



Hood River – White Salmon BRIDGE REPLACEMENT PROJECT

(OR SHPO Case No. 19-0587; WA DAHP Project Tracking Code: 2019-05-03456)

Draft Historic Resources Technical Report

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ACRONYMS AND ABBREVIATIONS

ACHP	Advisory Council on Historic Preservation
APE	Area of Potential Effects
BMP	best management practices
DAHPP	Department of Archaeology and Historic Preservation
dBA	A-weighted decibel
DOE	Determination of Eligibility
EIS	environmental impact statement
FHWA	Federal Highway Administration
GEO	Governor’s Executive Order
Gilpin	Gilpin Construction Company
HMP	Historic Mile Post
HRA	Historical Research Associates, Inc.
I-84	Interstate 84
MATS	Mt. Adams Transportation Service
MOA	Memorandum of Agreement
mph	miles per hour
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NRHP	National Register of Historic Places
ODFW	Oregon Department of Fish and Wildlife
ODOT	Oregon Department of Transportation
OHWM	ordinary high-water mark
OR&N	Oregon Railway & Navigation
OWBC	Oregon–Washington Bridge Company
NHL	National Historic Landmark
PA	Programmatic Agreement
PSH	Primary State Highway
SHPO	State Historic Preservation Office
SP&S	Spokane, Portland & Seattle
SR	State Route
the Port	Port of Hood River
the Project	Hood River–White Salmon Bridge Replacement Project
USACE	US Army Corps of Engineers
WDFW	Washington Department of Fish and Wildlife
WSDOT	Washington State Department of Transportation

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EXECUTIVE SUMMARY

The *Historic Resources Technical Report* documents the results of the baseline architectural survey, Determinations of Eligibility, and Finding of Effect (FOE) for the Hood River–White Salmon Bridge Replacement Project (Project), prepared for the Oregon Department of Transportation (ODOT) to satisfy the regulatory requirements of Section 106 of the National Historic Preservation Act (NHPA) (54 United States Code [U.S.C.] 306108) and 36 Code of Federal Regulations (CFR) Part 800, and to support compliance with Section 4(f) of the US Department of Transportation Act of 1966 (49 U.S.C. 303; 23 U.S.C. 138). The Project’s purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

The Project is subject to Section 106 of the NHPA, due to the need to obtain permits from multiple federal agencies including the US Coast Guard and US Army Corps of Engineers. The Federal Highway Administration (FHWA) may also provide funding for the proposed Project. These federal permitting and funding actions would be considered undertakings by the respective agencies and thus require review under Section 106. If FHWA were to provide funding, the Project would also be subject to Section 4(f) of the US Department of Transportation Act. Historic resources in the Area of Potential Effects (APE) were identified and evaluated in accordance with 36 CFR Part 800 in 2017-2020. Following a reconnaissance and intensive level survey of the APE and the application of the National Register of Historic Places (NRHP) Criteria for Evaluation, 62 individual resources, one National Historic Landmark (NHL) District, and two potential residential districts built prior to 1974 were identified. Of the 62 individual resources, nine were determined eligible for the NRHP. The assessment also determined that the Hood River Loops remains a contributing resource as a part of the Columbia River Highway NHL District. The two residential districts were determined not eligible for the NRHP.

The Criteria of Adverse Effect (36 CFR 800.5(a)) were then applied to the ten historic properties. Potential Project effects include changes to the settings of historic properties by the removal of the existing bridge and introduction of new transportation facilities and bridge structure, construction-related vibration and noise, and impacts from changes in bridge operation. The Project effects assessment of the historic properties resulted in a recommended Project FOE of “adverse effect” consistent with 36 CFR 800.5 due to the demolition of the Hood River Bridge—a historic property. The report proposes mitigation measures to resolve the adverse effect consistent with 36 CFR 800.6. A Memorandum of Agreement is currently being prepared between FHWA, ODOT, Washington State Department of Transportation, Port of Hood River, tribes, local jurisdictions, and other consulting parties.

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1. INTRODUCTION

The Hood River–White Salmon Bridge (“Hood River Bridge”) Replacement Project (the “Project,” formerly named the State Route (SR)-35 Columbia River Crossing Project) would construct a replacement bridge and then remove the existing Hood River Bridge between White Salmon, Washington, and Hood River, Oregon (**Figure 1-1**). The bridge is owned by the Port of Hood River (the Port), serving an average of over 4 million trips annually.

The overall need for the Project is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Specifically, these needs are to:

- **Present Capacity:** substandard width and operational issues are causing traffic congestion on the bridge and at both approaches
- **Future Transportation Demand:** the existing bridge is not designed to meet future travel demand for vehicles.
- **Bicycle and Pedestrian Facilities:** lack of bicycle and pedestrian facilities limits multi-modal mobility
- **Safety:** narrow lanes and lack of shoulder create real and perceived safety hazards
- **Social Demands/Economic Development:** the existing bridge restricts the current and projected flow of goods, labor and consumers across the river
- **Legislation:** comply with federal funding obligation Transportation Equity Act for the 21st Century (TEA-21), the Washington State Legislature designation of the SR-35 corridor, and Oregon HB 2017
- **River Navigation:** the substandard horizontal clearance creates difficulties for safe vessel navigation
- **Seismic Deficiencies:** the existing bridge does not meet current seismic standards and is vulnerable to a seismic event

The Project began in 1999 with a feasibility study that ultimately resulted in the publication of the SR-35 Columbia River Crossing Draft Environmental Impact Statement (EIS) in 2003, which identified the “EC-2 West Alignment” as the preliminary preferred alternative. In 2011, the Type, Size, and Location Study recommended a fixed-span concrete segmental box-girder bridge as the recommended bridge type. In 2017, the Project was relaunched to complete the National Environmental Policy Act (NEPA) process. This report provides an update to the existing conditions and anticipated construction, direct, and indirect effects on historic resources. Measures to avoid, minimize, and/or mitigate these effects are also identified in this report.



Figure 1-1. Project area

2. PROJECT ALTERNATIVES

Four alternatives are being evaluated to address the Project's purpose and need:

- No Action Alternative
- Preferred Alternative EC-2
- Alternative EC-1
- Alternative EC-3

Figure 2-1 shows the alignment of the existing bridge, which represents the No Action Alternative, and the three build alternatives. The build alternatives connect to SR 14 in White Salmon, Washington, and Button Bridge Road in Hood River, Oregon, just north of the Interstate 84 (I-84)/United States Highway 30 (US 30) interchange (Exit 64).

Each alternative is summarized in **Table 2-1** and described in more detail in the following sections.

Figure 2-2 and **Figure 2-3** illustrate the navigational clearance for the existing bridge and the replacement bridge (same for each build alternative).

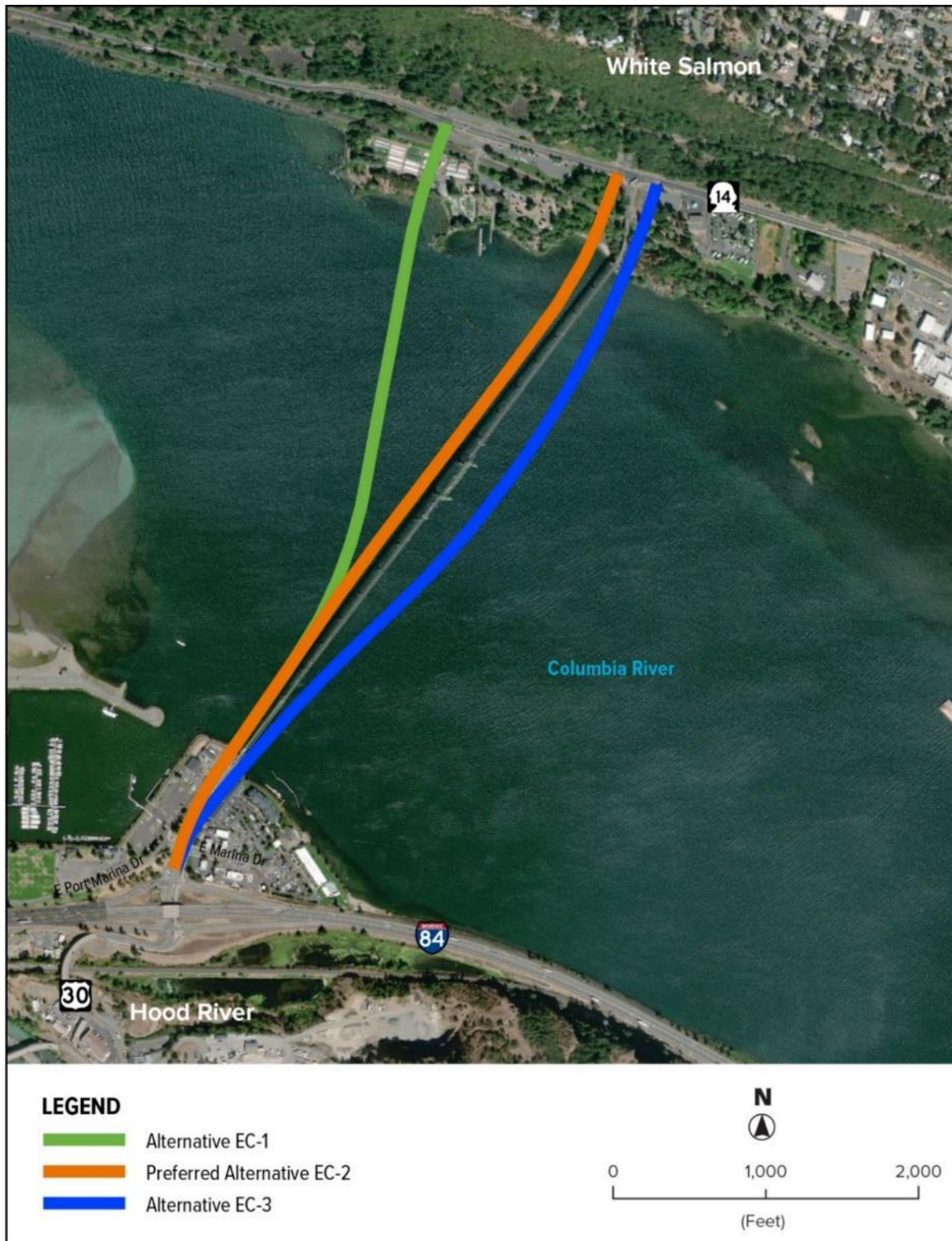


Figure 2-1. Location of the Preferred Alternative EC-2, Alternative EC-1, and Alternative EC-3

Table 2-1. Summary Comparison of Key Elements of Alternatives

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-1	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: West of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure				
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box-girder bridge (fixed span)		
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (11 / 2)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,375 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes		
Roadway shoulders	No shoulders	8-foot shoulders		
Vehicle height limit	14 feet-7 inches	None		
Shared Use Path	None	12-foot wide, only on west side with overlooks		
Bridge deck	Steel-grated	Concrete		
Vehicle Gross Weight Limit	80,000 pounds; no trip permit allowance for overweight vehicles	> 80,000 pounds, with approved trip permit		
Design speed	Unknown	50 miles per hour (mph)		
Posted speed	25 mph	35 mph		
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth		
Stormwater treatment	None	Detention and water quality treatment		
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)		
State Route (SR) 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout with connection to N. Dock Grade Road west of existing intersection; SR 14 raised approximately 17 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection		
Anticipated construction duration	None	2.5 years to 3 years		

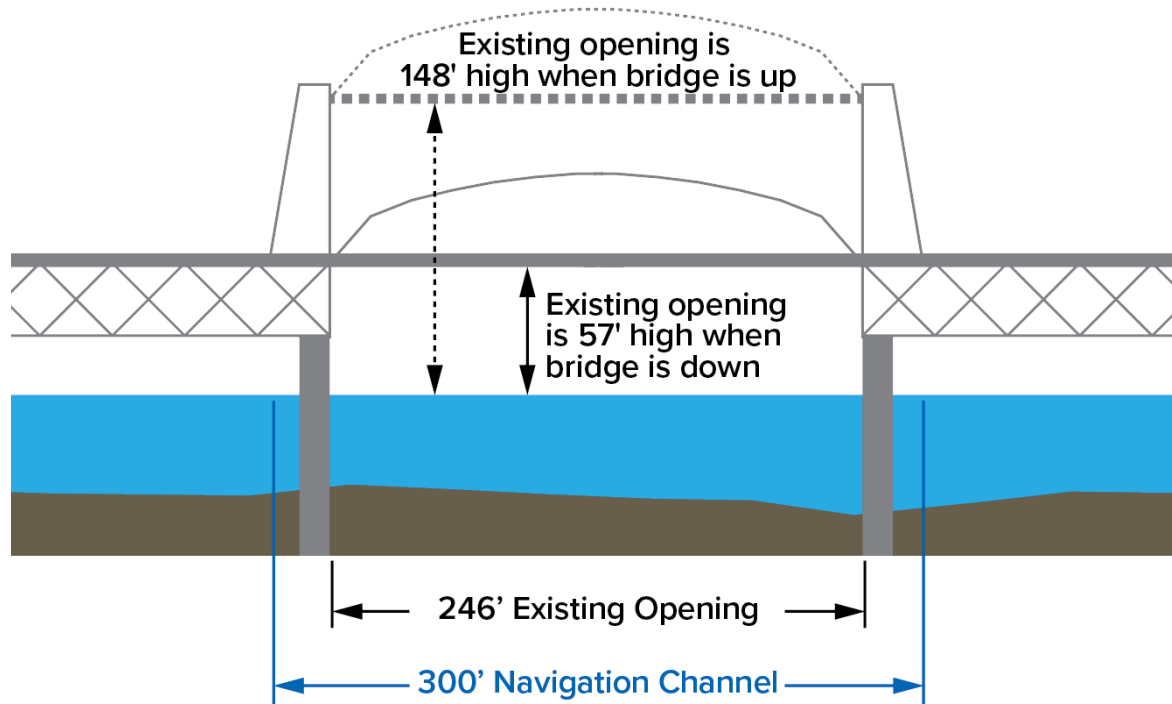


Figure 2-2. Navigation clearance of existing bridge

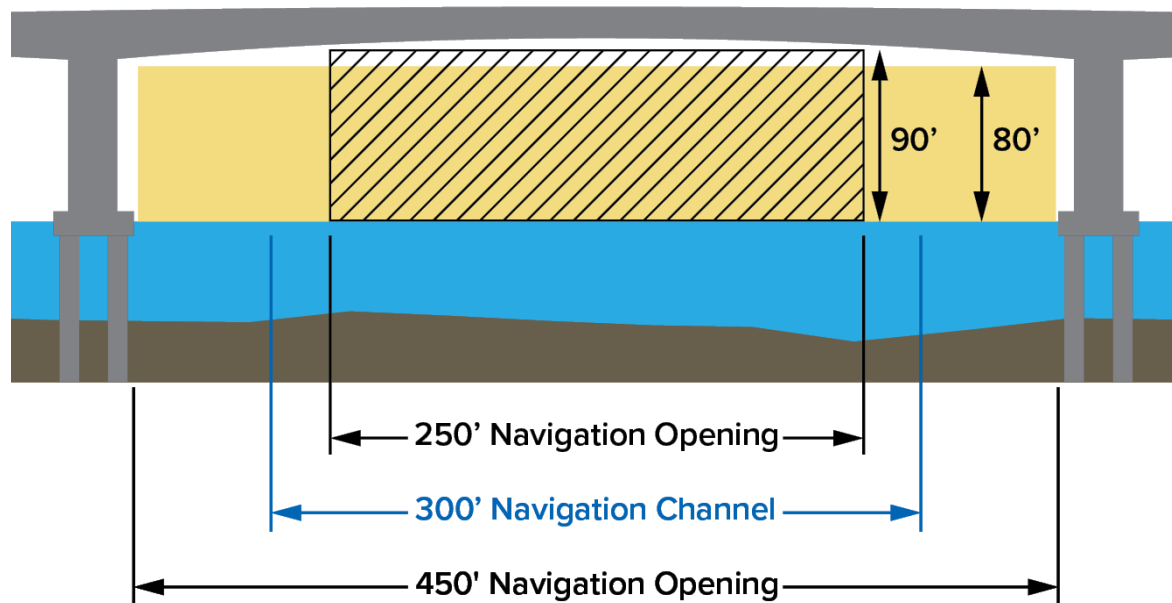


Figure 2-3. Navigation clearance of proposed replacement bridge

2.1. No Action Alternative

The No Action Alternative would retain the existing bridge in its existing condition and configuration. Routine operations and maintenance would continue. Under the No Action Alternative, elements of the existing bridge include the following:

- **Alignment:** The bridge would continue to span the Columbia River between its northern terminus at the SR 14/Hood River Bridge intersection in White Salmon, Washington, and its southern terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon, as shown in the aerial photograph in **Figure 2-1**.
- **Type:** The bridge would continue to be a 4,418-foot steel deck truss bridge with a vertical lift span. The bridge would continue to have 20 piers in the Columbia River.
- **Ownership:** The bridge would likely continue to be owned and operated by the Port.
- **Vehicle lanes:** The bridge would continue to have one narrow (9 feet, 4.75 inches) travel lane in each direction and no shoulders.
- **Bicycle and pedestrian facilities:** The bridge would continue to have no pedestrian or bicycle facilities, and signage would continue to prohibit pedestrians and bicycles on the bridge.
- **Speed:** The posted speed limit on the bridge would continue to be 25 miles per hour (mph).
- **Vehicle restrictions:** Vehicles would continue to be weight-restricted to 80,000 pounds; vehicles with approved trip permits would still not be allowed to use the bridge. Wide loads would continue to be prohibited without special arrangements, and large vehicles would be encouraged to turn their mirrors in. The height limit for vehicles would continue to be 14 feet, 7 inches where the lift span occurs.
- **Tolling:** The bridge would continue to be tolled for all vehicles, with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. Plans to shift to all electronic tolling are being considered, but there is no certainty they will be implemented.
- **Navigational clearance:** The horizontal clearance for marine vessels would continue to be 246 feet, narrower than the navigation channel width of 300 feet, as shown in **Figure 2-2**. The vertical clearance would continue to be 57 feet when the lift span is down and 148 feet when it is raised; vessels would continue to be required to request bridge lifts in advance. The lift span section would continue to use gate and signals to stop traffic for bridge lifts.
- **Seismic resilience:** The bridge would continue to be seismically vulnerable and would not be cost effective to be seismically retrofitted.
- **Stormwater:** No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck.
- **Roadway connections:** The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection

north of I-84. The bridge would continue to cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline.

- **Bicycle and pedestrian connections:** The bridge would continue not to provide bicycle or pedestrian connections across the Columbia River. Bicyclists and pedestrians wanting to cross the river would continue to need to use an alternate means of transportation, such as the Mt. Adams Transportation Service (MATS) White Salmon/Bingen to Hood River bus (buses provide bicycle racks) or a private vehicle.

The technical report considers two scenarios for the No Action Alternative:

- **End of bridge lifespan:** Assumes that the existing Hood River Bridge would remain in operation through 2045¹ and would be closed sometime after 2045 when maintenance costs would become unaffordable. At such a time, the bridge would be closed to vehicles, and cross-river travel would have to use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. When the bridge would be closed, the lift span would be kept in a raised position to support large vessel passage that previously required a bridge lift.
- **Catastrophic event:** Addresses the possibility that an extreme event that damages or otherwise renders the bridge inoperable would occur prior to 2045. Such events could include an earthquake, landslide, vessel strike, or other unbearable loads that the bridge structure cannot support.

2.2. Preferred Alternative EC-2

Alternative EC-2 would construct a replacement bridge west of the existing bridge. The existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-2, elements of the replacement bridge would include the following:

- **Alignment:** The main span of the bridge would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon, as shown in **Figure 2-4** and **Figure 2-5**.
- **Type:** The bridge would be a 4,412-foot fixed-span segmental concrete box-girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River.
- **Ownership:** While the Port may own and operate the replacement bridge, other options for the ownership and operation of the replacement bridge that may be considered include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge.
- **Vehicle lanes:** The bridge would include one 12-foot travel lane in each direction and an 8-foot shoulder on each side, as shown in **Figure 2-6**.

¹ The year 2045 is the design horizon for the Project. The design horizon is the year for which the Project was designed to meet anticipated needs.

- **Bicycle and pedestrian facilities:** The bridge would include a 12-foot-wide shared use path separated from traffic with a barrier on the west side, as shown in **Figure 2-6**. In the middle of the bridge, the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the Columbia River Gorge National Scenic Area with benches; the overlook locations are shown in **Figure 2-4** and **Figure 2-5**. The cross section of the overlooks is shown in **Figure 2-7**.
- **Speed:** The design speed for the bridge would be 50 mph, with a posted speed limit of 35 mph.
- **Vehicle restrictions:** Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000 pounds that have approved trip permits could use the bridge.
- **Tolling:** Tolls for vehicles would be collected electronically so there would be no toll booth on either side of the bridge. No tolls would be collected from non-motorized users (e.g., pedestrians, bicyclists) who travel on the shared use path.
- **Navigational clearance:** Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel, as shown in **Figure 2-3**. Centered within this 450-foot opening, there would be a 250-foot-wide opening with a vertical clearance of 90 feet. Similar to the existing bridge, the replacement bridge would cross the navigation channel at roughly a perpendicular angle, as shown in **Figure 2-4** and **Figure 2-5**. **Reference source not found.**
- **Seismic resilience:** The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake.
- **Stormwater:** Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge, as shown in **Figure 2-5**. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge.
- **Roadway connections:** The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection, as shown in **Figure 2-5**. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline.
- **Bicycle and pedestrian connections:** The new shared use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in **Figure 2-5**. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

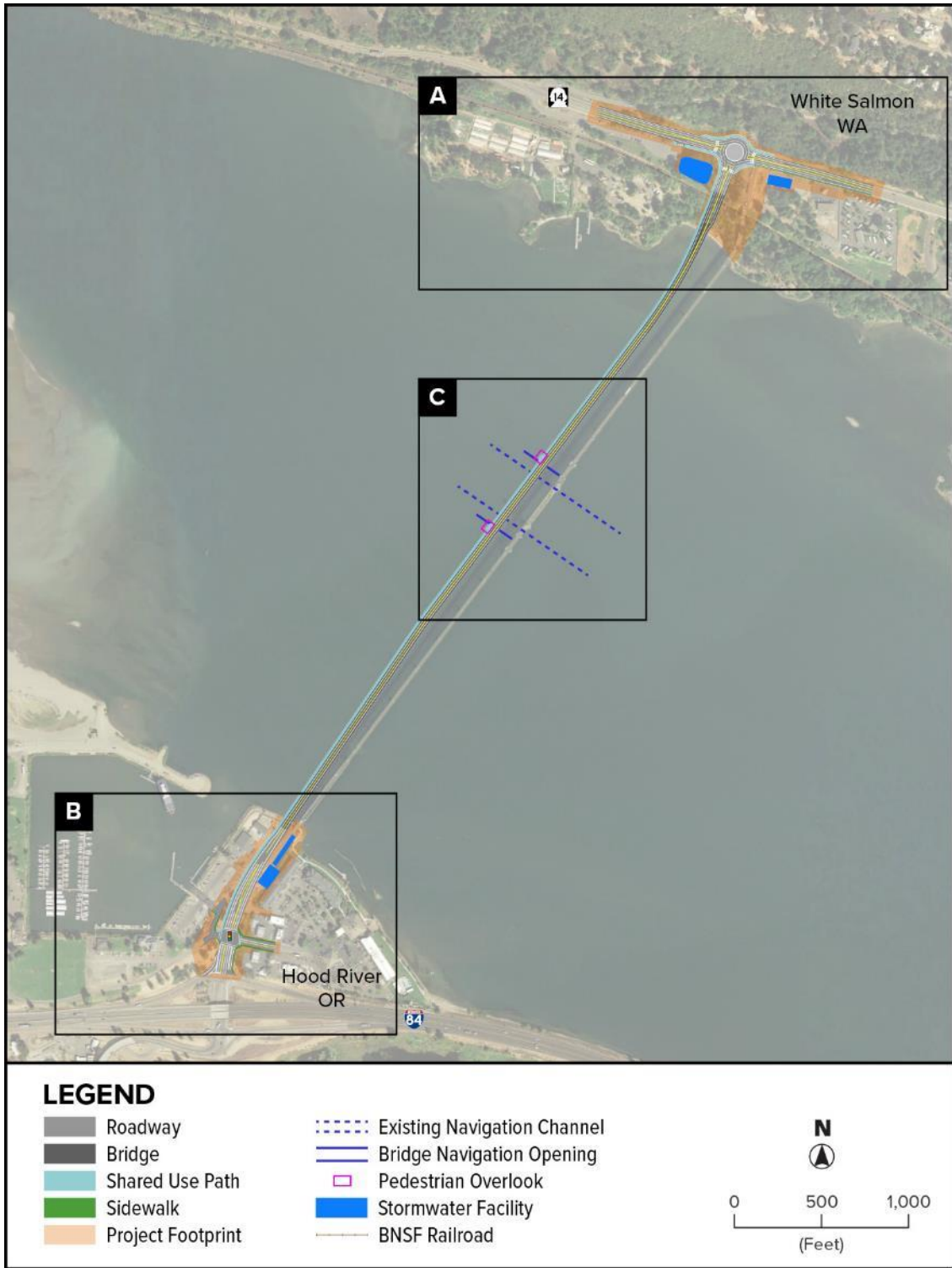


Figure 2-4. Preferred Alternative EC-2 alignment

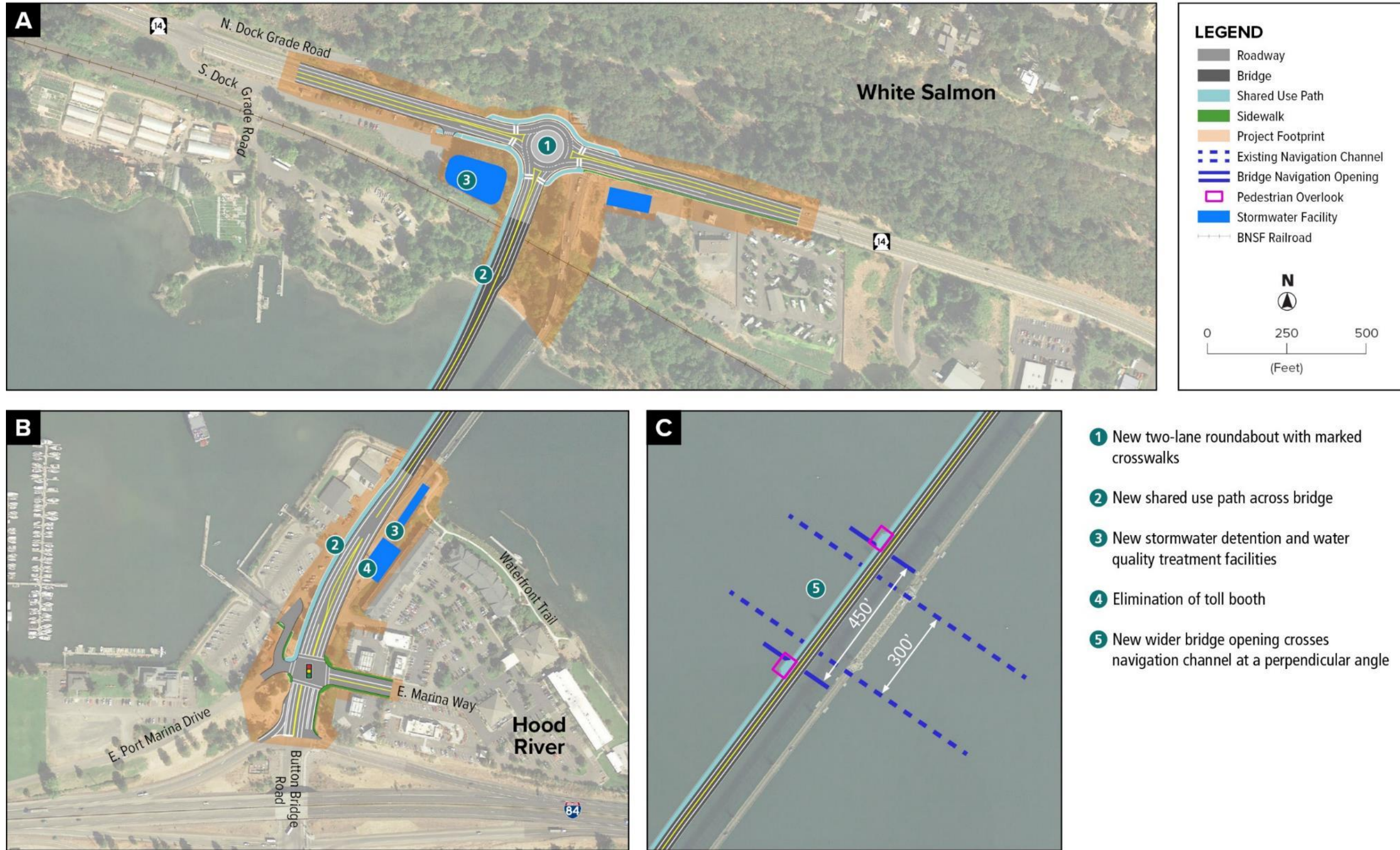


Figure 2-5. Preferred Alternative EC-2 enlargements

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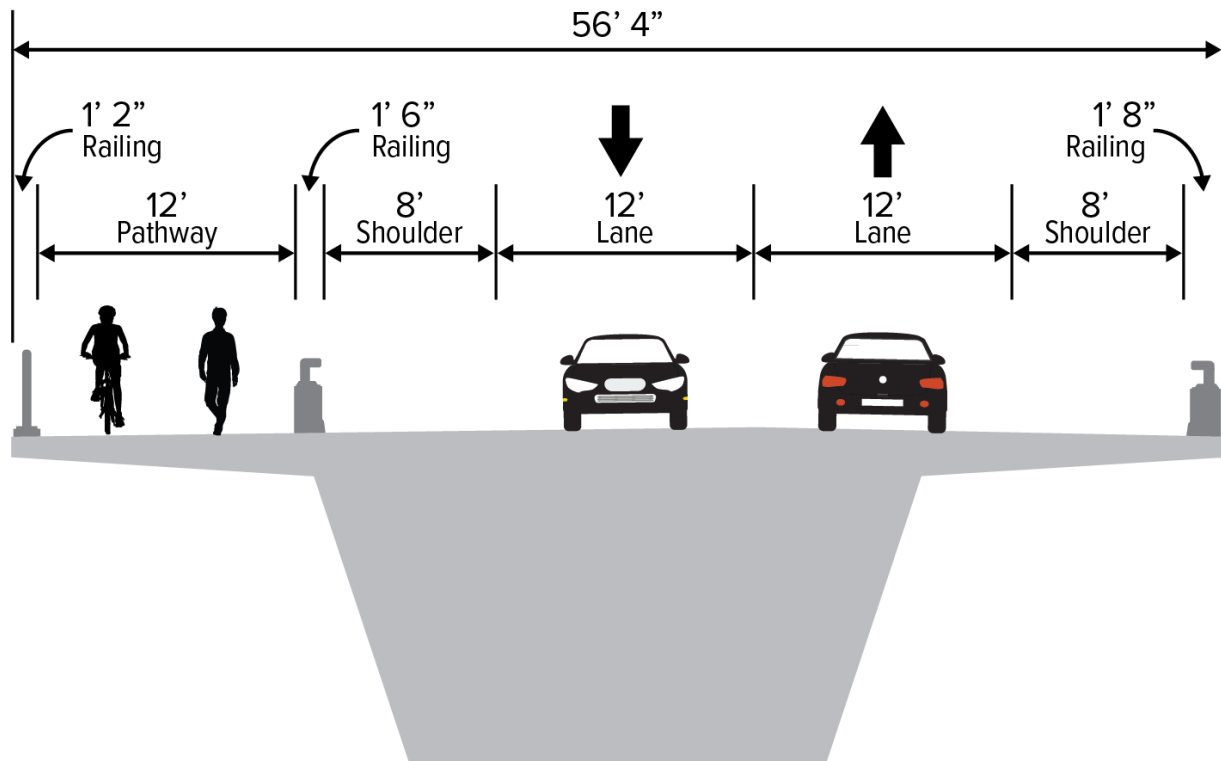


Figure 2-6. Replacement bridge typical cross section

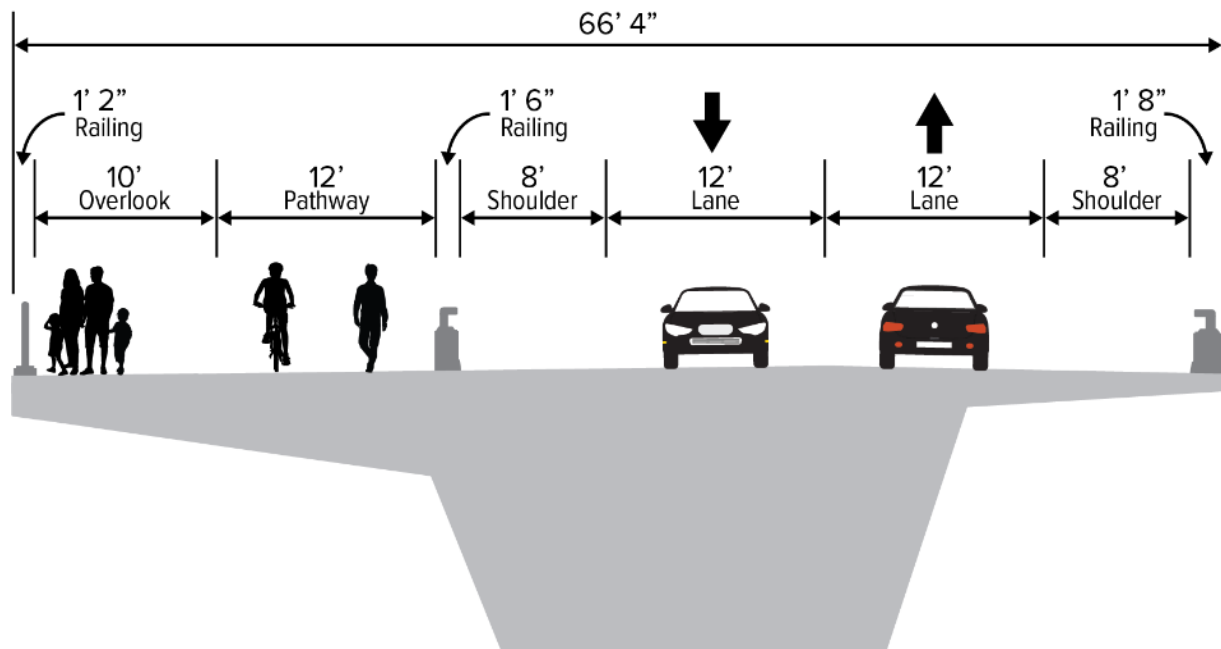


Figure 2-7. Replacement bridge cross section with pedestrian overlook

2.3. Alternative EC-1

Alternative EC-1 would construct a replacement bridge west of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. **Figure 2-8** shows the alignment of Alternative EC-1, and **Figure 2-9** provides enlargements of the improvements that would be constructed under Alternative EC-1.

