The purpose of this document is to remove the Portland General Electric (PGE) Company Station “L” Group from the National Register. The justification for delisting is that the resource no longer retains sufficient integrity to convey its historic and architectural significance. The applicant is pursuant to 36 CFR 60.15 (a)(1), “The property has ceased to meet the criteria for listing in the National Register because the qualities which cause it to be originally listed have been lost or destroyed.”

Station L was listed in the National Register in 1985 as an industrial resource. As the 1985 nomination stated, “the ensemble meets criterion “a” for its association with the growth of the electric power industry in Portland.” It also stated that Station L met Criterion C “as the best remaining example of its industrial type in Portland.”

At the time of listing, the property included 10 resources, generally, physically, and functionally interconnected. Today, the resource consists of one freestanding building, the heavily altered Stephens Substation, and portions of two interconnected resources, the turbine room and powerhouse extension. These too have been heavily altered and are encapsulated by the modern Oregon Museum of Science and Industry (OMSI) building. The other 7 original resources were demolished in the late 1980s. Equally important, the general character of the 4.7 acre property has fundamentally changed from an area of heavy industry to one in support of recreation, education and tourism. Of particular note is the insertion of a road through the spine of the industrial complex, splitting it into an east and west half.

Demolition was completed by PGE subsequent to the National Register listing in 1985, and in anticipation of redeveloping the land. Initially, PGE envisioned residential and office development similar to Riverplace, opposite on the west side of the Willamette River. In support of those efforts, PGE completed a Historic American Engineering Record (HAER) survey of the larger Station L complex in 1988. Once the HAER record was completed, PGE largely cleared the land. Yet, finding no buyers, PGE then donated the land to OMSI for its new museum.

To understand the changes, the following pages review the setting, site and buildings comparing today against 1985.
Portland General Electric Station "L" Group

Name of Property
Multnomah Co., OR

County and State
85003090

NR Reference Number

**State Agency Certification:**

I hereby certify that this ___ additional documentation ___ move ___X__ removal ___ name change meets the documentation standards for delisting properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

Signature of Certifying Official/Title: Deputy State Historic Preservation Officer
Date of Action

Oregon State Historic Preservation Office
State or Federal agency/bureau or Tribal Government

**National Park Service Certification**

I hereby certify that this property is:

___ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ additional documentation accepted
___ other (explain:) ___________________

Signature of the Keeper
Date of Action
1. Name of Property

Historic name: Portland General Electric Station “L” Group

Name of Multiple Property Listing: N/A

(Enter "N/A" if property is not part of a multiple property listing)

2. Location

Street & number: 1841 SE Water Ave

City or town: Portland

State: Oregon

County: Multnomah

Zip code: 97214

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance: ___ national ___ statewide ___ local

Applicable National Register Criteria: ___ A ___ B ___ C ___ D

Signature of certifying official/Title: Deputy State Historic Preservation Officer                     Date

Oregon State Historic Preservation Office

State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.

Signature of commenting official                                                                        Date

Title                                                                                                  State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

___ entered in the National Register               ___ determined eligible for the National Register

___ determined not eligible for the National Register ___ removed from the National Register

___ other (explain)  

Signature of the Keeper                     Date of Action
Portland General Electric Station “L” Group
Name of Property
Multnomah Co., OR
County and State

5. Classification

<table>
<thead>
<tr>
<th>Ownership of Property</th>
<th>Category of Property</th>
<th>Number of Resources within Property</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>X</strong> private</td>
<td><strong>X</strong> building(s)</td>
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<tr>
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<td>1 structure</td>
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<tr>
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Number of contributing resources previously listed in the National Register

6. Function or Use

<table>
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<tr>
<th>Historic Functions</th>
<th>Current Functions</th>
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<tr>
<td><strong>INDUSTRY</strong> – energy facility</td>
<td><strong>RECREATION AND CULTURE</strong> - museum</td>
</tr>
<tr>
<td></td>
<td><strong>EDUCATION</strong> – planetarium</td>
</tr>
<tr>
<td></td>
<td><strong>VACANT</strong> (Stephens Substation)</td>
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7. Description

<table>
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<th>Architectural Classification</th>
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<tr>
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<td></td>
<td>walls: Concrete, Brick</td>
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<tr>
<td></td>
<td>roof: Modern Membrane, Metal</td>
</tr>
<tr>
<td></td>
<td>other:</td>
</tr>
</tbody>
</table>

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1 The current building count is 2. This includes all the resources that currently exist within the original boundary of the 1985 National Register nomination. These are the Stephens substation and the OMSI building, which includes portions of the turbine room and powerhouse extension.

2 At the time of listing in 1985, the turbine room and powerhouse extension were separate buildings. Based on extant remains from the 1985 nomination, the resource count includes the turbine room, powerhouse extension, and Stephens Substation.
Historically, the area south of the Hawthorne Bridge between the east bank of the Willamette River and the Southern Pacific Railroad was river-oriented heavy industrial. There were two primary owners: At the north was PGE, which owned the northernmost 15 acres with more than 25 buildings ranging in age from 1906 to 1975. This included the listed property. The buildings were utilitarian masonry and concrete structures functionally sited. Further to the south was the 60 plus acre site of the Inman Poulsen Lumber Company (IPLC) that included docks, saw mills, planning mills, chip piles and related facilities; for many years, IPLC was the largest lumber company in the state. Though IPLC had closed by the time of the nomination, this industrial character defined the overall setting.

Today, the setting is substantially different. Water Avenue has been extended south from the Hawthorne Bridge providing automobile and public access to OMSI and areas south. The PGE property at the north now has similarly been redeveloped to current zoning and market demands. At the north is the CLIMB Center operated by the Portland Community College, while across the street to the west is the Holman Building, which was adapted for creative office use. Continuing further south is OMSI on the west side of Water Street. This includes a 1.5 acre surface parking lot at the north, a 219,000 square foot museum building and a 3 acre parcel at the west that also includes surface parking. On the east side of Water Avenue is the Stephens Substation and now abandoned transformers. Continuing south is the Tilikum Crossing Bridge, a pedestrian and transit bridge over the Willamette River, as well as an associated mass transit hub for the MAX Light Rail, buses and Portland Streetcar. This change in setting is addressed further in the integrity discussion below.

Images 1 & 2: Site and setting of the property, looking southwest. Image 1 on Left: pre-1924 shows the physically and functionally related electricity generating core. Note the water tower and elevated railway in the distance for transporting fuel and the low, undeveloped slough land in the foreground. Image 2 on Right: View in 2020.
As to the site, the original parcel was 4.7 acres carved from the larger 15 acre PGE Station. The National Register property was bounded roughly by the Willamette River at the west, the east wall of the Stephens Substation at the east, and equal to the locations SE Stephens Street at the north and SE Lincoln Street at the south (neither street extends to the property, but the boundary aligns with the streets). It consisted of a private parcel functionally laid out with a fairly dense and definable collection of mostly physically connected resources that also included an assortment of industrial equipment such as conveyers.

