

OREGON PARKS & RECREATION DEPARTMENT REQUEST FOR PROPOSALS (RFP)

PROFESSIONAL CONSULTANT SERVICES FOR RECONNAISSANCE LEVEL SURVEY (RLS) & DISASTER PREPAREDNESS RECOMMENDATION REPORT

PROPOSALS DUE: December 18, 2020 by 5:00 p.m.

SUBMIT PROPOSAL TO: Oregon Heritage, OPRD
Kuri Gill
725 Summer St NE, Ste C
Salem, OR 97301

REFER QUESTIONS TO: Kuri Gill, Grants & Outreach Coordinator
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RFP ISSUE DATE: November 20, 2020

Project Description and Survey History

Oregon Heritage, OPRD has partnered with the City of Cottage Grove, a Certified Local Government, to develop a Community Disaster Resilience Plan for Heritage Resources in the city. As part of this effort, we are seeking a professional historic preservation planning consultant to conduct reconnaissance-level historic built resources surveys in select areas of the City to identify potentially historic built resources and guide future planning efforts around disaster preparation. The consultant will analyze the data collected in the current survey, incorporate existing survey data generated from previous survey efforts, and, using the gathered historic property data and hazard maps provided by the City, provide a report that analyzes the new data along with existing data and makes recommendations on future actions the City may take regarding the protection of historic resources from natural hazards risks. If successful, his report will be a model for other communities.

Budget

Up to \$10,000 is available for consultant services.

Survey Area

The RLS is proposed to include three previously undocumented areas of the City. The three areas are characterized as primarily industrial and/or residential in nature, and are generally describes as follows:

Area 1: located in the northern area of the City of Cottage Grove, bounded roughly by Hwy 99 and Geer Ave on the south, the North Regional Park on the east, and the city limits to the north, and containing 148 properties to be surveyed. (reference survey boundary map)

Area 2: located in the northeast area of the City of Cottage Grove, bounded roughly by Row River Drive and Village Drive on the west, and the Row River on the east, and Palmer Avenue to the southeast, and containing 84 properties to be surveyed. (reference survey boundary map)

Area 3: located in the southern area of the City of Cottage Grove, bounded roughly by Harrison Avenue, the Coast Fork Willamette River, and Taylor Avenue on the north, S. 4th Street to the east, and Hayes Avenue/Sweet Lane to the south, and containing 93 properties to be surveyed. (reference survey boundary map)

The total number of properties to be surveyed for this project is 325.

It is the intent of this RLS to survey those properties and any other eligible properties within the areas that may not have been identified in previous survey work. The total number of properties to be included in the RLS will be dependent upon consultant rates and estimated time necessary to survey each property. If the entirety of the three areas described above cannot be included in the RLS scope, staff and the consultant may collaborate to define the specific areas to be included in the RLS.

Maps of the survey areas are attached to this RFP.

Scope of Work

1. Reconnaissance Level Survey (RLS); Including Historic Preservation & Disaster Preparedness Evaluation

Specific work tasks and deliverables shall include the following:

- A. The preparation of a complete project database using an extraction of SHPO's Oregon Historic Sites Database (to be requested from the SHPO). This Reconnaissance Level Survey (RLS) shall include all properties within the study areas, as identified and finalized by Planning staff. The survey work must be conducted in accordance with SHPO's standards "Guidelines for Historic Resource Surveys in Oregon" (2011) and with additional specifications from SHPO, see the attached model. The survey work must also be conducted in accordance with the Secretary of the Interior's Standards and Guidelines for Historic Preservation and Archaeology (Federal Register, Vol. 48, No. 190, Sept. 1983).
- B. Preparation of draft and final reports following SHPO's survey guidelines to supplement the survey products and guide future preservation and planning work in Cottage Grove. The report must meet the standards provided in the SHPO Survey Guidelines, and:

- Establish which properties within the new survey area and previous surveys have been determined eligible significant or eligible contributing and are in the natural hazard zones.
 - Evaluate which of those properties should receive further historic survey (Intensive Level Survey).
 - Identify any potential historic districts that may be present within the surveyed areas, including potential areas of significance and potential spatial and temporal boundaries for the district. The evaluation should a recommended approach to Intensive Level Survey for potential districts, should any be identified.
 - Identify any properties that should be considered for local and National Register designation as a resilience or disaster preparedness action.
 - Use the recent public opinion survey regarding significant historic resources and disaster preparedness to include evaluation of significance the community (for example, the historic downtown, was a resource of primary concern based on the survey).
 - Provide additional recommendations on disaster risk mitigation, preparation, recovery & resilience actions for the protection of significant properties (for example, priority for sand bagging, creation of flood barriers, detailed documentation and specifications for future repairs due to disaster damage, etc.)
 - Provide recommended priorities for the implementation of recommended disaster risk mitigation, preparation, recovery & resilience actions based on analysis of risk, community significance, and known historical significance.
 - Provide direction for setting future priorities when additional survey and thus historic significance is established.
- C. Prepare a two-page guide on how to evaluate this historic resource information in conjunction with hazard risk information and create a Reconnaissance Level Survey report that incorporates hazard evaluation, recommendations for disaster risk mitigation, preparation, recovery & resilience actions, and priority setting for disaster preparedness. This document will be used to by other communities to develop similar reports for their historic resources.
2. GIS Data
Preparation of a GIS shapefile containing the following information:
- Match the attribute data that the City/county already collects and tracks for their historic layer.
 - New survey information layer, existing survey information layer, combine survey layer and flood hazard layer.
3. Public Meetings and Presentation of Results
Updates with state & local staff and the Cottage Grove Historic Landmark Committee throughout the survey process, as well as a presentation on the draft results of the RLS at a Historic Landmark Committee meeting. Final report should include a press release and final document(s) for public review on the City's website prior to the presentation of the final report at a public meeting of the Historic Landmark Commission.

Deadline for Provision of Deliverables

The completed survey database, shapefiles and report are due no later than **April 15, 2021**. The digital files will be in a format that is acceptable to OPRD and the City of Cottage Grove and that are editable by OPRD and the City of Cottage Grove at a later date.

State & City Services

OPRD staff will work directly with the consultant to establish workplans, timelines, and reviews. Planning staff and the Historic Landmark Committee will work with the consultant throughout the RLS process as necessary. Additionally, staff can provide assistance with property owner/neighborhood communication, mapping and administrative support as necessary.

Consultant Qualifications

The consultant performing and/or overseeing the RLS must meet the National Park Service's Professional requirements found in the Historic Preservation Fund manual. The Historic Preservation Fund manual can be accessed here: https://www.nps.gov/preservation-grants/manual/HPF_Manual.pdf

Experience with disaster planning and preparedness desired.

A strong work plan and timeline will be considered in the evaluation.

Minimum Proposer Requirements

The Proposer must demonstrate how the Proposer:

1. Meets National Park Service's Professional requirements;
2. Will collaborate with SHPO and the City of Cottage Grove on the project;
3. Will approach the new survey, incorporation of the existing survey and hazard information to develop the survey report;
4. Will meet the required deadline; and
5. Can develop a useful guide for disaster risk and mitigation evaluation of history property survey.
6. Can develop a report that incorporated disaster mitigation and planning.

The proposer must provide a detailed cost estimate and timeline. It should include each item in the scope of work.

Evaluation

The evaluation will be considered based on the skills and abilities demonstrated in the proposal.

1. Meets National Park Service's Professional requirements – If not the proposal will not be considered.
2. Quality and efficiency of collaboration with SHPO and the City of Cottage Grove on the project.
3. Clarity and quality of the approach to the new survey, incorporation of the existing survey and hazard information to develop the survey report.
4. The strength of the timeline.
5. Experience in or quality of components to be included in the guide.
6. Experience in or quality of plan to develop a report that incorporated disaster mitigation and planning.
7. Demonstrated experience in disaster preparedness and planning.

Governing Laws and Regulations

This RFP is governed by the laws of the State of Oregon. Venue for any administrative or judicial action relating to this RFP, evaluation and award is the Circuit Court of Marion County for the State of Oregon; provided, however, if a proceeding must be brought in a federal forum, then it must be brought and conducted solely and exclusively within the United States District Court for the District of Oregon. In no event shall this Section be construed as a waiver by the State of Oregon of any form of defense or immunity, whether sovereign immunity, governmental immunity, immunity based on the eleventh amendment to the Constitution of the United States or otherwise, to or from any Claim or from the jurisdiction of any court.

Cancellation of RFP; Rejection of Proposals; No Damages

Pursuant to ORS 279B.100, Agency may reject any or all Proposals in-whole or in-part, or may cancel this solicitation at any time when the rejection or cancellation is in the best interest of the State or Agency, as determined by Agency. Neither the State nor Agency is liable to any Proposalor for any loss or expense caused by or resulting from the delay, suspension, or cancellation of the solicitation, award, or rejection of any Proposal.

Attachments

- Sample Reconnaissance Level Report
- Flood Risk Map
- RLS Area Maps

2019 Warrenton Downtown Reconnaissance Level Survey Report



Prepared for:

Community & Economic
Development Department
City of Warrenton, Oregon



Prepared by:

Jason Allen
Survey and Inventory Program
Oregon State Historic
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Salem, Oregon

November 2019

I. Introduction

Oregon Main Street is the Main Street America coordinating program, administering and coordinating implementation of the Main Street Approach within the State of Oregon. Main Street America is a nationwide movement of communities that are engaged in community-driven economic development and sustainability in the downtown business core, leveraging those qualities that are unique to the community, especially historic preservation. In March 2019, the City of Warrenton (City) joined Oregon Main Street at the Exploring Downtown level of participation, having expressed an interest in utilizing the Main Street Approach to drive the economic revitalization along the central business thoroughfare in the community. The City has partnered with Spruce Up Warrenton, a local non-profit organization dedicated to downtown revitalization, to implement the Main Street program in Warrenton.