Under Alternative EC-1, elements of the replacement bridge would be the same as the elements described for Alternative EC-2 in Section 2.2, with the following exceptions:

- **Alignment:** The main span of the bridge would be approximately 700 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 2,309 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.
- **Type:** The bridge would be a 4,375-foot fixed-span segmental concrete box-girder bridge with a concrete deck and no lift span. The bridge would have 11 piers in the Columbia River.
- **Navigational clearance:** The navigational opening would be the same as Alternative EC-2, but the bridge would cross the navigation channel at a more skewed angle than under Alternative EC-2.
- **Roadway connections:** Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout at the SR 14/Hood River Bridge/N. Dock Grade Road intersection west of the existing bridge. Access to S. Dock Grade Road would be provided via the driveway east of the Mt. Adams Chamber of Commerce and Heritage Plaza Park and Ride.
- **Bicycle and pedestrian connections:** Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located farther west at N. Dock Grade Road.

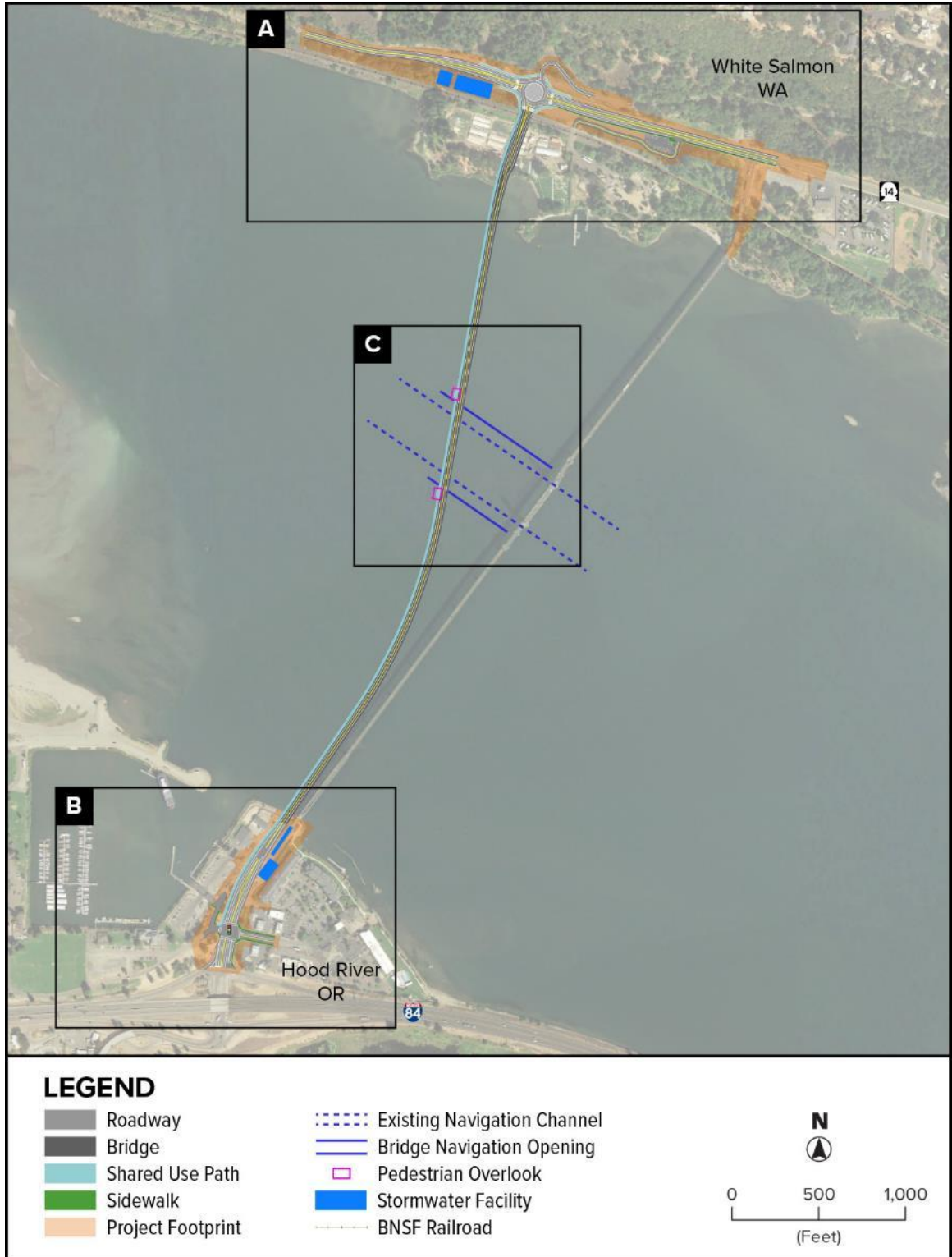


Figure 2-8. Alternative EC-1 alignment

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- 1 New two-lane roundabout with marked crosswalks
- 2 New shared use path across bridge
- 3 New stormwater detention and water quality treatment facilities
- 4 Access to S. Dock Grade Road provided from eastern end of Heritage Plaza Park and Ride
- 5 Elimination of toll booth
- 6 New wider bridge navigation opening crosses navigation channel at a skewed angle

Figure 2-9. Alternative EC-1 enlargements

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2.4. Alternative EC-3

Alternative EC-3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. **Figure 2-10** shows the alignment of Alternative EC-3, and **Figure 2-11** provides enlargements of the improvements that would be constructed under Alternative EC-3.

Under Alternative EC-3, elements of the replacement bridge would be the same as the elements described for Alternative EC-2 in Section 2.2, with the following exceptions:

- **Alignment:** The main span of the bridge would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.
- **Type:** The bridge would be a 4,553-foot fixed-span segmental concrete box-girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River.
- **Roadway connections:** Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly farther south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed under this alternative.
- **Bicycle and pedestrian connections:** Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet farther east than under Alternative EC-2.

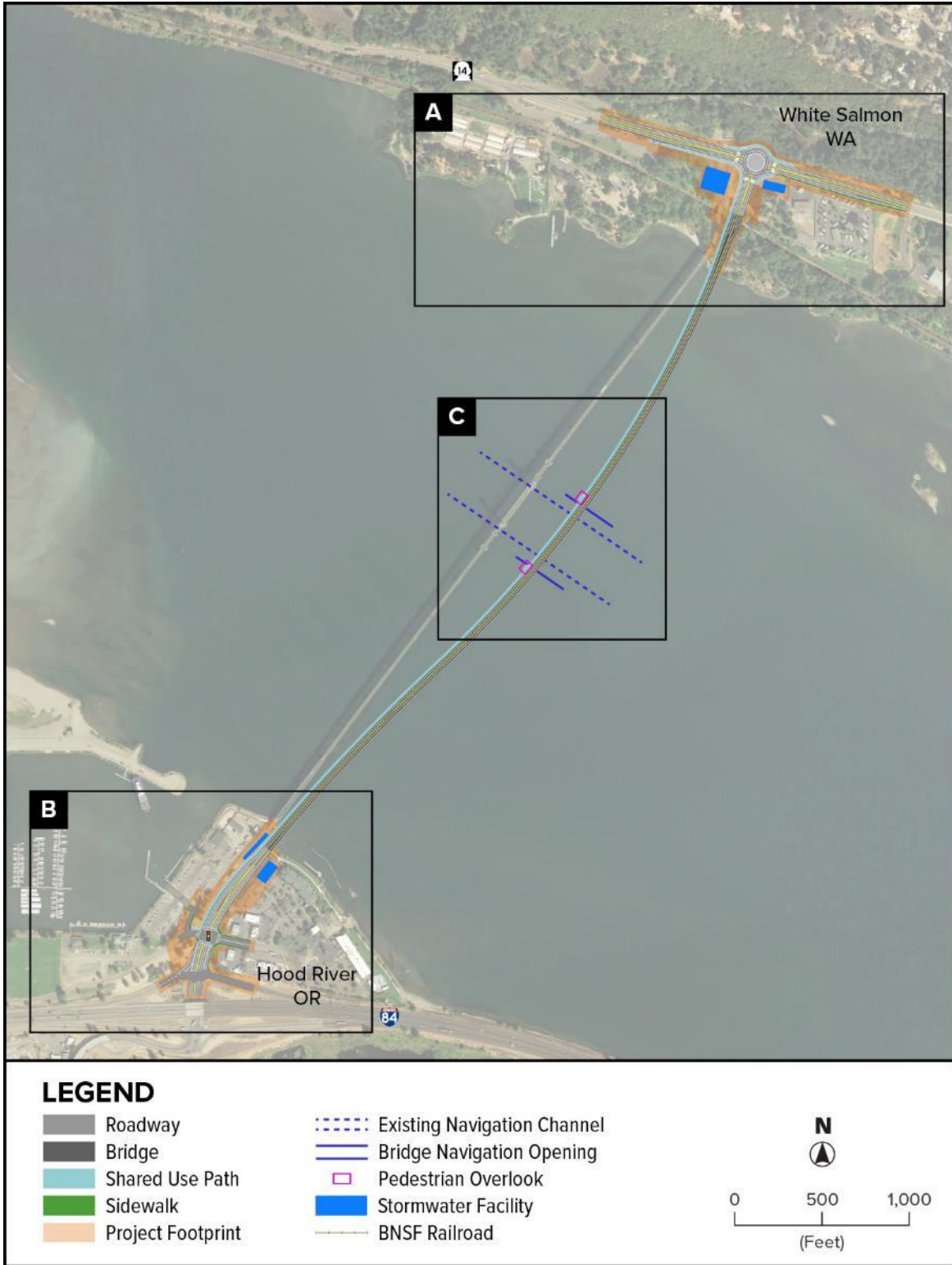
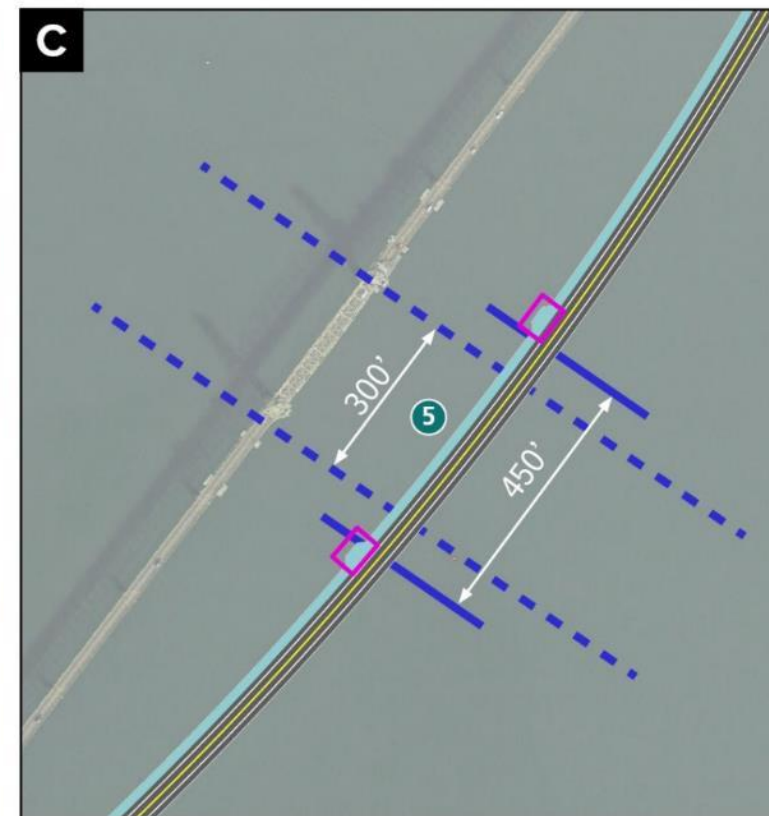


Figure 2-10. Alternative EC-3 alignment



- 1 New two-lane roundabout with marked crosswalks
- 2 New shared use path across bridge
- 3 New stormwater detention and water quality treatment facilities
- 4 Elimination of toll booth
- 5 New wider bridge opening crosses navigation channel at a perpendicular angle

Figure 2-11. Alternative EC-3 enlargements

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2.5. Construction of the Build Alternatives

Construction of the three build alternatives would be similar in duration and approach:

- **Timeline and sequencing:** The NEPA process is anticipated to be complete in late 2020; subsequent phases of the Project would be dependent on funding availability. Construction would take approximately 2.5 years to 3 years.
- **In-water work window:** All work below the ordinary high-water mark (OHWM) of the Columbia River would be conducted during the in-water work window established for the Project. Based on published guidelines from the US Army Corps of Engineers (USACE), Washington Department of Fish and Wildlife (WDFW), and Oregon Department of Fish and Wildlife (ODFW), the most restrictive in-water work window would be November 15–February 28, whereas the least restrictive could potentially extend between July 16–February 28.
- **Mobilization and site preparation:** The contractor would likely mobilize equipment to the construction site via barges and trucks. Erosion control measures (e.g., silt fences) and debris containment devices (e.g., floating debris booms) would be installed, and clearing and grubbing limits would be established prior to vegetation removal.
- **Construction staging:** At least two staging areas would be necessary for staging and storage of materials and equipment; the location of these areas would be determined later in the design process, and would be included in all relevant environmental permits and land use approvals. Materials arriving by barge may be offloaded to upland staging areas or may be temporarily stored on barges. In general, any staging areas and equipment fueling areas would be located above the OHWM and outside of environmentally sensitive areas. All temporarily disturbed areas would be revegetated upon Project completion.
- **Temporary construction bridge and platforms:** Installation of temporary work structures (e.g., bridges and platforms) would likely be needed to support construction of the replacement bridge and removal of the existing bridge. While the specific design and location of any such structures has not been developed at this stage of the design, it has been estimated for evaluation purposes that up to 200 12-inch timber piles may be needed at a given time to support the temporary work structures.
- **Dewatering and fish capture and release:** Dewatering would be necessary during construction to isolate foundation structures from the surrounding aquatic community and minimize the potential for impacts. Fish removal and exclusion in the areas to be dewatered would follow best management practices (BMPs) and would be supervised by a fish biologist. A reasonable effort would be made to capture threatened or endangered fish using methods that minimize the risk of injury.
- **Bridge foundation installation:** To install the piers, 48-inch driven piles would be used in bedrock areas (approximately 50 feet) and 6-foot to 10-foot drilled shafts would be used where bedrock is shallower.
- **Bridge superstructure construction:** Precast concrete elements would be used for the majority of the bridge superstructure to minimize potential impacts associated with pouring concrete over the Columbia River; however, some overwater concrete pouring would be required for casting pile caps, pouring for the spread footing, filling drilled shafts, fixing precast segments together, and paving the bridge roadway surface. The bridge superstructure would be built

using a balanced cantilever method of construction and would consist of both precast and cast-in-place concrete segments. Work could be conducted either from the bridge deck or from temporary barges. As each section of bridge is completed, additional finish work would be conducted, including surfacing, paving, and installation of other finish features, such as striping and signage.

- **Dismantling and removal of existing bridge:** The existing bridge would remain open until the replacement bridge is constructed and operational, at which point it would be dismantled and removed. This work would be conducted via barges and/or temporary work platforms.
- **Post-project site restoration:** Areas temporarily disturbed during construction would be restored upon completion of Project construction consistent with state and local regulations.

The method of delivery for Project final design and construction has not been determined at this time. Traditional delivery methods, such as design-bid-build, and alternative delivery methods, such as design-build and public-private partnerships, will continue to be considered by the Port. As part of Oregon's House Bill 2017, the Port was provided legal authority by the state to enter into a public-private partnership.

3. METHODOLOGY

This section describes the Area of Potential Effect (APE); applicable federal, state, and local regulations; and research and field methods.

3.1. Area of Potential Effect

Section 106 generally requires federal agencies involved in an undertaking to identify the APE, participate in formal consultation regarding the project, inventory any historic resources that may be located within the APE, and determine if the identified historic resources located within the APE are either previously listed and/or may be eligible to be listed in the National Register of Historic Places (NRHP). An APE is defined in 36 CFR 800.16(d), as follows:

... the geographic area or areas within which an undertaking may directly or indirectly cause alterations in the character or use of historic properties, if any such properties exist. The area of potential effects is influenced by the scale and nature of an undertaking and may be different for different kinds of effects caused by the undertaking.

The APE for this Project is in portions of both Washington State and Oregon State (**Figure 3-1** and Error! Reference source not found.). On the Washington side of the Columbia River, the APE extends into Sections 24 and 25 of Township 3 North, Range 10 East; and Sections 19 and 30 of Township 3 North, Range 11 East of the Willamette Meridian. On the Oregon side of the Columbia River, the APE lies within Section 25 and 36 of Township 3 North, Range 10 East; and Sections 30 and 31 of Township 3 North, Range 11 East.

The APE includes direct and indirect impacts, as well as permanent and temporary impacts, including stormwater conveyance for Alternatives EC-2 and EC-3 (EC-1 was eliminated from further consideration in the Supplemental Draft EIS process). The draft APE was initially defined by the Port by adapting the

noise study analysis area, with amendments by the Oregon Department of Transportation (ODOT) to include the areas facing the Columbia River bounded by ridgelines in immediate proximity of the bridge, the ridgeline above SR 14 to the north, and the ridgeline above Old Columbia River Drive/Historic Columbia River Highway (Old US Highway 30) to the south. The APE includes all direct and indirect effects and the horizontal and vertical extent of ground disturbance limits associated with the Project.

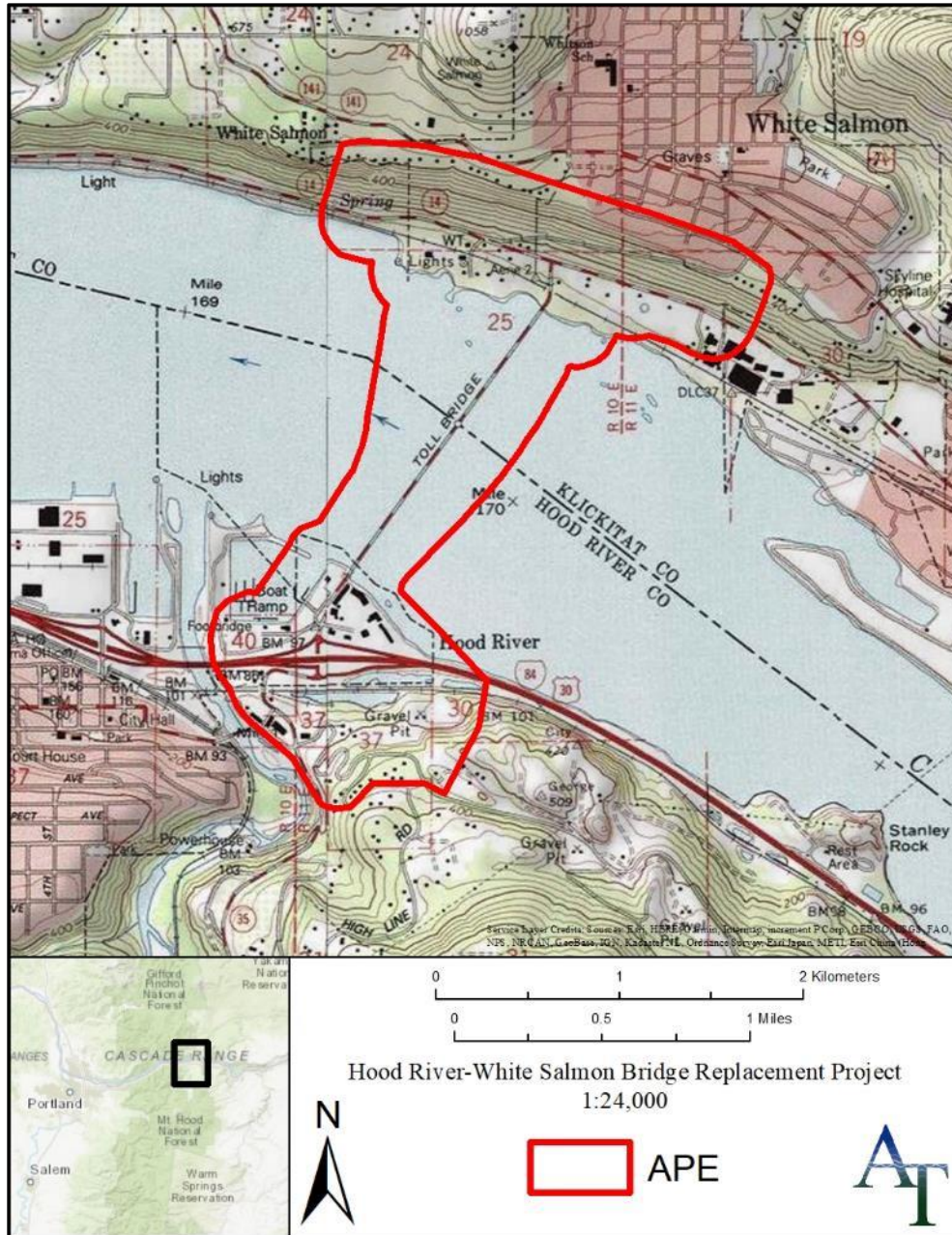


Figure 3-1. APE, Portions of the White Salmon, Washington, and, Hood River, Oregon, USGS Quadrangles

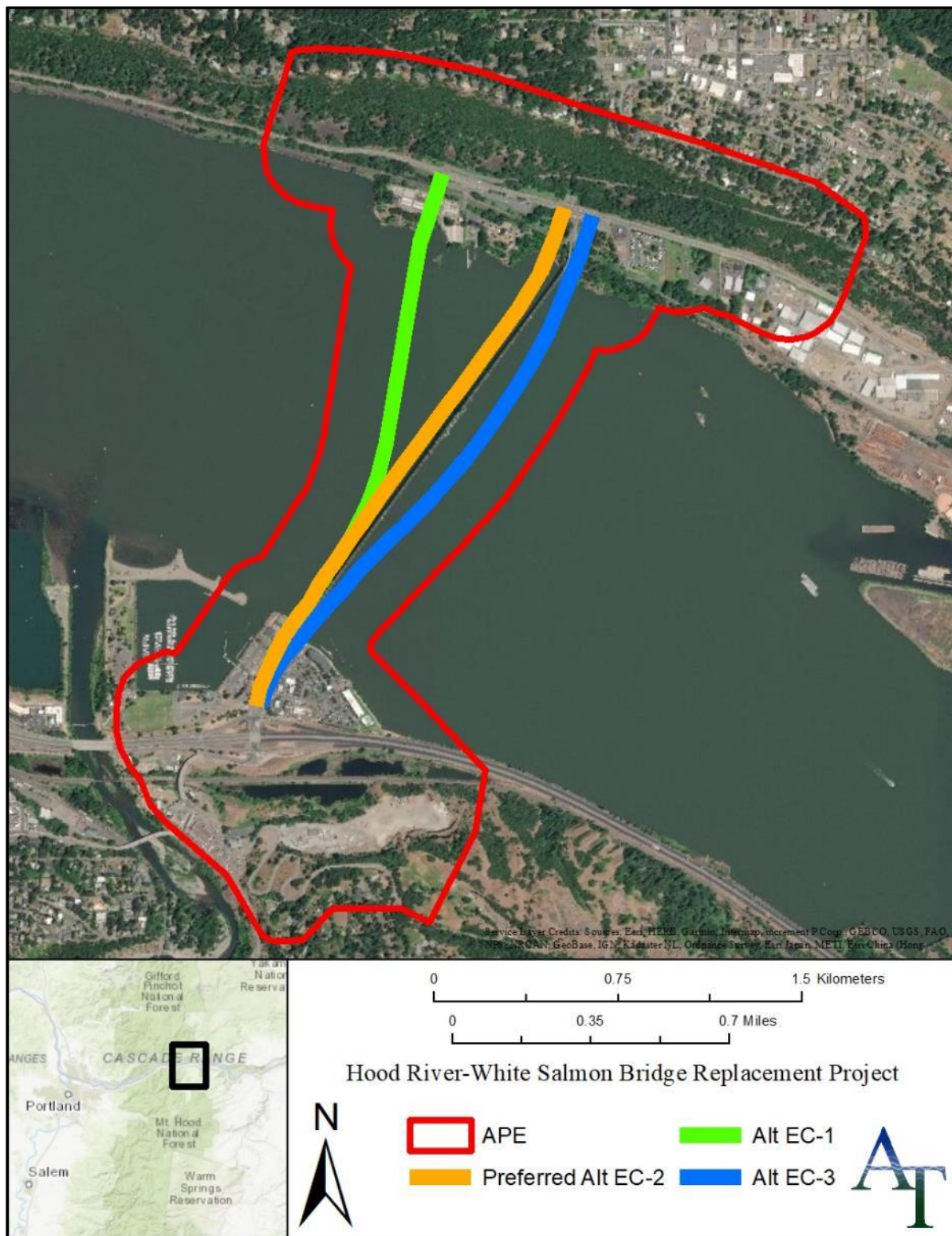


Figure 3-2. APE and proposed alignment of the three action alternatives

3.2. Consultation and Public Involvement

The Federal Highway Administration (FHWA), in coordination with ODOT, Washington State Department of Transportation (WSDOT), and the Port of Hood River, are consulting with the Oregon and Washington State Historic Preservation Offices (SHPOs). That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the APE, Project historic resource identification efforts, and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. FHWA/ODOT is coordinating its procedures for public review of the NEPA documents with the Section 106 requirements for public involvement consistent with 36 CFR 800.2(d).

ODOT has notified several consulting parties, including the Oregon SHPO, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation (DAHP), WSDOT, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

3.3. Regulations, Standards, and Guidelines

Historic resources are protected by a variety of federal and state laws, rules, and regulations. The Project is subject to Section 106 of the National Historic Preservation Act (NHPA), as amended (80 Stat. 915; 54 U.S.C 300101 et seq.), due to the need to obtain permits from multiple federal agencies including the US Coast Guard and USACE. The FHWA may also provide funding for the proposed Project. These federal permitting and funding actions would be considered undertakings by the respective agencies and thus subject to Section 106. The NHPA establishes a national policy of historical preservation and requires that the effects of federal actions on historic properties (i.e., properties eligible for or listed in the NRHP) be determined. If a resource is determined to be a historic property, the implementing regulations of Section 106 (36 CFR Part 800) require that adverse effects of the proposed project to that resource be avoided, minimized, and/or mitigated.

To be eligible for the NRHP, properties must be at least 50 years old (unless they have exceptional importance). Properties must also meet at least one of four NRHP criteria as listed in 36 CFR 60.4 and be significant at the local, state, or national level in American history, architecture, archaeology, engineering, or culture. The NRHP criteria include the following:

- Criterion A: be associated with events that have made a significant contribution to the broad patterns of our history
- Criterion B: be associated with the lives of persons significant in our past
- Criterion C: embody distinctive characteristics of type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction

Criterion D: have yielded, or may be likely to yield, information important in prehistory or history

Criterion D is most often applied to archaeological districts and sites, but can also be applied to buildings, structures, and objects that contain important information. In order for these types of properties to be eligible under Criterion D, they themselves must be, or must have been, the principal source of the important information. In general, the above ground components of the built environment resources in the survey area are unlikely to be eligible under Criterion D as the resource's design, construction, and associative values were readily visible and thus hold little potential to yield additional information.

Consistent with 36 CFR 60.3, properties evaluated under the four National Register criteria fall under five categories: building, structure, object, site, or district.

Finally, historic properties must retain historic integrity to be eligible for the NRHP. The NRHP recognizes seven aspects or qualities that, in various combinations, define integrity: location, design, setting, materials, workmanship, feeling, and association. To retain historic integrity, a property will possess its key aspects of integrity.

The NHPA encourages coordination with the environmental review process required under other federal statutes, including NEPA and Section 4(f) of the United States Department of Transportation Act of 1966, as codified in 23 United States Code [U.S.C.] Section 138 and 49 U.S.C. Part 303 (formerly 49 U.S.C. 1653); and 23 CFR 774, Section 4(f), as amended. Section 4(f) mandates that the FHWA cannot approve the use of land from significant publicly owned parks, recreational areas, wildlife and waterfowl refuges, or public and private historic sites, unless 1) there is no feasible and prudent alternative to the use of the land and the action includes all possible planning to minimize the harm to the site resulting from use, or 2) measures are implemented to minimize harm by the project such that the project would have a de minimis impact on the resource (23 CFR 774.17). NEPA establishes national policies and goals for the protection of the environment, including cultural resources. Historic resources must also be given consideration under NEPA (42 U.S.C. 4321-4335, as codified in 23 CFR Part 771 and 40 CFR Parts 1500-1508).

This Historic Resources Technical Report has been prepared in accordance with the 2011 Programmatic Agreement Among The Federal Highway Administration, The Advisory Council On Historic Preservation, The Oregon State Historic Preservation Office And The Oregon Department Of Transportation Regarding Implementing Section 106 Of The National Historic Preservation Act For The Federal-Aid Highway Program In Oregon (PA). The PA delegates program delivery to ODOT on behalf of the FHWA and sets forth the process by which FHWA, with the assistance of ODOT, will meet its responsibilities under Section 106 of the NHPA and implement the regulations set forth in 36 CFR Part 800. The PA applies to all Federal-Aid Highway Program undertakings administered by the FHWA Division in the state of Oregon.

In addition to federal laws, regulations, and guidelines, the States of Oregon and Washington have enacted legislation pertaining to historic resources.

Under Oregon Revised Statutes 358.653, state agencies or other political subdivisions that are responsible for real property of historic significance are required to consult with the SHPO to institute a

program to conserve the property and assure that such property is not inadvertently transferred, sold, demolished, substantially altered, or allowed to deteriorate.

Local communities are also required to comply with Oregon Administrative Rule 660-023-0200, which implements Goal 5 (Natural Resources, Scenic and Historic Areas, and Open Spaces) of Oregon's Statewide Planning Goals and Guidelines. The City of Hood River's Comprehensive Plan, last updated on November 6, 2015, addresses Goal 5 resources within the boundaries of the City (City of Hood River 2015:9-14).