As illustrated in Figure 2, the development of OMSI has largely redefined the site. It has transformed from an area of heavy industrial use to a fully developed museum and educational campus. With over 219,000 square feet, the OMSI building has a roughly 'L'-shaped footprint with a north section, comprising exhibition halls and planetarium, and an east section which features museum exhibition rooms, a large-format movie theater, and a restaurant. The two sections are connected by an atrium with a square footprint. The primary entrance to the building is located at the northeast of the atrium in the crux of the ‘L’ footprint off Water Street and features a large open courtyard, paved with brick and concrete. Skirting the west edge of the property, between the museum and the Willamette River, is the Eastbank Esplanade, a pedestrian and bike trail. There are two viewing platforms extending to the west of the Esplanade, as well as one dock at the far south, which provides access to the USS Blueback, a retired US Navy submarine of which OMSI provides tours.3 To the southwest of the atrium structure, between the buildings and the pathway, is a roughly square-shaped courtyard. The courtyard has a circular grassy area at its center, surrounded by concrete and pavers. To the south of this courtyard is an outdoor area with pavers and surrounded by a wrought-iron fence, approximately 8 feet tall. At the south end of the building is another courtyard, between the south wall of the building and a projecting bay with a similar wrought-iron fence. To the south of the south building and adjacent parking lot is an open dirt lot, surrounded by chain-link fencing, which is slated for new building construction.

Across Water Street to the northeast is the Stephens Substation. Once integral to the Station L complex, the building now reads as a freestanding structure. It is set-back from Water Avenue and its sidewalk by approximately 15 feet. In front of the building is gravel, except for in front of the roll-up door where the ground is finished with pavers. Extending to the north of the west elevation is a chain link fence, and from the fence to the sidewalk are mature hedges. Lining the sidewalk are more mature hedges. Extending to the south of the building along the west elevation is a brick wall, approximately 12 feet tall, which extends to the far south of the property enclosing abandoned electrical substation equipment which surrounds the substation to the east and south. Adjacent to the building at the north is surface parking, which is bounded by a modern 4 feet tall wrought iron fence with brick pillars at the west and adjacent substation equipment at the east. The substation equipment, which is outside of the 1985 National Register nomination boundary, is scheduled to be removed by the end of 2020.

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3 The USS Blueback was individually listed in the National Register of Historic Places in 2008, separate from the Portland General Electric Company Station L Group district (NRIS # 8000947).
Today, the historic boundary identified in the nomination is not readily identifiable by any physical characteristic, except the river to the west. The smaller site has been entirely consumed by the larger OMSI campus, which extends north to Market Street as the original PGE campus did, but is bounded by Water Avenue at the east. It also extends farther south than the PGE campus to the boundary of the Tilikum Crossing Bridge.

**STRUCTURES INCLUDED IN THE 1985 NOMINATION**

The nominated property is best understood as a large site dedicated to a specific industrial process. Although the structures were largely functionally related and mostly physically connected, the nomination identified 10 specific structures. Of these, seven have been demolished, one (Stephens Substation) was heavily modified, and two (turbine room and the powerhouse extension) were encapsulated by OMSI. These are discussed in more detail below. The buildings are listed in the order that they were included in the nomination. For reference, each building discussion includes a photo taken in 1988, as part of the
HAER survey, and a current photo of either the structure or the location as it appears today if the building has been demolished. The 1988 photographs also illustrated the industrial equipment that also defined the site but was not cataloged as historic elements.

Table of Resources Extant in 1985

<table>
<thead>
<tr>
<th>Resource Name</th>
<th>Resource Number</th>
<th>Construction Date</th>
<th>Extant/Modified or Demolished</th>
<th>Year Demolished</th>
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<td>Turbine Room*</td>
<td>L1</td>
<td>1910</td>
<td>Altered</td>
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<tr>
<td>LP Boiler Room</td>
<td>L2</td>
<td>1910</td>
<td>Demolished</td>
<td>Circa 1988</td>
</tr>
<tr>
<td>Lincoln Substation</td>
<td>L3</td>
<td>1910</td>
<td>Demolished</td>
<td>Circa 1988</td>
</tr>
<tr>
<td>HP Boiler Room</td>
<td>L4</td>
<td>1924</td>
<td>Demolished</td>
<td>Circa 1988</td>
</tr>
<tr>
<td>Powerhouse Extension*</td>
<td>L5</td>
<td>1929</td>
<td>Altered</td>
<td>N/A</td>
</tr>
<tr>
<td>Stephens Substation</td>
<td>L6</td>
<td>1929</td>
<td>Altered</td>
<td>N/A</td>
</tr>
<tr>
<td>Machine Shop</td>
<td>L7</td>
<td>Pre-1936</td>
<td>Demolished</td>
<td>Circa 1988</td>
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<tr>
<td>1937 Boiler Room</td>
<td>L8</td>
<td>1937</td>
<td>Demolished</td>
<td>Circa 1988</td>
</tr>
<tr>
<td>Electrical Equipment Building</td>
<td>L9</td>
<td>1929</td>
<td>Demolished</td>
<td>Circa 1988</td>
</tr>
<tr>
<td>Carpenter Shed</td>
<td>L10</td>
<td>C. 1940</td>
<td>Demolished</td>
<td>Circa 1988</td>
</tr>
</tbody>
</table>

*Buildings which have largely been encapsulated by OMSI and do not exist in their original forms.

1910 TURBINE ROOM (Resource L1) – Altered

The 1910 turbine room is located along the river side of the complex, abutting the 1929 powerhouse extension on the north. When built, it was one of a pair of nearly identical structures with the 1910 boiler house abutting at the east. Both buildings were of similar materials, massing, and design. By the end of the period of significance, the turbine room was just one component of a larger five part structure, which worked harmoniously to produce electricity.