In Oregon, communities that join the Oregon Main Street Network are provided initial assistance from the Oregon State Historic Preservation Office (SHPO) in the form of a Reconnaissance Level Survey (RLS). This survey is conducted by Oregon SHPO staff, and is provided to the City as a means of providing baseline data that can help the community to begin to understand its historic built assets, and begin to determine a path forward toward downtown revitalization. The purpose of this survey was to generate reconnaissance-level data for each building within the historic, commercial downtown area of Warrenton, to analyze the results of those data, and to provide the City with recommendations for advancing historic preservation-supported economic growth. These include identifying individual properties that may be eligible for listing in the National Register of Historic Places, the potential for nomination of a National Historic District within the commercial core, and identifying available resources that may be employed to assist with restoration and/or rehabilitation of existing downtown commercial buildings.

This report provides the results of the 2019 Warrenton Downtown Reconnaissance-Level Survey, conducted on September 12, 2019. The data were collected in the field by SHPO staff Jason Allen (SHPO Survey and Inventory Program Coordinator) and Robert Olguin (SHPO National Register Program Coordinator). This survey report was prepared by Jason Allen. Data collected were entered into the Oregon Historic Sites Database, from which the appended data reports were generated (See Appendix A).

Data collection for this project was performed according to the standards established in *Guidelines for Conducting Historic Resource Surveys in Oregon* (2011). While these Guidelines are currently under revision, with a planned release for 2020, the data collection standards are unchanged from the 2011 edition of these guidelines. This report, however, is prepared according to the proposed requirements for the 2020 edition of the Guidelines, as a means of testing the utility of the proposed requirements for reporting.

II. Survey Boundary and Justification

The survey area for the 2019 Warrenton Downtown RLS was determined through consultation between the City and SHPO. On August 27, 2019, SHPO staff met at City offices with Mr. Kevin Cronin, Community

Development Director for the City of Warrenton. At that meeting, project staff toured the downtown area on foot, while coming up to speed on revitalization efforts to date, and buildings of particular note to the community. Mr. Cronin indicated at that time that the City was also partnering with the Historic Preservation program at Clatsop Community College to consider approaches toward physical rehabilitation of some downtown buildings.

During the tour and during subsequent discussion, and using current and historic aerial imagery and maps, the survey area was determined to include the whole of the historic downtown area. Because the survey was conducted in support of Warrenton's participation in the Oregon Main Street Network, areas that are primarily residential in nature (both historically and at present) were excluded from the survey. The survey area was determined to include the area centered along S. Main Street, bounded by SW Main Ct. on the west, SE Anchor Ave. on the east, SW 4th St. on the south, and NE Harbor Pl. on the north.

During the course of the survey, additional related properties along the margins of the survey area were observed, and the survey boundary was adjusted in order to include them. These included the area to the east of NE Skipanon Dr., where the earlier commercial core of the city was located along what is now NE Harbor Ct., and at the southeast corner of SE 1st St. and SE Anchor Ave., where a multi-family 4-plex apartment building was observed and included in the survey. Therefore, the final survey area is generally bounded by NE Harbor Pl. on the north, NE Bay Ave. and SE Harbor Ave. on the east, SW 4th St. on the south, and SW Main Ct. on the west. Precise representation of the survey area is presented in Figure 1.

The temporal boundary established for this project extends from the 1848 to 1974. Although there are no known built resources in the City that predate the late 19th century, the opening date was selected in order to account for the possibility that a previously unknown resource of that age could be identified. To date, the earliest known built resources in the community are the levees and drainage ditches associated with the preparation of the low-lying, extremely wet lands in and around Warrenton (built in 1883 by Chinese laborers), and the remnant of the railroad grade, built in 1889, very shortly after the platting of Warrenton. The closing date of 1974 was selected because it accommodates the broadly-applied 50-year age guideline established by the National Park Service as an appropriate age to begin consideration of historical significance, and provides a 5 year buffer, during which planning decisions can be confidently made with confidence that the data supporting them are still valid.

It is possible that a property that was built outside the temporal boundary of the survey project may be eligible through application of NR Criterion Consideration G (properties of exceptional significance that are less than 50 years old), but none were evident in the field, and none were identified by any members of the public encountered, any of the City staff involved with this project, or any others consulted, including local historians.

III. Setting

Warrenton is situated on the south bank of the Columbia River, a few miles upstream from the mouth where that river empties into the Pacific Ocean. While the incorporated boundary of Warrenton includes much of the peninsula on which it is located, a total of 16.7 square miles, the portion of the incorporated area that may be considered the historically developed city consists of a much smaller area that occupies the west bank of the Skipanon River (alternatively referred to as Skipanon Creek), which drains the lowlands to the south. The area is separated from the Pacific Ocean by the two miles of wooded dunes, swampy lowlands and small lakes that developed as a result of coastal deposition. As the Skipanon River flows north, it passes by the developed City of Warrenton before becoming channelized for the final 1.25 miles, which include two small marinas serving recreational river and ocean-going boats as well as a small commercial fishing fleet. The land on which the City is set is generally flat, and protected from seasonal flooding events by a series of levees along the west bank of the Skipanon River.

To the east, E. Harbor St. crosses over the Skipanon and connects with the Oregon Coast Highway (US 101), which then crosses Young's Bay and enters the west end of the City of Astoria's commercial downtown area. To the south, Highway 104 forks from the Pacific Coast Highway approximately 1.5 miles south of Warrenton, and enters the city as S. Main Ave. Continuing north on Hwy 104 through Warrenton, the highway bends to the northwest, connecting to the community of Hammond, and beyond to Fort Stevens State Historical Park, a retired military fort and post active from 1863 to 1947, and now a heavily visited 4,300-acre state park situated at the mouth of Columbia River. Fort Stevens is listed in the National Register of Historic Places. Also nearby, only 3 miles to the southeast, is Fort Clatsop National Historical Park, the location of a well-visited reconstruction of the fort built by Lewis and Clark's Corps of Discovery in 1805, and of an interpretive museum and nature walk. The City of Warrenton sits near the center of a triangle formed by these three tourist attractions.

IV. Literature Review

Historical Background

The city of Warrenton sits on lands associated with the Clatsop people, whose traditional lands extend from the banks of the Columbia River south to the area around Tillamook Head. These are the people encountered by Lewis and Clark's Corps of Discovery, and for whom they named their winter fort, Fort Clatsop, in which the party passed the winter of 1805-06. Soon after, the Fort Astoria was established by the Pacific Fur Company, a subsidiary of the American Fur Company operated by John Jacob Astor, for whom the fort was named. Briefly abandoned during the War of 1812, and restored to the Pacific Fur Company by treaty, the fort grew into a trading post, and eventually into a permanent settlement, eventually becoming the City of Astoria (Carey 1971:184-216).

In 1844, Clatsop County was created from a portion of Tuality District (one of the original districts that comprised the Oregon country), named for the Clatsop people. The seat of government of the new Clatsop County came to be centered at Lexington, a community platted in 1848 by W. Hall near what is

now the southern edge of the City of Warrenton. It was the first town platted in Clatsop County. By the mid-1850s Lexington included two hotels, a store, blacksmith shop, and a few residences. From 1850 to 1854, Lexington was the official County Seat. For a time the community came to be called Skipanon, Skipanon Landing, or Upper Landing, being the furthest upstream a boat could reasonably land. The City apparently failed to flourish, and in December 1879 it was disincorporated (McArthur & McArthur 2003:1012; Beckham 1974).

The best early map of the area is the General Land Office cadastral survey map, surveyed and drawn in 1856. The location of Lexington is noted, though referred to as "Upper Landing," located south of what is now downtown Warrenton, at the approximate location of the intersection of SE 13th Place and SE Anchor Avenue. This map also indicates the location of the D.E. Pease Home, north of where downtown Warrenton is now, near where the D.K. Warren House currently stands (GLO 1856). By 1863, the area that now includes downtown Warrenton was part of the Donation Land Claim of Jeremiah G. Tuller (GLO 1863). Tuller was born in Ohio in 1822, and accompanied Nathaniel Ford to Oregon in the wagon train of 1844. He took part in the Cayuse War in 1847-48, and settled his claim along Skipanon Creek. In about 1853, he moved to Benton County, apparently without selling his Clatsop County property. In the 1870s, Tuller's daughters lived at Warrenton, until their deaths in 1901 and 1931. Shortly after 1931, the house was destroyed by fire (Miller 2009).

In 1889, the City of Warrenton was platted by Daniel Knight Warren, a prominent businessman and investor in Clatsop County. Warren was born in 1836 in Bath, New York, son of Danforth Warren and Amanda (Pike) Warren. His father passed away a year later, leaving his mother to raise the family. By 1850 she had moved the family to Bureau County, Illinois, from which he traveled west with his brothers in 1852, briefly joining in the gold mining on the Rogue River in southwestern Oregon. Finding no success, he headed north the following year, where he then was employed in logging around Astoria. In 1860, his residence was near Youngs River, south of Astoria, where he was noted as engaged in farming. He briefly returned to Illinois to marry his childhood friend Sarah Eaton, and together they returned to Clatsop County, establishing a farm several miles to the east of Astoria. In 1880, they were living in Astoria with three children, where Warren was engaged as a butcher. In 1883, he relocated to the area that now includes Warrenton, purchasing approximately 900 acres of property and developing an extensive farm. This endeavor necessitated organizing the construction of levees along Skipanon Creek to drain and protect it from flooding. In his Centennial History of Oregon, Joseph Gaston suggests that these are the first levees constructed on the lower Columbia River (Gaston 1912:1050). These levees still remain along the banks of Skipanon Creek, and are easily visible today.