Under Washington Governor's Executive Order (GEO) 05-05, enacted in November 2005, all state agencies implementing or assisting capital projects using funds appropriated in the State's biennial Capital Budget are required to consider how future proposed projects may impact significant cultural and historic places. To do so, agencies are required to notify the DAHP, the Governor's Office of Indian Affairs, and concerned tribes and afford them an opportunity to review and provide comments about potential Project impacts. The goal behind the GEO is for the State to be proactive in protecting historical resources for future generations and to use taxpayer money wisely by avoiding unnecessary damage and loss of significant sites, structures, and buildings.

At the local level, the Klickitat County Code of Ordinances provides that "it is the continuing policy of Klickitat County to . . . preserve important historic, cultural, and natural aspects of our county heritage" (Klickitat County 2019). The City of White Salmon's Comprehensive Plan, Chapter III, enumerates four historic preservation policies to advance the City's goal of continuing to "identify, document and support preservation of historic assets in the community" (City of White Salmon 2012:13-14).

3.4. Research and Field Methods

The inventory and evaluation for this Project included research to develop a general historic context for the Project location as well as resource-specific research for the properties within the APE to confirm dates of construction, review land-use histories, establish each property's physical history, and place each property into the relevant historical contexts.

AECOM examined standard sources of information that identify known and potential historic resources to determine whether any buildings, structures, objects, districts, or sites had been previously recorded or evaluated in or near the APE. Sources included the Oregon Historic Sites Database, Washington Department of Archaeology and Historic Preservation database, NRHP, Oregon Historic Bridge Inventory, and Washington State Bridge Inventory System.

Architectural historians who meet the Secretary of the Interior's Professional Qualification Standards (Appendix A of 36 CFR Part 61) conducted intensive-level pedestrian field survey of select properties within the APE on April 4, 2020. The survey was conducted from the public right-of-way, unless access had been granted by property owners. The 13 resources that appeared to be potentially eligible for the NRHP were recorded and evaluated on individual Oregon Historic Site forms or in the DAHP database. The Hood River Loops (a part of the Columbia River Highway National Historic Landmark [NHL] District) were not evaluated, as they are already a component of an NHL District and a contributing resource within a NRHP-listed historic district.

The built environment study subjects primarily date from the early 1910s to the mid-1970s. The historical themes of this report focus on construction of the early settlement and development of the

White Salmon and Hood River communities, transportation (road, ferry, and bridge) developments, early twentieth-century residential subdivision, and recreation within the Historic Columbia River National Scenic Area.

To better understand the historic context and specific histories of built environment resources in the APE, AECOM conducted research in online repositories and databases for historical information, maps, and other relevant sources. AECOM also interviewed local historians and property owners via telephone and email for historic context and property-specific information.

Table 3-1 provides a list of the online sources. COVID-19-related closures prevented on-site repository research.

Table 3-1. Research Sources

Research Sources
Archives West primary source database
Genealogical databases (e.g., ancestry.com, genealogybank.com)
Google Books (digitalized books, magazines, journals, newsletters)
Google Earth Pro
Google Maps: Aerial Images and Street views
Gorge Heritage Museum
Historic Aerial Photography websites
Historic Map websites (e.g., historicmapworks.com)
Historic Newspapers databases (e.g., newspapers.com)
Historylink.org
History Museum of Hood River County
Hood River County Assessor
Hood River County Webmap
Klickitat County Assessor
Klickitat County Webmap
National Bridge Inventory Database
National Register Bulletins
National Register Nominations
Oregon Historic Sites Database
Oregon’s Historic Bridge Field Guide
Real Estate websites
Sanborn Map Company
Technical and Environmental reports obtained online
US Census Bureau Records
US Geological Survey maps
US General Land Office
Washington Department of Archaeology and Historic Preservation
Washington Historical Quarterly

Several circumstances affected the identification of persons associated with the White Salmon community's early twentieth-century properties. A comprehensive city directory from the historic period was not identified during research, although the 1913 Ogle and Company atlas of Klickitat County was an exception. In addition, US Census Bureau records, available for White Salmon from 1900 through 1940, generally omit the residents' street names and virtually never provide street numbers, although the records did provide other vital identifying information such as name, age, place of birth, and occupation. When White Salmon residents registered for the World War I and World War II drafts, they generally provided their city, county, and state, but not street name or number. During survey, the historical societies and organizations were closed due to the COVID-19 pandemic and unavailable for research or inquiries.

3.5. Previous Investigations

Previous recordation and documentation for the Hood River Bridge and the Historic Columbia River Highway were reviewed by architectural historians who meet the Secretary of the Interior's Professional Qualification Standards (Appendix A of 36 CFR Part 61). The previous eligibility conclusions for the Hood River Bridge received concurrence from the Washington DAHP. The bridge documentation was revised and updated by AECOM for this Project.

In addition to reviewing and updating the existing information on the Hood River Bridge, a review of Oregon and Washington architectural survey data and tax assessor data for properties within the APE was performed to identify historic resources that were either previously identified or that were older than 45 years old. This review identified one property that was listed in the NRHP and also included within a National Historic Landmark District. The Columbia River Highway NHL District includes a segment called "The Hood River Loops" within the project APE on the Oregon side of the Columbia River. The APE also includes the Hood River Bridge that was previously assessed as eligible for the NRHP (See Section 3.5.1 below). Thirty-eight residential properties, a railroad, and a residential district built between 1915 and 1974 were identified in Washington. Thirteen residential properties, six commercial properties, two hotel/restaurant properties, a railroad, and a residential district built between 1900s to 1967 were identified in Oregon. These properties are discussed in more detail in Section 5 and Appendices A and B.

3.5.1. Previous Hood River Bridge Evaluations

The Hood River Bridge was initially inventoried by Washington State in 1980 as part of a statewide Historic Bridge Survey. During this survey, the bridge was minimally recorded and was noted as not eligible for the NRHP.

As part of the previous cultural resource investigations related to past bridge proposals, a set of assessments of the Hood River Bridge was conducted to reassess its eligibility for the NRHP (Chapman and Fagan 2003; Ozbun and Fagan 2002:2; and Chapman and Fagan 2004). These assessments resulted in a recommendation that the bridge is eligible for listing on the NRHP under Criteria A, B, and C. Furthermore, these assessments recommend that the removal of the existing bridge would have an adverse effect on the historic structure (Chapman and Fagan 2004).

Both the Oregon SHPO and the Washington DAHP (then the Office of Archaeology and Historic Preservation) agreed that should the bridge be determined eligible and its removal considered an adverse effect (pers. communication Curran 2003; Houser 2003, 2004), both agencies would likely

recommend photographic and structural documentation following the Historic American Engineering Record specifications (Chapman and O'Brien 2004).

On October 8, 2004, the DAHP concurred with the NRHP recommendation for bridge eligibility under NRHP Criteria A, B, and C for its role in interstate transportation history, its association with builder C.N. McDonald, and its representation as a good and intact example of a Pennsylvania-Petit bridge design (Griffith 2004). However, the bridge had not been assessed utilizing the seven aspects of integrity, and this assessment would need to be completed by an architectural historian. Since 2004, no further cultural studies of the bridge have been conducted.

No architectural field survey, other than an analysis of the bridge, was completed during any previous assessments prepared for the Hood River Bridge projects. It should be noted that the Historic Columbia River Highway was listed in the NRHP on December 12, 1983 and much of it, including the portion known as the Hood River Loops, was designated as an NHL District on May 16, 2000.

4. HISTORIC CONTEXT

4.1. Ethnographic Period and Exploration

4.1.1. Ethnographic Period

Native American tribes settled in dense groupings along the Columbia River for thousands of years before the arrival of the first Euro-Americans in the early nineteenth century. These populations progressively decreased in the following decades due to epidemics and the taking of land by Euro-American emigrants. When Euro-Americans first arrived in what is now White Salmon, the inhabitants were the White Salmon, an upriver Chinookan group. Upper Chinookan peoples lived along both sides of the Columbia River beginning above the Sandy River and extending east to the Deschutes River. Parts of the area were also reportedly occupied by the Sahaptin-speaking Klickitat, who resided primarily in the Cascade Mountains and just east of the Cascades in present-day southern Washington (Adams and Ozbun 2018:4). In winter, when the villages were most heavily populated, several White Salmon villages were shared with Klickitat people (Jenks and Knoll 2019:8).

The Upper Chinookans in the White Salmon area were fishing and trading peoples, and fish formed the basis of their economy. They also depended on plant food, including tubers, bulbs, nuts, and berries gathered in neighboring mountains. The Upper Chinookan people usually went to the Cascade Range in late summer and fall to hunt deer, elk, mountain goats, mountain sheep, and other smaller animals. They also hunted seals and sea lions that were following the salmon and smelt upriver runs in the Columbia River (Adams and Ozbun 2018:4). In the winter months, people crafted toolkits, visited, and shared stories while living on food collected during summer and fall (Jenks and Knoll 2019:8).

During the ethnographic period, villages consisted of 100 to 200 people (Jenks and Knoll 2019:8). Before Euro-Americans arrived in the area, a 1770s smallpox epidemic killed an estimated one-third of the Chinookans in the lower Columbia region (Boyd 1996). As fur trading increased in the late eighteenth and early nineteenth century, exposure to European diseases increased, and Native American populations continued to decline (Adams and Ozbun 2018:4).

4.1.2. Exploration

The White Salmon exploration period began on October 29, 1805, with Lewis and Clark, when the expedition passed the mouth of Canoe Creek (White Salmon River) (Pattee et al. 2016:10, citing Plamondon 2004:42). The expedition did not camp in the White Salmon area; however, Clark observed a large Indian camp with 14 houses on the Columbia River's north shore, below the present town of White Salmon, and a group of Indians fishing in Canoe Creek with several canoes (Pattee et al. 2016:10, citing Moulton 1990) (**Figure 4-1**).



Figure 4-1. 1897 photograph of unidentified man, possibly Wasco or Wishram, sitting on Chinookan canoe near Celilo Falls in a photograph taken by Benjamin Gifford. This photograph was taken about 90 years after Meriwether Clark documented Upper Chinookan people fishing in canoes near present-day White Salmon (Allen 2003).

During the early nineteenth century, after the Lewis and Clark Expedition passed through, missionaries and fur trappers arrived in the region (Pattee et al. 2016).

The growth of the fur trade along the Columbia River and establishment of the Pacific Fur Company's Fort Astoria outpost at the mouth of the Columbia River in 1811. Based in The Dalles, the Hudson's Bay Company fur trappers reportedly strung trap lines for beavers along nearly all tributaries from Mt. Adams (Pattee et al. 2016).

Arriving in the 1830s and 1840s, Catholic and Protestant missionaries were the first Euro-Americans to establish permanent communities in the Pacific Northwest in an effort to convert Native populations to Christianity and Euro-American culture. More Euro-Americans migrated to the Pacific Northwest by the 1840s via the Oregon Trail. Most travelers sought to reach the Willamette Valley, but some chose to settle in the Columbia Gorge on either side of the river, with the intention of obtaining land from the federal government through the Donation Land Claim Act (Jenks and Noll 2019:8-9; Donovan and Associates 1992).

4.2. White Salmon Community Context

4.2.1. Early Settlement

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area's first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area's first post office opened in 1868 at "Warner's Landing," on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the area's "home building" and "attractive" development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (**Figure 4-2**). The bluff provided a gateway to farms and communities located in the White Salmon River valley. Jewett's farm began hosting tourists while a community grew along the bluff. By 1880, the community had been renamed White Salmon, and the community center had shifted west of the original Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).



Figure 4-2. Prominent White Salmon citizens in 1907. A.H. Jewett is third from left (Community Partners 2020).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued

using the river to transport products. By 1903, when the Columbia River and Northern Railway arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area’s commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the “Apple Boom” (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

4.2.2. The Town of White Salmon is Established

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland & Seattle Railway (SP&S) extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named “Bingen–White Salmon” and served both towns (Adams and Ozburn 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12). **Figure 4-3** depicts White Salmon’s development between 1909 and 1927.



Figure 4-3. White Salmon in 1909, 2 years after incorporation (left) and in 1927 (right) (Community Partners 2020).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 4-4). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

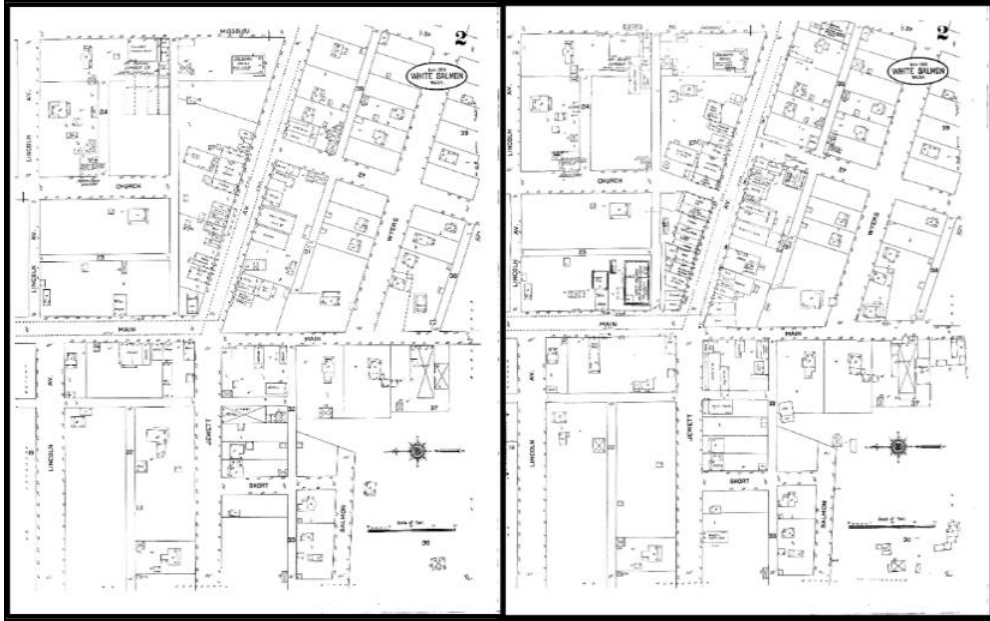


Figure 4-4. White Salmon Town Center: 1910 Sanborn map (left) and 1929 Sanborn map (right) (Sanborn Map Company 1910, 1929).

4.2.3. Transportation Improvements Promote White Salmon's Development

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. In 1907-1908, the SP&S was constructed between Portland and Spokane through Bingen and provided a competitive freight alternative to the Oregon Railroad & Navigation Company line located on the southern shore of the Columbia River. Until the Hood River Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozbun et al. 2005:4) (**Figure 4-5**).



Figure 4-5. White Salmon Steamboat Dock and Landing (Gorge Heritage Museum 2020).

The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (*Mt. Adams Sun* 1962 June 21) (Figure 4-6). In 1923, the Dock Road was cleared and regraded by local citizens to enhance access into town from the riverside ferry dock (*Enterprise* 1923 March 9). The narrow road is approximately three-quarters of a mile long with steep grades (City of White Salmon 2012:24).



Figure 4-6. Construction of Dock Grade Road, connecting the dock to the town of White Salmon (Gorge Heritage Museum 2020).

Between 1907 and 1916, the North Bank Highway (Evergreen Highway/SR 14) originally served as a farm-to-market road connecting Vancouver with the agricultural lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 4-7). The North Bank Highway was upgraded in 1926 as a scenic road for all-season travel and re-designated as Primary State Highway (PSH) 8/Evergreen Highway in 1937 (Washington State Legislature 1937:937-938). US 830 replaced PSH 8 during the 1964 state highway renumbering

(Prah 1965:7). US 830 was subsequently decommissioned and re-designated as SR 14 in 1968, continuing to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4; Washington State Legislature 1970).

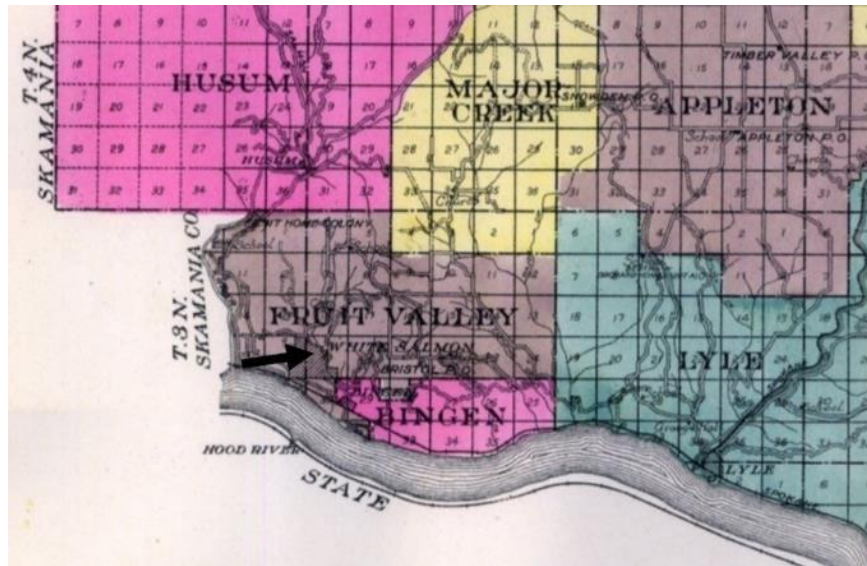


Figure 4-7. Klickitat County map section, with arrow showing White Salmon in the Fruit Valley precinct (Ogle and Co. 1913).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River Bridge, which opened in 1924 (Figure 4-8). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (*Enterprise* 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).



Figure 4-8. Hood River Bridge in 1927, 3 years after completion (Community Partners 2020).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (*Oregonian* 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (US Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level, as well as new deck and approach spans (*Oregonian* 1938 January 10).

4.2.4. Modern Industry and Tourism

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area’s timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon’s restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon’s current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost 2,200 (City of White Salmon 2012:34).

4.2.5. Historic Residential Development Along the Bluff

During the early twentieth century, White Salmon’s primary industries remained lumber and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community’s early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north, on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff’s edge began between 1908 and 1913, when three subdivisions were platted. Jewett’s First Addition was platted along Oak Avenue at the south side of town center in 1908. In 1910, Egan’s Addition was platted at the southeast corner of Jewett’s First Addition. Lauterrbaugh’s [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 4-9).

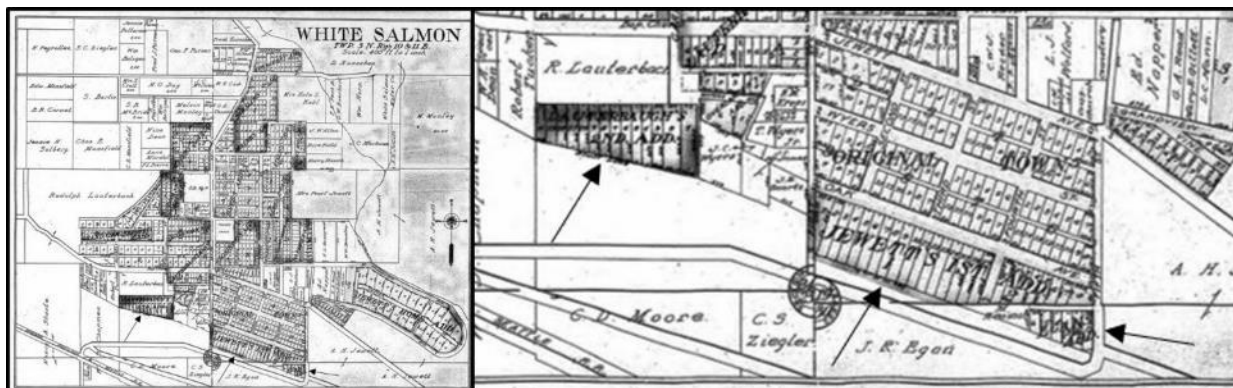


Figure 4-9. White Salmon development by 1913 (Ogle and Co. 1913). The map section enlargement at rights depicts Jewett’s First Addition (center arrow), Lauterbauch’s Second Addition (left arrow), and Egan’s Addition (right arrow). The “Original Town” plat is on the north side of Jewett’s First Addition.

The White Salmon properties evaluated for this Project were built in one of three early twentieth-century residential subdivisions platted along the bluff: Jewett’s First Addition to White Salmon, Lauterbauch’s Second Addition to White Salmon, or Egan’s Addition.

Jewett’s First Addition to White Salmon (1908)

Jewett’s First Addition to White Salmon was platted along the bluff in 1908, immediately south of Jewett’s original town plat. This addition was one of White Salmon’s original residential subdivisions platted along the White Salmon bluff, followed by Egan’s Addition in 1910, and Lauterbauch’s Second Addition c.1910.

The Jewetts filed the plat for First Addition on October 17, 1908. The plat extended along Oak Avenue across from the Jewetts’ original town plat and consisted of two blocks with 17 lots in Block 1 and 8 lots in Block two. Most of the 25 lots were narrow and measured about 50 feet by 250 feet. The addition was bounded by 1st Street to the west, Oak Avenue to the north, 5th Street to the east, and the bluff to the south. At the time the Jewetts platted the First Addition, they owned most of the property directly to the east, platted as “Jewett’s Home Addition.”

Lauterbauch’s Second Addition to White Salmon (c.1910)

The bluff property at 345 W Jewett Boulevard is located in Lauterbauch’s Second Addition to White Salmon, platted c.1910 between White Salmon’s town center to the east and the White Salmon River to the west. Lauterbauch’s Second Addition was one of White Salmon’s original residential subdivisions platted along the White Salmon bluff, preceded by Jewett’s First Addition in 1908 and completed around the same time as Egan’s Addition in 1910.

The Lauterbauch family (later changed to Lauterbach) arrived in the White Salmon area in 1892 and were important in the town’s early development. Rudolph Lauterbach was born in Germany in 1853 and immigrated to the United States in 1880, settling in Texas and marrying Wilhelmina Hillje. In 1893, the family moved to White Salmon. Rudolph served as postmaster for the next 10 years. Rudolph also purchased and operated Jacob Hunsaker’s general store, owned and operated a ranch near White Salmon, and worked as a contractor. Rudolph’s brother, J. W. Lauterbach, built the Washington Hotel in 1904 for local tourists. The Lauterbachs had large land holdings within the western part of White

Salmon, as well as rural land outside of town. Throughout the late nineteenth and early twentieth centuries, the Lauterbach family was active in cattle ranching and in the meat industry. Family members owned at least one ranch property near White Salmon as early as 1892 and were proprietors of a meat company during the 1930s through 1950s (Pattee et al. 2016:12-13).

Egan's Addition to White Salmon (1910) and Bluff Residential Development

Egan's Addition to White Salmon was platted along the bluff in 1910 at the southeast corner of the larger Jewett's First Addition to White Salmon. An alley runs between the north side of Egan's Addition and Block 2 of Jewett's First Addition. Egan's Addition was one of White Salmon's original residential subdivisions platted along the White Salmon bluff and was preceded by Jewett's First Addition in 1908 and completed around the same times as Lauterbach's Second Addition c.1910.

Egan's Addition was platted by John P. and Margaret Egan and filed in July 1910. The small subdivision has one block and seven lots that are 50 feet wide, but of varying lengths and angled on the south side to follow the edge of the bluff.

John P. Egan was profiled in an early county history as a "leading fruit grower of White Salmon district" (Interstate Publishing Company 1904:518). His parents immigrated from Ireland to Australia in 1841, and he was born there on January 24, 1843. During Egan's youth, he worked as a miner and stock-driver, then moved to San Francisco in 1874, where he worked as teamster. In 1880, he moved to White Salmon with his wife Margaret Hoben, the daughter of Irish farmers (Interstate Publishing Company 1904:518).

As the town of White Salmon grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The *Enterprise* reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the *Enterprise*, the town's "beautiful new homes" had motivated other residents to build or consider building (*Enterprise* 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for 1 year and Sutton & Whitney for 4 years before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early to middle 1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots

and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so vividly does it loom up against the sky" (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.

The building designs for bluff parcels also incorporated the bluff's topography and natural materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water's edge and reaches upward almost perpendicularly six hundred feet. From the river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145).

House designs along the bluff lots have adapted to the "gently-sloping timbered heights" by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

4.3. Hood River Community Context

4.3.1. Euro-American Settlement

Mary and Nathaniel Coe were two of the first Euro-American settlers in the Hood River area. Appointed special postal agent for the Oregon Territory by President Millard Fillmore in 1851, Nathaniel Coe filed a Donation Land Claim for 320 acres in the valley of Dog River in June 1854. The valley was renamed Hood River in 1858 (Donovan and Associates 1992). At that time, 17 families resided in the Hood River Valley, including the William Jenkins and Nathan Benson families, who were New York acquaintances of Nathaniel Coe (Hood River County History n.d.; Coon 1915). The Coes established a farm with a wide variety of crops while the Jenkins and Benson families raised cattle and oxen (Marschner 2013). The Coe homestead also served as a community center, courthouse, church, and funeral parlor (**Figure 4-10**). Development of the Hood River area attracted additional settlers in the following decades with the first pioneers of the Oregon Trail arriving in 1862 (Donovan and Associates 1992).



Figure 4-10. Coe homestead c.1854 (Historic Hood River)

Speculation on the construction of a railroad connecting Hood River with Portland in 1880 spurred the development of Hood River and the platting of the town in 1881 by Henry C. Coe, son of Mary and Nathaniel (Donovan 2006; Marschner 2013). The town consisted of four blocks but expanded in the following decades to encompass the entire Coe homestead and acreage farther west and south (**Figure 4-11**). Train service via the Oregon Railroad Navigation Company reached Hood River on November 20, 1882. The development of reliable transportation routes transformed the community into a trading center and facilitated its growth, including the construction of the Mt. Hood Hotel in 1881 and the first school circa 1883; incorporation of the town in 1885; and formation of the *Glacier* weekly newspaper in 1889 (Donovan and Associates 1992:7; Donovan 2006). Between 1890 and 1900, Hood River’s population increased from 201 to 622. The population began to diversify with farmers of Japanese, Finnish, German, and French ethnicity settling in the valley (Hood River County History n.d.).

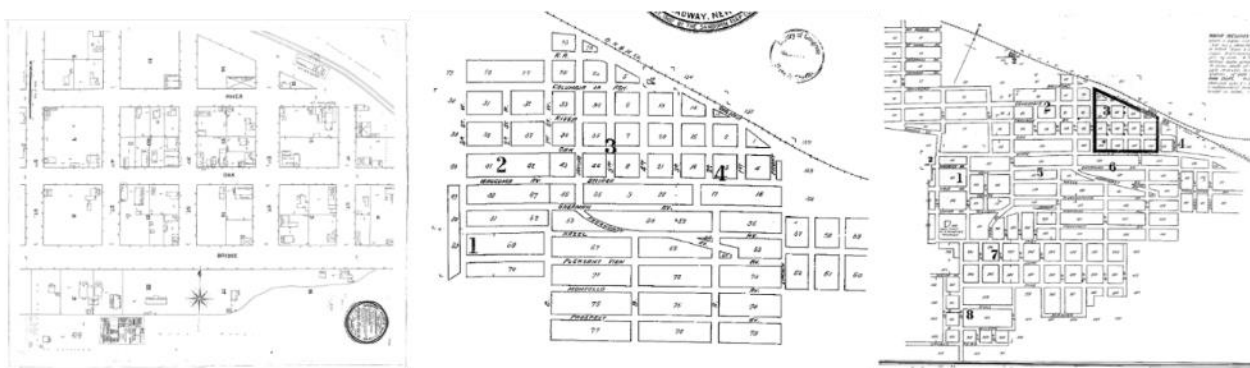


Figure 4-11. Sanborn Map Company maps of Hood River in 1893, 1902 and 1909

At the turn of the century, Hood River maintained strong growth with the formation of the Hood River Electric Light & Power company in 1901 and fire department in 1904, the realignment of the Oregon Railway & Navigation (OR&N) Company Railroad and construction of the Mount Hood Railroad in the

first decade of the 1900s (**Figure 4-12**), the establishment of telephone service in 1907, and a population of 2,500 in 1908 (Donovan and Associates 1992; Donovan 2006). The completion of the Columbia River Highway to Portland in 1916 and to The Dalles in 1922 increased reliable access to and from Hood River but also marked the decline of the city's peak development (Donovan and Associates 1992).

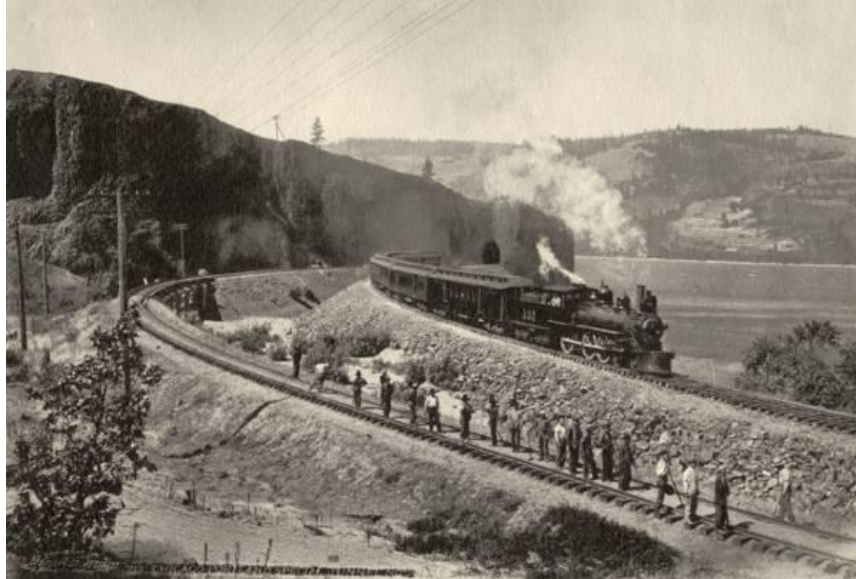


Figure 4-12. OR&N Company Railroad (1901) (Historic Hood River)

Hood River continued to grow steadily throughout the twentieth century, highlighted by advancements in transportation including the construction of the Hood River Bridge and the Mount Hood Loop Highway in 1924, the Bonneville Dam and Locks in 1938, and the first two lanes of a water grade route (now I-84) through the Columbia Gorge by 1953. By 1940, the population reached 3,280 and increased to 3,701 in 1950, 3,657 in 1960, 3,991 in 1970, and approximately 4,520 in 1986 (Donovan and Associates 1992).

4.3.2. Residential Development

Residential development in Hood River originated around the Coe homestead and present downtown area (**Figure 4-13**). The first residences consisted primarily of small wood-frame cottages with a few larger Victorian houses. The town continued to expand with the growth of the agriculture industry at the beginning of the twentieth century (Donovan 2006:1). The 1905 Lewis and Clark Centennial Exposition in Portland focused attention on Hood River's budding fruit industry and contributed to a dramatic increase in land values from 1905 to 1910.

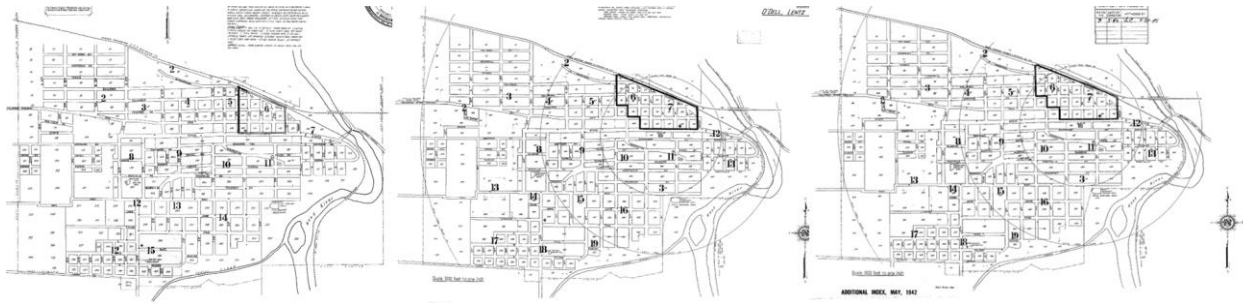


Figure 4-13. Sanborn Map Company maps of Hood River in 1916, 1928 and 1942

The city expanded farther west and south between 1899 and 1911, covering more of the original Coe homestead and parts of land claimed by early settlers William Jenkins, O.L. Stranaham, and James Benson. Buildings during this period were generally larger and reflective of new architectural styles such as Colonial Revival, Craftsman, and Classic Box styles (Donovan 2006:2). Growth slowed significantly during the Great Depression of the 1930s and 1940s, but the post-war era ushered in a new period of development, typified by tract houses and Ranch-style architecture (Donovan 2006:3). Hood River’s expansion to the east of the Hood River covered large swaths of land claimed by early settlers Nathan Benson and Timothy Emerson through the Donation Land Claim Act in 1867 and 1897, respectively. Development waned during the 1970s and 1980s as Hood River experienced a recession.

