatin Kalapuyan Villages: The Ethnographic Record. In *Contributions to the Archaeology of Oregon 1989-1994*, edited by Paul W. Baxter, pp. 147-166. Association of Oregon Archaeologists Occasional Papers No. 5, Eugene, Oregon.

Zenk, Henry B. and Bruce Rigsby

1998 Molala. In *Plateau: Handbook of North American Indians, Volume 12*, edited by Deward E. Walker, Jr., pp. 439-445. Smithsonian Institution, Washington, D.C.

REDACTED