Beyond farming, Warren also served for a time as the President of the Astoria National Bank, was briefly a member of the Oregon State Senate in 1876 (completing the term of Solomon Smith), and served on the Astoria city council and school board. In 1889, anticipating the arrival of Astoria and South Coast Railroad, he purchased additional land (for a total of 1500 acres) and platted Warrenton, which he subdivided into 50 x 150-foot lots. To encourage settlement in the city, Warren offered \$1000 cash to anyone that would build a house costing under \$3000, and anyone that built a house for more than \$3000 would receive a premium lot to build on for free (Glen 2009:108). In 1901 he began construction on a saw and planing mill on the east side of Skipanon Creek, where the Warrenton Marina now sits, but passed away in 1903 before it was completed (Morning Astorian 1903; Gaston 1912:1046-50; Sanborn

1908:52). After his death, the mill was purchased, completed and placed in operation as the Smiley-Lambert Mill (Glen 2009:84).

The railroad provided much impetus to the growth of the city. Seeking connection between Astoria and Portland, the Astoria and South Coast Railroad was incorporated in 1888. When the plat of the City was filed the following year, the railroad purchased 25 acres of land to construct machine shops, round house, and depot. The depot was located where the west-bound lane of Harbor Avenue passes, between Main and Anchor Avenues. With the construction of a rail connection to Astoria and beyond, lumber, agricultural goods, and canned fish and shellfish became highly marketable in Portland and other cities in the Willamette Valley. In 1892, Astoria and South Coast Railroad reincorporated as the Astoria & Portland Railway Company, which reorganized the following year as the Seashore Railroad Company. In 1897, this was folded into the Astoria & Columbia River Railroad, which itself was merged into the Spokane, Portland & Seattle Railway Company in 1911, which continued until 1970, when it was consolidated into the Burlington Northern Railroad Company (Richardson 1995:57, 134, 282). Though now completely abandoned and removed, the path of the railroad is still evident in the plat of the City.

While the waterfront continued to be the center of industrial activity, by 1908 Warrenton boasted 10 stores, including a photography studio, meat market, and a restaurant, among others. At this time, the commercial focus of the City was located along the railroad line, which coursed along Railroad Avenue and High Street. Stores, restaurants, and boarding houses were concentrated in the blocks bounded by what is now Harbor Ct. (then 2nd Street), Main St., and 1st Street (then 3rd Street) and the Skipanon River. A large saw and planing mill, identified in the 1908 Sanborn map as the D.L. Kelly Lumber Company, was located at the foot of what is now 1st Street, at the river. Interestingly, the only store indicated in Main Street at that time was at the southwest corner of what is now Main and 1st, now occupied by the southern two-thirds of the El Compadre Restaurant (previously The Club restaurant and lounge). Two other stores were located at that time at the corner of Water Street and 1st St. (now NE 1st St.). This land was subsequently excavated for the marina north of NE Harbor Place, and the stores destroyed. The Sanborn map indicates a 1908 population of 300 (Sanborn 1908:51). In 1925, the lower reach of the Skipanon River was channelized to facilitate access to the docks at the north edge of town, and to allow log rafts to float through to the sawmill (Glen 2009:74).

Several seafood canneries operated in Warrenton, handling all manner of seafood, especially razor clams and crabs. Independent and informally organized commercial fishermen based at Warrenton supplied the Columbia Packing Company and Seaside Clam Company with their catch, where they were cooked, processed and canned for shipment and sold under several company labels. By 1948, the lumber mill was demolished, and the area north of Harbor Ct. given over to the packing plant shared by the two companies. By that time, stores lined Market Street (formerly High Street) and along the south side of the railroad. The 1948 edition is the first Sanborn map that includes a clear indication that Main Street was increasingly becoming the commercial core of the City, especially the block between current S. 1st and S. 2nd Streets. City Hall, the city library, offices, restaurants, cleaners, and automotive services were all located on this block, to the exclusion of residences, save one at the northeast corner of Main and S. 2nd, which still stands today. Also in 1948, the Warrenton Fire Department and I.O.O.F. Hall were both located on what is now SW 2nd St. (Sanborn 1948:51).

For a time, the lumber and canning industries were joined in Warrenton by the clay products industry, when in 1917 the Warrenton Clay Company opened a large plant on the west side of Skipanon Creek, north of town. That company manufactured clay structural tile, field tile, sewer pipe, etc. In 1922 the Dailey Clay Products Company was making higher-grade domestic pieces, such as bowls and teapots. The Warrenton Clay Company factory location is now the location of the Hampton Lumber Mill.

Today, the corporate boundary of Warrenton far exceeds what might be considered the immediate community, embracing nearly all the area west of the Lewis and Clark River, north of the Lewis and Clark National Historical Park and extending west to the Pacific Ocean, and northwest to the edge of Fort Stevens. In addition to the community of Warrenton, the City boundary also includes the Astoria Regional Airport, the community at Hammond, the “Upper Fort Area” of the Fort Steven Historic District (including the Guardhouse, Officers’ Quarters, Soldiers’ Barracks, the Parade Grounds, and Battery Clark), and much of the southern portion of Fort Stevens State Park (City of Warrenton 2019).

Previous Documentation

Review of the Oregon Historic Sites Database reveals that to date there are a total of thirteen properties within the corporate boundary of the City of Warrenton that have been documented in the Oregon Statewide Inventory. None of these thirteen are located within the current survey area. Only three are within or near what may be considered the “town” of Warrenton. These include the D.K. Warren House at 107 NE Skipanon Rd. (north of the survey area). This 1885 residence is listed in the National Register of Historic Places. The Clara Munson House is located less than 0.5 miles east of downtown, on the south side of Warrenton-Astoria Highway, and is eligible for listing in the National Register for its association with Clara Munson, the first female mayor of a city west of the Rocky Mountains. The original townsite of Lexington is also noted in the Historic Sites Database, though it is not known if any archaeological remains exist in this location.

Outside the immediate vicinity of Warrenton proper are eight historic properties at Hammond, seven of which are associated with Fort Stevens, and are listed in the National Register, contributing to the Fort Stevens National Historic District. The seventh is a lifeboat station at the foot of Fleet St. in Hammond. The final three properties in the Historic Sites Database are three properties at the very northern edge of Camp Rilea, associated with that facility. These are located on Delaura Beach Lane.

This survey of the central business district of Warrenton is therefore the first and only systematic historic built resources survey conducted within the historic core of the City of Warrenton. The survey recorded 47 buildings in Warrenton, greatly expanding the documented historic built inventory in the City.

V. Methodology

The 2019 Warrenton Downtown Reconnaissance-Level Survey was conducted by Jason Allen and Robert Olguin, both staff at the Oregon State Historic Preservation Office. Both Mr. Allen and Mr. Olguin exceed the Secretary of the Interior’s Standards for Professional Qualifications in the areas of History and Architectural History. All built properties within the survey area were included, including properties that

were outside the temporal boundaries of the project, in order to gain a clear picture of the current state of the downtown built environment. These properties were evaluated as “NP,” or Out of Period, and are evaluated as not eligible for listing in the NRHP either as contributing to a possible historic district, or individually.

The survey data was collected with pencil and paper, using field documentation forms created by the Oregon SHPO. Mr. Allen collected the physical data, while Mr. Olguin took photos. Both addresses and photo numbers were associated with each other by both surveyors in the field, as well as on field maps carried by both surveyors. Once data collection was completed, a field review of the acquired documentation was conducted, confirming that all properties within the boundaries of the survey were adequately documented.

During the conduct of the survey one additional property was added to the survey area, a 4-plex apartment building located on the SE corner of SE 1st St. and SE Anchor Avenue. While the project was focused on the commercial downtown area, the building was included because it is historically common for multi-family residences, especially apartment buildings, to be located among the business core. Single family residences with no past or current commercial use were not likewise included, because those properties were not historically constructed within then-active downtown commercial areas. When these do occur in otherwise commercial areas, it is generally because those areas were historically redeveloped toward commercial use, and some residences may have survived, with by adopting a commercial use, through the holdout of owners that resisted redevelopment, or are located at the margin of a commercial district that reached its extent.

Once collected, the data were prepared for entry into the Historic Sites Database. Evaluations of properties in terms of eligibility for listing in the National Register of Historic Places was based on the properties’ age (50 years minimum) and integrity (based on the lowest possible standard for eligibility), as well as the professional judgement of the surveyors and the application of the Guidelines for Historic Resource Surveys in Oregon. Year of construction was estimated during field documentation. Properties that were of unknown age were documented in the field as though they were built within the temporal boundary of the project. Construction dates were then compared to dates of construction provided in the Clatsop County Assessor’s records. When the estimated date and Assessor’s dates were close, this was taken as confirmation both of the Assessor’s data and of the field estimate. Where these dates diverged, or where the Assessor did not provide a construction date, the construction date was investigated using historic maps and photos, and consideration of other reasons why they may not agree. For example, a building may be so altered that it conveys a much later date of construction than is actually the case, typically suggesting a catastrophic loss of integrity. In other cases, the Assessor’s records may reflect a significant addition, renovation, or the date that a building was moved to its current location.