4.3.3. Hood River’s Role within Hood River County

Following the formation of Hood River County in 1908, Hood River became the county seat (Hood River County History n.d.). Hood River is the largest city in the county, with a population of approximately 7,806 in 2018 (United States Census Bureau 2020). The city’s primary industries include agriculture, recreation, timber, tourism, and hydroelectric development.

4.3.4. Hood River Industries

Agriculture and timber provided the backbone to Hood River’s economy during the nineteenth century. Advancements in transportation aided the growth of these industries and established new ones such as tourism. The economy would evolve during the twentieth century with the introduction and/or development of the hydroelectric, recreation, and tourist industries (Hood River County History n.d.).

4.3.5. Agriculture and Timber Industries

Many of the earliest Euro-American settlers arrived from mid-western states to develop farmsteads (**Figure 4-14**). Fruit crops such as apples and peaches were planted throughout the Hood River Valley in the 19th century. The high yields of these crops led to larger operations to serve more distant markets made accessible by the arrival of railroads in the late nineteenth and early twentieth century. The popularity of the produce throughout the Pacific Northwest provided stability for the industry in the proceeding decades (Donovan and Associates 1992).



Figure 4-14. Barn circa 1910. Photo taken as part of a promotion of Hood River agriculture to prospective orchardists from around the country (Historic Hood River)



Figure 4-15. Davenport Brother Lumber Company c. 1905 (Historic Hood River)

The abundance of timber surrounding Hood River and easy access to the Columbia River established Hood River as an ideal location for the timber industry in the nineteenth century. By 1899, Hood River was reported as having the largest lumber mill in the state, producing more than 100,000 feet of lumber per day (Donovan and Associates 1992). By the early twentieth century, the Davenport Brothers Lumber Company holdings stretched from the Mount Hood Forest Reserve to the Columbia River (**Figure 4-15**). According to the Hood River Glacier, the Parkertown mill was “cutting an average about 50,000 feet per day” (History Museum of Hood River County 2013). The arrival of railroads provided more reliable transportation and the ability for the agriculture and timber industries to reach new markets and expand their operations (Donovan and Associates 1992; Jenks and Noll 2019:8-9).

4.3.6. Tourism

Completion of the Columbia River Highway, the nation’s first scenic highway, established greater access to and from Hood River and ushered in the community’s tourist industry (Donovan 2006:2). Coinciding with the rise of automobile culture in the 1910s, the opening of the highway allowed for Portland residents to visit Hood River and stops along the highway by their own means and schedule. Despite the development of a water-grade route, tourists continued to flock to the highway for its scenic views of the Columbia Gorge and access to recreation areas in the following decades (Donovan and Associates 1992).

Amidst an economic recession, the water sports industry brought an infusion of revenue to the hotel and tourist industries of Hood River in the 1980s (Donovan 2006:3). The water sports industry, particularly windsurfing, grew rapidly in the early 1980s with four windsurfing shops opening in Hood River and 200 competitors participating in the second annual Gorge Pro-Am in 1985 (**Figure 4-16**). The rise of the sport’s popularity and the ideal conditions of the Columbia Gorge established Hood River as a top tourist destination for wind surfing and sail boarding (Stuart 2011; Donovan and Associates 1992).



Figure 4-16. Windsurfing on Columbia River (1994) (Historic Hood River)

The arrival of the wind surfing coincided with the development of commercial wineries in the Columbia Gorge. Although grape growing in the Columbia Gorge dates back to the 1880s with the Jewitt family of White Salmon, the first commercial vineyards in the Hood River Valley were not established until the early 1980s (Oregon Wine 2020; Oregon Wine History 2019a, 2019b). The propagation of wineries expanded Hood River’s tourist industry in the following decades, bringing a new source of income to local hotels and businesses. In 2017, Hood River was identified as one of the ten best wine destination in the world by Wine Enthusiast (Gregutt 2017).

4.4. The Columbia River Highway National Historic Landmark District

Constructed between 1913 and 1922, the Columbia River Highway NHL District is located in the state of Oregon, along the south side of the Columbia River between the cities of Troutdale and The Dalles. The Columbia River Highway travels along and around the basalt cliffs of the Columbia River Gorge and provides views of alcoves featuring waterfalls and streams, fruit orchards, and the Columbia River. The Columbia River Highway is constructed of packed earth, gravel, Warrenite bitulithic asphalt, and reinforced concrete. The district features multiple bridges, masonry guard walls, and wood guard fences. The Columbia River Highway NRHP historic district consists of 55 miles of the original 73.8-mile route. The highway’s NHL district comprises 51 miles of the original route. The Hood River Loops are positioned along the cliffs of the Columbia River Gorge near the east end of Hood River (**Figure 4-17**). This feature of the Columbia River Highway consists of a series of curves spanning more than 300 feet with sections of wood guard fencing. Consistent with other loop features on the Columbia River Highway, the Hood River Loops’ grade is 5 percent or less and includes a minimum 100-foot turning radii. Other notable loops on the Columbia River Highway include the Figure-Eight Loops east of Crown Point, in Multnomah County, and the Rowena Loops east of Mosier, in Wasco County.

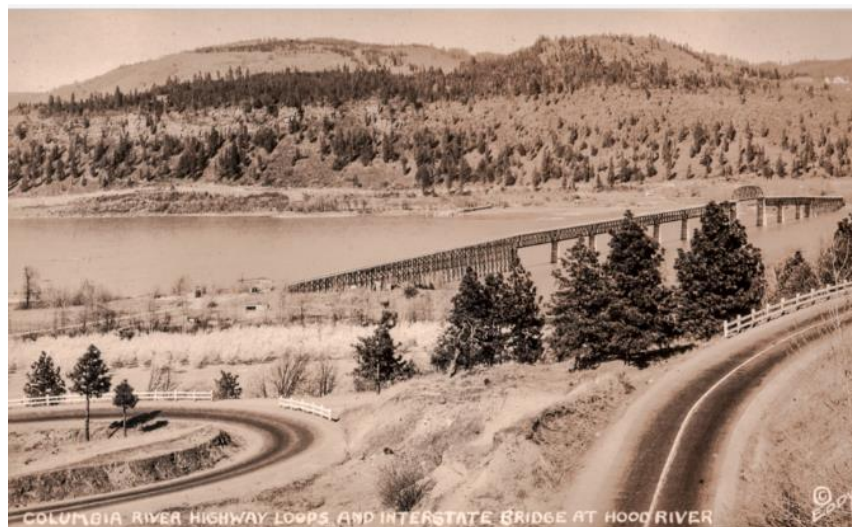


Figure 4-17. 1920s Eddy postcard view of the Hood River Bridge taken from the Columbia River Highway’s “Hood River Loops” looking north towards Washington State. Courtesy of Historic Hood River.

Sections of the Columbia River Highway between Warrendale and Hood River were demolished in the 1950s, 1960s, and 1970s for the construction of the water-level route that became I-84. However, the highway’s alignment in Multnomah, Hood River, and Wasco Counties generally follows the design

standards that Samuel C. Lancaster developed for the highway segments in Multnomah County. Roy A. Klein, the Oregon State Highway Department’s locating engineer, developed the Hood River Loops using Lancaster’s design standards for grade and curvature (**Figure 4-18**). The remaining pieces of highway in the NHL district, including the Hood River Loops, retain their character-defining features, including masonry walls, wood fences, bridges, viaducts, tunnels, and loops. They also possess a high degree of overall integrity.

The Columbia River Highway NHL District is narrow and linear shaped and extends from the Sandy River to The Dalles. The NHL district is divided into three discontinuous segments. Segment 1 includes the road and contributing features from the Sandy River to Warrendale (Historic Mile Post [HMP] 14.2 to 38.5). Segment 2 includes the road and contributing features from Tanner Creek to Cascade Locks (HMP 41.7 to 45.8). Segment 3 includes the road and contributing features from Hood River to The Dalles (HMP 65.8 to 88.4). The Hood River Loops are in Segment 3, at HMP 67.07 to 67.6.



Figure 4-18. The Columbia River Highway’s Hood River Loops, viewing east towards the Hood River Bridge.

4.5. The Hood River–White Salmon Interstate Bridge

The Hood River Bridge was a major transportation development for the Hood River and White Salmon communities, and the region in general (**Figure 4-19**). Constructed in 1923-24 by the Oregon–Washington Bridge Company (OWBC) as a private toll bridge, the Hood River Bridge is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94). Before the Hood River Bridge opened in 1924, the Hood River community had long sought a way to cross the river by vehicle. The OWBC partially funded bridge construction by convincing local residents to contribute money to the project. Members of Portland’s business community, anticipating increased commerce through improved transportation, also contributed \$100,000 to the project (Dohnal 2003:126). After

securing the necessary funds, the OWBC hired Gray & Chandler of Seattle to prepare the design. The firm's principals were Henry L. Gray and Elbert M. Chandler, who happened to be president of the OWBC. Charles B. Wing, professor of civil engineering at Stanford University, was the consulting engineer who reviewed the plans. The OWBC hired the Portland-based Gilpin Construction Company (Gilpin) as the contractor (Potts 1923).

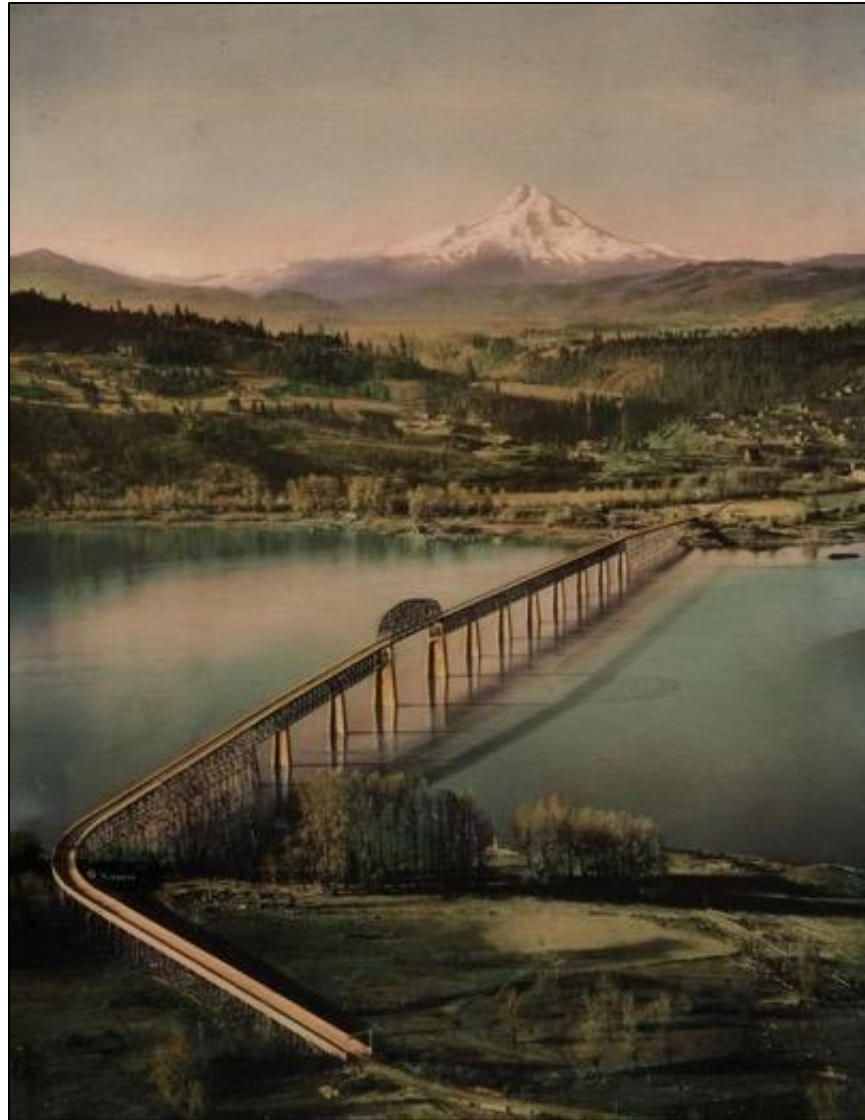


Figure 4-19. Hood River Bridge (cover of *Engineering News Record*, April 20, 1925).

4.5.1. Construction of the Bridge

Noted bridge builder and Gilpin vice-president Charles N. McDonald supervised construction of the Hood River Bridge. McDonald had worked on numerous bridge projects in the Pacific Northwest since 1887, such as the John Day Bridge (1888) for the OR&N Company and steel bridges for the Astoria & Columbia River Railway and Northern Pacific Railway. His company constructed the Young's Bay Bridge near Astoria (Potts 1923). McDonald was also the supervisor for construction of the Hawthorne (1910)

and Steel (1912) Bridges in Portland and built other bridges in Spokane, Salem, and Albany. (The Hood River Bridge's 1938 retrofit included a vertical-lift tower design based on the Hawthorne and Steel Bridge designs). McDonald hired veteran crew members from his earlier bridge projects to work on the Hood River Bridge (*Oregonian* 1924 May 11).

The materials used for Hood River Bridge construction originated from both distant and local sources. The steel was fabricated at the American Bridge Company plant in Ambridge, Pennsylvania, and then shipped from Baltimore to Portland on the steamer *Centanius* via the Panama Canal. Upon arrival in Portland, the steel was transferred into 30 rail cars and transported via the Oregon–Washington Railroad & Navigation Company line to a staging area at a deep-water Columbia River landing. To produce concrete for the piers, the cement mixing plant used gravel and sand extracted from the Columbia River bottom (*Oregonian* 1924 May 11).

Bridge construction began in August 1923 and was an impressive exhibition of the era's most advanced bridge-building technology (Dohnal 2003:127). The *Oregonian* reported that "The assembled piledrivers, floating concrete machinery and other massive equipment [is] the heaviest that has ever been utilized on a river job east of Portland" (*Oregonian* 1924 March 2). The bridge builders used 30,000 feet of piling, 1.8 million pounds of fabricated steel, 5,000 yards of reinforced concrete, and 1 million board feet of lumber (Dohnal 2003:127).

Upon completion, the main bridge structure measured 2,134 feet (nearly half a mile) of steel construction. With over 1,500 feet of timber approaches, the total length neared 3,700 feet. *Oregonian* reporter Ernest C. Potts described the bridge design as:

[O]ne channel span of 262.5 feet, set 44.5 feet above extreme high waters. No crafts of any present design using the river at this point will have difficulty in passing beneath the span and there will be no draw or lift . . . On the Oregon, or west side, there will be seven [spans] and on the Washington side two approach spans linking the channel span with shore approaches. Each such span will be 208 feet long . . . Roadway of the bridge will be 20 feet wide with no sidewalks (Potts 1923).

The bridge was supported by 11 reinforced-concrete piers (Potts 1923). Those piers supporting the shorter spans were 40 feet wide at the bottom and tapered to 30 feet wide at the top. The heavier piers under the channel span were constructed as 50 feet wide at the bottom and 29 feet wide at the top (*Oregonian* 1924 May 11). Upon completion, the total construction cost was \$500,000 (*Morning Oregonian* 1924 August 21).

On December 6, 1924, the bridge was dedicated during a celebration hosted by the Hood River Chamber of Commerce with the participation of chapters from Spokane, Seattle, Portland, Yakima and other smaller cities in the region (*Sunday Oregonian* 1924 August 24). Local banker Leslie Butler drove the final spike (*Statesman Journal* 1924 December 7). That day, between 10:00 A.M. and 4:00 P.M., both automobiles and pedestrians were permitted to traverse the bridge (**Figure 4-20**). About 1,500 residents from both Oregon and Washington walked the length of the bridge, while more than 1,200 automobiles made the round trip (Dohnal 2003:126; *Statesman Journal* 1924 December 7). After opening day, the OWBC began operating the bridge for automobiles and collecting tolls.



Figure 4-20. Leslie Butler drives in last spike, 1924 (historichoodriver.com).

During construction, the bridge was sometimes referred to as the Waukoma (or Waucoma) Interstate Bridge. Since completion, the bridge has been known alternatively as the Hood River–White Salmon Interstate Bridge, Hood River Bridge, and White Salmon Bridge. **Figure 4-21** depicts the newly completed bridge.

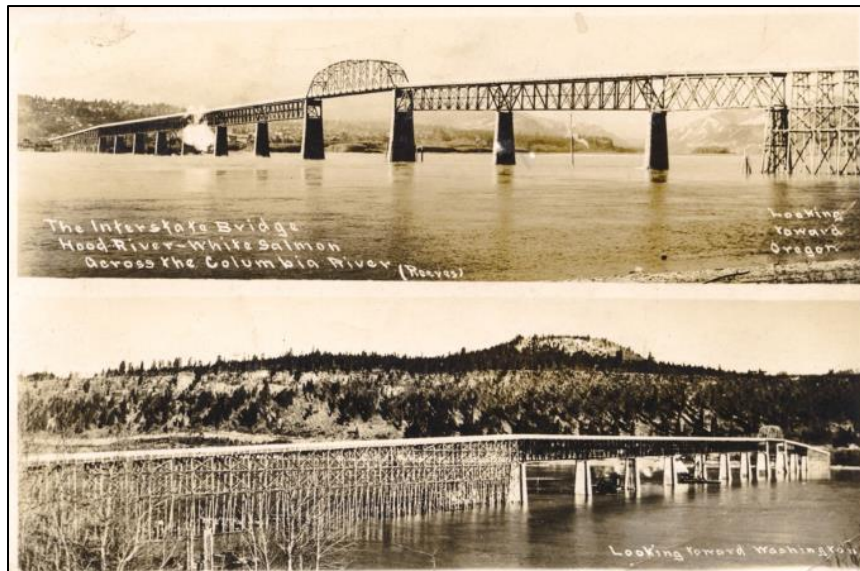


Figure 4-21. Reeves postcard of Hood River Bridge, 1925.

4.5.2. The Bridge's Impact on Regional Transportation

The Hood River Bridge substantially impacted regional transportation by establishing the second Columbia River automobile crossing between Oregon and Washington. The region's first automobile crossing of the Columbia was the Interstate Bridge, built in 1917 between Portland and Vancouver, over 60 miles west of Hood River. Before completion of the Hood River Bridge, the only way to cross the Columbia River near Hood River was the Hood River–White Salmon ferry (Potts 1923).

News of the upcoming Hood River Bridge project created excitement for residents on both sides of the river. When construction began, the highly anticipated bridge was featured on the front page of the *Sunday Oregonian's* August 12, 1923, issue. The full-page article entitled “Waukoma Bridge Important Motor Link” included bridge drawings and photographs, and observations about the implications for regional transportation:

It is hardly necessary to point out that the bridge will have an important effect in opening up a large area from which traffic will readily flow to Portland. People of the Yakima district [in Washington] are keenly interested in the project. A new road has just been opened up through Glenwood which puts the Yakima territory much nearer to White Salmon and the Columbia than heretofore. The bridge will be the connecting link which will give the territory a satisfactory outlet to Portland, putting it appreciably nearer to Portland than to Seattle (Potts 1923).

As the Portland business community had anticipated, the combination of the new Hood River Bridge and the Columbia River Highway encouraged shopping in Portland and facilitated mail shipment of purchases (Dohnal 2003:127).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (*Oregonian* 1924 July 27). Soon after the bridge opened to traffic, the *Oregonian* published another full-page feature touting the new recreation and travel opportunities in the most scenic section of the Columbia Gorge. The popular “loop” promoted in the *Oregonian* led motorists from Portland past Multnomah Falls to Hood River, across the bridge to White Salmon, west to Vancouver, and back to Portland over the Interstate Bridge, a distance of about 162 miles (Gratke 1925). Despite the bridge's construction in 1924, Hood River's population decreased by 1.46 percent between 1920 and 1930. White Salmon meanwhile grew from having 619 residents to 798 (US Census Bureau, Census of Population and Housing, 1920-1930).

4.5.3. Bonneville Dam Operations Lead to Substantial Bridge Modifications

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project. In 1937, the United States Secretary of War notified the OWBC that its Hood River Bridge would require raising based on an anticipated water-level rise of about 20 feet from USACE dam construction. The dam inundated an upstream area known as the Bonneville Pool (Columbia River Reservoir), which necessitated elevating sections of the bridge deck. The elevated sections were the two trestle approaches that lost elevations as they contacted the shores. The new Pratt deck trusses were installed at these bridge ends (**Figure 4-22**). The Pennsylvania-Petit fixed span was converted to a vertical-lift span to accommodate tall vessels. Although the bridge was privately owned, the government appropriated \$342,000 for construction of the new vertical-lift span (*Oregonian* 1938 January 10). The government also financed

modifications to Bridge of the Gods, at Cascade Locks (1926), another bridge on the Lower Columbia impacted by dam construction (Holstine and Hobbs 2005:98).

Chandler, one of the Hood River Bridge's original designers, drafted the plan set to convert the central Pennsylvania-Petit fixed span to a vertical-lift span. The plans required reinforcing the piers and adding structural members to the adjacent Pratt through trusses. Chandler modeled the lift towers, with their concrete counterweights, after the steel towers supporting the Hawthorne and Steel Bridges in downtown Portland. The Hood River Bridge alterations were in progress between 1938 and 1940, including "installation of a new structure and a lift span" that nearly doubled the bridge's steel and provided vessels with a 135-foot clearance above the flood-stage water level (*Oregonian* 1938 January 10).

The modification project added nine concrete piers to the original 11 concrete piers for a total of 20. Two existing piers were strengthened to support weight of a center lift span (*Oregonian* 1938 July 15). The project also added nine steel Pratt deck truss spans to the original 10 steel Pratt deck truss spans for a total of 19. On the Washington side, the six new steel Pratt deck truss spans extended the steel work 1,246 feet beyond the end of the existing steel. On the Oregon side, the three new spans replaced 624 feet of piling (*Oregonian* 1938 January 10).



Figure 4-22. Construction of new north approach, on the left, 1938 (Historic Hood River).

4.5.4. OWBC Sells the Hood River Bridge to the Port of Hood River

In 1950, the OWBC sold the bridge to the Port for \$800,000. This sale transferred bridge ownership and operations from the private company that built the bridge 26 years earlier to a public entity. The Port had been organized and incorporated on July 28, 1933, in anticipation of the Bonneville Dam Project to fulfill state and federal goals of developing industrial lands in the Columbia River Basin (Port of Hood River 2020). Following acquisition of the bridge, the Port implemented automobile tolls for 75 cents and truck tolls depending upon weight (up to \$5.00). The Port also spent \$725,000 to replace the timber trestles beneath the bridge approaches with two new steel girder spans (Port of Hood River 2020).

After bridge acquisition and major structural improvements in the 1950s, the Port conducted ongoing maintenance and upgrades. In 1965, the Port replaced railing and curbs with steel posts, added mercury

vapor lights, and replaced the original tollbooth with the present building. In 1967, United Telephone Company installed a \$4 million cable across the bridge. In 1971-72, the Port installed portal bracing, replaced guardrails, repainted the bridge, and replaced operations of the river navigation and aerial obstruction lights with photocell. In 1976, the Port began mechanical maintenance, sandblasting, cleaning, and painting. In 1977, the Port welded 10 spans and installed new power and control cable supports and a marine radio. In 1978, the Port installed mechanical traffic axle counters and made improvements to the concrete bridge supports (Port of Hood River 2020).

During the 1980s, pier cap repairs began, and deck grating and repainting were completed. United Telephone Service replaced its cable underwater between the towers. In 1996, a phase one seismic retrofit was completed and in 1997 the Washington approach was widened for \$1.6 million. In 1999, the Port initiated a lift span upgrade project, which was completed in 2000 for \$1.8 million. A \$7.5 million re-decking project was completed in 2004 and a major bridge deck maintenance welding project was completed in 2014 (Port of Hood River 2020).

4.6. Historical Architectural Styles in the APE

This section characterizes the most common architectural styles to provide context for the historic significance evaluations. The single-family residences, agricultural property, and commercial building in the APE that were evaluated for this Project were constructed in Hood River and White Salmon between the late 1910s and mid-1970s. These buildings reflect the variety in architectural design trends during the periods in which they were constructed. European revival styles were common in the early twentieth-century examples, while modern and contemporary styles proliferated during the late 1960s to mid-1970s, particularly the Northwest Regional-style homes along the White Salmon bluff. This section discusses the English/Tudor Cottage, Colonial Revival, Ranch, and Northwest Regional architectural styles.

4.6.1. English/Tudor Cottage

The popularity of Tudor Revival style architecture in America spanned from the end of the nineteenth century, peaked in the 1920s, and faded from favor by 1940. Early examples of the style were large, architect-designed mansions that copied Elizabethan and Jacobean manors. These high-style examples often featured patterned brick work and cut stone exteriors, castellated towers, large fluted chimneys with ornamental chimney pots, and large, multi-pane leaded glass windows, half-timbering in gable ends, and slate or tile roofs. While the rich still commissioned prototypes or slightly more reserved designs, upper-middle and middle-class suburban neighborhoods featured more modest designs that were loosely based on variations of the English building traditions and also integrated new building materials like brick veneer, faux-thatched roofs, and faux half-timbering. Hallmarks of the style generally consist of steeply pitched roofs, a prominent front-facing gable on the façade with cross-gables, narrow, multi-light windows in groups, an arched door/porch entry, and prominent chimneys (McAlester 2013:448-454; Howe 2002:284-290).

4.6.2. Colonial Revival

The Colonial Revival style was the most popular in America between circa 1880 and 1950. The style refers to the rebirth in interest of the early English and Dutch colonial styles. Houses built in the period between 1915 and 1930 often include details influenced by early examples of American architecture, with 1920 to 1930 representing a time when the most accurate details were integrated into the designs. Residences are typically one to three stories, and hallmarks of the classical style include a symmetrically

arranged façade with central door flanked by balanced windows, an accentuated front door with portico or porch hood supported by columns, multi-pane windows (commonly in pairs), fanlights, pediments, and roof dormers. Wall cladding materials varied greatly and could include brick, wood shingles, wide and narrow horizontal wood siding, as well as stucco. Roof types within the style also varied greatly from side-gable, hipped, Gambrel (Dutch Colonial), and second-story overhang. Reverence of Colonial Revival architecture spanned nearly six decades and was adapted for urban and suburban settings from rowhouses to large classical-inspired houses. Although large examples come to mind when Colonial Revival is mentioned, single-story examples very popular in the United States in the 1940s. The style also evolved over time to accommodate modern lifestyles with post-war examples featuring integrated garages on the facades and more reserved architectural details (McAlester 2013:408-429; Harris 1998:106-208).

4.6.3. Ranch

The popularity and versatility of the Ranch style lent itself to both residential and non-residential uses expressed in schools, restaurants, government buildings, small shopping centers, and medical offices. Within the APE, the Ranch style was commonly adapted for application on single-family residences. The Ranch style developed in California in the late 1920s and early 1930s and reached peak popularity in first two decades after World War II.

The Ranch style incorporated a variety of historic quasi-colonial/early American period precedents, including the nineteenth-century California adobe house and the nineteenth-century California single-wall, board and batten rural buildings. The style was used profusely for post-war single-family suburban tract homes featuring elongated, asymmetrical one-story plans with low pitched hip, cross gable, or side gable forms. Eaves are usually wide and create an overhanging shelter for a walkway along the sides of the house. A recessed entry is also common, as are large picture windows on the main facade. Early examples may feature metal casement windows but sliding metal frame windows are the most common. Siding can be wood, brick, stucco, or a combination. Houses are typically composed of wings in a U or L shape that create for semi-enclosed outdoor living areas at the rear, often accessible from much of the house (McAlester 2013:596-603, 608-609).

4.6.4. Northwest Regional (Contemporary)

The Northwest style is a regional interpretation of Modernist architecture that emerged in Portland during the late 1930s. The style is characterized by “a sensitive approach to the natural environment, takes into consideration Oregon’s mild climate, predominantly gray skies, and abundant supply of wood and wood products.” Design characteristics include regard for the building site, lack of historic ornamentation, and use of regional materials (Flathman 2010). During the early- to mid-1970s, there were Northwest Regional-style houses built in all three of the residential subdivisions along the White Salmon bluff, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b). Northwest Regional-style residences incorporated local materials such as extensive wood siding and large windows to enhance natural lighting and views toward Mt. Hood.

5. SUMMARY OF BUILT ENVIRONMENT FINDINGS

5.1. Reconnaissance-Level Survey Results

A previous reconnaissance-level survey identified 65 built environment resources that required NRHP eligibility evaluations for the Project, including a survey update for the Hood River Bridge, which was previously determined eligible. Of these 65 resources surveyed, 12 were recommended for intensive level survey. The Hood River Loops, which is already listed in the NRHP and is a part of the Columbia River Highway NHL District, was not reevaluated but is included in the list below. **Table 5-1** summarizes the results of the reconnaissance-level survey. Mapped locations of these resources are also included in **Figures 5-1 and 5-2**. An additional table of these historical resources with photographs is included in Appendix A.