In 1992, the building was absorbed as part of the much larger OMSI facility and today reads as an architectural remnant. The turbine room is of brick and reinforced concrete construction with a concrete foundation. The building has a rectangular footprint and measures approximately 150 feet north-south and 75 feet east-west. It is approximately 60 feet tall and a single-story with two full basement levels. It has a gabled monitor roof, supported by steel trusses, with standing seam metal sheathing. There is a small projecting wing at the northwest which measures approximately 60 feet north-south and 20 feet east-west. At the center east of the building is the brick smokestack, which is approximately 140 feet tall.
Portland General Electric Station “L” Group
Name of Property

Multnomah Co., OR
County and State

Today, only the building’s west and south walls are visible. The west wall is reinforced concrete finished with modern stucco. Its south wall is brick. The west elevation measures approximately 150 feet. Its north half is comprised of a projecting bay with a shed roof which was likely added at the same time as the powerhouse extension in 1929. Its south half is primarily stuccoed concrete, with four sections separated by concrete pilasters. The northernmost panel features a modern metal-framed nine-light window. Over the southern three panels is a large neon sign that reads “OMSI”. The projecting bay is held up by several reinforced concrete supports, as the river bank slopes downward rapidly from the west wall of the turbine room. The bay has three metal-framed fixed four-light windows on its west elevation, as well as one of the same window designs on both the north and south elevations. The south elevation measures approximately 75 feet. It is of masonry construction, with several recessed portions giving the illusion of brick pilasters and a recessed pediment. There are four recessed panels between pilasters. The two central panels feature metal framed, nine-light replacement windows. The easternmost panel features a modern double-leaf door with a transom on this elevation.

As built, the turbine room’s windows were steel-framed, steel-sash with small, approximately 6 inch square panes with awning style floating vents. By 1988, these windows were all removed and replaced with blue glass in aluminum storefront frame, though some openings were infilled with concrete block and finished with stucco. On the south elevation, modern windows replaced the original on the center bay, however, the westernmost bay has instead been infilled with brick. A modern, full glass door has been installed in place of the historic doors at this elevation.

Originally, the building included windows lining the west elevation of the turbine room, however, today there is only one modern window on the primary wall, the others have been infilled. On the projecting bay west wall, according to Sanborn maps, there were originally two doors at the north and south which provided access to the wharf. Today, these have been replaced by modern four-light windows and an additional window added at the center.

As built, and as the name suggests, the turbine room housed the generating equipment that transformed steam from the boiler room into electricity, the raw electricity then being transferred to the substation transformers and switching equipment. The shell was a single open volume with exposed brick walls and exposed steel truss roof. It had a partial mezzanine on the west (river) side and two basement levels. OMSI adapted the interior for museum use. A full concrete floor was inserted at the first floor. New walls were constructed along the north-south column line at the west and a full second floor inserted to create offices. Along the east wall, which had abutted the boiler room, a series of new openings were inserted as necessary to serve the museum’s purposes. While remnants of the building’s industrial character remain, it is essentially an ersatz image, one that does not conveys either the original function or how that function fit into a larger industrial complex.

1910 LP BOILER ROOM (Resource L2) – Demolished

The 1910 LP boiler room was demolished c. 1988 by PGE. It was physically and functionally connected to the turbine room, powerhouse extension, HP boiler room, and Lincoln substation. It was a single story building, approximately 160 feet north-south and 60 feet east-west, with a gabled roof with monitor windows. It was of reinforced concrete construction with brick in the gables and a brick west wall, which was shared with the turbine room. This building housed the original boilers at the site, which burned fuel to produce steam that powered the turbines in the turbine room to create electricity. Today, the OMSI entry and planetarium are in the approximate location of the boiler room.
Portland General Electric Station “L” Group
Name of Property: Portland General Electric Station “L” Group
County and State: Multnomah Co., OR

Images 8 & 9: Location of LP Boiler Room. Turbine Room at West. Looking Northwest. 1988 HAER Photo on Left, 2020 Photo on Right.

1910 LINCOLN SUBSTATION (Resource L3) – Demolished

Images 10 & 11: Location of Lincoln Substation, Looking West. 1988 HAER Photo on Left, 2020 Photo on Right.

The 1910 Lincoln substation was demolished c. 1988 by PGE. It was physically and functionally related to the HP boiler room, LP boiler room, turbine room, and powerhouse extension. It was a two story cast-in-place concrete structure, approximately 65 feet north-south and 40 feet east-west. Its foundation was likely timber pilings. Its east wall had six bays of multi-light steel-framed windows. On the interior, there was a mezzanine along the west wall. The building housed high tension switching equipment for the turbine room and the LP boiler room. Today, the OMSI large-format movie theater is in the general location.

1924 HP BOILER ROOM (Resource L4) – Demolished

The 1924 HP boiler room was demolished c. 1988 by PGE. It was physically and functionally related to the Lincoln substation, LP boiler room, turbine room, and powerhouse extension. It was of concrete and brick construction, approximately 135 feet east-west and 80 feet north-south. The south wall was concrete, though the top 15 feet was steel framing with asbestos siding. Its north wall was of wood.
framing with corrugated metal siding. The building housed boilers which created steam for turbines to produce electricity. Today, the east courtyard along OMS’s north wing is in the general location.


1929 POWERHOUSE EXTENSION (Resource L5) – Altered


The 1929 powerhouse extension is located along the river side of the complex, abutting the turbine room to the south. Built as an addition to the turbine room, it had exposed sides on the east, west and north. By the end of the period of significance, it was just one component of a larger five-part structure, which worked harmoniously to produce electricity. In 1992, it was subsumed by the OMSI building, which projects north and abuts on the east. It is only is visible from the pedestrian path to the southwest.

The powerhouse extension is of reinforced concrete construction with a concrete foundation, rectangular in form and measures approximately 100 feet north-south and 75 feet east-west. It is approximately 60 feet tall and features a flat concrete slab roof. Historically, materials were consistent with stucco cladding and stacks of seven-light metal-framed windows with horizontal self-mullions.
The powerhouse extension has been altered since the period of significance and the time of listing. The north wing of OMSI largely encapsulates the east side of the building. The windows have been either infilled or replaced with modern aluminum frame blue glass. On the interior, originally, the building housed large turbines, which transformed steam energy into electricity. HAER documentation from 1988 shows that large portions of the first floor were open to the basement below and the first floor included only a catwalk along the east wall. Today, the floor has been reconstructed and spans the entire first floor plate. As with the turbine room, while some remnants of the building’s industrial character remain, it is essentially a false reality, one that fails to convey the building’s original function or how that function fit into a larger industrial complex.

1929 STEPHENS SUBSTATION (Resource L6) – Altered

The 1929 Stephens substation is reinforced concrete construction, though its east wall is clay tile. It has a concrete foundation and a rectangular footprint, roughly 50 feet north-south, 60 feet east-west, and stands 50 feet tall. It has a flat roof covered in a modern membrane. Materials are generally consistent. The exterior is clad in painted stucco, though the east elevation is unfinished clay tile. As built, fenestration consisted of large self-mullioned steel sash industrial style multi-light windows. These windows have all been removed and the openings infilled. The west, or primary elevation, is three bays across, each bay is separated by pilasters. On the first floor in the center bay, there is a modern roll-up garage door. To the south, there is a modern single-leaf entry door with an infilled transom above and smaller, infilled panels to the south. To the north of the roll-up door, in each bay on the second story, as well as in a transom opening above the garage door, its original multi-light steel-framed windows have been infilled with concrete blocks and finished with stucco. On both the north and south elevations, there are four structural bays. Similar to the west elevation, original multi-light steel-framed windows in each bay have been infilled. The east elevation is unfinished and has a single door entry off-center to the south. On the south elevation rooftop is a modern art installation, comprising four 20’ mobile, metal poles arranged at varying 45-degree angles to the roofline.

