



# Oregon

Kate Brown, Governor

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OR SHPO

Department of Transportation  
Highway Division/Technical Services  
Geo-Environmental Section, MS#6  
4040 Fairview Industrial Dr SE  
Salem, OR 97302  
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November 17, 2016

Christine Curran  
Deputy State Historic Preservation Officer  
State Historic Preservation Office  
725 Summer Street NE, Suite C  
Salem, OR 97310-1271

*Eugene East Quadrangle  
T17S, R3W, Secs. 34*

SHPO CASE# 16-1350

Attn: Jessica Gabriel

RE: **AMENDED** Request for Concurrence  
Historic Finding of No Adverse Effect  
Franklin Blvd: I-5 to McVay Hwy  
Springfield, Lane County, Oregon  
SHPO Case Number **16-1350**  
Key Number 17217 & 18865  
Federal Aid Number STP-6960(041) & 6960(043)

Received

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State Parks and  
Recreation Department

The Oregon Department of Transportation (ODOT) prepared the following amendment letter in compliance with Section 106 of the National Register of Historic Preservation Act (NHPA) and Stipulation 4C of the 2011 Section 106 Programmatic Agreement executed by the Federal Highway Administration (FHWA), ODOT, the Oregon State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation (ACHP). The letter includes an amended Finding of **No Adverse Effect** for historic properties (built environment) for the Franklin Blvd: I-5 to McVay Hwy Project.

### Project Description

The project description has not changed from the former project submittal to SHPO (Case No. 16-1350) that included the reconfiguration of Franklin Boulevard between I-5 and McVay Highway to better accommodate the wide range of existing and future uses on the street. Franklin Blvd., also known as McKenzie Highway, OR 126B, is currently a five-lane arterial that connects Eugene and Springfield. The Project is intended to improve traffic flow, streamline Lane Transit District's EmX bus rapid transit service, improve sidewalks and pedestrian crossings, and provide bicycle lanes.

### Summary of Resources Present

In addition to the National Register of Historic Places (NRHP) listed Willamette Bridge #1223, five newly identified eligible historic resources have been documented within the project area, these findings were concurred with by Jessica Gabriel, Oregon SHPO, on August 10, 2016:

- Blue Cross Animal Hospital, 4206 Franklin Boulevard – Not Eligible
- Myrmo and Sons Building, 3600 Franklin Boulevard - Eligible

- 3787 Franklin Boulevard – Not Eligible
- Ponderosa Village Mobile Home Park, 3998 Franklin Boulevard – Not Eligible
- 1475 Brooklyn Street - Eligible

**Stipulation 4C: Findings of No Historic Properties Affected**

*Due to additional project information concerning structures that are proposed to be modified and demolished for construction of this project an amended historic FOE has been prepared for SHPO concurrence.*

According to Stipulation 4C: Findings of No Historic Properties Affected of the 2011 Section 106 Programmatic Agreement between FHWA/SHPO/ODOT/ACHP, it is ODOT's responsibility due to proposed project demolitions to provide SHPO an opportunity to review eligibility of resources that have been found not eligible. The following property addresses that will be modified and demolished by this project have previously been submitted to SHPO, and their ineligibility concurred with by Jessica Gabriel, Oregon SHPO, on October 20, 2016.

- A American Buyers, 4075 Franklin Boulevard – c. 1965
- Lucky Dog, 4102 Franklin Boulevard – c. 1960
- Blue Cross Animal Hospital, 4206 Franklin Boulevard – c.1944
- Elite Boxing, 4340 Franklin Boulevard – c. 1972, out of period

The following have been found not eligible, and will be modified due to proposed project impacts:

- Westside Classic Buicks, 4190 Franklin Boulevard – c. 1942, 1952, partial demo

Additionally, 15 resources identified by ODOT to be considered not eligible have been identified within the project alignment to be modified or demolished for construction of this project:

- U-Save, 4055 Franklin - c.1975, out of period
- Toms Tapper Tavern. 4095 Franklin Boulevard – c.1940, 1968
- Goofy's Muffler, 3855 Franklin Boulevard – c. 1971, out of period
- Commercial Building, 3820 Franklin Boulevard – c. 1937
- Monroe Motors, 3815 Franklin Boulevard – c. 1945
- Formerly Springfield Lock and Safe, 3799 Franklin Boulevard – c. 1949
- Springfield Saddle Shop, 3796 Franklin Boulevard – c.1940, 1968, 1973
- Willamette Graystone, 3700 Franklin Boulevard – c. 1957
- Ace Trading Company, 3697 Franklin Boulevard – c. 1935, 1985
- Tracktown Cannabis, 3675 Franklin Boulevard – c. 1948, 1978
- Commercial Building, 3655 Franklin Boulevard – c. 1970, 1978, out of period
- Glenwood Appliance, 3629 Franklin Boulevard – c. 1973, out of period
- Summers Car Company, 3521 Franklin Boulevard – c. 1955, 1970

The following have been found not eligible, and will be modified due to proposed project impacts:

- Ramsey Waite, 4258 Franklin Boulevard – c. 1948, 1979, partial demo
- Camp Putt Golf Course, 4006 Franklin Boulevard – c. 1966, 1972, partial demo, moving a putt-putt hole

### **Glenwood Context and additional historic research**

The earliest General Land Office (GLO) survey plats (figure 3) date to 1853 and reveal that there were no homesteads or farmsteads in the area of potential effect (APE). The only visible features are two unnamed wagon roads that crossed the eastern portion of the APE to a bridge once located northeast of the APE. An 1860 plat map shows that the majority of the APE was part of the Charles B. Sweet Donation Land Claim (DLC), with smaller portions part of Zara Sweet and Daniel McVay DLCs.

Historically, Glenwood appears to have developed slowly, largely due to the Willamette River's frequent flooding in the early historic period. Before commercial entities began moving into the Glenwood area, the area was comprised of orchards and bean fields. When the area progressed from agricultural lands to a commercial strip between Eugene and Springfield, car camps proved to be an ideal form of settlement, because they could be easily moved to unflooded areas. These camps would eventually form the nuclei of Glenwood's current multitude of mobile home parks, including the Ponderosa Village on Franklin Boulevard within the project's API.

The community began to solidify and experienced a growth spurt around 1935, when a four-room school was established on Franklin Boulevard to the south of the survey area. In the 1940s James Park, near the school, became part of the newly established Willamalane Parks and Recreation District. At the time Glenwood had a reported 1,800 residents which supported three grocery stores. Changes following 1950 saw the destruction by fire of one of the major grocery stores and the closure of the Glenwood School in the 1960's. The remaining agricultural lands were gradually shifted in use to industrial, vehicle related, or residential, as was the case with the Davidson Bean Yard, now Midway Manor Mobile Home Court. This establishment of a neighborhood comprised of small motels, trailer parks and most significantly a multitude of auto related businesses such as truck, motorcycle and auto garages, gas/oil stations and tire stores is illustrated in the 1925-(Feb 1962) Sanborn Maps (figures 4 & 5). A significant factor in the development of Glenwood's recent character has been its unincorporated status which has attracted experimental and individualistic inhabitants. Property boundaries are often unapparent in the field with many creative, residential vernacular structures situated behind the main commercial artery of Franklin Boulevard.

Utilizing many research depositories and known historic contexts, primarily the Oregon Digital Newspaper Project, names and business associated with the subject buildings were searched to determine if there was any potential significance to be found with these structures under Criterion A, B or C. This research determined that there are no structures within this baseline that have the integrity to illustrate associations with events that have made a significant contribution to the broad patterns of our history, associations with the lives of persons significant in our past, or embody the distinctive characteristics of a type, period, or method of construction,

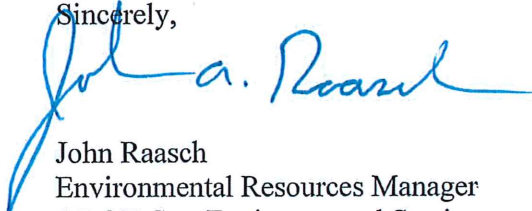
or represent the works of a master, possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction. Due to lack of integrity and significance we do not believe there is a potential historic district in this location.