Table 5-1. List of Resources Identified During the Reconnaissance-Level Survey

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
1	105 SW Garfield Ave. White Salmon, WA	1940 single-family residence with two additions and replacement windows throughout. Siding has also been entirely replaced. <i>Lacks integrity of design, workmanship, feeling, association, and materials.</i>	Not eligible under Criterion A, B, or C due to significant exterior alterations/lack of integrity. House may be associated with Lauterbach family, but house fails to retain associative integrity.
2	107 SW Oak St. White Salmon, WA	1946 Dutch Colonial Revival single-family residence with replacement siding, trim, and windows. <i>Lacks integrity of design, feeling, workmanship, and materials.</i>	Not eligible under Criterion A, B, or C due to significant exterior alterations/lack of integrity.
3	115 SW Oak St White Salmon, WA	1948 Minimal Traditional style, one-story single-family residence with replacement siding and windows, and large rear deck addition. Craftsman detailing is modern. <i>Lacks integrity of design, feeling, workmanship, and materials.</i>	Not eligible under Criterion A, B, or C due to significant exterior alterations/lack of integrity.
4	163 SE Oak St White Salmon, WA	1915 single-family residence with replacement siding and windows and addition of two shed dormers and a garage. New landscaping and circular drive. <i>Lacks integrity of design, feeling, workmanship, setting, and materials.</i>	Not eligible under Criterion A, B, or C due to significant exterior alterations/lack of integrity.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
5	187 SE Oak St White Salmon, WA	1910 Craftsman-style, single-family residence, flush-faced dormers on Oak Street side, original outbuildings, large gable addition on cliff side with paired slider doors on second floor. New driveway and landscaping. Setting altered by new home to west. <i>Lacks integrity of design, feeling, association, workmanship, setting, and materials.</i>	Not eligible under Criterion A, B, or C due to significant exterior alterations/lack of integrity.
6	225 SE Oak St White Salmon, WA	1915 Craftsman-style single-family residence with substantial alterations on rear elevation. Aluminum replacement windows located on every elevation. River side porch and gable sleeping porch have been enclosed with new sliding windows. <i>Lacks integrity of design, feeling, workmanship, and materials.</i>	Not eligible under Criterion A, B, or C due to significant exterior alterations/lack of integrity.
7	239 SE Oak St White Salmon, WA	1908 single-family residence with substantial alterations completed in the 1970s and 1990s. Includes full-length second story porch. <i>Lacks integrity of design, workmanship, feeling, and materials.</i>	Not eligible under Criterion A, B, or C due to significant remodeling of exterior/lack of integrity.
8	267 Oak St, White Salmon, WA	c.1920 single-family residence (tax records assign 1950 built date). Two modern homes constructed within historic property boundaries, blocking view and diminishing setting. <i>Retains integrity of design, materials, association, feeling, location, and workmanship. Lacks integrity of setting.</i>	Potential eligibility under Criterion A unknown without further research. Potential eligibility under Criterion B unknown without further research. Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction.
9	275 Dock Grade Rd, White Salmon, WA	1950 Contemporary Ranch-style single-family residence with substantial alterations, including replacement siding and windows. <i>Lacks integrity of design, workmanship, feeling, and materials.</i>	Not eligible under Criterion A, B, or C due to significant remodeling of exterior/lack of integrity.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
10	301 SE Oak White Salmon, WA	<p>1918 English Cottage-style, single-family residence and historic-era detached garage. Vinyl replacement windows on upper floor. Modern homes next door at 281 SE Oak Street may have diminished integrity of setting and obstructed views to the west.</p> <p><i>Retains overall integrity of feeling, association, location, and workmanship. Integrity of materials and setting have been diminished by replacement windows and more dense development surrounding property.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction. Rare style/type in White Salmon.</p>
11	339 SE Oak St. White Salmon, WA	<p>1918 Craftsman-style, single-family residence with addition of a large non-original façade window and replacement siding.</p> <p><i>Lacks integrity of design, workmanship, feeling, and materials.</i></p>	<p>Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.</p>
12	447 SE Oak St. White Salmon, WA	<p>1961 Ranch-style single-family residence. Some window replacement, rear porch alterations, large rear window sash do appear to be from period. Rear porch constructed of pressure-treated lumber.</p> <p><i>Lacks integrity of materials, design, association, and workmanship.</i></p>	<p>Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.</p>
13	475 SE Oak St. White Salmon, WA	<p>1974 Contemporary-style, single-family residence associated with the smaller adjacent residence at 493 SE Oak Street. Raised seam metal roof appears to be an alteration.</p> <p><i>Retains integrity of setting, association, design, feeling, workmanship, and location.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master.</p>

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
14	493 SE Oak St. White Salmon, WA	1974 Contemporary-style, single-family residence likely associated with the larger adjacent residence at 475 SE Oak Street as a guest house or caretaker's cottage for the larger residence. Raised seam metal roof appears to be an alteration. <i>Retains integrity of setting, association, design, feeling, workmanship, and location.</i>	Not eligible under Criterion A, B, or C. Common building/design type. May be historically associated with 475 SE Oak Street due to architectural similarities. Potential historical associations will be reviewed during 475 SE Oak Street evaluation.
15	615 SE Oak St. White Salmon, WA	1966 Ranch-style, single-family residence with under- and over-sized vinyl replacement windows. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity.
16	625 Oak St. White Salmon, WA	1960 single-family residence that may originally date to 1920s with outbuilding connected by addition. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
17	681 SE Oak St. White Salmon, WA	1946 single-family residence that may have been remodeled during the 1970s and is associated with property at 707 SE Oak. Features new raised seam metal roof. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.
18	707 SE Oak St. White Salmon, WA	1976 Contemporary Georgian style with Northwest elements, single-family residence. Siding potentially replaced. Large detached garage and garden shed. Previously dated to 1951. Earlier building likely demolished. Part of two-unit lot with 681 SE Oak. <i>Lacks integrity of feeling, association, design, and materials.</i>	Not eligible under Criterion A, B, or C due to alterations/lack of integrity. Design not indicative of time period. Will not be 50 years old when Project constructed.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
19	705 SE Oak St. White Salmon, WA	1976 Ranch-style, single-family residence with large property including formal garden, pool, and pool house. <i>Retains integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C. Common building/design type.
20	325 W Jewett Blvd. White Salmon, WA	1954 Ranch-style, single-family residence with vinyl replacement windows and newer standing seam sheet metal roofing. <i>Lacks integrity of design, workmanship, feeling, and materials.</i>	Not eligible under Criterion A, B, or C. Common building/design type.
21	345 W Jewett Blvd. White Salmon, WA	1973 Contemporary Northwest Regional-style, single-family residence. Only alteration is standing seam sheet metal roofing. <i>Retains integrity of materials, design, setting, association, feeling, workmanship, and location.</i>	Potential eligibility under Criterion A unknown without further research. Potential eligibility under Criterion B unknown without further research. Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master.
22	365 W Jewett Blvd. White Salmon, WA	1956 Contemporary-style, single-family residence. Setting altered due to neighboring development. <i>Retains integrity of association, design, feeling, materials, workmanship, and location.</i>	Not eligible under Criterion A, B, or C. Common building/design type.
23	423 Highway 141 White Salmon, WA	1938 Colonial Revival-style, single-family residence. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
24	435 WA-141 White Salmon, WA	1966 custom-built, Ranch-style, single-family residence. Alterations include river side elevation changes to fenestration—window replacements, new sliding glass doors, new wood porch. <i>Retains integrity of setting, association, feeling, materials, workmanship, and location.</i>	Potential eligibility under Criterion A unknown without further research. Potential eligibility under Criterion B unknown without further research Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction.
25	447 W Jewett Blvd. White Salmon, WA	1940 Cottage Revival-style, single-family residence. <i>Retains integrity of setting, association, design, feeling, materials, workmanship, and location.</i>	Potential eligibility under Criterion A unknown without further research. Potential eligibility under Criterion B unknown without further research. Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction.
26	455 WA-141 White Salmon, WA	1961 Ranch-style, single-family residence with replacement siding, doors, and windows. <i>Lacks integrity of materials, design, workmanship, and feeling.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.
27	467 W Jewett White Salmon, WA	1962 Contemporary-style, single-family residence with stone veneer applied at the foundation. T1-11 vertical siding does not appear original. Round vinyl window installed along façade in the early 2000s. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity.
28	491 W Jewett Blvd. White Salmon, WA	1940 single-family residence with replacement siding (c.1970) and oversized vinyl replacement windows on every elevation. <i>Lacks integrity of materials, design, feeling, association, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
29	495 W Jewett Blvd. White Salmon, WA	1971 Ranch-style, single-family residence. <i>Retains integrity of setting, association, design, feeling, materials, workmanship, and location.</i>	Not eligible under Criterion A, B, or C. Common building/design type.
30	515 W Jewett Blvd. White Salmon, WA	1940 Ranch-style, single-family residence that exhibits early replacement windows (potentially from 1950s/1960s) <i>Lacks integrity of materials, design, workmanship, and feeling.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.
31	547 W Jewett Blvd. White Salmon, WA	Original 1950s single-family residence has been demolished and a new building is currently under construction. <i>Lacks integrity of association, design, feeling, materials, workmanship, and location.</i>	Not eligible under Criterion A, B, or C due to demolition of property's primary building/lack of integrity.
32	545 Waubish St. White Salmon, WA	1959 single-family residence, owned by local artist, undergoing complete renovation (2019). <i>Lacks integrity of association, design, feeling materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
33	567 Waubish St. White Salmon, WA	1940 Minimal Traditional-style, single-family residence with replacement siding and windows. <i>Lacks integrity of materials.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
34	581 Waubish St. White Salmon, WA	1961 single-family residence with replacement siding and windows, fan light addition above front door, and many other alterations and additions. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
35	585 Waubish St. White Salmon, WA	1964 single-family residence remodeled circa 2017. Original house type unidentifiable due to level of alterations. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
36	601 Waubish St. White Salmon, WA	1947 Ranch-style, single-family residence with c.1960s detached garage addition and replacement doors on original attached garage. Rear elevation features several large pane fixed sash—likely replacements and newer sliding glass doors. Replacement rear porch. <i>Lacks integrity of design, materials, feeling, and workmanship.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.
37	647 Waubish St. White Salmon, WA	1950 Ranch-style, single-family residence with vinyl replacement windows and altered setting based on improvements at adjacent 625 Oak Street property. Gable roof peak visible from street side elevation suggests river-side alterations. <i>Lacks integrity of design, materials, feeling, and setting.</i>	Not eligible under Criterion A, B, or C due to alterations/lack of integrity and common building/design type.
38	663 Waubish St. White Salmon, WA	1950 Ranch-style, single-family residence with vinyl replacement windows and large bay window addition to the façade. <i>Lacks integrity of association, design, feeling, and materials.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
39	White Salmon Bluff Historic District	Collection of residences dating from c. 1900-1975 located on bluff overlooking the Columbia River. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to the preponderance of non-contributing resources (32 non-contributing and 6 potentially contributing)
40	SP&S	Early twentieth-century railroad alignment.	Potentially eligible under Criterion A for its associations with economic development in the region between Spokane and Portland. Not eligible under Criteria B and C as it is not associated with significant groups or individuals and does not embody the distinctive characteristics of a type, period, or method of construction.

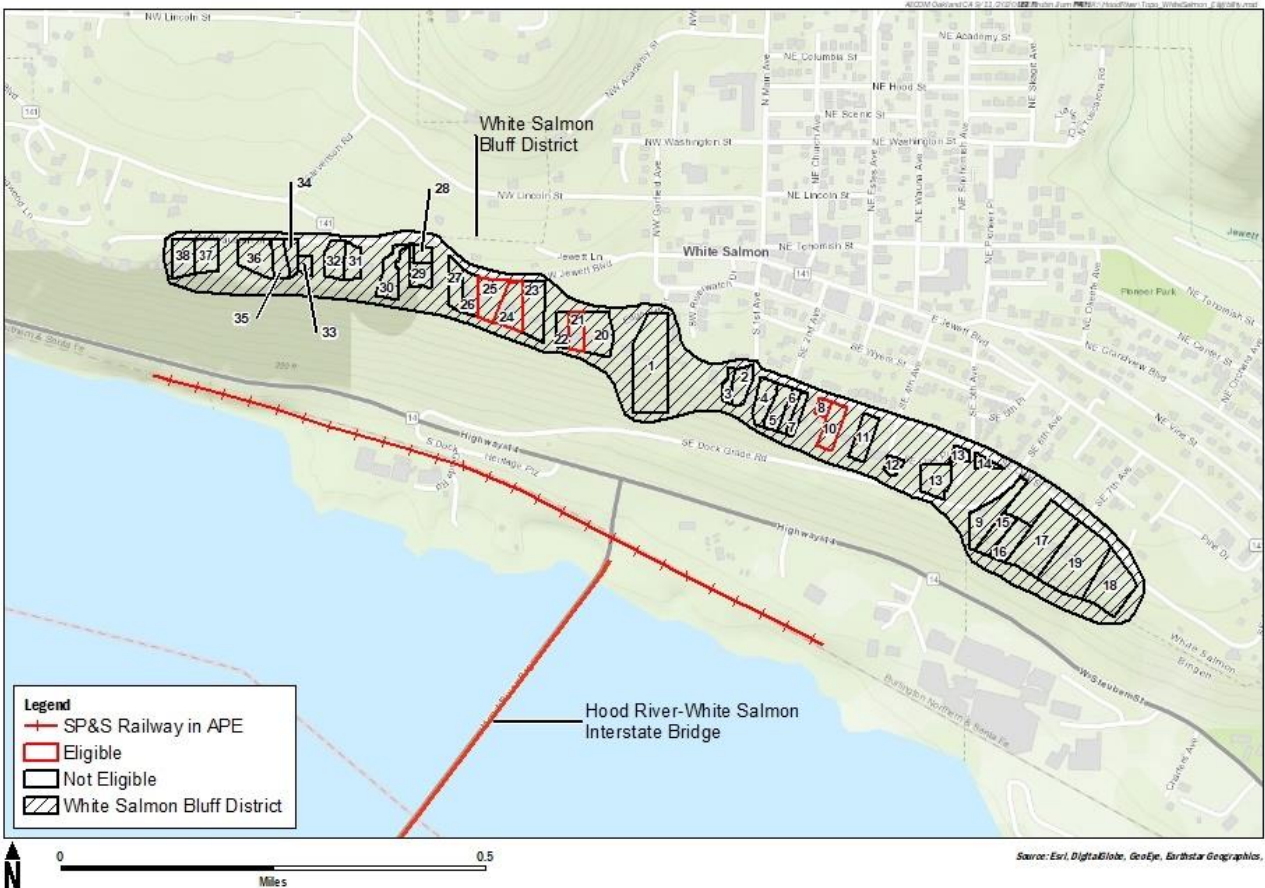
Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
41	100 HWY 35 Hood River, OR	1906 single-family residence with substantial alterations and absence of original fabric. <i>Lacks integrity of design, materials, association, and feeling.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
42	104 HWY 35/106 HWY 35 Hood River, OR	1956 relocation and integration of previously constructed buildings for commercial use on lot with 108 Highway 35. Siding and window replacements. <i>Lacks integrity of design, materials, workmanship, association, location, and feeling.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
43	108 HWY 35 Hood River, OR	1956 Commercial-style building with replacement siding and windows. Shares lot with 104/106 Highway 35 buildings. <i>Lacks integrity of design, workmanship, materials, association, and feeling.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
44	1108 Marina Way, Hood River, OR	1967 Modern Best Western Hotel with major additions completed c.1990 c.2010. <i>Lacks integrity of design, materials, association, and feeling.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
45	1109 Marina Way Hood River, OR	1967 Modern restaurant associated with the Best Western Hotel at 1108 Marina Way with substantially altered setting. <i>Retains overall integrity, except for integrity of setting.</i>	Potential eligibility under Criterion A unknown without further research. Potential eligibility under Criterion B unknown without further research. Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction. Distinctive architectural type.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
46	2495 Old Columbia River Dr. Hood River, OR	1930s farmstead with single-family residence not visible from the right-of-way and three to four contributing agricultural outbuildings. <i>Retains integrity.</i>	Potentially eligible under Criterion A as a historic district. Potential eligibility under Criterion B unknown without further research. Potential eligibility under Criterion C unknown without view of farmstead residence.
47	2500 Old Columbia River Dr. Hood River, OR	1952 Ranch-style, single-family residence with replacement windows throughout. Replacement garage door. <i>Lacks integrity of materials.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.
48	2540 Riverview Dr. Hood River, OR	1968 Ranch-style, single-family residence with vinyl replacement windows throughout. Neighboring houses extremely close together—diminishes physical context. <i>Lacks integrity of setting, design, feeling, association, and materials.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.
49	2550 Riverview Dr. Hood River, OR	1965 Ranch-style, single-family residence with vinyl replacement windows and new oversized window trim. Pergola/trellis addition over front entry. <i>Lacks integrity of design, feeling, association, and materials.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.
50	2554 Riverview Dr. Hood River, OR	1965 Ranch-style, single-family residence with vinyl replacement windows and garage doors. <i>Lacks integrity of design, feeling, association, and materials.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
51	2560 Riverview Dr. Hood River, OR	1949 Ranch-style, single-family residence. <i>Retains integrity of design, feeling, association, setting, and location.</i>	Potentially eligible under Criterion A for its associations with residential development in Hood River. Potential eligibility under Criterion B unknown without further research. Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction. Potentially early example of architectural type and architect-designed.
52	2570 Riverview Dr. Hood River, OR	1957 single-family residence that was substantially altered c.1995. <i>Lacks integrity of design, feeling, workmanship, association, and materials.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity.
53	2590 Riverview Dr. Hood River, OR	1954 Ranch-style, single-family residence with Contemporary details and vinyl replacement windows throughout. <i>Lacks integrity of design, feeling, workmanship, association, feeling, and materials.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.
54	2600 Riverview Dr. Hood River, OR	1965 split-level, single-family residence. Substantially updated. Large replacement picture windows on Columbia River side, new front door, replacement vinyl windows <i>Lacks integrity of design, feeling, workmanship, association, feeling, and materials.</i>	Not eligible under Criterion A, B, or C. Common building/design type.
55	2610 Riverview Dr. Hood River, OR	1957 Ranch-style, single-family residence with vinyl replacement windows throughout most of the house. River-side windows replaced with oversized fixed-pane windows. New vinyl garage doors. <i>Lacks integrity of design, feeling, association, and materials.</i>	Not eligible under Criterion A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
56	2615 Riverview Dr. Hood River, OR	1961 two-story, Contemporary Ranch-style single-family residence. <i>Retains integrity association, design, feeling, workmanship, and location.</i>	Potentially eligible under Criterion A for its associations with residential development in Hood River. Not eligible under Criterion B. Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction
57	2630 Old Columbia River Dr. Hood River, OR	1930s industrial property with stone and gravel processing plant and owned by Hood River Sand and Gravel. All original buildings and structures appear to have been removed. <i>Lacks integrity of setting, association, design, feeling, materials, workmanship, and location.</i>	Not eligible under Criterion A, B, or C due to loss of original buildings and structures/lack of integrity.
58	2660 Dock Rd. Hood River, OR	c.1900 Standard Oil plant. Building with roof sign may be original, but substantially altered. Other original buildings and structures appear to be removed. <i>Lacks integrity of setting, association, design, feeling, materials, workmanship, and location.</i>	Not eligible under Criterion A, B, or C due to loss of original buildings and structures/lack of integrity.
59	2680 Dock Rd. Hood River, OR	c.1935 commercial building that has been extensively altered and presently houses Wind River Archery. Built date based on historic photographs and oral history. <i>Lack integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to extensive alterations/lack of integrity.

Res. #	Address	Construction Date/Resource Type/Integrity	Eligibility
60	403 HWY 35 Hood River, OR	Potential Quonset hut with replacement vinyl garage door and loss of hooded side windows owned by Curtis Homes. [The built date is designated as 1960, but it may date to c.1940 based on historic re-use patterns of Quonset huts during World War II.] Diminished setting due to construction of neighboring elevated roadway. <i>Lacks integrity of setting, design, feeling, and materials.</i>	Not eligible under Criterion A, B, or C due to alterations/lack of integrity.
61	490 Highline Dr. Hood River, OR	1960 Ranch-style, single-family residence with vinyl replacement windows, vinyl replacement siding, replacement garage doors. New window openings on Columbia River side of house. <i>Lacks integrity of design, feeling, workmanship, association, and materials.</i>	Not eligible under Criterion A, B, or C due to exterior alterations/lack of integrity. Common building/design type.
62	Riverview Drive Historic District	Collection of residences dating from c. 1900-1975 located on bluff overlooking the Columbia River. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criterion A, B, or C due to the preponderance of non-contributing resources (17 non-contributing and 4 potentially contributing).
63	OR&N	Early twentieth-century railroad alignment.	Potentially eligible under Criterion A for its associations with economic development in the Columbia River Gorge and Portland. Not eligible under Criteria B and C as it is not associated with significant groups or individuals and does not embody the distinctive characteristics of a type, period, or method of construction.
No #	Hood River Bridge	1924 (elevated due to the Bonneville Dam in 1938) Vertical-lift Pennsylvania-Petit steel through-truss bridge.	Previously determined eligible for the NRHP under Criteria A, B, and C.
No #	Hood River Loops (Columbia River Highway NHL District)	1913-1937 Highway	Listed in the NRHP (Criteria A and C) and as a contributing resource to the Columbia River Highway NHL District (Criteria 1 and 4).



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 Hood River-White Salmon Bridge Replacement Project
 AK027764

WHITE SALMON HISTORIC RESOURCES
 Topographic

Figure 5-1. Map of identified historic resources located in White Salmon

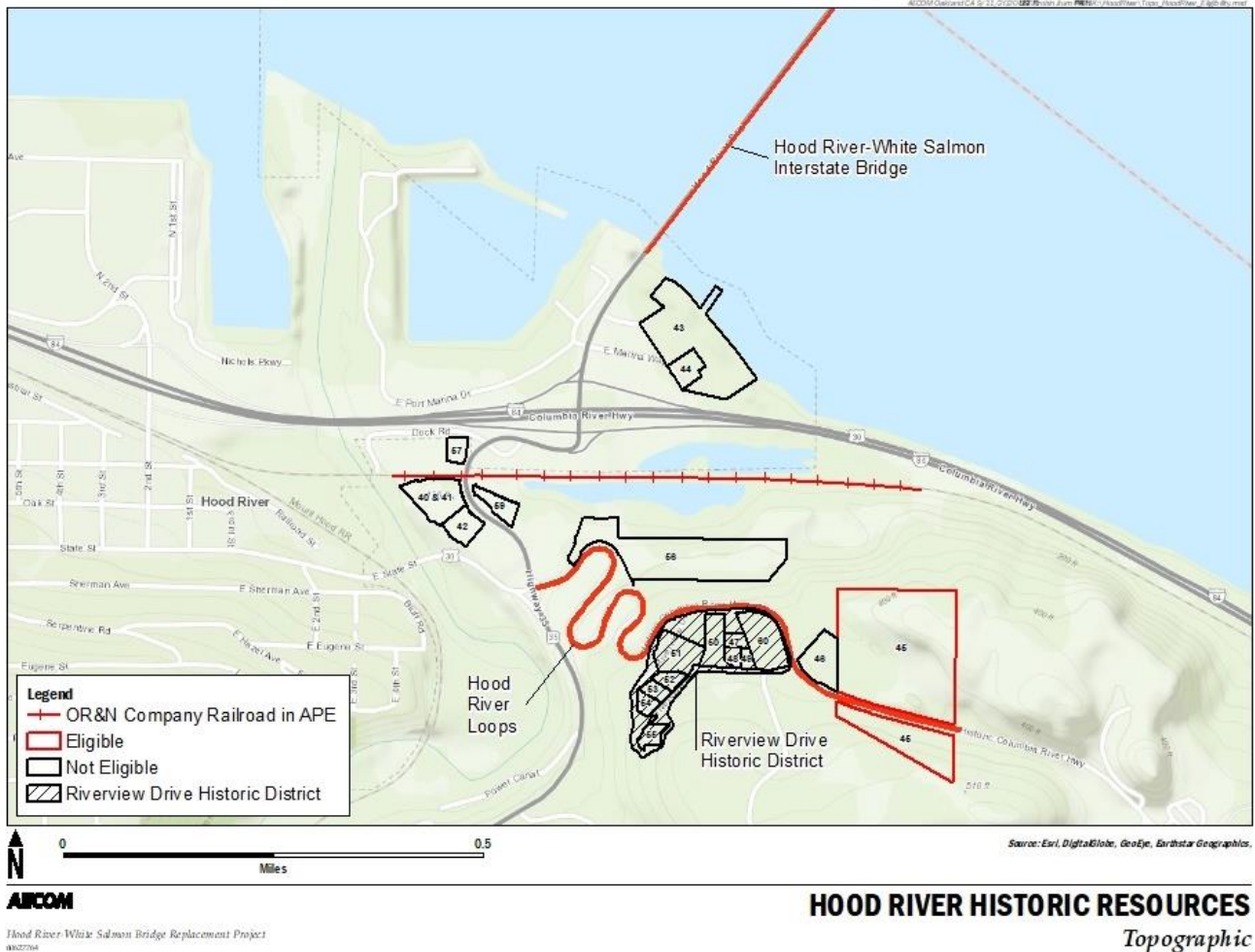


Figure 5-2. Map of identified historic resources located in Hood River

5.2. Intensive-Level Survey Results

Following the reconnaissance-level survey and evaluation, AECOM prepared intensive-level documentation for 13 resources that appeared to be potentially eligible for the NRHP: the Hood River Bridge (located in both Oregon and Washington), five properties in Hood River, Oregon, and seven properties in White Salmon, Washington. A Determination of Eligibility (DOE) form was completed for each property (Appendix B). A DOE form for the Hood River Loops was not prepared as it is a NRHP- and NHL-listed property. **Table 5-2** summarizes the results of the intensive-level survey. Nine properties were determined eligible for the NRHP. Effects to these nine historic properties and the Hood River Loops are assessed in Section 6.

Table 5-2. List of Resources Evaluated During the Intensive-Level Survey

Resource # & Property	Address	Architectural Style	Eligibility
Hood River Bridge (1924)	Spanning Columbia River between Hood River, Oregon, and White Salmon, Washington	N/A	NRHP Criteria A and C
#8. Single-Family Residence (1920)	267 SE Oak Street, White Salmon, Washington	English/Tudor Cottage	NRHP Criterion C
#10. Single-Family Residence (1918)	301 SE Oak Street, White Salmon, Washington	English/Tudor Cottage	NRHP Criterion A
#13. Single-Family Residence (1974)	475 SE Oak Street, White Salmon, Washington	Northwest Regional	Not Eligible
#21. Single-Family Residence (1973)	345 W Jewett Boulevard, White Salmon, Washington	Northwest Regional	NRHP Criterion C
#24. Single-Family Residence (1965)	435 W Jewett Boulevard, White Salmon, Washington	Ranch	NRHP Criterion C
#25. Single-Family Residence (1940)	447 W Jewett Boulevard, White Salmon, Washington	Colonial Revival	NRHP Criterion C
#40. SP&S Railway	White Salmon	Railroad	NRHP Criterion A
#44 & #45. Eddie Mays Inn and Restaurant (1967)	1108-1109 Marina Way, Hood River, Oregon	Modern	Not Eligible
#46. Bryant Property: Farmstead/Ranch with house (1930)	2495 Old Columbia River Drive, Hood River, Oregon	N/A	NRHP Criterion C
#51. Robert Stow Henshaw House (1949)	2560 Riverview Drive, Hood River, Oregon	Ranch	Not Eligible
#56. Charles C. and Monica L. Cox House (1961)	2615 Riverview Drive, Hood River, Oregon	Ranch	Not Eligible
#63. OR&N Railroad	Hood River	Railroad	NRHP Criterion A

Notes: N/A = not applicable; NRHP = National Register of Historic Places; OR&N = Oregon Railway and Navigation; SP&S = Spokane, Portland & Seattle Railway

6. ENVIRONMENTAL IMPACTS

6.1. Summary of Project Alternatives

The No Action Alternative and two action alternatives (EC-2 and EC-3) are described briefly in the following sections. Alternative EC-1 was eliminated from further consideration due to its lack of feasibility.

6.1.1. No Action Alternative

As described in Section 2.1, the No Action Alternative would retain the bridge in its existing condition and configuration. Routine operations would continue, and maintenance would be implemented to continue operations. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles, with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower

than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft EIS, implementation of the No Action Alternative would result in one of two outcomes: 1) end of bridge lifespan, which assumes the bridge would remain in operation through 2045, when it would be closed, and 2) catastrophic event, which assumes an extreme event prior to 2045 could damage the bridge or render it inoperable.

6.1.2. Preferred Alternative EC-2

Alternative EC-2 (**Figure 2-4**) was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge, and the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box-girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge, the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000 pounds could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally

recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in **Figure 2-5**. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

6.1.3. Alternative EC-3

Alternative EC-3 (**Figure 2-10**) would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly farther south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet farther east than under Alternative EC-2 (**Figure 2-11**).

6.2. Types of Adverse Effects

The properties found to be eligible for the NRHP were evaluated for short-term, long-term, and cumulative Project effects under each of the alternatives. Consistent with 36 CFR 800.5(a)(1), an adverse effect is found when an undertaking may alter, directly or indirectly, any of the characteristics of a historic property that qualify the property for inclusion in the NRHP in a manner that would diminish the integrity of the property's location, design, setting, materials, workmanship, feeling, or association. Each identified historic property in the APE was assessed for potential effects using the criteria of effect and adverse effect from 36 CFR 800.5. These criteria are used to determine whether the undertaking could

change the characteristics that qualify a property for inclusion in the NRHP. Adverse effects may include reasonably foreseeable effects caused by the undertaking that may occur later in time or be farther removed in distance.

Examples of adverse effects include the following:

- Physical destruction of or damage to all or part of the property
- Alteration of a property, including restoration, rehabilitation, repair, maintenance, stabilization, hazardous material remediation, and provision of handicapped access, that is not consistent with the Secretary's standards for the treatment of historic properties (36 CFR part 68) and applicable guidelines
- Removal of the property from its historic location
- Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance
- Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features
- Neglect of a property which causes its deterioration, except where such neglect and deterioration are recognized qualities of a property of religious and cultural significance to an Indian tribe or Native Hawaiian organization
- Transfer, lease, or sale of property out of federal ownership or control without adequate and legally enforceable restrictions or conditions to ensure long-term preservation of the property's historic significance

In determining the effects of the undertaking upon historic properties, the agency finding would be "no historic properties affected" (36 CFR 800.4(d)(1)), "no adverse effect" (36 CFR 800.5(b)), or "adverse effect" (36 CFR 800.5(d)(2)).

6.3. Finding of Effects

The Project's build alternatives have the potential to cause adverse effects related to:

- (1) Physical destruction of or damage to all or part of the property (demolition of the NRHP-eligible Hood River Bridge)
- (2) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance (construction of a new bridge)
- (3) Introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features (noise and vibrations related to construction and bridge operation)

These potential effects, as well as potential reasonably foreseeable and cumulative effects, are discussed in the following sections. **Figure 6-1** provides a comparison of the existing view of the Hood River Bridge with a view of the proposed replacement bridge from the same vantage point.



Figure 6-1. View of existing bridge (top) and simulation of proposed bridge (bottom), looking southeast

6.3.1. Physical Destruction of or Damage to All or Part of the Property

The NRHP-eligible Hood River Bridge will be demolished as a result of the Project. The bridge demolition will result in physical destruction of all of the property, causing an adverse effect to the historic bridge property.

6.3.2. Change of the Character of the Property's Use or of Physical Features within the Property's Setting that Contribute to its Historic Significance

Demolition of the Hood River Bridge and construction of a new bridge creates the potential for adverse effects to historic properties by causing a change to physical features within the properties' setting that contribute to its historic significance. Aside from the Hood River Bridge, there are nine NRHP-eligible properties within the APE: the Hood River Loops, five single-family residences in White Salmon, Washington, one single-family residence in Hood River, Oregon, and two railroad alignment (one in Washington and one in Oregon). Based on effects evaluations for each of these nine historic properties, removal and replacement of the Hood River Bridge pursuant to the build alternatives will not adversely affect any of these nine properties (see Section 6.4, *Summaries of Findings of Effect for Individual Historic Properties*, and Finding of Effects forms in Appendix C).

6.3.3. Introduction of Visual, Atmospheric or Audible Elements that Diminish the Integrity of the Property's Significant Historic Features

The Project may introduce visual, atmospheric, or audible elements that could cause short-term and/or long-term impacts, as described below.

Short-Term Effects

Short-term effects are those that would result from construction activities, and the duration of the impact is limited to the duration of construction. The construction impacts to historic properties would be impacts to the vicinity or indirect impacts and include noise and vibration due to nearby construction activities, increased truck traffic, traffic congestion and changes to access, increased dust, and short-term visual changes due to items such as construction equipment, staging areas, and material storage.

Construction would be carried out in several reasonably discrete steps, each of which has its own mix of equipment and, consequently, its own noise characteristics. Bridge construction would involve clearing, cut-and-fill activities, removing old roadways, and paving. The greatest amount of construction noise would be associated with the pile driving, demolition, and earthwork phase of the Project near the Columbia River shoreline. Also, construction noise would be associated with the construction of the bridge approaches and traffic circle.

Construction would result in a temporary increase in noise at areas near the construction site for the build alternatives only; however. Short-term noise levels for construction activities maximum noise levels from construction equipment would range from 69 A-weighted decibels (dBA) to 106 dBA at 50 feet. Construction noise at properties farther away would decrease at a rate of 6 dBA per doubling of distance from the source. The number of occurrences of the maximum sound level noise peaks would increase during construction, particularly during pile-driving activities. Because various pieces of equipment would be turned off, idling, or operating at less than full power at any time, and because construction machinery is typically used to complete short-term tasks at any given location, average noise levels during the day would be less than maximum noise levels. Construction noise is exempt from local regulations during daytime hours. Construction workers also would be subject to construction noise while working on the site. Construction noise levels could be reduced by the construction practices identified in Section 7 of the *Final Noise Technical Report* (WSP 2020).

Short-term vibration from construction activities would also potentially occur. If construction-related vibration exceeds certain thresholds within the applicable screening distance, effect avoidance and minimization measures would be recommended. These measures would include pre- and post-construction assessments, on-site monitoring during construction, and stop work authorization (Wilson, Ihrig & Associates, Inc. 2012; Johnson and Hannen 2015). If a resource is affected by vibration, a treatment plan consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties and thus consistent with the requirements of 36 CFR 800.5(b) would be prepared to make the applicable repairs. With the exception of the Hood River Bridge, no historic properties are located within the applicable screening distance for vibration and/or are a type of resource for which vibration could affect its historic characteristics.

Long-Term Effects

Increased traffic noise could result in long-term effects to historic resources. Existing noise levels were modeled at 25 locations that are representative of properties that could potentially be affected by the Project. The 25 modeled receivers represented 1 residence, 10 apartment units, 35 RV camping spaces,

1 public trail, 1 public park, 1 private outdoor recreation area, 1 hotel, and 1 tribal campground/treaty fishing access site). The modeling locations were chosen because they are representative of outdoor ground floor and above ground floor areas of frequent human use, such as residential front yards, outdoor patios, trails, benches, or sitting areas (WSP 2020:32). Of the 25 total modeled sites, the outdoor pool at the Hood River WaterPlay recreation area is the only site predicted to experience traffic noise levels above the ODOT Noise Abatement Approach Criteria of 65 dBA with the other build alternatives and No Action Alternative in 2045. Roadway traffic noise levels under Alternative EC-3 are not expected to change much over time despite a projected increase in future traffic volumes on the existing roadway network. Alternative EC-3 traffic noise levels in the year 2045 for all modeled sites are within 3 dBA of existing noise levels, with increases up to 3 dBA and decreases up to 2 dBA from existing noise levels. Reduction in noise levels with Alternative EC-3 is primarily the result of the shift of the roadway alignment and reduced bridge noise with the replacement bridge deck. No substantial increase to impacts is predicted under Alternative EC-3 2045 conditions (WSP 2020:50).