The interior of the building was and is an open shell with concrete floors and exposed walls. As built, it was filled with switching equipment to “step down” high voltage electricity. This equipment has been replaced over the years as technology has changed. The building today has been decommissioned and most equipment removed.

The substation was not included in PGE’s donation to OMSI and remains owned by PGE. The building is contaminated and is in the process of being decommissioned in preparation of demolition. Today, the
building reads as a free-standing structure, though historically it was integral to the overall site. Its singular and pronounced character defining feature was its fenestration; the removal of the windows and infilling of the openings has largely undermined the building’s integrity.

**PRE-1936 MACHINE SHOP (Resource L7) – Demolished**

The Machine Shop was constructed between 1924 and 1936. It was demolished c. 1988 by PGE. The machine shop was a single-story wood-framed metal clad building with a gabled roof and an approximately 65 foot square footprint. The building was a support structure to the operation of the Station L complex, located just north of the power generating facilities. At the time of nomination, it was listed as non-contributing because it was not directly associated with the generation of electrical power. The building was integral to the operations of the complex and was centrally located within the site. Today, it likely would be considered contributing. It was located in what is at present the parking area north of OMSI’s north wing.

**1937 BOILER ROOM (Resource L8) - Demolished**


Portland General Electric Station “L” Group
Multnomah Co., OR
Name of Property                   County and State

The HB Boiler room was constructed in 1937. It was demolished by PGE c. 1988. The boiler room was one- and two–stories in height, approximately 40 feet tall at its highest point, with a metal smoke stack, approximately 75 feet tall. The wood-framed building with metal cladding measured approximately 60 feet east-west and 30 feet north-south. It housed the boilers used in the generation of power. Located just north of the Lincoln substation and 1924 boiler room, it was listed as non-contributing in the 1985 nomination because it was less than 50 years old. It was located in what is today the courtyard northeast of OMSI’s main entry.

ELECTRICAL EQUIPMENT BUILDING (Resource L9) – Demolished

The 1985 nomination refers to L9 as a minor electrical equipment building southeast of the Stephens substation. At the time of the nomination it was scheduled for demolition and was removed shortly after. The area today is vacant land.

C. 1940 CARPENTER SHED (Resource L10) – Demolished

Images 22 & 23: Location of Electrical Equipment Building, Resource L9, visible in the far right background on left. 1988 HAER Photo on Left, 2020 Photo on Right.

The carpenter shed was constructed c. 1940. It was demolished c. 1988 by PGE. The wood-framed, metal-clad building measured about 25 feet east and west and 15 feet north and south with a metal gabled roof. It was located south of the turbine room, and boiler rooms, and functioned as a service building to the Station L complex. At the time of nomination, it was listed as non-contributing because it was less than 50 years old. It was located in what is today the southwest courtyard between OMSI’s north and east wings.

NEW CONSTRUCTION IN THE NATIONAL REGISTER COMPLEX – OMSI

PGE initially attempted to sell the Station L complex to be developed as an east side version to Riverplace, located on the west side of the Willamette River. To facilitate the sale, it demolished all but three structures. Finding no buyers, it opted to donate the land to the Oregon Museum of Science & Industry (OMSI), which had outgrown its Washington Park facility. By the mid-1980s, OMSI attendance was reaching 600,000 per year in a building designed for 100,000.

The new facility was completed in October 1992 at a cost of $40 million (roughly $82 million in 2020 dollars). At the time of completion, it was the fifth largest science and technology museum in the country. Designed by the Portland architectural firm of Zimmer Gunsul Frasca, the complex houses exhibition halls, planetarium, theater, classrooms, an auditoriums, meeting rooms, restaurant, museum store, offices and support service space. Annually, OMSI has approximately 1.1 million visitors.

In physical terms, OMSI is enormous. The entire campus, including surface parking to support its attendance, is 7-plus acres. This includes nearly all of the Station L complex, except that land excluded for the Stephens Substation, but also an additional 3 acres to the south. The complex was designed and built without regard to the boundaries of the historic resource and as such those boundaries are fundamentally obscured. (The south boundary of the district runs through the middle of the east wing.)

The new building itself is 210,000 square feet (approximately 4.8 acres), which is larger than the acreage of the National Register district. The building is irregular in form but has a perimeter of roughly 2,100 square feet. Its north-south axis is over 600 feet; the east-west is roughly 400 feet. As part of the project, OMSI absorbed and incorporated both the turbine room and the powerhouse extension. For reference, the turbine room, which is typical of the larger Station L structures, is 160 feet by 70 feet with an approximate square footage of 11,200 square feet. The powerhouse extension, which is also incorporated into OMSI is 70 feet by 100 feet with an approximate square footage of 7,000 square feet. Put another way, OMSI is 18 times larger than the largest buildings that were in Station L. Finally, it is important to recognize that not only does OMSI dwarf the industrial structures, but as shown in Figure 26, the current the new building blocks the turbine room and powerhouse extension from most public vantage points.

OMSI is organized with a north wing and east wing. The north wing is trapezoidal shaped, running along a north-south axis at the east and paralleling the river on the west. The east wing is located to the southeast of the north wing and rectilinear in shape. Connecting the two wings is a large glass curtain wall atrium. As part of the design of the north wing, the turbine room and abutting powerhouse extension building were retained and integrated into the wing as a single open exhibition space accessed from the atrium. Visually, the west elevation of the two buildings is expressed facing the river while the north side of the powerhouse extension and the south side of the turbine room abut new construction. The abutting wall between the two industrial buildings was eliminated to form a single large open exhibition area. The east wall of the structure abuts and is obscured by the planetarium and meeting rooms.
Visually, the two older structures are integrated, absorbed and encapsulated by the new construction. Photograph 3, illustrating the north end of the building, provides some sense of the relative size of OMSI to the powerhouse extension.

**NEW CONSTRUCTION IN THE NATIONAL REGISTER COMPLEX – WATER AVENUE**

As part of the OMSI development, the City of Portland extended Water Avenue south from the Hawthorne Bridge. The north-south running street bifurcates the historic site, separating the Stephens substation from the remainder of the parcel, but then curves 90 degrees east at the east wing of OMSI. The street itself has one-lane each of vehicular and bicycle traffic in each direction with a landscaped center median. Sidewalks parallel the street.