Once evaluations were agreed upon by Mr. Allen and Mr. Olguin, the distribution of eligible/contributing properties was analyzed to determine the potential for a historic district to be present, and properties that may be eligible for listing individually were identified.

Data collected were those required in the Guidelines for Historic Resource Surveys in Oregon (2011), and any other relevant data that suggested itself to the surveyors. Data points that are not collected by the database fields, but were deemed to be of relevance included the presence of altered windows and current window types, and notation on secondary structures, and visible evidence of past alterations. These data are included in the “Comments” field of the database.

VI. Data Summary

From the above overview of Warrenton’s history, a few historical patterns and trends emerge as influential in the history of the community. These may form the source of historical significance for one or more properties that were included in the current survey, as well as others outside the survey throughout the larger City of Warrenton. They are:

1. The early settlement of the area, especially of Lexington (aka Upper Landing);
2. The arrival of the Railroad;
3. Preparation of the land for agricultural, commercial, and residential use, especially draining and flood control provided by the levees and ditches;
4. The fishing, crabbing and clamming industry, and associated processing of seafood products;
5. Early and mid-20th century commercial development of Warrenton
6. Sawmilling and lumber production
7. Automobile-related services

While most of the above are reasonably well understood, and are likely of no surprise to Warrenton residents, the limited historical research conducted and survey data collected suggested a possible source of significance for properties associated with the emergence of automobile culture. These are most prominently reflected in the large number of current and past businesses located in Warrenton that offered fuel and repair, many of which survive in one form or another in Warrenton’s building stock. This may be a function of Warrenton’s location, and it is not clear the extent to which this association is actually significant, but it is suggested here as worth further exploration.

Results

The survey resulted in the documentation of 48 properties within the physical survey boundary, of which 34 were within the temporal boundary as well (built during or before 1974). Of these 34 properties, one (45 NE Harbor Ct.) is recommended to be eligible for listing in the National Register individually, and is thus evaluated as Eligible/Significant (ES), and 12 others were evaluated as Eligible/Contributing (EC). Of the 12 evaluated as EC, five were residences that occurred at the margin of the survey area, where the commercial area gives way to residential neighborhood. The remainder of the properties, 21 in all, lacked sufficient integrity to contribute to a historic district.

Temporally-speaking the distribution of construction dates ranges across the whole of the 20th century, and into the 21st century. Only 11 belong to the period before World War II, while 37 belong to the period from 1940 and after, with a concentration of properties (21 in all) built between 1940 and 1969,

consistent with an expanding economy during the postwar period experiences across the country. Fourteen properties were built after 1974 (the close of the temporal boundary for this survey), indicating a fairly aggressive replacement of the earlier building stock in the city.

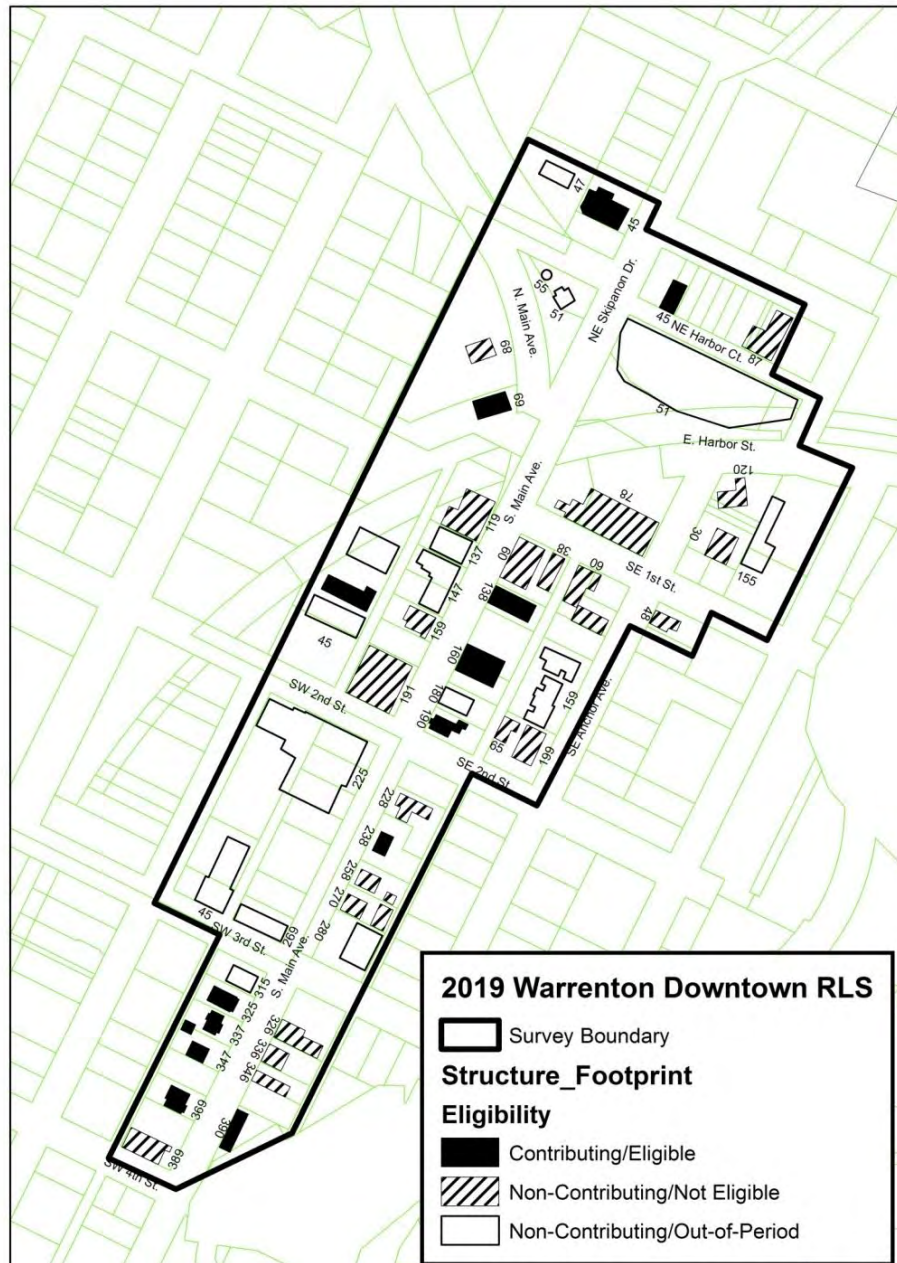


Figure 1. Survey boundary and results.

Among all of the buildings encountered during the survey, buildings clad with synthetic siding (generally vinyl) and wood make up a combined 79% of the total properties surveyed. While the dominant materials historically would have been horizontal board and shingle, much of the wall cladding seen today is Hardiplank (or similar synthetic wood) and vinyl, consistent with a coastal community that sees heavy moisture and routine heavy weather conditions.

VII. Analysis and Recommendations

Based on the survey data, there does not appear to be an eligible Historic District currently expressed in the commercial downtown of Warrenton, and only one building appears to be individually eligible for listing in the NRHP in its current state. Most of this is due to integrity loss associated with alterations to individual properties, compounded by the introduction of recent (post-1974) buildings throughout the survey area. If integrity could be restored to a substantial number of the buildings in the survey area, the presence of more recent buildings would be of less impact, and a historic district could be possible. Likewise, if individual properties were to be restored, they might be eligible on their own.

The one building identified during this project that is likely individually eligible for listing in the National Register as it appears today is the commercial building at 45 NE Harbor Court. It is one of only two buildings that remain from Warrenton's earliest commercial strip along the north side of Harbor Court (the other, at 87 NE Harbor Ct., has lost all integrity, and is not eligible). This building is identified by the Clatsop County Assessor's records as having been built in 1905. A historic photo, which appears to have been taken in the 1920s, suggests that this building may have been the Warrenton Post Office at that time. It should be noted that this building is in very poor condition, and is in danger of being demolished by neglect. Immediate action should be taken to stabilize the building, and measures taken to eliminate any water infiltration or pest occupancy. An Intensive Level Survey is recommended for this building, to determine its true history and associations, and if the associations outlined above prove to be accurate, nomination for listing in the National register should be considered as soon as possible, and restoration begun.



The building on the left, which stands at 45 NE Harbor Ct. appears to be the post office building in the photo on the right (current photo by Morgan Murray, 2019; historic photo from "Warrenton-Hammond" by Susan Glen).

Some buildings identified as Eligible/Contributing demonstrate loss of integrity that could be relatively easily restored, further highlighting their historic nature, even if the alterations are not enough to render it Not Eligible (NC). This includes **138 S. Main Ave.**, with specific reference to the large awning that partially obscures the historic front elevation. Another example is the gas station building at **238 S Main Ave.**, where historic integrity could be improved through addition of historically appropriate roll-up bay doors, and side windows that have been enclosed or partially enclosed. A third example is the restaurant at **45 NE Skipanon Dr.** (historically Kelson's Cafe), where replacement of existing windows with multi-light wood sash windows (suitable insulated windows are available on the market) and restoration of shingle siding would greatly increase integrity. The **Diamonds in the Rough Grant** through Oregon Heritage is a grant program designed to assist properties that are not currently eligible, but that could be brought back with relatively minimal restoration of integrity, but is available to properties that are evaluated as EC. Consideration of this grant for these properties could be fruitful, especially if other work was done prior that would help establish the basis of a potential historic district. These would also be eligible for the **Main Street Revitalization Grant** program, which has the potential to provide substantial grant funding, and is deployable to more than one building at a time if each individual project is relatively low cost.