Noise Effects on Historic Properties

In conclusion, construction impacts would result in a temporary increase in noise at areas near the construction site for the build alternatives only. Direct impacts for the no-action and build alternatives would result in one recreation area approaching the ODOT and WSDOT Noise Abatement Approach Criteria. No indirect impacts are anticipated for the no-action and build alternatives (WSP 2020:50). The short-term and long-term noise related to construction activities during the Project and traffic following Project completion would, therefore, not create an adverse effect on any historic properties.

6.3.4. Reasonably Foreseeable Effects

Under 36 CFR 800.5(a)(1), adverse effects to historic properties may include reasonably foreseeable effects caused by the undertaking that may occur later in time, be farther removed in distance or be cumulative. Cumulative effects are those environmental effects that result from the incremental effect of the proposed action.

The analysis of cumulative effects involves a series of steps conducted in the following order:

- Identify the resource topics that could potentially experience direct or indirect effects from construction and operation of the proposed Project.
- Define the geographic area (spatial boundary) within which cumulative effects would be assessed, as well as the time frame (temporal boundary).
- Describe the current status or condition of the resource being analyzed, as well as its historic condition (prior to any notable change).
- Identify Project effects that are reasonably likely to occur within the APE during the established time frame and assess whether they would be adversely affect the historic property.
- Describe the combined effect on the resource being analyzed when the direct and indirect effects of the Project are combined with those that are reasonably foreseeable.

Based on the short-term construction effects and long-term operational effects, and excluding the Hood River Bridge, the Project is not expected to meaningfully cause reasonably foreseeable effects to the nine remaining historic properties. The setting of the historic properties has evolved over time and will continue to evolve due to the actions of local, state, and federal projects in the vicinity. While the

proposed Project would modify a part of historic setting, these modifications would not alter the characteristics that make the historic properties eligible for the NRHP. The Hood River Bridge, therefore, would be the only historic property that would be adversely affected by the proposed Project.

6.3.5. Conclusion

Project-related effects would be limited to physical destruction of the Hood River Bridge. While some historic properties could experience minimal increases in noise-related effects caused by construction and facility operation, these increases would not adversely affect the characteristics that make these resources eligible for the NRHP. These effects are not expected to diminish the historical integrity of the historic properties or substantively alter the characteristics that make them significant. Based on destruction of the Hood River Bridge, the Project would result in an adverse effect to historic properties, pursuant to 36 CFR 800.5(b).

6.4. Summaries of Findings of Effect for Individual Historic Properties

Table 6-1 provides the finding of effects for the individual historic properties, which are summarized below. These findings apply to the build alternatives for the Project (Alternatives EC-2 and EC-3), which would have similar affects to historic properties in the APE. Because no federal funds would be expended under the No Action Alternative and no other federal undertakings would occur, Section 106 of the NHPA would not apply.

Table 6-1. Section 106 Effect Findings for Eligible/Listed Properties

Resource # & Property	Address	Level of Effect
No #. Hood River Bridge (1924)	Spanning Columbia River between Hood River, Oregon, and White Salmon, Washington	Adverse
#8. Single-Family Residence (1920)	267 SE Oak Street, White Salmon, Washington	No Effect
#10. Single-Family Residence (1918)	301 SE Oak Street, White Salmon, Washington	No Adverse Effect
#21. Single-Family Residence (1973)	345 W Jewett Boulevard, White Salmon, Washington	No Adverse Effect
#24. Single-Family Residence (1965)	435 W Jewett Boulevard, White Salmon, Washington	No Adverse Effect
#25. Single-Family Residence (1940)	447 W Jewett Boulevard, White Salmon, Washington	No Adverse Effect
#40. SP&S Railway	White Salmon	No Adverse Effect
No #. Hood River Loops (1913-1937)	Historic Columbia River Highway, Oregon	No Adverse Effect
#46. Bryant Property: Farmstead/ Ranch with house (1930)	2495 Old Columbia River Drive, Hood River, Oregon	No Adverse Effect
#63. OR&N Railroad	Hood River	No Adverse Effect

6.4.1. Hood River Bridge (Adverse Effect)

The Hood River Bridge, constructed in 1924, is eligible for the NRHP. The bridge has statewide significance under NRHP Criterion A in the area of Transportation as the second oldest Columbia River

vehicle crossing between Oregon and Washington and for its association with private bridge development and operation during the early twentieth century. Since its initial construction in 1924, the bridge has served as a major Columbia River crossing, supporting regional commerce and facilitating tourism and recreation (**Figure 6-2**). The bridge's substantial 1938 modifications are also significantly associated with the Bonneville Dam Project, which required that the bridge accommodate higher water levels of the new Columbia River reservoir and the passage of tall vessels. The period of significance for Criterion A begins in 1924, when the bridge opened, and ends in 1950, when the OWBC, a private company, transferred ownership and operations of the bridge to the Port, a public entity. This period of significance encompasses the bridge modification project associated with the historic construction of Bonneville Dam. The bridge's modifications demonstrate the dam's significant impacts to transportation infrastructure on the Columbia River.

The bridge was previously determined eligible under NRHP Criterion B for its association with bridge contractor Charles N. McDonald. However, that association does not meet the threshold for Criterion B significance. According to National Register Bulletin 32, a property that is significant as an important example of an individual's skill as an architect or engineer should be nominated under Criterion C rather than Criterion B (Boland n.d.:14). Therefore, McDonald's association with the bridge was re-evaluated under Criterion C.

The bridge is locally significant under NRHP Criterion C in the area of Engineering for the design of its central span, which embodies the distinctive characteristics of the vertical-lift Pennsylvania-Petit steel through-truss. The bridge is one of the few remaining bridges of its type in the Oregon-Washington region. ODOT has classified the Hood River Bridge as a Category I for its historic significance and high integrity of significant features. Holstine and Hobbs (2005) classified the bridge as one of the Washington's "premier" historic bridges, and the bridge appears to be one of the few surviving examples of a Pennsylvania-Petit truss system in the state.

The Hood River Bridge may also be significant under Criterion C for representing the work of bridge contractor Charles N. McDonald, who supervised construction for Gilpin. McDonald was a prominent contractor who had worked on numerous bridge projects in the Pacific Northwest since 1887. He is notable for supervising construction of the Hawthorne and Steel Bridges in Portland, on which he based the Hood River Bridge's vertical-lift tower design. Although the Hood River Bridge dates from 1924, the period of significance under Criterion C is 1938, when the bridge was substantially modified by incorporation of the distinctive vertical-lift span and underwent other major design alterations.

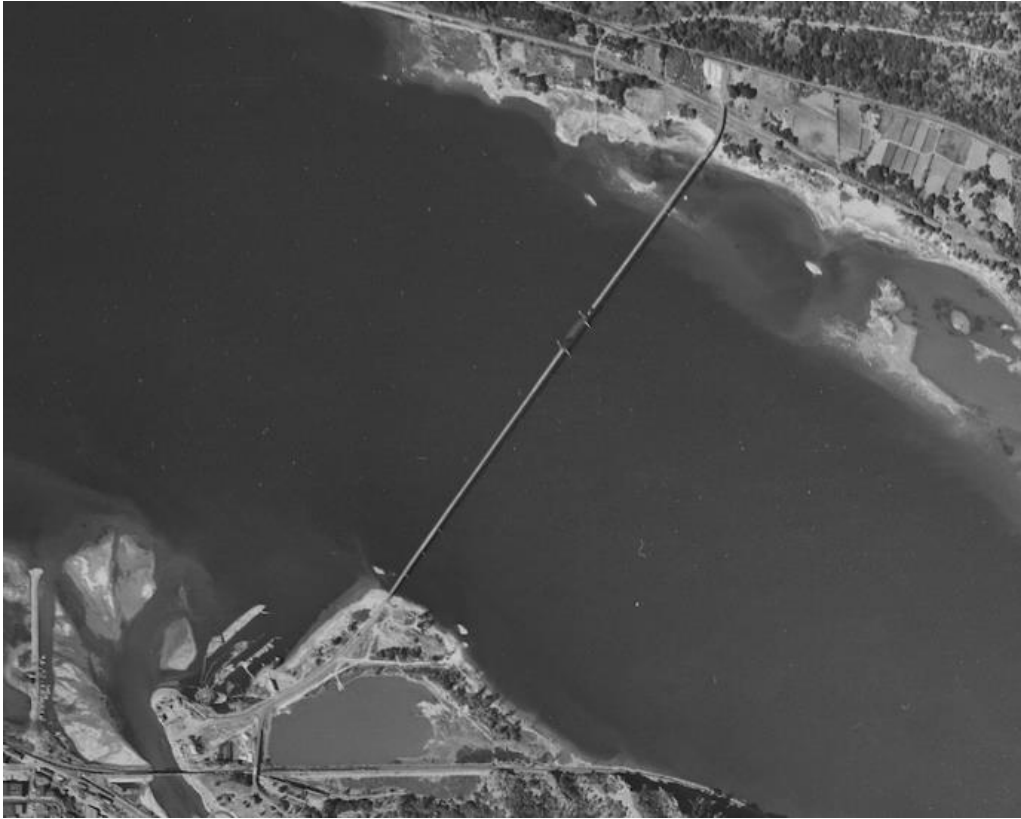


Figure 6-2. Hood River Bridge aerial view, 1947 (earthexplorerusgs.gov)

Historic Properties Adversely Affected

The FHWA, in conjunction with ODOT, has determined that the Hood River Bridge is eligible for the NRHP. In addition, the Washington and Oregon SHPOs previously concurred with a determination of eligibility for the bridge in 2004. The Oregon SHPO reaffirmed the bridge's eligibility status in 2019. Project Alternatives EC-2 and EC-3 will involve physical destruction of the property and removal of the property from its historic location, adversely affecting the characteristics that make the bridge eligible for the NRHP.

6.4.2. Resource #8. 267 SE Oak Street, White Salmon, Washington (No Effect)

The bluff residence at 267 SE Oak Street, constructed in 1920 in the English/Tudor Cottage architectural style, is eligible for the NRHP. The residence is locally significant under NRHP Criterion C in the area of Architecture for embodying the distinctive characteristics of a small 1920s-era cottage and is one of the few remaining examples of early, mostly unaltered, residential architecture along the White Salmon bluff (**Figure 6-3**). The period of significance is 1920, when the house was constructed. The boundaries of the property are its legal parcel.



Figure 6-3. The English/Tudor Cottage residence at 267 SE Oak Street (1920) in White Salmon, Washington.

No Effect

The FHWA, in conjunction with ODOT, has determined that 267 SE Oak Street remains eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of 267 SE Oak Street, but these changes would have no effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from 267 SE Oak Street. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project would have no effects upon 267 SE Oak Street for the following reasons. First, the construction of 267 SE Oak Street was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 267 SE Oak Street to the bridge are non-existent or highly obscured due to the construction of the two modern houses to the south (**Figure 6-4** Error! Reference s

ource not found. and **Figure 6-5**Error! Reference source not found.). Third, the historic qualities of the setting viewed from 267 SE Oak Street have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 267 SE Oak Street. The Project features, construction-related activities, and facility operation, therefore, would not affect the characteristics that make 267 SE Oak Street eligible for the NRHP.



Figure 6-4. 267 SE Oak Street west elevation, looking southwest towards Hood River Bridge.



Figure 6-5. Photograph from 267 SE Oak Street looking southwest towards Hood River Bridge.

6.4.3. Resource #10. 301 SE Oak Street, White Salmon, Washington (No Adverse Effect)

The bluff residence at 301 SE Oak Street, constructed in 1918 in the English/Tudor Cottage architectural style, is eligible for the NRHP (**Figure 6-6**). The residence is locally significant under NRHP Criterion A in the area of Community Planning and Development for its association with an early phase of residential development in White Salmon, as documented by the local newspaper. The period of significance begins in 1918, the year of construction. The boundaries of the property are its legal parcel.



Figure 6-6. Single-Family Residence at 301 SE Oak Street, White Salmon, Washington

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 301 SE Oak Street remains eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of 301 SE Oak Street, but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from 301 SE Oak Street. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project would have no adverse effects upon 301 SE Oak Street for the following reasons. First, the construction of 301 SE Oak Street was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 301 SE Oak Street to the bridge are partially obstructed by vegetation along the western boundary of the property (**Figure 6-7**). Third, the historic qualities of the setting viewed from 301 SE Oak Street have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 301 SE Oak Street. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 301 SE Oak Street eligible for the NRHP.



Figure 6-7. Photograph from 301 SE Oak Street looking southwest towards Hood River Bridge

6.4.4. Resource #21. 345 W Jewett Boulevard, White Salmon, Washington (No Adverse Effect)

The property at 345 W Jewett Boulevard, constructed in 1973, is eligible for the NRHP. The residence is locally significant under Criterion C in the area of Architecture. It embodies the distinctive characteristics of a Northwest-style residence that has adapted to the White Salmon bluff's particular topography and climate through incorporation of ample wood in the siding, a distinctive roof opening with large windows to enhance natural lighting and views toward Mt. Hood, and a building configuration that shelters the front entrance from intense bluff winds (**Figure 6-8**Error! Reference source not found.). The period of significance is 1973, when the house was constructed. The boundaries are the legal parcel.



Figure 6-8. Northwest Regional residence at 345 W Jewett Boulevard, White Salmon, Washington

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 345 W Jewett Boulevard remains eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of 345 W Jewett Boulevard, but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from 345 W Jewett Boulevard. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs. It should be noted that access was not granted to this property by the property owner and so effects were estimated using mapping and by approximating effects based on the nature of effects to similarly situated properties.

The Project would have no adverse effects upon 345 W Jewett Boulevard for the following reasons. First, the construction of 345 W Jewett Boulevard was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 345 W Jewett Boulevard to the bridge appear to be partially obstructed by vegetation along the south side of the property. Third, the historic qualities of the setting viewed from 345 W Jewett Boulevard have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 345 W Jewett Boulevard. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 345 W Jewett Boulevard eligible for the NRHP.

6.4.5. Resource #24. Van Alstine Residence at 435 W Jewett Boulevard, White Salmon, Washington (No Adverse Effect)

The property at 435 W Jewett Boulevard, constructed in 1965, is eligible for the NRHP. The residence is locally significant under Criterion C in the area of Architecture for embodying the distinctive characteristics of Ranch architecture, including its rectangular form, horizontal wood board and brick siding, hipped and gable roof forms with moderate overhangs, and original wood windows (**Figure 6-9**Error! Reference source not found.). The house is one of the few remaining examples of White Salmon bluff residences from the early midcentury that largely retains historical integrity. The period of significance is 1965, when the house was constructed. The boundaries are the legal parcel.



Figure 6-9. Ranch-style residence at 435 W Jewett Boulevard/Van Alstine House (1965) in White Salmon, Washington

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that the Van Alstine House remains eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of the Van Alstine House, but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from the Van Alstine House. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project would have no adverse effects upon the Van Alstine House for the following reasons. First, the construction of the Van Alstine House was not necessarily historically associated with construction of the Hood River Bridge. Second, the historic qualities of the setting viewed from the Van Alstine House have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from the Van Alstine House (**Figure 6-10**). The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the Van Alstine House eligible for the NRHP.



Figure 6-10. Van Alstine House, looking southeast towards Hood River Bridge and Mount Hood

6.4.6. Resource #25. 447 W Jewett Boulevard, White Salmon, Washington (No Adverse Effect)

The bluff residence at 447 W Jewett Boulevard, constructed in 1940 in the Colonial Revival architectural style, is eligible for the NRHP. The residence is locally significant under NRHP Criterion C in the area of Architecture for embodying the distinctive characteristics of a World War II-era residence with Colonial Revival details that has adapted to the White Salmon bluff's particular topography and heavily incorporated the bluff's natural basalt into the building's design, construction, and landscaping (**Figure 6-11**). The house is one of the few remaining examples of mostly unaltered White Salmon bluff residences from the early midcentury. The period of significance is 1940, when the house was constructed. The boundaries of the property are its legal parcel.



Figure 6-11. Colonial Revival-style residence at 447 W Jewett Boulevard (1940) in White Salmon, Washington.

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 447 W Jewett Boulevard remains eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of 447 W Jewett Boulevard, but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from 447 W Jewett Boulevard (**Figure 6-12**). Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project would have no adverse effects upon 447 W Jewett Boulevard for the following reasons. First, the construction of 447 W Jewett Boulevard was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 447 W Jewett Boulevard to the bridge are partially obstructed by deciduous and coniferous vegetation along the southern and eastern boundary of the property. Third, the historic qualities of the setting viewed from 447 W Jewett Boulevard have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as

observed from 447 W Jewett Boulevard. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 447 W Jewett Boulevard eligible for the NRHP.



Figure 6-12. Photograph from 447 W Jewett Boulevard looking southeast towards Hood River Bridge

6.4.7. Resource #40. Spokane, Portland & Seattle Railway

The approximately 1/3-mile SP&S Railway segment traverses the flatlands along the Columbia River in the Bingen–White Salmon area of Klickitat County, Washington. The segment is part of the larger railway that was completed and placed into operation in 1908. The segment runs parallel between the Columbia River, immediately to the south, and Washington SR 14 (Lewis and Clark Highway) to the north. The segment extends in a west-northwest/east-southeast orientation. Around the segment’s midway point, it passes beneath the north end of the Hood River Bridge. Large sections of the rail segment are lined with trees and other vegetation, mostly on the north side, except where the rail passes industrial properties. The segment consists of the single-track main line, and the modern steel rails are standard gauge replacements (**Figure 6-13**Error! Reference source not found.). The rails have a standard profile, resembling a steel I-beam, and the railroad ties are modern, pressure-treated replacements. The railroad’s grade crossing at South Dock Road has a basic modern signal configuration consisting of a crossbuck and a bell attached to a mast, flashing red lights, and gates that lower before the train arrives.

The railroad segment is eligible for the NRHP under Criterion A in the areas of Commerce and Transportation for its association with the larger SP&S linear resource and its promotion of industrial and commercial growth in communities along the Columbia River Gorge during the early twentieth century and contributions to national defense during World War II. The property is significant at the local and state level and retains a period of significance (1908-1970) that corresponds to its completion in 1908 and 1970 merger to become part of the BNSF Railroad.



Figure 6-13. Photograph of SP&S segment near White Salmon, Washington (looking east)

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that the SP&S segment is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of the SP&S, but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from the SP&S segment. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project would have no adverse effects upon the SP&S segment for the following reasons. First, the construction of the SP&S predates the construction of the Hood River Bridge. Second, views from SP&S to the bridge are partially obstructed by vegetation along the southern boundary of the property. Third, the historic qualities of the setting viewed from the SP&S segment have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from the SP&S. The

Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the SP&S segment eligible for the NRHP.

6.4.8. Hood River Loops (No Adverse Effect)

The Columbia River Highway NHL District was constructed between 1913 and 1937 and is nationally significant for exemplifying modern highway development in the twentieth century and advancing road designs. These advancements include maintaining grade and curve standards, the implementation of comprehensive drainage systems, and design of dry and mortared masonry walls, reinforced concrete bridges, and asphaltic concrete pavement (**Figure 6-14**). The NHL District is also significant in American landscape architecture as the first scenic highway in the country and as the “most important contribution to the fields of civil engineering and landscape architecture by Samuel C. Lancaster” (Hadlow 2000:44). The period of significance extends from its initial construction in 1913 to the completion of Toothrock Tunnel in 1937.

The NHL District, including the Hood River Loops located in Hood River, Oregon, was initially listed in the NRHP as a historic district significant under Criteria A and C in 1983 (Smith 1983). In 2000, much of the Columbia River Highway, including the Hood River Loops, received designation from the Secretary of the Interior as an NHL under Criteria 1 and 4 (Hadlow 2000). The Hood River Loops have been identified as a distinct feature of the district. A field assessment completed as a part of this Project affirms that the Loops remain a contributing segment of the NRHP-listed Columbia River Highway historic district and the NHL district.



Figure 6-14. Hood River Loops, viewing east

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that the Columbia River Highway Hood River Loops remain listed in the NRHP and is a part of Segment 3 of the Columbia River Highway NHL District. Evaluating the Level of Effect for the proposed undertaking on the historic bridge requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of the Hood River Loops, but these changes would have no adverse effects upon the characteristics that make the Hood River Loops a contributing part of the Columbia River Highway NHL District.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from the Columbia River Highway Hood River Loops. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs. There would therefore be no effect to the Columbia River Highway NHL District.

The Project effects would have no adverse effects upon the Columbia River Highway Hood River Loops for the following reasons. First, the construction of the Hood River Loops was not necessarily historically associated with construction of the Hood River Bridge. Second, the roadway connecting the Hood River Loops with the bridge has been significantly altered due to modern road realignments thus reducing their physical relationship to one another. Third, views from the Hood River Loops to the bridge are intermittent due to the weaving layout of the roadway and due to deciduous and coniferous vegetation located on the river side of the roadway. Fourth, the historic qualities of the setting viewed from the Hood River Loops has been altered by increased industrial activities since it was constructed. Fifth, the Project would not have any physical effects upon the spatial organization, circulation, topography, or vegetation nor would it adversely affect the “control points” or “beauty spots” that relate to the waterfalls, rock formations, alcoves, sided canyons, or scenic vistas identified as significant components of the Hood River Loops in the Columbia River Highway NHL District nomination. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment visible from the highway. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the Columbia River Highway NHL District, including the Hood River Loops, eligible for NHL designation. This level of effect applies both to Segment 3 of the Columbia River Highway NHL District and to the district as a whole.

6.4.9. Resource #46. Bryant Farmstead/Ranch at 2495 Old Columbia River Highway, Hood River, Oregon (No Adverse Effect)

The Bryant Property, constructed in 1930, may be eligible for the NRHP for its potential local significance under NRHP Criterion C. Based on limited survey access, the property appears to reflect character-defining features of a small, early twentieth-century ranch/farmstead, one of the few examples of this property type in its immediate vicinity (**Figure 6-15**). The recommendation of eligibility is based on the lack of property access and the inability to clearly view the main residence. The boundaries of the property are its legal parcel.



Figure 6-15. Bryant Farmstead/Ranch at 2495 Old Columbia River Highway (1930) in Hood River, Oregon

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 2495 Old Columbia River Drive remains eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on 2495 Old Columbia River Drive requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of 2495 Old Columbia River Drive, but these changes would have no adverse effects upon the characteristics that make 2495 Old Columbia River Drive eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from 2495 Old Columbia River Drive. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project effects would have no adverse effects upon 2495 Old Columbia River Drive for the following reasons. First, the construction of 2495 Old Columbia River Drive was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 2495 Old Columbia River Drive to the bridge are limited to the north end of the property and obstructed by deciduous vegetation. Third, the historic qualities of the setting viewed from 2495 Old Columbia River Drive has been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment visible from 2495 Old Columbia River Drive. The Project features, construction-related activities, and facility operation,

therefore, would not adversely affect the characteristics that make 2495 Old Columbia River Drive eligible for NRHP designation.

6.4.10. Resource #63. Oregon Railway & Navigation Segment, Hood River, Oregon (No Adverse Effect)

The OR&N segment in the Hood River area of Hood River County, Oregon, runs in an east-west orientation parallel to the Columbia River and I-84 that are immediately to the north. The segment, completed in 1882, begins on the east side of the Hood River tributary and extends to the east along a gravel pit at the Hood River Sand, Gravel and Ready-Mix Company site. The segment is part of the larger 431-mile OR&N mainline that connected Portland with Huntington, Oregon, when completed and placed into operation in 1884. The single-track main line features modern, standard-gauge steel rails that have a standard profile resembling a steel I-beam. The railroad ties are modern pressure-treated wood replacements. A gravel track ballast covers the standard-width berm that is bordered with trees and other vegetation (**Figure 6-16**).

The railroad segment is eligible for the NRHP under Criterion A in the areas of Commerce and Transportation for its association with the larger OR&N linear resource and its promotion of industrial and commercial growth in communities along the Columbia River Gorge during the late nineteenth and early twentieth century. The property is significant at the local level and retains a period of significance (1882-1930) that corresponds to its completion in 1882 and the beginning of the abandoning of OR&N lines in the 1930s.



Figure 6-16. Photograph of OR&N segment in Hood River, Oregon (looking east)

No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that the OR&N railroad segment is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Project Alternatives EC-2 and EC-3 (build alternatives) will involve altering the setting of the OR&N, but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP.

Potential permanent and/or operational effects consist of the replacement of Hood River Bridge that would alter the view of the bridge from the OR&N railroad segment. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric effects from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 dBA due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction BMPs.

The Project would have no adverse effects upon the OR&N railroad segment for the following reasons. First, the construction of the OR&N predates the construction of the Hood River Bridge. Second, views from OR&N to the bridge are partially obstructed by vegetation, buildings, and structures. Third, the historic qualities of the setting viewed from the OR&N segment have been altered by increased industrial activities, construction of an interstate highway, and residential and commercial development since it was constructed (**Figure 6-17**). Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from the OR&N. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the OR&N segment eligible for the NRHP.



Figure 6-17. Photograph of OR&N segment (foreground) in Hood River, Oregon (looking north towards the Hood River Bridge in the background)

7. RECOMMENDATIONS FOR AVOIDANCE, MINIMIZATION, AND MITIGATION

Avoidance, minimization, or mitigation measures, as identified through consultation with ODOT, WSDOT, Oregon and Washington SHPOs, Port of Hood River, tribes, and consulting parties will resolve adverse effects to historic properties. The implementation of BMPs during construction would reduce the potential for Project-related noise, vibration, and inadvertent effects to historic properties. Effect avoidance and minimization measures are recommended for the potential for construction-related vibration.

According to the Advisory Council on Historic Preservation (ACHP), consulting about options to resolve adverse effects should focus on the historic resource and the nature of the Project. The property's boundaries, period of significance, characteristics that qualify it for the NRHP are critical to evaluate the appropriateness of measures proposed to avoid, minimize, or mitigate the adverse effects. An important goal of Section 106 consultation to resolve adverse effects is to identify an outcome that represents the broader public interest. Key issues in determining appropriate resolution of adverse effects include considering the concerns and interests of consulting parties as well as the community (ACHP 2020).

Following consultation in regard to the evaluation of historical resources and assessment of effects, a Memorandum of Agreement (MOA) would be prepared to resolve adverse effects to historic properties. Under the build alternatives, the Hood River Bridge would be adversely affected. Consultation between ODOT, WSDOT, Oregon and Washington SHPOs, Port of Hood River, tribes, and consulting parties will be performed during the preparation of the MOA. Some potential mitigation concepts could include one or more of the following:

- Adaptations to bridge design
- Incorporation of public art
- Use of historic bridge components in the new design
- Historic American Engineering Record documentation
- Recordation of oral histories
- Placement of historical interpretive panels
- Online encyclopedia submissions
- Documentation of Columbia River crossings between Oregon and Washington
- Creation of a museum exhibit

Once the terms of the MOA are agreed to by the signatories to the agreement and executed, the Section 106 process would be concluded.

8. PREPARERS

Individuals involved in preparing this technical report are identified in **Table 8-1**.

Table 8-1. List of Preparers

Name	Role	Education	Years of Experience
AECOM			
Kirk Ranzetta	Senior Architectural Historian	Ph. D., Urban Affairs and Public Policy	24
Tim Wood	Architectural Historian	M.S., Historic Preservation	4
Shoshana Jones	Architectural Historian	J.D., Law; M.A., History	8
Patience Stuart	Project Manager, Senior Architectural Historian	M.S., Historic Preservation	10
ODOT			
Robert Hadlow	Senior Historian, ODOT Reviewer	Ph.D., US and Public History	30

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Appendix A



Historic Resources Table



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Appendix A. Historic Resources Identified During Reconnaissance Level Survey



*Additional photos from websites such as www.rezfin.com; www.vrbo.com; and www.zillow.com were utilized when additional views of properties were available and when they provided information pertinent to the historical integrity of the resource.



* NRHP Criterion D was applied to each resource identified in the reconnaissance level survey. The above ground components of the built environment resources in the survey area are not eligible under Criterion D as each resource’s design, construction, and associative values were readily visible and thus held little potential to yield additional information.