**NEW CONSTRUCTION IN THE NATIONAL REGISTER COMPLEX – EASTSIDE ESPLANADE AND USS BLUEBACK SUBMARINE**

Historically, Station L was physically and integrally connected to the river and required river access for its operations. Specifically, the turbine room and powerhouse extension abutted and was built over the river’s edge with pump houses, pilings and equipment. The landscape was largely undeveloped and where developed, functional. The surrounding property was entirely private; public river access was nonexistent and arguably the river’s edge was dangerous. Even visual connections to the water were non-existent here. In 2001, the City of Portland completed the Eastside Esplanade, a paved and
landscaped pedestrian and bicycle path that runs the north-south length of the complex along the river’s edge, redefining the relationship of the land to the river and creating a public amenity out of the industrial landscape.

As part of the transformation of the riverbank from industrial to tourism, in the 1990s, OMSI acquired the Blueback Submarine, moored it adjacent to its museum, and built a dock to provide tourist access to the submarine. This same dock is also used currently for jet boat tours.

SUMMARY

Portland General Electric Station L Group was listed in the National Register of Historic Places in 1985 with a period of significance from 1910 – 1929. The property is significant as a steam-powered electricity generation plant. At the time of listing, the site was 4.7 acre and consisted of 10 resources. Since that time, all but three of the structures have been demolished. Two of the three remaining buildings were encapsulated as part of a 219,000 square foot museum complex. As part of that transformation from an industrial complex to a museum facility, Water Avenue was extended south from the Hawthorne Bridge, splitting the unified complex into east and west sections. Additionally, the Eastside Esplanade was constructed, separating the complex from the river, while changing the character of the river’s edge form industrial to tourism, including the location of the USS Blueback as a public attraction. Cumulatively, these alterations have effectively eliminated the heritage and sense of place of the one-time industrial facility.

INTEGRITY

The purpose of this document is to remove the Portland General Electric (PGE) Company Station “L” Group from the National Register. The justification for delisting is that the resource no longer retains sufficient integrity to convey its historic and architectural significance. Station L was listed in the National Register as an industrial resource: “the ensemble meets criterion “a” for its association with the growth of the electric power industry in Portland.” It also stated that Station L met Criterion C “as the best remaining example of its industrial type in Portland.” The changes described above undermine the resource’s ability to convey historic and architectural values.

National Register Bulletin 15 provides guidance on evaluating integrity, identifying seven aspects which in various combinations define integrity. Specific to the seven aspects of integrity for the property:

Setting: As defined in National Register Bulletin 15, setting is “the physical environment of a historic property.” The setting of the property has changed significantly, not only since the end of the period of significance, but particularly since the time of listing. The surrounding land had been owned by two entities: 15 acres owned by PGE and representing the larger industrial activities of Station L, and 60 acres adjacent to the south owned by IPLC as a lumber processing and shipping center. The setting was one of river-related heavy industry, an area where the noise, smell, and air quality of each site’s activities were tolerated because each land user had their own collection of heavy industry impacts. These uses were adjacent to what was then a “working” river trafficked by ocean-going cargo ships.

Since listing, the heavy industry heritage has largely disappeared. The river is a recreational asset void of ship traffic, rather filled with pleasure boats, jet skis, kayaks and dragon boats. Land uses, codified by zoning, are now keyed toward tourism, recreation and mixed use. The immediate area is defined by OMSI and its nearly 800,000 annual visitors, while the areas to the east and north have evolved into creative offices, in turn supporting local retail and restaurants. To foster continued development,
Portland General Electric Station “L” Group
Name of Property

Multnomah County and Tri-Met constructed the Tilikum Bridge over the Willamette River adjacent to the south and created a multi-module transit center.

The setting today is no longer industrial and does not retain the physical environment of the historic property.

**Feeling:** As defined in National Register Bulletin 15, feeling is “a property’s expression of the aesthetic or historic sense of a particular period of time.” The site has fundamentally changed. At the time of listing, the complex was noted as the best extant example of a power generating facility in the city. It was defined by a private parcel uninterrupted by public access. At the core was a five-structure collection of structures physically and functionally inter-related. It was also defined by the assortment of conveyers and equipment used in the process of producing electricity. Those structures and that equipment are gone. This feel of a heavy industry heritage has been fundamentally eradicated. There are limited remnants of an industrial past but those remnants are without context, generic in appearance, and do not convey any sense of the scale or nature of the activity on the site. The intangible atmosphere of the site today is entirely different. The atmosphere today is defined by the new function as a high-volume museum and educational attraction, the new construction, associated parking lots and the public access through the complex.

**Association:** As defined in National Register Bulletin 15, association is “the direct link between an important historic event or person and a historic property. A property retains association if ... it is sufficiently intact to convey that relationship to an observer.” As discussed previously, the setting, site, and buildings have substantially changed. While the property does represent the direct link to the historic event, it is no longer “sufficiently intact to convey that relationship.” The core of the Station L complex was the collection of five interconnected and functionally related structures with assorted equipment and conveyers. As an ensemble, these structures told the story of power generating. Today, these structures have been mostly demolished and those that remain have been encapsulated by OMSI in a manner that only vaguely conveys some industrial use. The site and the extant remnants do not retain integrity of association with the historic events for which they were nominated, and do not, and cannot, convey their association with the energy facility of which they were once part. The property as a whole retains no integrity of association with what was originally nominated to the National Register, a large complex of ten buildings which contributed to the generation of electric power in Portland.

**Materials:** As defined in National Register Bulletin 15, materials are “the physical elements that were combined or deposited during a particular period of time and in a particular pattern of configuration to form a historic property.” Within this context, the property lacks material integrity. Seven of the ten structures have been demolished. The organization of the property itself and its functional landscape have been removed. Associated industrial equipment has been eliminated. Even considering just the remaining three structures from Station L, these have all had significant alterations that involved removing everything but the shell of the structure. Both quantitatively and qualitatively, the site has been stripped of nearly all of its historic materials.

**Workmanship and Design:** As defined in National Register Bulletin 15, workmanship is “the physical evidence of the crafts of a particular culture or people during any given period of history or prehistory.” Design is “the combination of elements that create the form, plan, space, structure, and style of a property.” As they relate to an industrial complex, and as they relate specifically to this industrial complex, the expression of workmanship and design is found in the presence and organization of the historic materials – the landscape, buildings and equipment – as both expressions of workmanship and design in their creation and expressions of these skills in relating to the overall industrial process. As noted above, the site has been largely stripped quantitatively and qualitatively of its historic materials. In the context of this property, with the historic materials absent, so too is the evidence of workmanship and design.
Portland General Electric Station “L” Group
Multnomah Co., OR
Name of Property
County and State

Integrity Conclusion

In 1985, Station L was a 4.7 acre site located along the east bank of a river dedicated to ocean-going shipping in a heavy industrial section on the east side of Portland, remote from downtown and residential neighborhoods. The site itself was part of larger 15 acre site owned and operated by PGE. The larger site was dedicated to the production of electrical power. This 4.7 acre parcel was the productive heart of that district. Further to the north were railroad-related light industrial warehouses. To the south was the remains of the 60-acre lumber processing center of ILPC.