138 SE Main Ave. (left), 238 SE Main Ave. (right), and 45 NE Skipanon (below)



Several buildings that are evaluated here as Not Eligible (NC) due to a loss of integrity still convey something of their historic appearance, even if it is not readily evident. These buildings may be

restorable such that integrity could be re-established. In some such cases such effort may render a building individually eligible for listing as well, such as is likely the case with **Wilson's Drug Store** (aka Fenton's) located at **60 S. Main Ave.** This very prominent building retains its overall form and fenestration pattern, but has been completely re-sided, and any remaining historic character-defining features are either lost or covered over. We recommend investigation of this building to determine to what extent historic material may still exist behind the current siding, and once determined, gauge the feasibility of restoring it to its historic appearance. This building is the largest historic period building in the downtown area, and was an elaborate, decorated building when intact. It is also well-documented photographically, making historic photo-based restoration possible. If determined to be feasible, the **Main Street Revitalization Grant** would be the best program for this, especially if the cost of restoration is high. The Main Street Revitalization Grant is the only grant program of its kind that offers high-value grants for individual projects, and might reasonably cover a substantial portion of a restoration effort such as may turn out to be necessary for 60 S. Main Ave.

Once restored, this optimally-located building would instantly become the marquee building in the City, and would almost certainly inspire more building owners to consider restoration of their buildings as well. As it stands today, these buildings would be competitive for the **Diamonds in the Rough Grant**, designed to specifically address buildings that are not eligible, but could be with some targeted restoration of integrity. As properties are restored to eligible status, and the possibility of a historic district increases, competitiveness for the Diamonds in the Rough grant increases as well.



Wilson's Drug Store, 60 SE Main Ave.

Additionally, if integrity was restored sufficient to list the building in the NRHP individually, the building would become eligible for a wide variety of grant and incentive programs, including the **Preserving Oregon Grant**, the **Historic Preservation Tax Incentive**, the **Oregon Special Assessment**, as well as several historic preservation grant programs offered by private non-profit organizations, such as the **Kinsman Foundation**.

Another highly noteworthy building in the city that falls under this category is the **Peter Iredale Inn**. The historic nature of this building is completely obscured by the current façade treatments on the east (front) and south (side) elevations, however, some historic material may yet exist behind the current treatment. The building does appear in some historic photos, and these can be used to guide restoration efforts in conjunction with any historic features that remain in whole or in part behind the current façade treatment. Additionally, some elements of the historic building still remain on the north (side) elevation, including the shingle siding and at least one completely intact original wood sash window, and several others that are missing only some muntins, and may be restorable. This building would be an excellent candidate for a **Diamonds in the Rough** grant to explore what may be behind the current façade, followed by a **Main Street Revitalization grant** to do the primary work to restore it to eligibility. Once listed in the National Register, other grant programs that hinge on listing for qualification become available to finish the restoration.

Consider exploring the history of automobile culture and automobile-related properties as a possible source of significance in Warrenton. If such significance could be established, a number of properties that are evaluated here as being of marginal significance could rise in prominence. These include the Gas Station building at **238 S. Main Ave.**, the World War II-era shop building at **38 SE 1st St.**, and the mid-century Service Station building at **120 E. Harbor St.**



Peter Iredale Inn, 159 S. Main Ave.

One noteworthy building encountered during the survey was the storage/shop building located at **390 S. Main Ave.**, built in 1945 (per Assessor records), and situated at the south end of the survey area. This building is interesting because it is the only non-residential building the survey encountered that dates to this early period, and that demonstrates high integrity. The building is uniquely intact, and should be further investigated to determine the potential for individual eligibility, or possible association with one or more of the historical themes identified in Section VI of this report.



390 S. Main Ave.

Of particular note, due to its high visibility and prominence as one enters Warrenton from either Fort Stevens or Hammond from the west, or from Astoria from the east, is the replica lighthouse at Lighthouse Park, situated at the intersection of Main and Harbor. It is important to note that, despite the appearance as such to the untrained eye, the lighthouse is not historic, nor was it ever a functioning lighthouse. The lighthouse was constructed by prominent local fishermen Bud Charleton and Chuck Thompson, who constructed the lighthouse both in memorial to the generations of men and women of Warrenton that made their living from the sea, and as a means of generating funds for the Fishermen's Benefit Fund, which they established to assist fishermen with professional financial burdens. After its construction in the mid-1990s, the lighthouse was the home of the Warrenton-Hammond Historical Society for about 15 years, until 2011 when they vacated the building. It does not appear to have been in use since then. Due to the prominence of the lighthouse, it may come to be understood as a symbol for the city, and be adopted as part of a branding scheme. In this case it would be important to cast the lighthouse as an emblem of Warrenton's fishing past and present, while being clear that it is not historic. It should be considered more of a monument, and itself may one day come to be historic.

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IX. Appendices

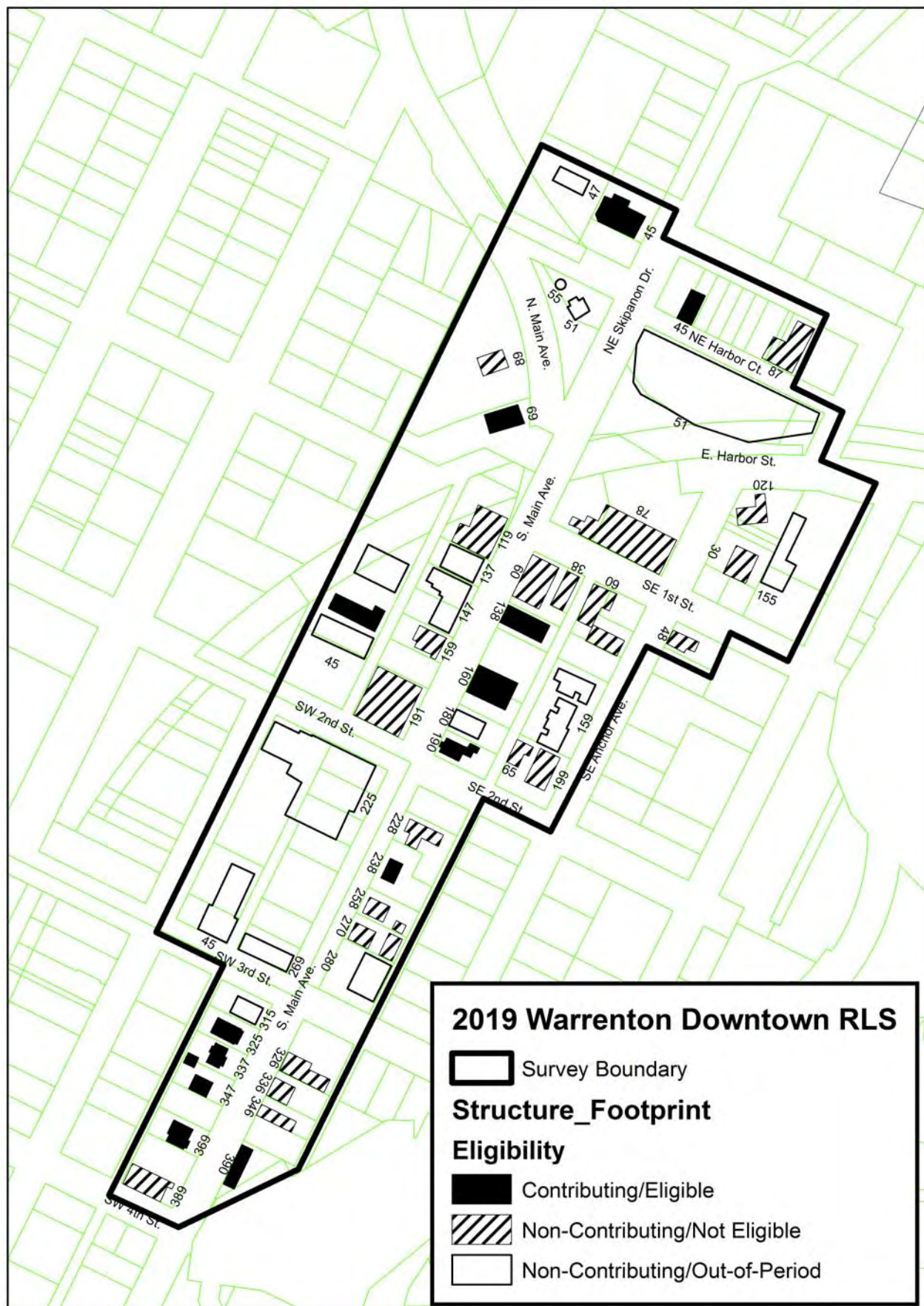
Appendix A: Survey map

Appendix B: Master Survey Data

Appendix C: Survey Database Reports

Appendix A:











Survey Map



Appendix B:










Master Survey Data

Architectural Survey Data for 2019 Warrenton MS RLS
Oregon State Historic Preservation Office









Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
38 SE 1st St Service Garage	1	NC	1945 c.2000	Shingle Wood Sheet	Utilitarian	COMMERCIAL: General Service Bay/Business	9/12/2019		
			Comments: modern roll up door, modern entry door, large ca. 2000 rear addition						
60 SE 1st St Warrenton Auto & Marine Repair	1	NC	c.1950 1992	Steel	Utilitarian	INDUSTRIAL: General Service Bay/Business	9/12/2019		
			Comments: two large additions to original building, one behind (to the south, and one (more recent - 1992) to the east (garage bay). Additional 1992 building at SE corner of lot. Sliding door, metal windows on original portion of building						
155 SE 1st St Bogh Electric	2	NP	1991	Steel	Utilitarian	Warehouse	9/12/2019		
			Comments: seven bays in the north portion of the building						
45 SW 2nd St City Public Works Shops	1	EC	c.1940	Steel	Utilitarian	Warehouse	9/12/2019		
			Comments: 3 buildings - oldest appears to be in the center, ca. 1940 (contributing), southern appears ca. 1990 (NP); northern appears ca. 2012 (NP).						
65 SE 2nd St	2	NC	1947 1974	Shingle	Shed (Type)	Single Dwelling	9/12/2019		
			Comments: 1947 assessor date - does not appear on 1948 or 1954 Sanborns						
45 SW 3rd St	1	NP	1989	Steel	Late 20th Century: Other	Industrial Storage	9/12/2019		
			Comments: steel warehouse, concrete block office bldg with steel awnings.						
30 SE Anchor Ave A&A Elegance Auto Detailing, Building 2	1	NC	1967	Vinyl Siding Concrete Block	Utilitarian	COMMERCIAL: General Service Bay/Business	9/12/2019		
			Comments: vinyl siding, 3 of four roll up doors are drecent metal						
48 SE Anchor Ave 4-plex Apartment	2	NC	1925	Vinyl Siding	Other / Undefined	Multiple Dwelling	9/12/2019		
			Comments: all stylistic queues are removed						
159 SE Anchor Ave Apartments	2	NP	1991	Vinyl Siding	Late 20th Century: Other Ranch (Type)	Multiple Dwelling	9/12/2019		
199 SE Anchor Ave Apartments	2	NC	1974	Wood Sheet Vinyl Siding	Late 20th Century: Other	Multiple Dwelling	9/12/2019		
			Comments: flared wood shiplap under windows, aluminum windows						

Architectural Survey Data for 2019 Warrenton MS RLS









Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
45 NE Harbor Ct Warrenton Post Office (old)	1	ES	1905	Horizontal Board Shingle	Commercial (Type)	Specialty Store	11/26/2019		
<i>Comments: This is one of only two remaining buildings that were part of Warrenton's original commercial center on what is now NE Harbor Court. Of the two, only this one has integrity, though it is in very poor condition. It appears to have once been the Warrenton Post Office. See photos in "Warrenton-Hammond" by Susan Glen.</i>									
51 NE Harbor St Main Street Mini Storage	1	NP	c.2000	Synthetic Wood Siding	Ranch (Type)	Warehouse	9/12/2019		
<i>Comments: 3 buildings, all constructed at the same time. Building façade facing E. Harbor St. has a large mural depicting the old commercial center that was on what is now NE Harbor Ct.</i>									
51 W Harbor St Lighthouse	2	NP	c.1995	Synthetic Wood Siding	Late 19th/20th Amer. Mvmts: Ot	Museum	9/12/2019 10/15/2019		
<i>Comments: replica, not historic adjacent storage shed, also not historic</i>									
55 W Harbor St Gazebo	1	NP	c.2000	Wood:Other/Undefined	Octagonal/Round	Park/Plaza	9/12/2019		
<i>Comments: contains sculpture dedicated to fishermen lost at sea</i>									
78 E Harbor St	1	NC	1962 1968	Concrete Block		Road Related (vehicular) Strip Development	9/12/2019		
<i>Comments: earlier portion is at the west, with steel awning and concrete pump island, currently a barber shop.</i>									
87 NE Harbor Ct	2	NC	1900	Synthetic Wood Siding	Other / Undefined	COMMERCIAL: General	11/26/2019		
<i>Comments: originally eastern 2/3 of the Mason and Warren Building, which comprised three storefronts. The center of the three, now the western of the remaining two, appears to have been the office of the Warrenton Tribune. It's not clear what was in the other. All character-defining features from the exterior are removed or covered over with modern siding. No architectural style is discernible.</i>									
120 E Harbor St A&A Elegance Auto Detailing, Building 1	1	NC	1958	Steel	Modern Commercial (Type)	TRANSPORTATION: General Service Bay/Business	9/12/2019		
<i>Comments: coffee stand built 1994</i>									
60 S Main Ave Wilson's Drug Store	2	NC	1925	Horizontal Board	Other / Undefined	Department Store 2-Part Block	9/12/2019		
<i>Comments: alterations removed or covered all stylistic elements. No discernable style is left. All vinyl windows on 2nd floor, newer storefronts on 1st floor, vinyl window 1st floor, north elev. At east. Exterior stair to second floor retains some integrity.</i>									
69 S Main Ave Warrenton Post Office	1	EC	1963	Concrete Block Wood Sheet	International	Post Office	9/12/2019		

Architectural Survey Data for 2019 Warrenton MS RLS**Oregon State Historic Preservation Office**




Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
89 N Main Ave Dairy Maid	1	NC	1963	Synthetic Wood Siding Shingle <i>Comments: all new vinyl windows, hardiplank siding</i>	Modern Commercial (Type)	Restaurant	9/12/2019		
119 S Main Ave The Club <i>El Compadre Restaurant</i>	1	NC	1945	Synthetic Wood Siding Roman Brick <i>Comments: 2nd story removed from center bay ca. 1955 plywood-clad upper walls vinyl windows</i>	Modern Commercial (Type)	Restaurant	9/12/2019		
137-139 S Main Ave <i>Coastal Elegance Salon; James</i>	1	NP	2001	Vinyl Siding <i>Comments: false front 2 storefronts</i>	Modern Commercial (Type)	COMMERCIAL: General	9/12/2019		
138 S Main Ave <i>North Coast Shooter's Supply</i>	1	EC	1959	Horizontal Board Roman Brick <i>Comments: wood storefront and door appear intact tall parapet awning added ca. 1980?</i>	Commercial (Type)	Specialty Store 1-Part Block	9/12/2019		
147 S Main Ave <i>Northwest Oregon Housing Authority</i>	1	NP	2000	Synthetic Wood Siding	Late 20th Century: Other	Government Office	9/12/2019		
159 S Main Ave <i>Peter Iredale Inn</i>	2	NC	1925	Shingle Multi-Color Brick <i>Comments: Primary elevation second floor has later diagonal and horizontal board. On north (side) elevation upper floor windows are multi-light wood, one of which is completely intact. These are likely the original windows elsewhere on the building. This building may be restorable, if original design elements remain behind the wood cladding and brick. Windows on 2nd floor, north (side) elevation are original, one appears fully intact, others are missing some muntins. Windows and siding on south side are replaced.</i>	Commercial (Type)	COMMERCIAL: General 2-Part Block	9/12/2019		
160 S Main Ave <i>Warrenton Community Library</i>	1	EC	1965	Stone:Other/Undefined Vertical Board	Contemporary	Financial Institute Other Commercial/Public	9/12/2019		
180 S Main Ave <i>Century Link</i>	1	NP	c.1980	Concrete Block <i>Comments: diamond pattern concrete blocks no windows at all steel coping at parapet</i>	Utilitarian	Communications Facility	9/12/2019		

Architectural Survey Data for 2019 Warrenton MS RLS**Oregon State Historic Preservation Office**





Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
190 S Main Ave	1.5	EC	1940	Cedar Shake Shingle	Craftsman	Single Dwelling	9/12/2019		
				<i>Comments: rear garage attachment at least since 1948, appears to be same footprint. Vinyl windows all around. Garage door enclosed. EC, but only to a possible residential district that would extend to the south. It would NOT contribute to any downtown commercial district, because it is not commercial.</i>					
191 S Main Ave Maize's Market/ Stuckrath's Variety Store Main St. Market	1	NC	1925	Synthetic Wood Siding Wood Sheet	Commercial (Type)	Department Store	9/12/2019		
				<i>Comments: Historically Maize's Market on the south side, Stuckrath's Variety Store on the North - 2 buildings now joined into one.</i>					
225 S Main Ave Warrenton Municipal Center Warrenton Fire Department	1	NP	1999	Synthetic Wood Siding	Late 20th Century: Other	Government Office	9/12/2019		
228 S Main Ave	1	NC	1971	Wood Sheet Shingle	Ranch (Type)	Professional	9/12/2019		
				<i>Comments: interior gutted to studs, now used for storage. Vinyl windows</i>					
238 S Main Ave Main Street Fuel	1	EC	c.1940	Standard Brick	Modern Period: Other	Road Related (vehicular) Service Station	9/12/2019		
				<i>Comments: shaped parapet with star design - Texaco? Both roll up doors replaced with modern; office appears intact; south windows enclosed/covered by vent; north side windows partially intact - can discern original four-stacked light wood sash windows. Concrete fuel island remains</i>					
258 S Main Ave	1.5	NC	1940	Horizontal Board	Minimal Traditional	Single Dwelling	9/12/2019		
				<i>Comments: enclosed front porch; wide horizontal board on 1st floor, narrower horizontal board in gable all windows vinyl, trim appears replaced.</i>					
269 S Main Ave	1	NP	1977	Wood Sheet Horizontal Board	Modern Commercial (Type)	Specialty Store	9/12/2019		
				<i>Comments: damaged by fire - under reconstruction during survey in 2019.</i>					
270 S Main Ave	1	NC	c.1900	Wood Sheet	Bungalow (Type)	Single Dwelling	9/12/2019		
				<i>Comments: detached Garage appears to be mostly intact - might be contributing if the house was. Possible enclosed front porch. (North) Side porch addition enclosed with vinyl windows; all other visible windows replaced with vinyl or aluminum</i>					