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
1	105 SW Garfield Ave. White Salmon, WA	3102483000100 & 3102483000404	1940 single-family residence with two additions and replacement windows throughout. Siding has also been entirely replaced. <i>Lacks integrity of design, workmanship, feeling, association, and materials.</i>	Not eligible , under Criteria A, B, or C due to significant exterior alterations/lack of integrity. House may be associated with Lauderbach family but house fails to retain associative integrity.	
2	107 SW Oak St. White Salmon, WA	3102444001400	1946 Dutch Colonial Revival single-family residence with replacement siding, trim, and windows. <i>Lacks integrity of design, feeling, workmanship, and materials.</i>	Not eligible , under Criteria A, B, or C due to significant exterior alterations/lack of integrity.	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
3	115 SW Oak St White Salmon, WA	3102444001500	<p>1948 Minimal Traditional style, one-story single-family residence with replacement siding and windows, and large rear deck addition. Craftsman detailing is modern.</p> <p><i>Lacks integrity of design, feeling, workmanship, and materials.</i></p>	<p>Not eligible, under Criteria A, B, or C due to significant exterior alterations/lack of integrity.</p>	
4	163 SE Oak St White Salmon, WA	3111973010100	<p>1915 single-family residence with replacement siding and windows, and addition of two shed dormers and a garage. New landscaping and circular drive.</p> <p><i>Lacks integrity of design, feeling, workmanship, setting, and materials.</i></p>	<p>Not eligible, under Criteria A, B, or C due to significant exterior alterations/lack of integrity.</p>	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
5	187 SE Oak St White Salmon, WA	3111973010300	<p data-bbox="716 212 1129 524">1910 Craftsman-style, single-family residence, flush-faced dormers on Oak Street side, original outbuildings, large gable addition on cliff side with paired slider doors on second floor. New driveway and landscaping. Setting altered by new home to west.</p> <p data-bbox="716 570 1129 667"><i>Lacks integrity of design, feeling, association, workmanship, setting, and materials.</i></p>	<p data-bbox="1157 212 1446 381">Not eligible, under Criteria A, B, or C due to significant exterior alterations/lack of integrity.</p>	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
6	225 SE Oak St White Salmon, WA	3111973010500	<p>1915 Craftsman-style single-family residence with substantial alterations on rear elevation. Aluminum replacement windows located on every elevation. River side porch and gable sleeping porch have been enclosed with new sliding windows.</p> <p><i>Lacks integrity of design, feeling, workmanship, and materials.</i></p>	<p>Not eligible, under Criteria A, B, or C due to significant exterior alterations/lack of integrity.</p>	
7	239 SE Oak St White Salmon, WA	3111973010600	<p>1908 single-family residence with substantial alterations completed in the 1970s and 1990s. Includes full-length second story porch.</p> <p><i>Lacks integrity of design, workmanship, feeling, and materials.</i></p>	<p>Not eligible, under Criteria A, B, or C due to significant remodeling of exterior/lack of integrity.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
8	267 Oak St, White Salmon, WA	3111974000100	<p>c.1920 single-family residence (tax records assign 1950 built date). Two modern homes constructed within historic property boundaries, blocking view and diminishing setting.</p> <p><i>Retains integrity of design, materials, association, feeling, location, and workmanship. Lacks integrity of setting.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction.</p>	
9	275 Dock Grade Rd, White Salmon, WA	3113021001100	<p>1950 Contemporary Ranch-style single-family residence with substantial alterations, including replacement siding and windows.</p> <p><i>Lacks integrity of design, workmanship, feeling, and materials.</i></p>	<p>Not eligible, under Criteria A, B, or C due to significant remodeling of exterior/lack of integrity.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
10	301 SE Oak White Salmon, WA	3111973011000	<p>1918 English Cottage-style single-family residence and historic-era detached garage. Vinyl replacement windows on upper floor. Modern homes next door at 281 SE Oak Street may have diminished integrity of setting and obstructed views to the west.</p> <p><i>Retains overall integrity of feeling, association, location, and workmanship. Integrity of materials and setting have been diminished by replacement windows and more dense development surrounding property.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction. Rare style/type in White Salmon.</p>	
11	339 SE Oak St. White Salmon, WA	3111973011400	<p>1918 Craftsman-style single-family residence with addition of a large non-original façade window and replacement siding.</p> <p><i>Lacks integrity of design, workmanship, feeling, and materials.</i></p>	<p>Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
12	447 SE Oak St. White Salmon, WA	3113022000200	<p>1961 Ranch-style single-family residence. Some window replacement, rear porch alterations, large rear window sash do appear to be from period. Rear porch constructed of pressure treated lumber.</p> <p><i>Lacks integrity of materials, design, association, and workmanship.</i></p>	<p>Not eligible under Criteria A, B, and C due to exterior alterations/lack of integrity. Common building/design type.</p>	
13	475 SE Oak St. White Salmon, WA	3113061010100	<p>1974 Contemporary-style single-family residence associated with the smaller adjacent residence at 493 SE Oak Street. Raised seam metal roof appears to be an alteration.</p> <p><i>Retains integrity of setting, association, design, feeling, workmanship, and location.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master.</p>	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
14	493 SE Oak St. White Salmon, WA	3111910030100	1974 Contemporary-style single-family residence likely associated with the larger adjacent residence at 475 SE Oak Street as a guest house or caretaker's cottage for the larger residence. Raised seam metal roof appears to be an alteration. <i>Retains integrity of setting, association, design, feeling, workmanship, and location.</i>	Not eligible under Criteria A, B, and C. Common building/design type. May be historically associated with 475 SE Oak Street due to architectural similarities. Potential historical associations will be reviewed during 475 SE Oak Street evaluation.	
15	615 SE Oak St. White Salmon, WA	3113053010100 & 3113077020100	1966 Ranch-style single-family residence with under- and over-sized vinyl replacement windows. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criteria A, B, and C. due to exterior alterations/lack of integrity.	
16	625 Oak St. White Salmon, WA	3102434000500 & 3113053010200	1960 single-family residence that may originally date to 1920s with outbuilding connected by addition. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
17	681 SE Oak St. White Salmon, WA	3113021001000	<p>1946 single-family residence that may have been remodeled during the 1970s and is associated with property at 707 SE Oak. Features new raised seam metal roof.</p> <p><i>Lacks integrity of association, design, feeling, materials, and workmanship.</i></p>	<p>Not eligible under Criteria A, B, and C. due to substantial exterior alterations/lack of integrity. Common building/design type.</p>	
18	707 SE Oak St. White Salmon, WA	3113071000200	<p>1976 Contemporary Georgian style with Northwest elements, single family residence. Siding potentially replaced. Large detached garage & garden shed. Previously dated to 1951. Earlier building likely demolished. Part of two-unit lot with 681 SE Oak.</p> <p><i>Lacks integrity of feeling, association, design, and materials.</i></p>	<p>Not eligible under Criteria A, B, and C due to alterations/lack of integrity. Design not indicative of time period. Will not be fifty years old when Project constructed.</p>	
19	705 SE Oak St. White Salmon, WA	3113071000100	<p>1976 Ranch-style single-family residence with large property including formal garden, pool, and pool house.</p> <p><i>Retains integrity of association, design, feeling, materials, and workmanship.</i></p>	<p>Not eligible under Criteria A, B, and C. Common building/design type.</p>	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
20	325 W Jewett Blvd. White Salmon, WA	3102483000700	<p>1954 Ranch-style single-family residence with vinyl replacement windows and newer standing seam sheet metal roofing.</p> <p><i>Lacks integrity of design, workmanship, feeling, and materials.</i></p>	<p>Not eligible under Criteria A, B, and C. Common building/design type.</p>	
21	345 W Jewett Blvd. White Salmon, WA	3102483001000	<p>1973 Contemporary Northwest Regional-style single-family residence. Only alteration is standing seam sheet metal roofing.</p> <p><i>Retains integrity of materials, design, setting, association, feeling, workmanship, and location.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction, or representing the work of a master.</p>	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
22	365 W Jewett Blvd. White Salmon, WA	3102483001200	<p>1956 Contemporary-style single-family residence. Setting altered due to neighboring development.</p> <p><i>Retains integrity of association, design, feeling, materials, workmanship, and location.</i></p>	<p>Not eligible under Criteria A, B, and C. Common building/design type.</p>	
23	423 Highway 141 White Salmon, WA	3102443000900	<p>1938 Colonial Revival-style single-family residence.</p> <p><i>Lacks integrity of association, design, feeling, materials, and workmanship.</i></p>	<p>Not eligible under Criteria A, B, and C due to substantial exterior alterations/lack of integrity. Common building/design type.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
24	435 W Jewett Blvd. White Salmon, WA	3102443000800	<p>1966 custom-built, Ranch-style single-family residence. Alterations include river side elevation changes to fenestration – window replacements, new sliding glass doors, new wood porch.</p> <p><i>Retains integrity of setting, association, feeling, materials, workmanship, and location.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction.</p>	
25	447 W Jewett Blvd. White Salmon, WA	02443000700	<p>1940 Cottage Revival-style single-family residence.</p> <p><i>Retains integrity of setting, association, design, feeling, materials, workmanship, and location.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction.</p>	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
26	455 WA-141 White Salmon, WA	3102443000600	1961 Ranch-style single-family residence with replacement siding, doors, and windows. <i>Lacks integrity of materials, design, workmanship, and feeling.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.	
27	467 W Jewett White Salmon, WA	3102443000500	1962 Contemporary-style single-family residence with stone veneer applied at the foundation, T1-11 vertical siding does not appear original. Round vinyl window installed along façade in the early 2000s. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criteria A, B, and C due to exterior alterations/lack of integrity.	
28	491 W Jewett Blvd. White Salmon, WA	3102466000100	1940 single-family residence with replacement siding (c.1970) and oversized vinyl replacement windows on every elevation. <i>Lacks integrity of materials, design, feeling, association, and workmanship.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity. Common building/design type.	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
29	495 W Jewett Blvd. White Salmon, WA	3102443001200	<p>1971 Ranch-style single-family residence.</p> <p><i>Retains integrity of setting, association, design, feeling, materials, workmanship, and location.</i></p>	Not eligible under Criteria A, B, and C. Common building/design type.	
30	515 W Jewett Blvd. White Salmon, WA	3102406090100	<p>1940 Ranch-style single-family residence that exhibits early replacement windows (potentially from 1950s/1960s)</p> <p><i>Lacks integrity of materials, design, workmanship, and feeling.</i></p>	Not eligible under Criteria A, B, or C due to exterior alterations/lack of integrity. Common building/design type.	
31	547 W Jewett Blvd. White Salmon, WA	3102443001500	<p>Original 1950s single-family residence has been demolished and a new building is currently under construction.</p> <p><i>Lacks integrity of association, design, feeling, materials, workmanship, and location.</i></p>	Not eligible under Criteria A, B, or C due to demolition of property's primary building/lack of integrity.	




Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
32	545 Waubish St. White Salmon, WA	3102489000300 & 3102417005100 & 3102417005200 & 3102417005300	1959 single-family residence, owned by local artist, undergoing complete renovation (2019). <i>Lacks integrity of association, design, feeling materials, and workmanship.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	
33	567 Waubish St. White Salmon, WA	3102488000200	1940 Minimal Traditional-style single-family residence with replacement siding and windows. <i>Lacks integrity of materials.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	
34	581 Waubish St. White Salmon, WA	3102488000100	1961 single-family residence with replacement siding and windows, fan light addition above front door, and many other alterations and additions. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
35	585 Waubish St. White Salmon, WA	3102485000200	<p>1964 single-family residence remodeled circa 2017. Original house type unidentifiable due to level of alterations.</p> <p><i>Lacks integrity of association, design, feeling, materials, and workmanship.</i></p>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	
36	601 Waubish St. White Salmon, WA	3102434000400	<p>1947 Ranch-style single-family residence with c.1960s detached garage addition and replacement doors on original attached garage. Rear elevation features several large pane fixed sash – likely replacements and newer sliding glass doors. Replacement rear porch.</p> <p><i>Lacks integrity of design, materials, feeling, and workmanship.</i></p>	Not eligible under Criteria A, B, and C due to exterior alterations/lack of integrity. Common building/design type.	
37	647 Waubish St. White Salmon, WA	3102434000600	<p>1950 Ranch-style single-family residence with vinyl replacement windows and altered setting based on improvements at adjacent 625 Oak Street property. Gable roof peak visible from street side elevation suggests river-side alterations.</p> <p><i>Lacks integrity of design, materials, feeling, and setting.</i></p>	Not eligible under Criteria A, B, and C. due to alterations/lack of integrity and common building/ design type.	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
38	663 Waubish St. White Salmon, WA	3102484000200	1950 Ranch-style single-family residence with vinyl replacement windows and large bay window addition to the façade. <i>Lacks integrity of association, design, feeling, and materials.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	
39	White Salmon Bluff Historic District	N/A	Collection of residences dating from c. 1900-1975 located on bluff overlooking the Columbia River. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criteria A, B, or C due to the preponderance of non-contributing resources (32 non-contributing and 6 potentially contributing)	See Figure 5.1 in the <i>Technical Report</i> .
40	SP&S	N/A	Early 20 th century railroad alignment	Potentially eligible under Criterion A for its associations with economic development in the region between Spokane and Portland. Not eligible under Criteria B and C as it is not associated with significant groups or individuals and does not embody the distinctive characteristics of a type, period, or method of construction.	


Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
41	100 HWY 35 Hood River, OR	03N10E25DD00900	1906 single-family residence with substantial alterations and absence of original fabric. <i>Lacks integrity of design, materials, association, and feeling.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	
42	104 HWY 35/106 HWY 35 Hood River, OR	03N10E25DD00902	1956 relocation and integration of previously constructed buildings for commercial use on lot with 108 HWY 35. Siding and window replacements. <i>Lacks integrity of design, materials, workmanship, association, location, and feeling.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	
43	108 HWY 35 Hood River, OR	03N10E25DD00902	1956 Commercial-style building with replacement siding and windows. Shares lot with 104/106 Highway 35 buildings. <i>Lacks integrity of design, workmanship, materials, association, and feeling.</i>	Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
44	1108 Marina Way, Hood River, OR	03N11E3000203	<p>1967 Modern Best Western Hotel with major additions completed c.1990 c.2010.</p> <p><i>Lacks integrity of design, materials, association, and feeling.</i></p>	<p>Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.</p>	
45	1109 Marina Way Hood River, OR	03N11E3000203	<p>1967 Modern restaurant associated with the Best Western Hotel at 1108 Marina Way with substantially altered setting.</p> <p><i>Retains overall integrity, except for integrity of setting.</i></p>	<p>Potential eligibility under Criterion A unknown without further research.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction. Distinctive architectural type.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
46	2495 Old Columbia River Dr. Hood River, OR	03N11E31B00100	<p>1930s farmstead with single-family residence not visible from the right-of-way and three to four contributing agricultural outbuildings.</p> <p><i>Retains integrity.</i></p>	<p>Potentially eligible under Criterion A as a historic district.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potential eligibility under Criterion C unknown without view of farmstead residence.</p>	
47	2500 Old Columbia River Dr. Hood River, OR	03N11E31B00301	<p>1952 Ranch-style single-family residence with replacement windows throughout. Replacement garage door.</p> <p><i>Lacks integrity of materials.</i></p>	<p>Not eligible under Criteria A, B, and C. due to exterior alterations/lack of integrity. Common building/design type.</p>	
48	2540 Riverview Dr. Hood River, OR	03N11E31B00601	<p>1968 Ranch-style single-family residence with vinyl replacement windows throughout. Neighboring houses extremely close together – diminishes physical context.</p> <p><i>Lacks integrity of setting, design, feeling, association, and materials.</i></p>	<p>Not eligible under Criteria A, B, and C due to substantial exterior alterations/lack of integrity. Common building/design type.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
49	2550 Riverview Dr. Hood River, OR	03N11E31B00602	<p>1965 Ranch-style single-family residence with vinyl replacement windows and new oversized window trim. Pergola/trellis addition over front entry.</p> <p><i>Lacks integrity of design, feeling, association, and materials.</i></p>	<p>Not eligible under Criteria A, B, and C. due to exterior alterations/lack of integrity. Common building/design type.</p>	
50	2554 Riverview Dr. Hood River, OR	03N11E31B00603	<p>1965 Ranch-style single-family residence with vinyl replacement windows and garage doors.</p> <p><i>Lacks integrity of design, feeling, association, and materials.</i></p>	<p>Not eligible under Criteria A, B, and C. due to exterior alterations/lack of integrity. Common building/design type.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
51	2560 Riverview Dr. Hood River, OR	03N11E31B00700	<p>1949 Ranch-style single-family residence.</p> <p><i>Retains integrity of design, feeling, association, setting, and location.</i></p>	<p>Potentially eligible under Criterion A for its associations with residential development in Hood River.</p> <p>Potential eligibility under Criterion B unknown without further research.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction. Potentially early example of architectural type and architect-designed.</p>	
52	2570 Riverview Dr. Hood River, OR	03N11E31B00701	<p>1957 single-family residence that was substantially altered c.1995.</p> <p><i>Lacks integrity of design, feeling, workmanship, association, and materials.</i></p>	<p>Not eligible under Criteria A, B, or C due to substantial exterior alterations/lack of integrity.</p>	



Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
53	2590 Riverview Dr. Hood River, OR	03N11E31B00900	<p>1954 Ranch-style single-family residence with Contemporary details and vinyl replacement windows throughout.</p> <p><i>Lacks integrity of design, feeling, workmanship, association, feeling, and materials.</i></p>	<p>Not eligible under Criteria A, B, and C. due to substantial exterior alterations/lack of integrity. Common building/design type.</p>	


Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
54	2600 Riverview Dr. Hood River, OR	03N11E31B01000	<p>1965 split-level single-family residence. Substantially updated. Large replacement picture windows on Columbia River side, new front door, replacement vinyl windows</p> <p><i>Lacks integrity of design, feeling, workmanship, association, feeling, and materials.</i></p>	Not eligible under Criteria A, B, and C. Common building/design type.	
55	2610 Riverview Dr. Hood River, OR	03N11E31B01100	<p>1957 Ranch-style single-family residence with vinyl replacement windows throughout most of the house. River side windows replaced with oversized fixed pane windows. New vinyl garage doors.</p> <p><i>Lacks integrity of design, feeling, association, and materials.</i></p>	Not eligible under Criteria A, B, and C due to substantial exterior alterations/lack of integrity. Common building/design type.	

Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
56	2615 Riverview Dr. Hood River, OR	03N11E31B01200	<p>1961 two-story Contemporary Ranch-style single-family residence.</p> <p><i>Retains integrity association, design, feeling, workmanship, and location.</i></p>	<p>Potentially eligible under Criterion A for its associations with residential development in Hood River.</p> <p>Not eligible under Criterion B.</p> <p>Potentially eligible under Criterion C for embodying the distinctive characteristics of a type, period, or method of construction</p>	
57	2630 Old Columbia River Dr. Hood River, OR	03N11E30C00500	<p>1930s industrial property with stone and gravel processing plant and owned by Hood River Sand and Gravel. All original buildings and structures appear to have been removed.</p> <p><i>Lacks integrity of setting, association, design, feeling, materials, workmanship, and location.</i></p>	<p>Not eligible under Criteria A, B, or C due to loss of original buildings and structures/lack of integrity.</p>	

Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
58	2660 Dock Rd. Hood River, OR	03N10E25DD00700	<p>c.1900 Standard Oil plant. Building with roof sign may be original, but substantially altered. Other original buildings and structures appear to be removed.</p> <p><i>Lacks integrity of setting, association, design, feeling, materials, workmanship, and location.</i></p>	Not eligible under Criteria A, B, or C due to loss of original buildings and structures/lack of integrity.	
59	2680 Dock Rd. Hood River, OR	03N10E25DD00300	<p>c.1935 commercial building that has been extensively altered and presently houses Wind River Archery. Built date based on historic photographs and oral history.</p> <p><i>Lack integrity of association, design, feeling, materials, and workmanship.</i></p>	Not eligible under Criteria A, B, or C due to extensive alterations/lack of integrity.	

Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
60	403 HWY 35 Hood River, OR	03N10E25DD00800	<p>Potential Quonset hut with replacement vinyl garage door and loss of hooded side windows owned by Curtis Homes. [The built date is designated as 1960, but it may date to c.1940 based on historic re-use patterns of Quonset huts during World War II.] Diminished setting due to construction of neighboring elevated roadway.</p> <p><i>Lacks integrity of setting, design, feeling, and materials.</i></p>	Not eligible under Criteria A, B, and C due to alterations/lack of integrity.	
61	490 Highline Dr. Hood River, OR	03N11E31B00500	<p>1960 Ranch-style single-family residence with vinyl replacement windows, vinyl replacement siding, replacement garage doors. New window openings on Columbia River side of house.</p> <p><i>Lacks integrity of design, feeling, workmanship, association, and materials.</i></p>	Not eligible under Criteria A, B, and C due to exterior alterations/lack of integrity. Common building/design type.	

Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
62	Riverview Drive Historic District	N/A	Collection of residences dating from c. 1900-1975 located on bluff overlooking the Columbia River. <i>Lacks integrity of association, design, feeling, materials, and workmanship.</i>	Not eligible under Criteria A, B, or C due to the preponderance of non-contributing resources (17 non-contributing and 4 potentially contributing)	See Figure 5.2 in the <i>Technical Report</i> .
63	OR&N	N/A	Early 20 th century railroad alignment	Potentially eligible under Criterion A for its associations with economic development in the Columbia River Gorge and Portland. Not eligible under Criteria B and C as it is not associated with significant groups or individuals and does not embody the distinctive characteristics of a type, period, or method of construction.	
No #	Hood River Bridge	N/A	1924 (elevated due to the Bonneville Dam in 1938) Vertical-lift Pennsylvania-Petit steel through-truss bridge	Previously Determined Eligible under NRHP Criteria A, B, and C.	

Res. #	Property Name/ Address	Parcel No.	Construction Date/Resource Type	National Register Status	Photograph of Resource
No #	Hood River Loops (Columbia River Highway NHL District)	N/A	1913-1937 Highway	Listed in the NRHP (Criteria A and C) and as a contributing resource to the Columbia River Highway NHL District (Criteria 1 and 4).	

Appendix B

Determination of Eligibility Forms

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**DRAFT OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106 BRIDGE DETERMINATION OF ELIGIBILITY FORM**

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)		
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: The Intersection of Button Bridge Road and Port Marina Drive East, Hood River, OR 97031	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA	
USGS Quad Name: Township: 03N Range:10E Section: 25 Northing: 45.718339 Easting: 45.718339	General Class of Main Structure <input checked="" type="checkbox"/> Truss <input type="checkbox"/> Arch <input checked="" type="checkbox"/> Moveable <input type="checkbox"/> Slab/Beam/Girder <input type="checkbox"/> Other	
Structural Information: Super Structure: Multiple span steel truss bridge. Main Span: Pennsylvania-Petit Truss Movable Span. Secondary Span(s): Pratt Deck Truss. Floor/decking: Metal grate Support Structure: Concrete Piers. Material: <input checked="" type="checkbox"/> Concrete <input checked="" type="checkbox"/> Steel <input type="checkbox"/> Wood	Dimensions: Roadway Width: 18 feet 9.5 inches Structure Length: 4,418 feet Structure Width: Approximately 25" Floor/decking: Metal grate <input type="checkbox"/> Plaque <input type="checkbox"/> Sidewalk	Date of Construction: 1924 (original construction), 1938 (substantial alterations)
		Designer: Harry Gray and E. M. Chandler, with C.B. Wing (consulting engineer) Contractor: Gilpin Construction Company (Charles N. McDonald, Vice-President and construction supervisor)
		Alterations/moved (dates): 1938: Substantial bridge alterations related to construction of Bonneville Dam: fixed span converted to lift span, and new piers and steel spans installed. 1951-52: Oregon tollbooth relocated, steel decking installed, and rail system reconstructed. 1961: Curbs and railings replaced. 1965: New tollbooth building. 1977: Electrical upgrades and spans welded. 1996: Seismic retrofit. 2003-04: Re-decking.
Condition: <input type="checkbox"/> Excellent <input type="checkbox"/> Good <input checked="" type="checkbox"/> Fair <input type="checkbox"/> Poor		Other Features: Tollbooth and canopy
Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor		

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project
 ODOT Key No. 21280, Federal-Aid No. 0000(268)

Structure Name and Number:
 Hood River—White Salmon Interstate Bridge No. 06645
Location: Spanning the Columbia River

City, County: Hood River, Hood River
 White Salmon, Klickitat



Looking northeast at the bridge, showing long approaches and central spans. (Source: Lys Opp-Beckman)

Preliminary National Register Findings:

National Register listed Potentially Eligible: Individually As part of District Name of District _____
 As part of Multiple Property Submission Name of MPS _____
 Not Eligible: In current state Irretrievable integrity loss Lacks Distinction Not 50 Years

State Historic Preservation Office Comments:

Concur Do Not Concur:
 Potentially Eligible Individually Potentially Eligible As part of District Not Eligible

Signed _____ Date _____

Comments:

Owner: Private Local Government State Federal Other
Name: Port of Hood River
Address: 1000 E. Port Marina Drive
City, State, Zip: Hood River, OR 97031
Phone: (541) 386-1654

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat

Significance:		
Technological Significance:	Historical Significance:	National Register
Criteria:		
<input type="checkbox"/> Represents the work of a master A	<input type="checkbox"/> Associated with significant persons	<input checked="" type="checkbox"/> Criterion
<input type="checkbox"/> Possesses high artistic values B	<input checked="" type="checkbox"/> Associated with significant events or patterns	<input type="checkbox"/> Criterion
<input checked="" type="checkbox"/> Represents a type, period or method of construction <input checked="" type="checkbox"/> Criterion C	<input type="checkbox"/> Contributes to historical district	

DESCRIPTION

The Hood River—White Salmon Interstate Bridge (hereinafter “Hood River Bridge”) was completed in 1924 and substantially modified in 1938. A 4,418-foot-long steel truss toll bridge, it spans the Columbia River between Hood River, Oregon, and White Salmon, Washington, and is located within the Columbia River Gorge National Scenic Area. The bridge’s center span is a 262-foot riveted steel Pennsylvania-Petit through-truss vertical lift main span, which is a historic modification of the bridge’s original center fixed-span (Burrow et al. 2013:94). The Pennsylvania-Petit truss, a vertical lift design, was in use as early as 1875. Its design is derived from the Parker truss and modified with additional sub struts in the panels, curved top chords for through trusses, and curved bottom chords for deck spans. The Pennsylvania-Petit truss type was originally developed for use in long-span railroad bridges but was adapted for highway use by the 1880s (Parsons Brinkerhoff 2005). Spans for this historic design type in Oregon are typically 250 to 600 feet long (Burrow et al. 2013:xxii).

The Hood River Bridge’s center span is flanked by 18 206-foot steel Pratt deck truss spans, 10 south of the main span and eight north of the main span. The bridge is supported by 20 reinforced concrete “dumbbell” piers and the lift span is located near the center of the bridge between piers 8 and 9, over the river’s main shipping channel. The horizontal clearance at the lift span is 246 feet. The bridge has vertical clearances of 148 feet in the fully open position and 67 feet in the closed position relative to 73.0 feet Mean Sea Level, which is the typical elevation of the Bonneville Pool, also known as the Columbia River Reservoir, which is the water body spanned by the bridge (Parsons Brinckerhoff 2001:9).

The steel grate bridge deck provides two narrow travel lanes but no sidewalks or bikeways. The tollbooth, completed in 1965, is located at the bridge’s Oregon entrance. The tollbooth is a single-story, utilitarian building with a parapet roof and sheet metal siding that rests atop a poured concrete foundation. The tollbooth and adjacent roadway sections are sheltered by a front-gabled sheet metal canopy. The present building replaced the bridge’s original tollbooth.

ELIGIBILITY DISCUSSION

HISTORIC CONTEXT

Design and Construction

The Hood River Bridge was constructed in 1923-24 by the Oregon--Washington Bridge Company (OWBC) as a private toll bridge. It is the second oldest automobile crossing of the Columbia River between Oregon and

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat

Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94). Before the Hood River Bridge opened in 1924, the Hood River community had long sought a way to cross the river by vehicle. The OWBC partially funded bridge construction by convincing local residents to contribute money to the project. Members of Portland’s business community, anticipating increased commerce through improved transportation, also contributed \$100,000 to the project (Dohnal 2003:126). After securing the necessary funds, the OWBC hired Gray & Chandler of Seattle to prepare the design. The firm’s principals were Henry L. Gray and Elbert M. Chandler, who happened to be president of the OWBC. Charles B. Wing, professor of civil engineering at Stanford University, was the consulting engineer who reviewed the plans. The OWBC hired the Portland-based Gilpin Construction Company (Gilpin) as the contractor (Potts 1923).

Noted bridge builder and Gilpin vice-president Charles N. McDonald supervised construction of the Hood River Bridge. McDonald had worked on numerous bridge projects in the Pacific Northwest since 1887, such as the John Day Bridge (1888) for the Oregon Railway and Navigation Company and steel bridges for the Astoria & Columbia River Railway and Northern Pacific Railway. His company constructed the Young’s Bay Bridge near Astoria (Potts 1923). McDonald was also the supervisor for construction of the Hawthorne (1910) and Steel (1912) bridges in Portland, and built other bridges in Spokane, Salem, and Albany. (The Hood River Bridge’s 1938 retrofit included a vertical-lift tower design based on the Hawthorne and Steel bridge designs). McDonald hired veteran crew members from his earlier bridge projects to work on the Hood River Bridge (*Oregonian* 1924-05-11).

The materials used for Hood River Bridge construction originated from both distant and local sources. The steel was fabricated at the American Bridge Company plant in Ambridge, Pennsylvania, and then shipped from Baltimore to Portland on the steamer *Centanius* via the Panama Canal. Upon arrival in Portland, the steel was transferred into 30 rail cars and transported via the Oregon--Washington Railroad & Navigation Company line to a staging area at a deep water Columbia River landing. To produce concrete for the piers, the cement mixing plant used gravel and sand extracted from the Columbia River bottom (*Oregonian* 1924a).

Bridge construction began in August 1923 and was an impressive exhibition of the era’s most advanced bridge-building technology (Dohnal 2003:127). The *Oregonian* reported that, “The assembled piledrivers, floating concrete machinery and other massive equipment [is] the heaviest that has ever been utilized on a river job east of Portland” (*Oregonian* 1924b). The bridge builders used 30,000 feet of piling, 1.8 million pounds of fabricated steel, 5,000 yards of reinforced concrete, and 1 million board feet of lumber (Dohnal 2003:127).

Upon completion, the main bridge structure measured 2,134 feet (nearly half a mile) of steel construction. With over 1,500 feet of timber approaches, the total length neared 3,700 feet. *Oregonian* reporter Ernest C. Potts described the bridge design as:

[O]ne channel span of 262.5 feet, set 44.5 feet above extreme high waters. No crafts of any present design using the river at this point will have difficulty in passing beneath the span and there will be no draw or lift . . . On the Oregon, or west side, there will be seven [spans] and on the Washington side two approach spans linking the channel span with shore approaches. Each such span will be 208 feet long . . . Roadway of the bridge will be 20 feet wide with no sidewalks (Potts 1923).

The bridge was supported by 11 reinforced-concrete piers (Potts 1923). Those piers supporting the shorter spans were 40 feet wide at the bottom and tapered to 30 feet wide at the top. The heavier piers under the channel span were constructed as 50 feet wide at the bottom and 29 feet wide at the top (*Oregonian* 1924a). Upon completion the total construction cost was \$500,000 (*Morning Oregonian* 1924).

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat

On December 6, 1924, the bridge was dedicated during a celebration hosted by the Hood River Chamber of Commerce with the participation of chapters from Spokane, Seattle, Portland, Yakima and other smaller cities in the region (*Sunday Oregonian* 1924a). Local banker Leslie Butler drove the final spike (*Statesman Journal* 1924). That day, between 10:00 A.M. and 4:00 P.M., both automobiles and pedestrians were permitted to traverse the bridge. About 1,500 residents from both Oregon and Washington walked the length of the bridge, while more than 1,200 automobiles made the round trip (Dohnal 2003:126; *Statesman Journal* 1924). After opening day, the OWBC began operating the bridge for automobiles and collecting tolls.

During construction, the bridge was sometimes referred to as the Waukoma (or Waucoma) Interstate Bridge. Since completion, the bridge has been known alternatively as the Hood River – White Salmon Interstate Bridge, Hood River Bridge, and White Salmon Bridge.

The Bridge’s Impact on Regional Transportation

The Hood River Bridge substantially impacted regional transportation by establishing the second Columbia River automobile crossing between Oregon and Washington. The region’s first automobile crossing of the Columbia was the Interstate Bridge, built in 1917 between Portland and Vancouver, over 60 miles west of Hood River. Before completion of the Hood River Bridge, the only way to cross the Columbia River near Hood River was the Hood River – White Salmon ferry (Potts 1923).

News of the upcoming Hood River Bridge project created excitement for residents on both sides of the river. When construction began, the highly anticipated bridge was featured on the front page of the *Sunday Oregonian’s* August 12, 1923, issue (Figure 10). The full-page article entitled “Waukoma Bridge Important Motor Link” included bridge drawings and photographs, and observations about the implications for regional transportation:

It is hardly necessary to point out that the bridge will have an important effect in opening up a large area from which traffic will readily flow to Portland. People of the Yakima district [in Washington] are keenly interested in the project. A new road has just been opened up through Glenwood which puts the Yakima territory much nearer to White Salmon and the Columbia than heretofore. The bridge will be the connecting link which will give the territory a satisfactory outlet to Portland, putting it appreciably nearer to Portland than to Seattle (Potts 1923).

As the Portland business community had anticipated, the combination of the new Hood River Bridge and the Columbia River Highway encouraged shopping in Portland and facilitated mail shipment of purchases (Dohnal 2003:127).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (*Oregonian* 1924c). Soon after the bridge opened to traffic, the *Oregonian* published another full-page feature touting the new recreation and travel opportunities in the most scenic section of the Columbia Gorge (Figure 11). The popular “loop” promoted in the *Oregonian* led motorists from Portland past Multnomah Falls to Hood River, across the bridge to White Salmon, west to Vancouver, and back to Portland over the Interstate Bridge, a distance of about 162 miles (Gratke 1925). Despite the bridge’s construction in 1924, Hood River’s population decreased by 1.46 percent between 1920 and 1930 (U.S. Census Bureau, Census of Population and Housing, 1920-1930). White Salmon meanwhile grew from having 619 residents to 798 (U.S. Census Bureau, Census of Population and Housing, 1920-1930).

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SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
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Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat

Bonneville Dam Operations Lead to Substantial Bridge Modifications

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project. In 1937, the United States Secretary of War notified the OWBC that its Hood River Bridge would require raising based on an anticipated water-level rise of about 20 feet from the Army Corps dam construction. The dam inundated an upstream area known as the Bonneville Pool (Columbia River Reservoir), which necessitated elevating sections of the bridge deck. The elevated sections were the two trestle approaches that lost elevations as they contacted the shores. The new Pratt deck trusses were installed at these bridge ends. The Pennsylvania-Petit fixed span was converted to a vertical-lift span to accommodate tall vessels. Although the bridge was privately owned, the government appropriated \$342,000 for construction of the new vertical-lift span (*Oregonian* 1938a). The government also financed modifications to Bridge of the Gods, at Cascade Locks (1926), another bridge on the Lower Columbia impacted by dam construction (Holstine and Hobbs 2005:98).

Chandler, one of the Hood River Bridge’s original designers, drafted the plan set to convert the central Pennsylvania-Petit fixed span to a vertical-lift span. The plans required reinforcing the piers and adding structural members to the adjacent Pratt through trusses. Chandler modeled the lift towers, with their concrete counterweights, after the steel towers supporting the Hawthorne and Steel bridges in downtown Portland (see Comparative Analysis Section for information on Hawthorne and Steel bridges). The Hood River Bridge alterations were in progress between 1938 and 1940, including “installation of a new structure and a lift span” that nearly doubled the bridge’s steel and provided vessels with a 135-foot clearance above the flood-stage water level (*Oregonian* 1938a).

The modification project added nine concrete piers to the original 11 concrete piers for a total of 20. Two existing piers were strengthened to support weight of a center lift span (*Oregonian* 1938b). The project also added nine steel Pratt deck truss spans to the original 10 steel Pratt deck truss spans for a total of 19. On the Washington side, the six new steel Pratt deck truss spans extended the steel work 1,246 feet beyond the end of the existing steel. On the Oregon side, the three new spans replaced 624 feet of piling (*Oregonian* 1938a).

OWBC Sells the Hood River Bridge to the Port of Hood River

In 1950, the OWBC sold the bridge to the Port of Hood River (Port) for \$800,000. This sale transferred bridge ownership and operations from the private company that built the bridge 26 years earlier to a public entity. The Port had been organized and incorporated on July 28, 1933, in anticipation of the Bonneville Dam Project to fulfill state and federal goals of developing industrial lands in the Columbia River Basin (Port of Hood River 2020). Following acquisition of the bridge, the Port implemented automobile tolls for 75 cents and truck tolls depending upon weight (up to \$5.00). The Port also spent \$725,000 to replace the timber trestles beneath the bridge approaches with two new steel girder spans (Port of Hood River 2020).