Within a decade of listing, the setting was transformed from heavy industry into a mix of commercial uses. The working river is now recreational and includes an “esplanade” along the east bank. The functionally organized site has been split by the insertion of a public street. The historic site boundaries are obscured; the district’s southern boundary runs through the middle of the museum building. The conveyers and equipment, once a visual element of the processes, have been removed. Of the 10 structures, 7 have been demolished. The functional heart of the complex was a physically interconnected collection of five structures; three of these have been demolished. In their place is a 10 +/- acre museum complex that attracts 800,000 visitors annually to its 219,000 square foot exhibition and education center. The north wing of the museum sits approximately where the functional heart sat. The museum incorporated and encapsulated the two remaining structures of that industrial center – the turbine room and the powerhouse extension – which were not demolished. Most of the remainder of the 4.7 acre site is a landscaped surface parking lot. These changes substantially alter the feel of the site. They also eradicate any sense of association to the heritage of the historic complex. And with the site substantially demolished, both in quantitative and qualitative terms, aspects of materials, workmanship, and design are today simply absent. Simply put, not only does the Portland General Electric Station “L” Group no longer retain historic integrity, it truly no longer exists.
### 8. Statement of Significance

#### Applicable National Register Criteria

(Mark “x” in one or more boxes for the criteria qualifying the property for National Register listing.)

- **A** Property is associated with events that have made a significant contribution to the broad patterns of our history.
- **B** Property is associated with the lives of persons significant in our past.
- **C** Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- **D** Property has yielded, or is likely to yield, information important in prehistory or history.

#### Areas of Significance

(Enter categories from instructions.)

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#### Criteria Considerations

(Mark “x” in all the boxes that apply.)

**Property is:**

- **A** Owned by a religious institution or used for religious purposes.
- **B** removed from its original location.
- **C** a birthplace or grave.
- **D** a cemetery.
- **E** a reconstructed building, object, or structure.
- **F** a commemorative property.
- **G** less than 50 years old or achieving significance within the past 50 years.

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#### Period of Significance (justification)

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#### Significant Dates

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#### Significant Person

(Complete only if Criterion B is marked above.)

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#### Cultural Affiliation (if applicable)

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#### Architect/Builder

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#### Criteria Considerations (explanation, if necessary)

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The Portland General Electric Company Station L Group was listed in the National Register on December 2, 1985 with local significance under Criterion A, for its association with the rise of electric power in Portland, and under Criterion C, as “a complete major wood-fired steam-powered generating station... additionally significant because the various component parts are clearly delineated and thus, illustrate the entire development of the site.”

The purpose of this document is to remove the property from the National Register since, as discussed in Section 7, the complex lacks integrity to convey its historic and architectural significance.

Within this context, it is useful to revisit the 1985 statements of significance and as appropriate expand on that statement with additional information. More specifically, the 1985 nomination provided a good discussion of the evolution of the site. It did not provide much detail on how the site functioned as a “wood-fired steam-powered generating station.” Thus to better understand the site and to facilitate the understanding of its integrity, this document provides additional detail based on Sanborn Fire Insurance Maps, aerial photographs, Historic American Engineering Record surveys, and on steam-powered electric plants at large. This added research helps illustrate the larger picture of what was extant and contributed to the site’s functioning, which is critical to understanding the property’s merits for listing in the National Register. This research reveals that while the property does not retain integrity based on the basic description of the site in the nomination, it retains even less integrity when the site is better understood as a whole with emphasis on the relationship of buildings to one another and how they functioned cohesively as an industrial process.

Introduction

The Portland General Electric Station L Group was listed in the National Register in 1985 with a period of significance from 1910-1929. As noted above, the question of delisting is tied directly to the question of whether sufficient integrity remains to convey the historic and architectural values of the site. To better understand the site, below are two sections. The first summarizes the 1985 National Register nomination statement of significance, which provides background on the development of the site and the buildings included in the nomination. Following that summary is an exploration of how the buildings functioned together.

Section I: Development of the Portland General Electric Station L Group: A Summary based on the 1985 National Register Nomination

The majority of the property was purchased by James B. Stephens in 1855 from early Oregon pioneer Dr. John McLoughlin. Stephens built a home on the site and used the river access to provide a ferry service for Portland residents. As the south end of the property was a slough, later called the Stephens slough, which was filled in by the 1890s. The Oregon Central Railway, the first in the Willamette Valley, was constructed along the eastern border of the site in 1869. The city of East Portland was established in 1870, and the Morrison Bridge, the first to span the Willamette, was constructed in 1884. These two milestones spurred increased population and development in East Portland, and notably, connected the west and east streetcar systems.

5 In 1985, when the property was listed, the National Register program provided times frames for the periods of significance. The nomination itself identifies the period as 1910-1929. The National Register database translates this to two periods of significance, 1900-1924 and 1925-1949.
6 This section is a summary of the 1985 Statement of Significance.
By 1889, the horse-drawn streetcars were replaced with electric ones, which were powered by the Willamette Falls Electric Company (WFEC) in Oregon City, who transmitted power from Oregon City to Portland. This was the first long-distance transmission of electric energy for commercial purposes. In 1890, WFEC constructed their first substation in Portland on the west side of the river. In 1892, Portland General Electric was formed, acquiring both the WFEC as well as the Willamette Falls Transportation and Locks Company, both headquartered in Oregon City. In 1906, PGE merged with the Portland Railway Company, the Oregon Water, Power, and Railway Company, as well as smaller trolley companies to form the Portland Railway, Light, and Power Company (PRL&P). In the 1940s, PGE once again became a fully independent power utility company which is still in business today.

From 1892 to c. 1910, PGE constructed substations throughout Portland. Many of these are still extant, including those in Sellwood, Lents, on NE Knott, and SW Jefferson. Several have also been demolished. These include substations A through K, which were located variously throughout downtown, in Oregon City, and on the east bank of the river. Station F was a steam-powered plant on the current OMSI site, originally constructed in 1892 by the City and Suburban Railway Company. In 1906, following its merger with PRL&P, PGE took control of the site and used it to generate power until 1911, when the original Station L equipment was operational.

The site for Station F, and later, Station L, was chosen for its proximity to the Inman-Poulsen Lumber Company (IPLC) property. The IPLC operations provided a supply of wood waste necessary to fuel the steam-generating Station “L” which in turn would supply electricity for IPLC. This arrangement continued until 1954, when IPLC stopped operations at that site. The wood waste was kept in a pile, which at times reached heights of over 50’, between the lumber mill and Station L. Eventually, the fuel was transported from the pile to Station L via an “electric motorcar on an elevated railway.” Station L also acquired fuel from other sources, including oil, which arrived by boat to a dock on the west side adjacent to the still extant, albeit heavily altered, turbine room.