**Finding of Effect**

Application of Section 106 Criteria for Identification and Evaluation of Historic Properties (36 CFR 800.4 and 5) indicates a finding of No Adverse Effect for the Franklin Blvd: I-5 to McVay Hwy Project. ODOT, acting as an agent of the FHWA, requests your concurrence with a FINDING OF NO ADVERSE EFFECT on historic properties for the project.

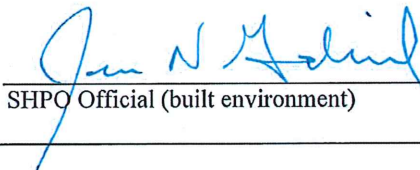
If you have any questions, please contact John Raasch, Environmental Resources Manager with ODOT, at (503) 986-3370.

Sincerely,



John Raasch  
Environmental Resources Manager  
ODOT Geo-Environmental Section

The State Historic Preservation Office concurs that the **Franklin Blvd.: I-5 to McVay Hwy Project** will have No Adverse Effect on Historic Properties (Built Environment)



SHPO Official (built environment)

12-2-2016

Date

Copies:

Sarah Jalving, Historic Resources Specialist, ODOT  
Adam Roberts, R2 REC, ODOT  
Key No. 17217 & 18865  
SHPO Tracking File





Oregon

Kate Brown, Governor

Parks and Recreation Department

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December 2, 2016

Mr. John Raasch  
ODOT Environmental  
4040 Fairview Industrial Dr SE  
Salem, OR 97302-1142

RE: SHPO Case No. 16-1350

ODOT Key 18865, OR126B & McVay Hwy: Mississippi Avenue - UPRR Tracks Project  
Construct roundabout's, relocate transit stations, improve sidewalks, landscape, create bikeways, lighting  
17S 3W 34, Eugene, Lane County

Dear Mr. Raasch:

We have reviewed the additional materials submitted on the OR126B & McVay Hwy: Mississippi Ave – UPRR Tracks Project in Springfield. We concur with the finding that the following properties are not eligible for listing in the National Register of Historic Places:

- U-Save, 4055 Franklin Boulevard
- Tom's Tapper Tavern, 4095 Franklin Boulevard
- Goofy's Muffler, 3855 Franklin Boulevard
- Commercial Building, 3820 Franklin Boulevard
- Monroe Motors, 3815 Franklin Boulevard
- Formerly Springfield Lock and Safe, 3799 Franklin Boulevard
- Springfield Saddle Shop, 3796 Franklin Boulevard
- Willamette Greystone, 3700 Franklin Boulevard
- Ace Trading Company, 3697 Franklin Boulevard
- Tracktown Cannabis, 3675 Franklin Boulevard
- Commercial Building, 3655 Franklin Boulevard
- Glenwood Appliance, 3629 Franklin Boulevard
- Summers Car Company, 3521 Franklin Boulevard
- Ramsey Waite, 4258 Franklin Boulevard
- Camp Putt Golf Course, 4006 Franklin Boulevard

Overall, we concur with the submitted Finding of No Adverse Effect for historic properties (built environment) for the Franklin Blvd: I-5 to McVay Highway Project.

Unless there are changes to this phase of the project, this concludes the requirement for consultation with our office under Section 106 of the National Historic Preservation Act (per 36 CFR Part 800) for above-ground historic resources. Local regulations, if any, still apply and review under local ordinances may be required. Please feel free to contact me if you have any questions, comments, or need additional assistance.

Sincerely,



Jessica Gabriel  
Historian  
(503) 986-0677  
Jessica.Gabriel@oregon.gov