Architectural Survey Data for 2019 Warrenton MS RLS

Oregon State Historic Preservation Office

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
280 S Main Ave		NP	1988	Synthetic Wood Siding	Neo-Colonial Ranch (Type)	COMMERCIAL: General	9/12/2019		
<i>Super Mart</i>									
315 S Main Ave	1	NP	2012	Wood Sheet Shingle	Modern Period: Other	Professional	9/12/2019		
325 S Main Ave	1	EC	1917	Synthetic Wood Siding Shingle	Craftsman Bungalow (Type)	Single Dwelling Bungalow	9/12/2019		
				<i>Comments: all vinyl windows, hardiplank siding; new porch deck and rails; EC detached garage</i>					
326 S Main Ave	1	NC	1961	Wood Sheet	Utilitarian	INDUSTRIAL: General Service Bay/Business	9/12/2019		
<i>Crossover Car Stereo</i>				<i>Comments: rear addition</i>					
336 S Main Ave	2	NC	1965	Wood Sheet Concrete Block	Mansard	Specialty Store	9/12/2019		
				<i>Comments: post says 339 S. Main, but is definitely 336. asphalt/rubber roofing material; vonul windows in upstairs apartment, replaced storefront</i>					
337 S Main Ave	1	EC	1947	Cedar Shake Shingle Round Log	WWII Era Cottage (Type)	Single Dwelling Early Ranch/Rambler	9/12/2019		
				<i>Comments: shared detached garage with adjacent house to the south enclosed front porch? Vinyl windows</i>					
346 S Main Ave	1.5	NC	1942	Vinyl Siding	Craftsman Bungalow (Type)	Single Dwelling	9/12/2019		
<i>Pups 'n' Suds</i>				<i>Comments: enclosed front porch? Vinyl siding and all windows vinyl. All trim removed</i>					
347 S Main Ave	1.5	EC	1947	Cedar Shake Shingle	WWII Era Cottage (Type)	Single Dwelling	9/12/2019		
				<i>Comments: garage shared with house to the north surprisingly intact home, including wood windows</i>					
369 S main Ave	1.5	EC	1939	Shingle	Tudor Revival	Single Dwelling	9/12/2019		
				<i>Comments: 2nd story windows replaced, likely a different shape than original - all wiondows vinyl sliders, except fixed on front added caport/ garage. Some integrity issues, especially the upper windows, but MAY contribute to a residential district if one could be found.</i>					

Architectural Survey Data for 2019 Warrenton MS RLS**Oregon State Historic Preservation Office**

Address/ Property Name	Ht	Eval/ NR	Yr(s) Built	Materials	Arch Classifs/Styles	Orig. Use/ Plan (Type)	RLS / ILS Dates	Listed Date	
389 S Main Ave <i>Maddox Dance Studio</i>	1.5	NC	1924	Wood Sheet Horizontal Board	Craftsman Bungalow (Type)	Single Dwelling	9/12/2019		
<i>Comments: window trim and siding intact on upper floor, north side only - all ground floor and south side upper floor has been resided with T1-11 and new vinyl windows. Large rear addition</i>									
390 S Main Ave Garage/Shop	1	EC	1942	Horizontal Board Shingle	Utilitarian	Industrial Storage Warehouse	9/12/2019		
<i>Comments: siding - coved shiplap on north and west elev's, shingle on south elev. All windows (6/6 wood sashes) and doors (rolling doors, 2 on west elev.) are intact</i>									
45 NE Skipanon Dr Kelson's Café <i>Trina & Ron's Place Bar and Restaurant</i>	1	EC	1939	Vinyl Siding	Commercial (Type)	Restaurant	9/12/2019		
<i>Comments: completely sided with vinyl, all windows replaced with vinyl, reflects fenestration pattern as of the 1970s or 1980s (photo p.93 of "Warrenton-Hammond" Arcadia book). Attached storage.</i>									
47 NE Skipanon Dr	1	NP	1977	Wood Sheet	Ranch (Type)	Single Dwelling Ranch/Rambler	9/12/2019		
Total Resources Identified: 48									

Appendix C:

Survey Database Reports

Historic Building Report/Counts

(All Properties Inventoried)

Evaluation Counts - 2019 Warrenton MS RLS

Evaluation	Quantity	% of Total
eligible/contributing	12	25%
eligible/significant	1	2%
not eligible/non-contributing	21	44%
not eligible/out of period	14	29%
Total:	48	

Construction Date Decade Counts - 2019 Warrenton MS RLS

Decade	Quantity	% of Total
1900s	3	6%
1910s	1	2%
1920s	5	10%
1930s	2	4%
1940s	11	23%
1950s	3	6%
1960s	7	15%
1970s	4	8%
1980s	3	6%
1990s	4	8%
2000s	4	8%
2010s	1	2%
Total:	48	

Original Use Counts - 2019 Warrenton MS RLS

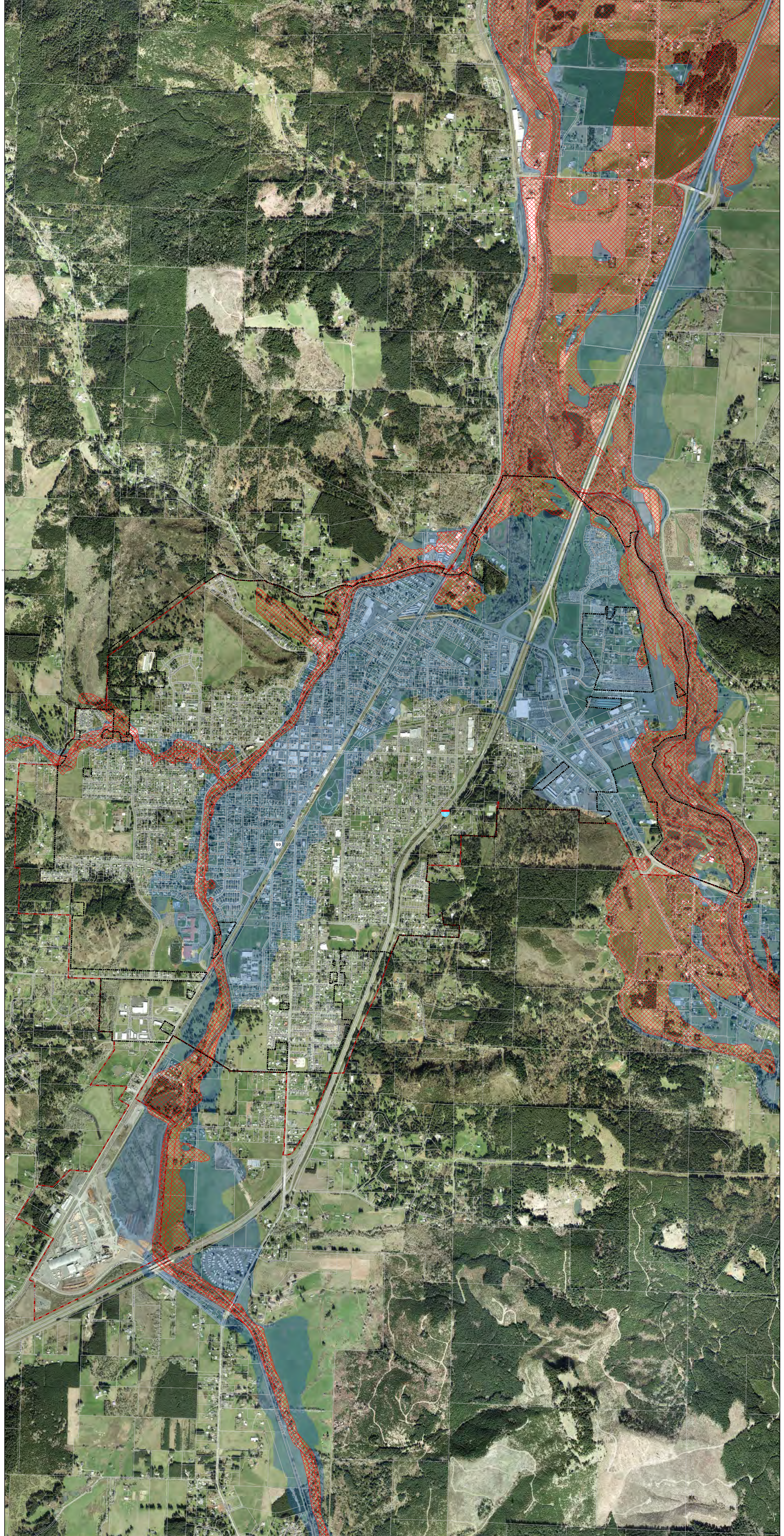
Original Use	Quantity	% of Total
COMMERCE / TRADE	21	44%
DOMESTIC	14	29%
GOVERNMENT	3	6%
INDUSTRY/PROCESSING/EXTRACTION	5	10%
LANDSCAPE	1	2%
RECREATION & CULTURE	1	2%
TRANSPORTATION	3	6%
Total:	48	