In 1938, hydroelectric power from the Bonneville Power Administration (BPA) became available which was more economical to produce than steam or oil power. This effectively marked the end of the Station L’s period of high productivity, which lasted for 28 years from 1910-1938. The Inman Poulsen Lumber Company was purchased by Georgia Pacific in 1954 and the mill adjacent to Station L was closed and land sold to various businesses. In 1964, Station L was moved to “cold standby” status and in 1975, the equipment was sold. From 1975 until 1988, the property was primarily vacated and unused.

Section II: Use and Character of Buildings during Period of Significance (1910 – 1929)

As discussed, the nomination did not provide a complete discussion of the site as one of heavy industrial use, surrounded by similar and symbiotic uses, as well as the importance of the interconnectedness of the structures. Station L was a large site with over a dozen resources which worked harmoniously together to create electricity. In order to understand the relative importance of each building and the site as a whole, the following description elaborates on the descriptions in the National Register nomination to paint a clearer picture of the operations on the site and the larger setting. Subsequent research from Sanborn maps, aerial photos, and HAER records provide the basis for this discussion. Below is a discussion of how the entire site and the buildings functioned together.

The first buildings constructed in 1910 at Station L were the turbine room (Resource L1), LP boiler room (Resource L2), and the Lincoln substation (Resource L3). The turbine room and boiler room were of similar design and abutted one another with a common wall. Scrap wood fuel was transported from the Inman-Poulsen Lumber Company at the south to the boiler room via an electric motor car. As the name implies, the boiler room housed boilers, or furnaces, which burned the wood fuel with heat escaping via the smokestack.

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Water pipes drew water from the Willamette River to the boiler room, and the wood fuel boiled the water, which in turn produced steam. The steam traveled from the boiler room to the turbine room via a steam pipe. The steam then fed two 2,000 KW turbine generators to create electrical energy. Within a year of opening, a third 2,500 KW turbine generator was added. To manage the electrical power, the Lincoln substation was built to the east to house and transfer the raw electrical power via high tension buss and switching equipment.

As illustrated by the 1924 Sanborn Maps, in addition to the three primary buildings, there were several buildings and structures which supported the expanding operations of Station L. To the south of the LP boiler room was a fuel house that stored wood waste after it was transported via conveyer from the wood waste pile to the southeast. To the southwest were pipes that brought additional water in from the river to feed the boilers, as well as a small pipe shop. Running along the river was a wharf used for delivering supplemental fuel. In addition, to the north and east of the turbine room and LP boiler room were two steel “cinder cone” smoke stacks. To the east was a car repair shop and car repair shed as well as a utility shop that housed oil, pipes, and machinery. The property extended all the way to Clay Street with a number of lesser auxiliary buildings at the north end of the property. These included a freight depot along Clay Street and to the southeast of the freight depot were several smaller store rooms and lockers. At the northeast of the property was a large “Store Room No. 1.” The store room was directly adjacent to an “Electric Industrial Track” which ran north along what is now Water Avenue. These buildings are no longer extant. The central portion of the property was primarily open land presumably because it was “low land”, as indicated in the 1909 Sanborn Map. According to the book *Fares, Please: Those Portland Trolley Years*, in 1922 there was a large streetcar storage yard to the east of the substation, likely due to the shared ownership of the streetcar system and Station L under the PRL&P.8

The turbine room and boiler rooms were located approximately 500’ to the north of the Inman-Poulsen Lumber Company property, separated at the east by the large pile of wood waste. The IPLC was a large complex, approximately double the size of the Station L site and with dozens of buildings, both large and small. These included industrial structures such as garages, several large sheds, saw mills, pipe shops and machine shops. Together, the two properties formed a larger industrial complex that worked symbiotically. To the east, the surrounding setting was different than today, with a neighborhood of single-family homes directly to the east of what was then the Southern Pacific Railroad tracks. Today, this area is commercial and light industrial buildings. To the west on the river, neither the Marquam Bridge nor the Tilikum Crossing Bridge existed. To the south, the Ross Island Bridge was under construction, to be finished in 1926.

In 1924, PGE added another HP boiler room to the site to house additional boilers and increase electricity production (Resource L4). These buildings connected the LP boiler room with the Lincoln substation, effectively connecting all four buildings. In 1929, the powerhouse extension was completed to house additional electricity generating turbines (Resource L5). Also in 1929, the Stephens substation was constructed (Resource L6). In 1937, a new boiler was added specifically for oil fuel which was located directly to the north of the older boiler rooms, visible in the foreground of Figure 2 (Resource L8).

From 1924 to 1950, several new structures had been added to the site in addition to the HP boiler room. Directly north of the buildings was a freestanding machine shop (Resource L7), which had been built by 1936.9 Farther to the north was a sheet metal shop/welding shop, office building, and several utility sheds. The far north freight depot had been sold to the Pacific-Atlantic Shippers Association, however, there was a new freight warehouse to the southeast of the old one. Neither of these buildings are extant. Most substantially, by 1936 there was a new garage and machine shop, aligned with the west end of Market Street with a lumber shed to the west.10 To the south of the property were several small buildings including a carpenter shop (Resource L10), a filter shop, additional water pumps and piping from the river to feed the new boilers, and a small fuel house connected to the conveyors that replaced the older, larger fuel house.

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9 ACOE, Aerial Photograph, 1936.
10 Ibid.
Conclusion

The Portland General Electric Company Station L Group was listed in the National Register on December 2, 1985 with local significance under Criterion A for its association with the rise of electric power, and under Criterion C as a complete major electrical generating station. In assessing this significance, it is important not to consider the site as a collection of individual approximate resources, but as a holistic expression of an industrial process.
9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)


10. Geographical Data

Acreage of Property  4.7 acres
(Do not include previously listed resource acreage; enter “Less than one” if the acreage is .99 or less)

Latitude/Longitude Coordinates
Datum if other than WGS84: 
(enter coordinates to 6 decimal places)

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Verbal Boundary Description  (Describe the boundaries of the property.)

The following boundary description is taken from the 1985 National Register nomination for the Portland General Electric Station “L” Group: Commencing at the point of intersection of the east right-of-way line of SE 3rd Avenue and the south right-of-way line of SE Stephens Street; THENCE, West, along the westerly extension of the south line of said SE Stephens Street, 633 feet to the true point of beginning of the parcel of land herein to be described; THENCE, South, at right angles to said SE Stephens Street, 460 feet, more or less, to a point on the north right-of-way of SE Lincoln Street as extended westerly; THENCE, West, 390 feet along said westerly extension, 390 feet, more or less, to a point on the easterly harbor line of the Willamette River; THENCE, N. 15°04'07" W., along said harbor line, 476.38 feet to a point on the south line of SE Stephens Street as extended westerly; THENCE, East, 505 feet, more or less, to the point of beginning.

Boundary Justification  (Explain why the boundaries were selected.)

The boundary includes the entirety of the property as it was listed in the National Register in 1985. Today, this boundary is located on part of the following City of Portland tax parcels: R326758, R326759, R326758, R991030210, R991030760, and R991030750.

11. Form Prepared By

name/title  John M. Tess  date  June 22, 2020
organization  Heritage Consulting Group  telephone  503-228-0272
street & number  1120 NW Northrup Street  email  jmtess@heritage-consulting.com
city or town  Portland  state  OR  zip code  97209

Additional Documentation
Submit the following items with the completed form:

- Regional Location Map
- Local Location Map
- Tax Lot Map
- Site Plan
- Floor Plans (As Applicable)
- Photo Location Map (Include for historic districts and properties having large acreage or numerous resources. Key all photographs to this map and insert immediately after the photo log and before the list of figures).
**Portland General Electric Station “L” Group**  
Multnomah, Oregon  

### Photographs:
Submit clear and descriptive photographs. The size of each image must be 3000x2000 pixels, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn’t need to be labeled on every photograph.

<table>
<thead>
<tr>
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<tr>
<td>City or Vicinity:</td>
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<td>County:</td>
<td>Multnomah</td>
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**Description of Photograph(s) and number, include description of view indicating direction of camera:**

| Photo 1 of 16: | OR_MultnomahCounty_PGESationL_0001  
OMSI Building, East and North Elevations, Looking Southwest |
|---------------|----------------------------------------------------------------|
| Photo 2 of 16:| OR_MultnomahCounty_PGESationL_0002  
OMSI Building Entrance, Looking South |
| Photo 3 of 16:| OR_MultnomahCounty_PGESationL_0003  
OMSI Building and Powerhouse Extension, North Elevations, Looking South |
| Photo 4 of 16:| OR_MultnomahCounty_PGESationL_0004  
Powerhouse Extension and Turbine Room, West Elevations, Looking East |
| Photo 5 of 16:| OR_MultnomahCounty_PGESationL_0005  
Eastbank Esplanade and West Elevation of Turbine Room, Looking North |
| Photo 6 of 16:| OR_MultnomahCounty_PGESationL_0006  
Turbine Room South Elevation and Atrium West and South Elevations, Looking North |
| Photo 7 of 16:| OR_MultnomahCounty_PGESationL_0007  
OMSI Building West Elevation, Looking North |
| Photo 8 of 16:| OR_MultnomahCounty_PGESationL_0008  
OMSI Building South Elevation, Looking North |
| Photo 9 of 16:| OR_MultnomahCounty_PGESationL_0009  
OMSI Building East Elevation, Looking Northwest |
| Photo 10 of 16:| OR_MultnomahCounty_PGESationL_0010  
OMSI Building Atrium, Looking Northwest |
| Photo 11 of 16:| OR_MultnomahCounty_PGESationL_0011  
OMSI Building, Looking South |
| Photo 12 of 16: | OR_MultnomahCounty_PGEStationL_0012  
OMSI Building, Looking East |
|---------------|------------------------------------|
| Photo 13 of 16: | OR_MultnomahCounty_PGEStationL_0013  
OMSI Building Looking at Turbine Room Looking West |
| Photo 14 of 16: | OR_MultnomahCounty_PGEStationL_0014  
Turbine Room at East Center, Looking Southeast |
| Photo 15 of 16: | OR_MultnomahCounty_PGEStationL_0015  
Turbine Room at East Center, Looking Southwest |
| Photo 16 of 16: | OR_MultnomahCounty_PGEStationL_0020  
Stephens Substation, West and South Elevations, Looking Northeast |
Portland General Electric Station “L” Group
Multnomah, Oregon

Name of Property
County and State

Photo Location Map
Portland General Electric Station “L”

Name of Property
Multnomah Co., OR

County and State
N/A

Name of multiple listing (if applicable)

List of Figures
(Resize, compact, and paste images of maps and historic documents in this section. Place captions, with figure numbers above each image. Orient maps so that north is at the top of the page, all document should be inserted with the top toward the top of the page.

Figure 1: Regional Location Map
Figure 2: Local Location Map
Figure 3: Tax Map (from the 1985 National Register nomination)
Figure 4: 1950 Sanborn Map
Figure 5: 1990 Aerial Photo
Figure 6: 2020 Aerial Photo

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC
Figure 1: Regional Location Map. Aerial Photo Source: Google.
Portland General Electric Station “L” Group
Name of Property
Multnomah Co., OR
County and State
N/A
Name of multiple listing (if applicable)

Figure 2: Local Location Map. 1985 National Register Nomination Boundary outlined in red dashes. Aerial Photo Source: Google.
Figure 3: Tax Map from the 1985 National Register nomination

PGE STATION L ENSEMBLE
Figure 4: 1950 Sanborn Map showing location of all resources as they existed at the time of nomination. National Register nomination boundary outlined in red dashes.

Figure 5: c. 1990 aerial photograph of the Station L historic district. Approximate National Register site is within the red box.
Portland General Electric Station “L”

Group

Name of Property

Multnomah Co., OR

County and State

N/A

Name of multiple listing (if applicable)

Figure 6: 2020 Site Plan. Pre-1985 Resources labeled in white. 1992 OMSI building outlined in yellow. 1985 National Register nomination boundary outlined in red dashes. Aerial Photo Source: Google.
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 1 of 16: OMSI Building, East and North Elevations, Looking Southwest

Photo 2 of 16: OMSI Building Entrance, Looking South
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 3 of 16: OMSI Building and Powerhouse Extension, North Elevations, Looking South

Photo 4 of 16: Powerhouse Extension and Turbine Room, West Elevations, Looking East
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 5 of 16: Eastbank Esplanade and West Elevation of Turbine Room, Looking North

Photo 6 of 16: Turbine Room South Elevation and Atrium West and South Elevations, Looking North
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 7 of 16: OMSI Building West Elevation, Looking North

Photo 8 of 16: OMSI Building South Elevation, Looking North
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 9 of 16: OMSI Building East Elevation, Looking Northwest

Photo 10 of 16: OMSI Building Atrium, Looking Northwest
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 11 of 16: OMSI Building, Looking South

Photo 12 of 16: OMSI Building, Looking East
Portland General Electric Station “L” Group  
Multnomah County: OR

Photo 13 of 17: OMSI Building Looking at Turbine Room, Looking West

Photo 14 of 16: Turbine Room at East Center, Looking Southeast
Portland General Electric Station “L” Group
Multnomah County: OR

Photo 15 of 16: Turbine Room at East Center, Looking Southwest

Photo 16 of 16: Stephens Substation, West and South Elevations, Looking Northeast