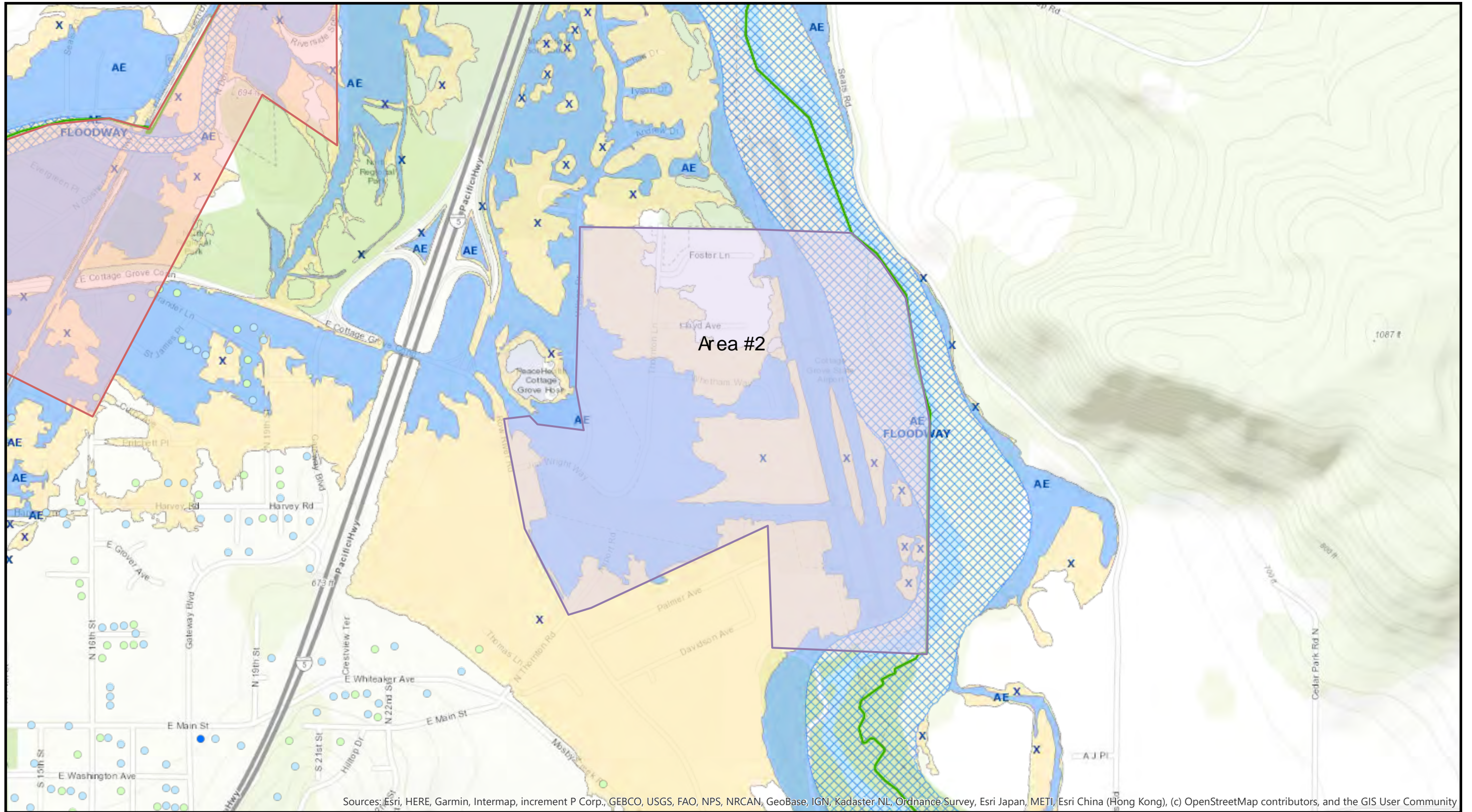
Material Counts - 2019 Warrenton MS RLS

Materials	Quantity	% of Total
BRICK	1	2%
CONCRETE	3	6%
METAL	5	10%
STONE	1	2%
SYNTHETIC SIDING	16	33%
WOOD	22	46%
Total:	48	

Style Category Counts - 2019 Warrenton MS RLS

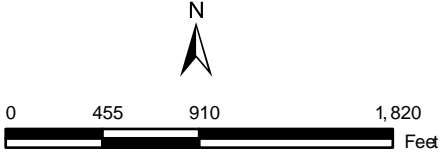
Style Categories	Quantity	% of Total
OTHER		
Other / Undefined	3	
Utilitarian	8	
Category Total:	11	23%
MODERN PERIOD		
Contemporary	1	
International	1	
Minimal Traditional	1	
Modern Commercial (Type)	5	
Modern Period: Other	2	
Ranch (Type)	3	
Shed (Type)	1	
WWII Era Cottage (Type)	2	
Category Total:	16	33%
LATE 20TH CENTURY		
Late 20th Century: Other	5	
Mansard	1	
Neo-Colonial	1	
Octagonal/Round	1	
Category Total:	8	17%
LATE 19TH/20TH CENT. PERIOD REVIVALS		
Tudor Revival	1	
Category Total:	1	2%
LATE 19TH/20TH CENT. AMER. MOVEMENTS		
Bungalow (Type)	1	
Commercial (Type)	5	
Craftsman	4	
Late 19th/20th Amer. Mvmts: Other	1	
Category Total:	11	23%
Unrecorded		
Unrecorded	1	
Category Total:	1	2%
Total:	48	





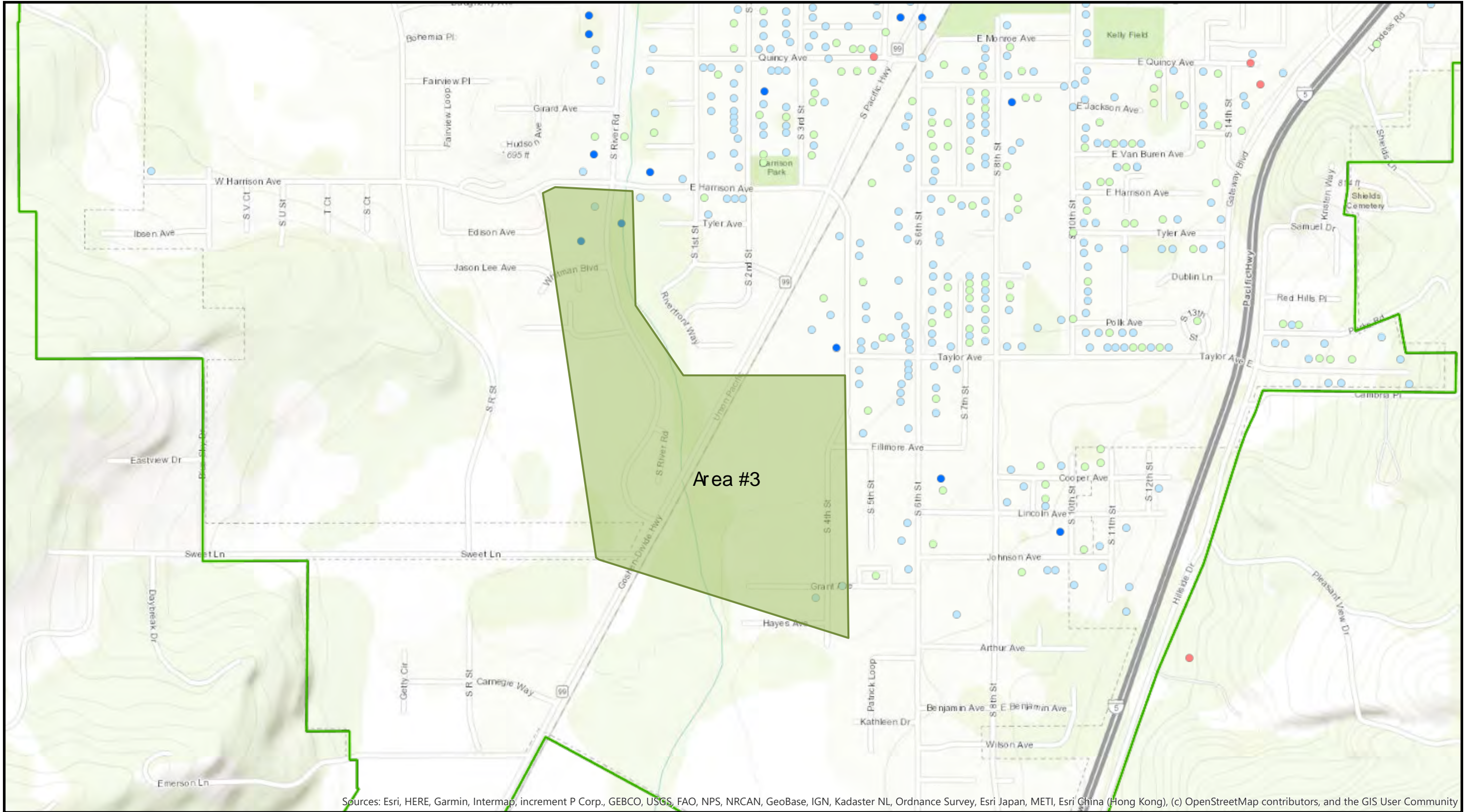
Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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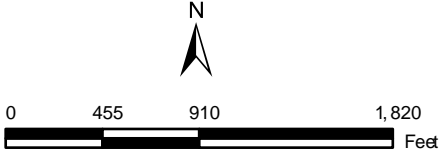
Lane County, Oregon

RLS area #2



Sources: Esri, HERE, Garmin, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), (c) OpenStreetMap contributors, and the GIS User Community

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Lane County, Oregon

RLS area #3