After bridge acquisition and major structural improvements in the 1950s, the Port conducted ongoing maintenance and upgrades. In 1965, the Port replaced railing and curbs with steel posts, added mercury vapor lights, and replaced the original tollbooth with the present building. In 1967, United Telephone Company installed a \$4 million cable across the bridge. In 1971-72, the Port installed portal bracing, replaced guardrails, repainted the bridge, and replaced operations of the river navigation and aerial obstruction lights with photocell. In 1976, the Port began mechanical maintenance, sandblasting, cleaning, and painting. In 1977, the Port welded 10 spans and installed new power and control cable supports and a marine radio. In 1978, the Port installed

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SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
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Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
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mechanical traffic axle counters and made improvements to the concrete bridge supports (Port of Hood River 2020).

During the 1980s, pier cap repairs began, and deck grating and repainting were completed. United Telephone Service replaced its cable underwater between the towers. In 1996, a phase one seismic retrofit was completed and in 1997 the Washington approach was widened for \$1.6 million. In 1999, the Port initiated a lift span upgrade project, which was completed in 2000 for \$1.8 million. A \$7.5 million re-decking project was completed in 2004 and a major bridge deck maintenance welding project was completed in 2014 (Port of Hood River 2020).

COMPARATIVE BRIDGE ANALYSIS

OREGON

The Hood River Bridge has been included in Oregon Department of Transportation (ODOT) inventories of Oregon’s historic bridges: the 1985 *Historic Highway Bridges of Oregon* (rev’d 2018) and the 2013 *Oregon’s Historic Bridge Field Guide* (Field Guide). In 2004, the bridge was determined eligible for the National Register of Historic Places (NRHP) in consultation with the Oregon SHPO (Ranzetta to Holstine 2004). In *Historic Highway Bridges of Oregon*, Smith et al. (1985:260) identified the Hood River Bridge as a subtype of moveable bridges with a “steel through truss vertical lift design.” Specifically, the Hood River Bridge is distinctive for its steel Pennsylvania-Petit through-truss vertical lift main span, which was a major 1938 modification of the bridge’s original 1924 center fixed-span.

In *Historic Highway Bridges of Oregon*, Smith et al. identified only three other Oregon bridges of the “steel through truss vertical lift” design subtype: Hawthorne Bridge (1910) and Steel Bridge (1912) which span the Willamette River in downtown Portland, and the Interstate Bridge/Northbound (1917), which spans the Columbia River between Portland and Vancouver, Washington. The revised edition of *Historic Highway Bridges of Oregon* provided an update on the Hood River Bridge, noting that it had been rehabilitated in 2005 (Smith et al. 1985, rev’d 2018:287). Other Oregon bridges with moveable spans are the Chandler (1952), Bullards (1954), and New Young’s Bay (1962) bridges, which were less than 50 years old when the original *Historic Highway Bridges of Oregon* inventory was published. These bridges are included in the *Field Guide*, which updated the state’s historic bridge inventory.

The *Field Guide* comprehensively identified and evaluated the historic highway bridges of Oregon. After eliminating simple bridges of common types from consideration, ODOT field-assessed 425 bridges that appeared to meet NRHP Criteria A and/or C. Field assessment resulted in a list of 334 bridges throughout the state that were built between 1894 and 1973 and that ODOT considers to be historic (Burrow et al. 2013:vi). For the purpose of the *Field Guide*, which followed the NRHP guidelines for eligibility, the Hood River Bridge met the threshold requirement of having “high integrity of significant features” (Burrow et al. 2013: xxvii). The Hood River Bridge also achieved the *Field Guide*’s highest ranking of Category I, meaning that it was classified as one of the “premier bridges in the state,” with premier bridges “including both the major, well-known historic bridges, and extremely rare or early structures” (Burrow et al. 2013:xxvii, 94).

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The following vertical lift-span bridges in Oregon were identified by the ODOT inventories and provide a comparative context for the Hood River Bridge.

Hawthorne Bridge, Portland, Multnomah County (1910)

Willamette River (Hawthorne) Bridge (No. 02757) was completed in 1910 and is the oldest vertical-lift bridge currently operating in the United States. Its designers were John Alexander Low Waddell and John Lyle Harrington. The structure spans the Willamette River between southeast and southwest Portland. Like the Hood River Bridge, the Hawthorne Bridge was constructed using the Pennsylvania-Petit truss system. The Hawthorne Bridge consists of five fixed spans and one 244-foot-long vertical-lift span and measures 1,382 feet in total length. The Hawthorne Bridge was **listed in the NRHP** on November 14, 2012 (NRHP Reference #12000932). The *Field Guide* ranks the bridge as a **Category I** (Burrow et al. 2013:209).



Hawthorne Bridge (courtesy of MBI Motors)

Steel Bridge, Portland, Multnomah County (1912)

The Willamette River (Steel) Bridge (No. 06683) was designed by Waddell & Harrington and completed in 1912 for the Oregon—Washington Railroad & Navigation Company. The structure spans the Willamette River between northeast and northwest Portland, and consists of three double-deck riveted Pratt trusses with the center truss being a 211-ft long two-stage lift span. The Steel Bridge replaced an earlier steel bridge erected nearby in 1888. At the time of its completion, the 1912 Steel Bridge was reputedly the world’s “largest telescoping bridge.” The telescoping involved a two-stage lift action that allows the lower rail-carrying deck to lift without disturbing traffic on the upper deck. Both decks can be raised to up to 163 feet to accommodate taller vessels. Major alterations include a light rail line on the upper deck and a cantilevered pedestrian bridge on the lower deck (Burrow et al. 2013:210). Today, the Steel Bridge is the only functioning telescoping vertical-lift bridge in the country. It was determined to be **eligible for the NRHP** in May 2011 (OHSD 2020). The *Field Guide* ranks the Steel Bridge as a **Category I** (Burrow et al. 2013:210).



Steel Bridge (courtesy of HistoricBridges.org)

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Interstate Bridge, Multnomah County, Oregon and Vancouver, Clark County, Washington (1917 and 1958)

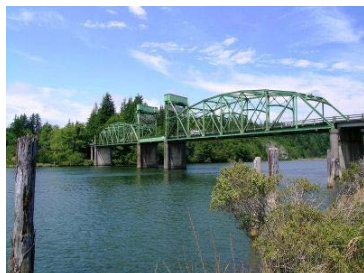
The Columbia River (Interstate Northbound) Bridge (No. 01377A) and the Columbia River (Interstate Southbound) Bridge (No. 07333) are collectively known as “The Interstate Bridge.” The NB bridge, completed in 1917, is the oldest bridge crossing over the Columbia River and was built to replace an outdated ferry system between Portland and Vancouver. The bridge originally consisted of a 280-ft steel Pennsylvania-Petit through truss lift span with ten Pennsylvania through truss secondary spans. Designed by Harrington, Howard, and Ash of Kansas City, a successor to the firm of Waddell & Harrington, its total length measures over 3,500 feet. Upon completion, the toll bridge carried automobiles, streetcars, and pedestrians (Burrow et al. 2013:221). Within several decades, the original bridge could no longer meet road capacity needs and a new identical bridge was built in 1958 parallel to the original bridge to carry southbound traffic (Burrow et al. 2013:221). The SB bridge included a raised fixed span over a secondary shipping channel, south of the lift span. The NB bridge received an alteration to match the NB bridge. The NB Interstate Bridge was **listed in the NRHP** as the “Portland—Vancouver Highway Bridge” on July 16, 1982 (NRHP Reference #82004205). The *Field Guide* ranks the original 1917 bridge as a **Category I** (Burrow et al. 2013:xxvii, 221).



Interstate Bridge (courtesy of cfmonline.com)

Chandler Bridge, Coos County (1952)

Coos River (Chandler) Bridge (No. 07176), on Oregon 241, has one 70-ft riveted steel plate girder vertical-lift span on a 29-degree skew with one 200-ft riveted steel Parker through truss secondary span on each side and reinforced concrete deck girder approach spans (Burrow et al. 2013:56). Designed by Glenn S. Paxson, the bridge is distinctive as the state’s only moveable bridge with a skewed lift span. The longest span is 200 feet and the total length is 960 feet with a 26-foot-wide deck (Bridgehunter 2019). The only alterations to this bridge are related to the lift machinery, including housing it in 1965 and replacing the control machinery in 1981 (Burrow et al. 2013:56). The Chandler Bridge is not documented in the Oregon Historic Sites Database and has **not received a determination of eligibility for the NRHP** (OHSD 2020). However, the *Field Guide* ranks the Chandler bridge as a **Category I** (Burrow et al. 2013:xxvii, 56).



Chandler Bridge (courtesy of Michael Goff, 2009 by Bridgehunter.com)

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Bullards Bridge (1954)

The Coquille River (Bullards) Bridge (No. 07020) is a vertical-lift bridge over the Coquille River along U.S. 101. The longest span measures 221.0 feet and the total length is 702 feet with a deck width of 26 feet. The bridge is not documented in the Oregon Historic Sites Database and has **not received a determination of eligibility for the NRHP** (OHSD 2020). The *Field Guide* ranks Bullards Bridge as a **Category III**, meaning that the bridge may have historic value but is **not likely to be eligible for the NRHP**, presumably due to alterations that have adversely impacted historic integrity (Burrow et al. 2013:xxviii, 309).



Bullards Bridge (courtesy of Michael Goff, 2018 by Bridgehunter.com)

New Young's Bay Bridge (1962)

The New Young's Bay Bridge (No. 08386), was engineered by Ivan D. Merchant. The structure has one 153-foot steel Warren pony truss main lift span, one 148-ft steel Warren pony truss fixed secondary span, and 50 prestressed concrete deck girder approach spans on long precast prestressed concrete piles. Spanning Young's Bay along U.S. 101, it is the longest bridge with a vertical-lift section in Washington and Oregon, measuring 4208 feet in total length. The *Field Guide* ranks the bridge as a **Category II**, meaning that it is **likely to be eligible for the NRHP** but is a more common bridge type than those in Category I (Burrow et al. 2013:xxvii, 42).



New Young's Bay Bridge (courtesy of Michael Goff, August 2009 by Bridgehunter.com)

A review of the six Oregon bridges above indicates that the Hood River Bridge is distinctive as one of only four early twentieth century bridges of the "steel through truss vertical lift" design subtype in the state. ODOT's 2013 *Field Guide* ranked the Hood River Bridge as a Category I for its historic significance and high integrity of significant features. The Chandler, Bullards, and New Young's Bay bridges have a similar operation of the moveable span but are later examples from the last half of the twentieth century. Furthermore, the *Field Guide* ranks Bullards Bridge as a Category III, indicating it is not likely to be eligible for the NRHP, and New Young's Bay Bridge as a Category II, indicating it is a more common bridge type than those in Category I.

WASHINGTON

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In 2004, Judith A. Chapman and Elizabeth O'Brien completed a Determination of Eligibility (DOE) that recommended the Hood River Bridge as eligible for the NRHP under Criteria A, B, and C. The Washington SHPO concurred (Chapman and O'Brien 2004). The following year, the bridge's historic importance was highlighted in *Spanning Washington: Historic Highway Bridges of the Evergreen State* (Holstine and Hobbs 2005). In *Spanning Washington*, Craig Holstine, a historian with the Washington State Department of Transportation, featured the Hood River Bridge as one of the "premier bridges" in the state (Holstine and Hobbs 2005:v). Holstine included the Hood River Bridge in Chapter 5, which covers bridges of the Columbia River (Holstine and Hobbs 2005:97). He noted that "Few bridges reflect the evolution in technology, building materials, and of the Columbia River itself like the Hood River—White Salmon Bridge" (Holstine and Hobbs 2005:105). Holstine identifies the bridge's vertical-lift main span and steel-deck trusses at its "most notable attributes" (Holstine and Hobbs 2005:106).

The following vertical-lift span bridges in Washington provide additional comparative context for the Hood River Bridge and illustrate the rarity of early twentieth century bridges built with White Salmon's distinctive structural design type.

Murray Morgan Bridge, Tacoma, Pierce County (1911)

The Murray Morgan Bridge (No. 05452), also known as the City Waterway Bridge and the Theo Foss Bridge, was designed and engineered by Waddell & Harrington, and built by the American Bridge Company of New York. The bridge spans the Foss Waterway on E. 11th Street in Tacoma and is the state's oldest vertical-lift bridge. The bridge has a metal eight-panel rivet-connected moveable Pratt through truss with a vertical lift. The approach spans are metal seven-panel rivet-connected Pratt through trusses (historicbridges.org 2020). The longest span measures 221.1 feet; the total length is 1,748.1 feet, and the deck width is 25.9 feet (bridgehunter.com 2019). The bridge was rehabilitated in 1957 and 2013 (historicbridges.org 2020). The Murray Morgan Bridge was **listed in the NRHP** on July 16, 1982 (NRHP Reference #82004278). This bridge was documented for the Historic American Engineering Record (HAER No. WA-100) in 1993.



Murray Morgan Bridge (courtesy of the Library of Congress/HAER by Bridgehunter.com)

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Snohomish River Bridge (Northbound), Snohomish County (1927)

The Snohomish River Bridge (NB), on SR 529, was engineered by Charles E. Andrew and constructed in 1927 as a vertical lift with Warren through truss approach spans (bridgehunter.com 2019). A 1933 modification involved a lift span design likely patented by J.A. L. Waddell. The bridge measures 2,680 feet long, with the longest span at 180 feet and its deck width at 24 feet.



Snohomish River Bridge (NB) (courtesy of bridgehunter.com)

Snohomish River Bridge (Southbound), Snohomish County (1954)

This bridge has a vertical lift with polygonal Warren through truss approach spans and likely the same Waddell-patented lift span design. The longest span measures 240.2 feet, with a total length of 2,465.0 feet and a deck width of 27.9 feet (bridgehunter.com 2019).



Snohomish River Bridge (SB) (courtesy of bridgehunter.com)

SIGNIFICANCE:

Criterion A

The Hood River Bridge is of statewide significance under NRHP **Criterion A** in the area of Transportation as the second oldest Columbia River vehicle crossing between Oregon and Washington and for its association with private bridge development and operation during the early twentieth century. Since its initial construction in 1924, the bridge has served as a major Columbia River crossing, supporting regional commerce and facilitating tourism and recreation. The bridge's substantial 1938 modifications are also significantly associated with the Bonneville Dam Project, which required that the bridge accommodate higher water levels of the new Columbia River reservoir and the passage of tall vessels.

The period of significance for Criterion A begins in 1923, when the bridge opened, and ends in 1950, when the OWBC, a private company, transferred ownership and operations of the bridge to the Port, a public entity. This period of significance encompasses the bridge modification project associated with the historic construction of

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Bonneville Dam. The bridge's modifications demonstrate the dam's significant impacts to transportation infrastructure on the Columbia River.

Criterion B

The Hood River Bridge is not significant under NRHP **Criterion B**. Although the bridge was previously determined eligible under Criterion B for its association with bridge contractor Charles N. McDonald, that association does not meet the threshold for Criterion B significance. According to National Register Bulletin 32, a property that is significant as an important example of an individual's skill as an architect or engineer should be nominated under Criterion C rather than Criterion B (Boland n.d.:14). Therefore, McDonald's association with the bridge would be more appropriately evaluated under Criterion C and does not support significance under Criterion B.

Criterion C

The Hood River Bridge is locally significant under NRHP **Criterion C** in the area of Engineering for the design of its central span, which embodies the distinctive characteristics of the vertical-lift Pennsylvania-Petit steel through-truss. The bridge is one of the few remaining bridges of its type in the Oregon-Washington region. ODOT has classified the Hood River Bridge as a Category I for its historic significance and high integrity of significant features. Holstine (2005) has classified the bridge as one of the Washington's "premier" historic bridges, and the bridge appears to be one of the few surviving examples of a Pennsylvania Petit truss system in the state. The Hood River Bridge may also be significant under Criterion C for representing the work of bridge contractor Charles N. McDonald, who supervised construction for Gilpin. McDonald was a prominent contractor who had worked on numerous bridge projects in the Pacific Northwest since 1887. He is notable for supervising construction of the Hawthorne and Steel bridges in Portland, on which he based the Hood River Bridge's vertical-lift tower design.

Although the Hood River Bridge dates from 1924, the period of significance under Criterion C is 1938, when the bridge was substantially modified by incorporation of the distinctive vertical-lift span and underwent other major design alterations.

INTEGRITY:

The Hood River Bridge retains integrity of location, design, setting, materials, workmanship, feeling, and association.

***Location** is the place where the historic property was constructed or the place where the historic event took place.* The bridge retains integrity of location, because it remains in its original location spanning the Columbia River between Hood River, Oregon and White Salmon, Washington.

***Design** is the composition of elements that constitute the form, plan, space, structure, and style of a property.* The standard for integrity of design tied to Criterion A significance relates back to that criterion's period of significance (1924-1950). During that period, the bridge design was heavily modified to accommodate higher river levels caused by the new Bonneville Dam and the proliferation of larger vessels. The modifications were historic in their own right and do not substantially diminish the integrity of design but instead contribute to its significance as it conveys the evolution of the bridge in response to historic events.

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Integrity of design, particularly the vertical-lift span component, is a key aspect of integrity for evaluation of the bridge's eligibility under Criterion C. The standard for integrity of design tied to Criterion C significance relates back to that criterion's period of significance, which is 1938. That year, the bridge's main span was converted from a fixed span to its present design: a vertical-lift Pennsylvania-Petit steel through-truss. The vertical-lift span is a distinctive design type and a primary element of the bridge's Criterion C significance. Despite a number of bridge maintenance and improvement projects since 1938, the vertical-lift span remains in place and reflects the 1938 design, thereby supporting integrity of design under Criterion C.

Setting is the physical environment of a historic property that illustrates the character of the place. The bridge is located within the Columbia River Gorge National Scenic Area, and its setting characterized by the broad Columbia River and the gorge's scenic landscape of forested hills to the north and south. Although residential and commercial development has occurred at either end of the bridge over the last century, the bridge retains integrity of setting.

Materials are the physical elements combined in a particular pattern or configuration to form the historic property. The bridge retains integrity of materials, particularly the multiple steel spans and large reinforced concrete piers.

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history. The bridge retains integrity of workmanship demonstrated by the engineering skill used to design, construct, and modify the 0.85-mile vehicle bridge and its vertical-lift span.

Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time. The bridge's setting within the Columbia River Gorge and intensive use of industrial construction materials convey the historic character of an early-twentieth-century vehicle bridge, thereby retaining integrity of feeling.

Association is the direct link between a property and the event or person for which the property is significant. The presence of the sufficiently intact bridge at this location links the structure with the region's early transportation development, contributing to integrity of association.

The Hood River Bridge, which retains all aspects of integrity, is eligible for the NRHP under Criterion A in the area of Transportation and Criterion C in the area of Engineering.

Previous Documentation and Eligibility Determinations

In 2004, Judith A Chapman and Elizabeth O'Brien, from Archaeological Investigations Northwest, Inc., recommended the Hood River Bridge as eligible for the NRHP under Criteria A, B, and C in a Section 106 Documentation Form (Chapman and O'Brien 2004). The Determination of Eligibility (DOE) received concurrence from Greg Griffith, Deputy State Historic Preservation Officer at the Washington State Department of Archeology and Historic Preservation as well as Kirk Ranzetta of the Oregon State Historic Preservation office. This DOE recommends the Hood River Bridge as eligible for the National Register under Criteria A and C but does not recommend the bridge as eligible under Criterion B (see Significance Section).

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Figure 1. Detail of lift span looking east, 2019. (Source: Lys Opp-Beckman).



Figure 2. Detail view of tollbooth, looking north, 2018. (Source: WSP USA, Inc.).

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Figure 3. Leslie Butler Drives in Last Spike, 1924. Photo Credit: historichoodriver.com.

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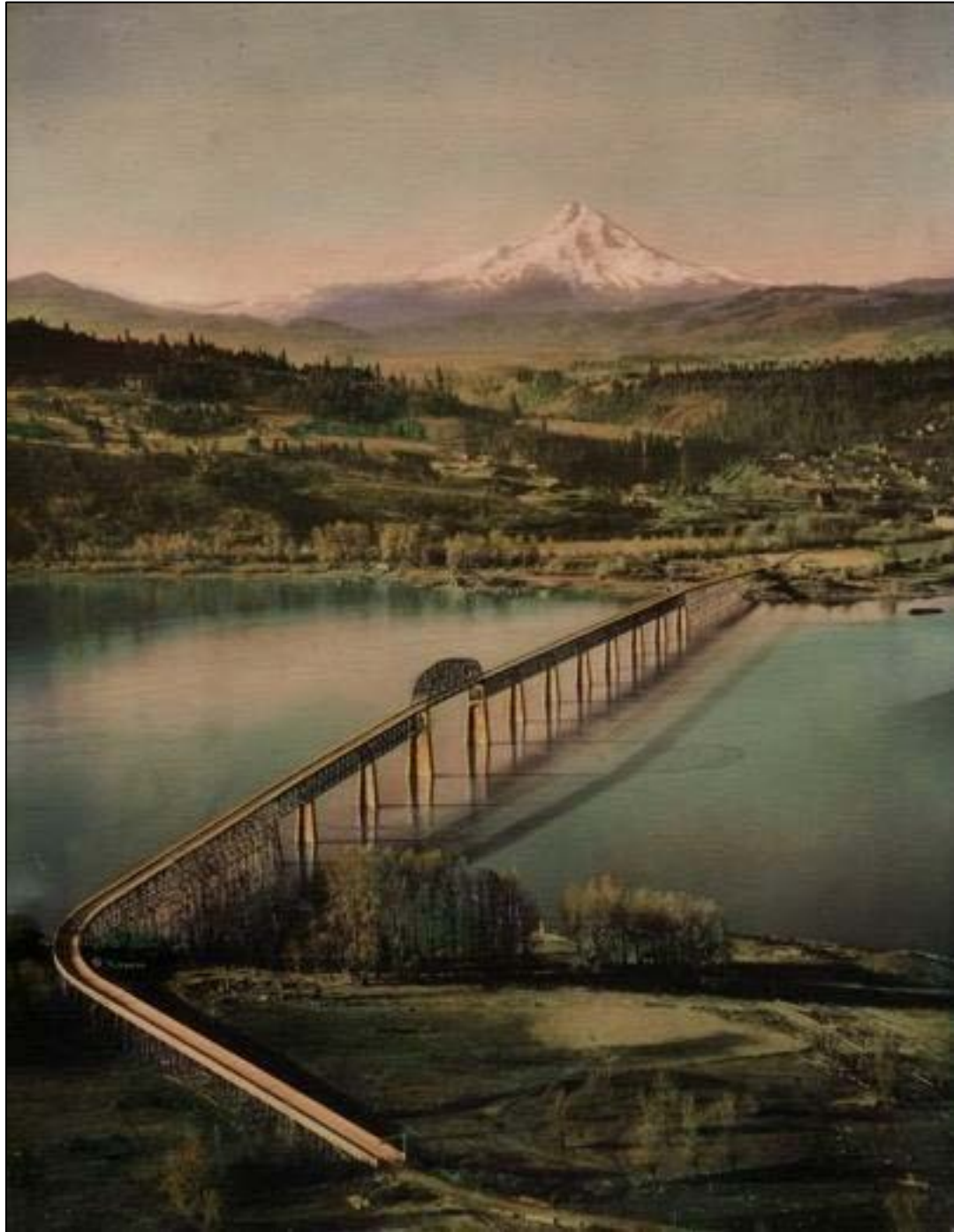


Figure 4. View of the Bridge 1925, *Engineering News-Record*, April 20, 1925, cover.

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Figure 5. Reeves Postcard of the Bridge, 1925.



Figure 6. Construction of new north approach, on the left, 1938. Photo Credit: *historichoodriver.com*.

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Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat

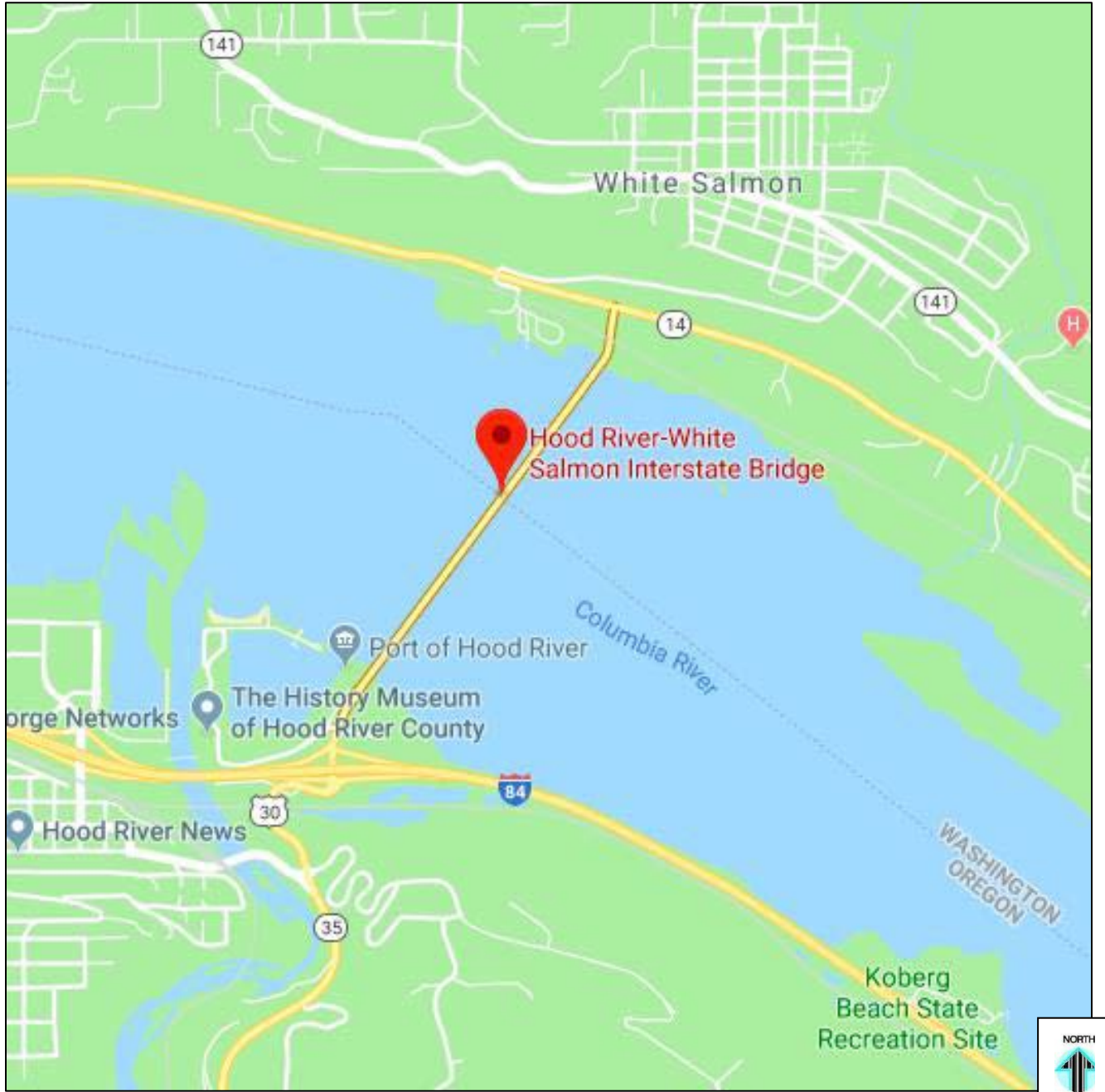


Figure 7. Location of the Hood River—White Salmon Interstate Bridge No. 06645.

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat



Figure 8. 1930 Aerial of the Hood River—White Salmon Interstate Bridge No. 06645. Photo Credit: *historichoodriver.com*.

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat



Figure 9. 1947 Aerial of the Hood River—White Salmon Interstate Bridge No. 06645. Photo Credit: earthexplorer.usgs.gov.

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
 Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project
 ODOT Key No. 21280, Federal-Aid No. 0000(268)

Structure Name and Number:
 Hood River—White Salmon Interstate Bridge No. 06645
Location: Spanning the Columbia River

City, County: Hood River, Hood River
 White Salmon, Klickitat

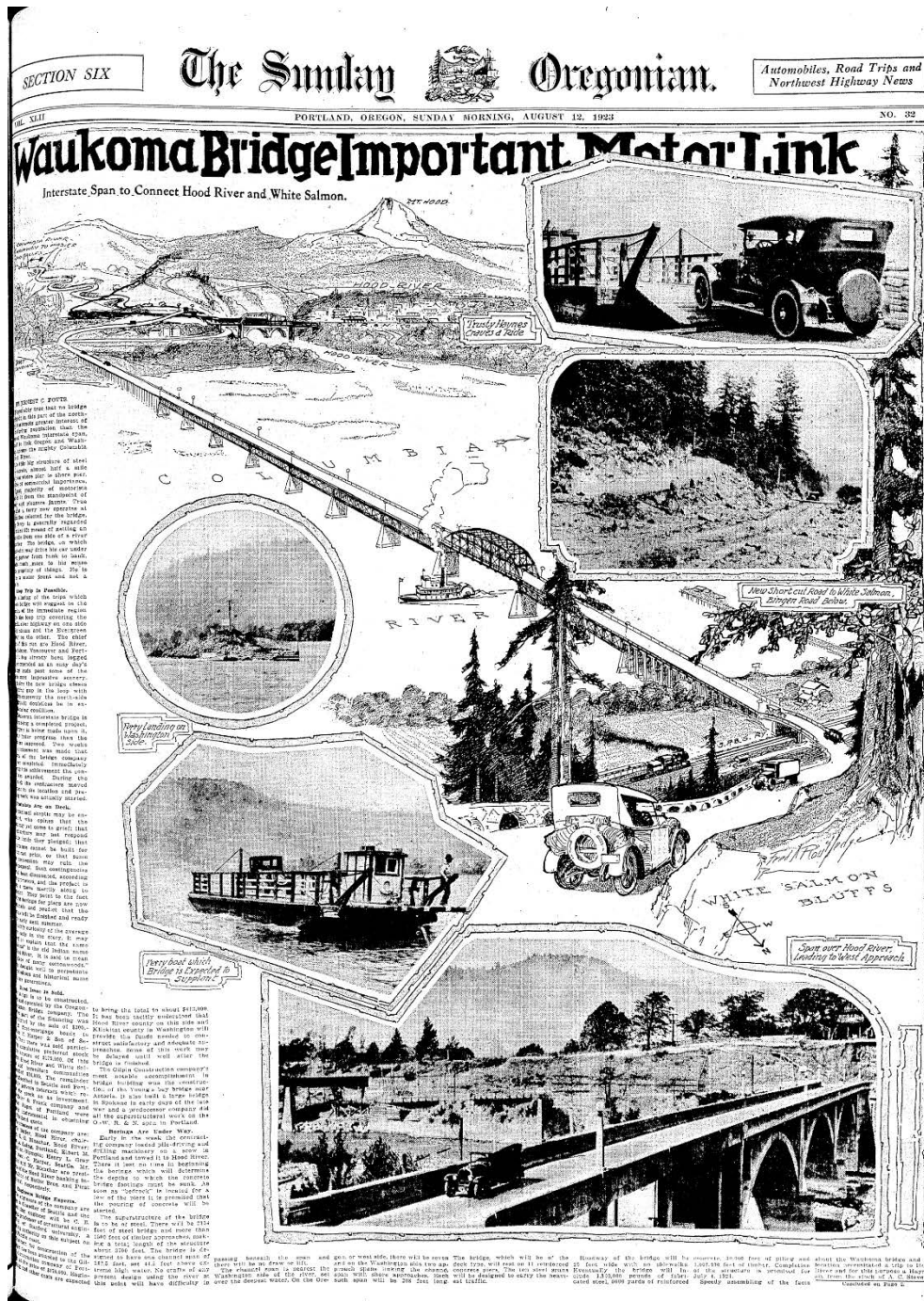


Figure 10. Full page feature about upcoming Hood River Bridge in the Sunday Oregonian (Potts 1923).

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
 Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project
 ODOT Key No. 21280, Federal-Aid No. 0000(268)

Structure Name and Number:
 Hood River—White Salmon Interstate Bridge No. 06645
Location: Spanning the Columbia River

City, County: Hood River, Hood River
 White Salmon, Klickitat

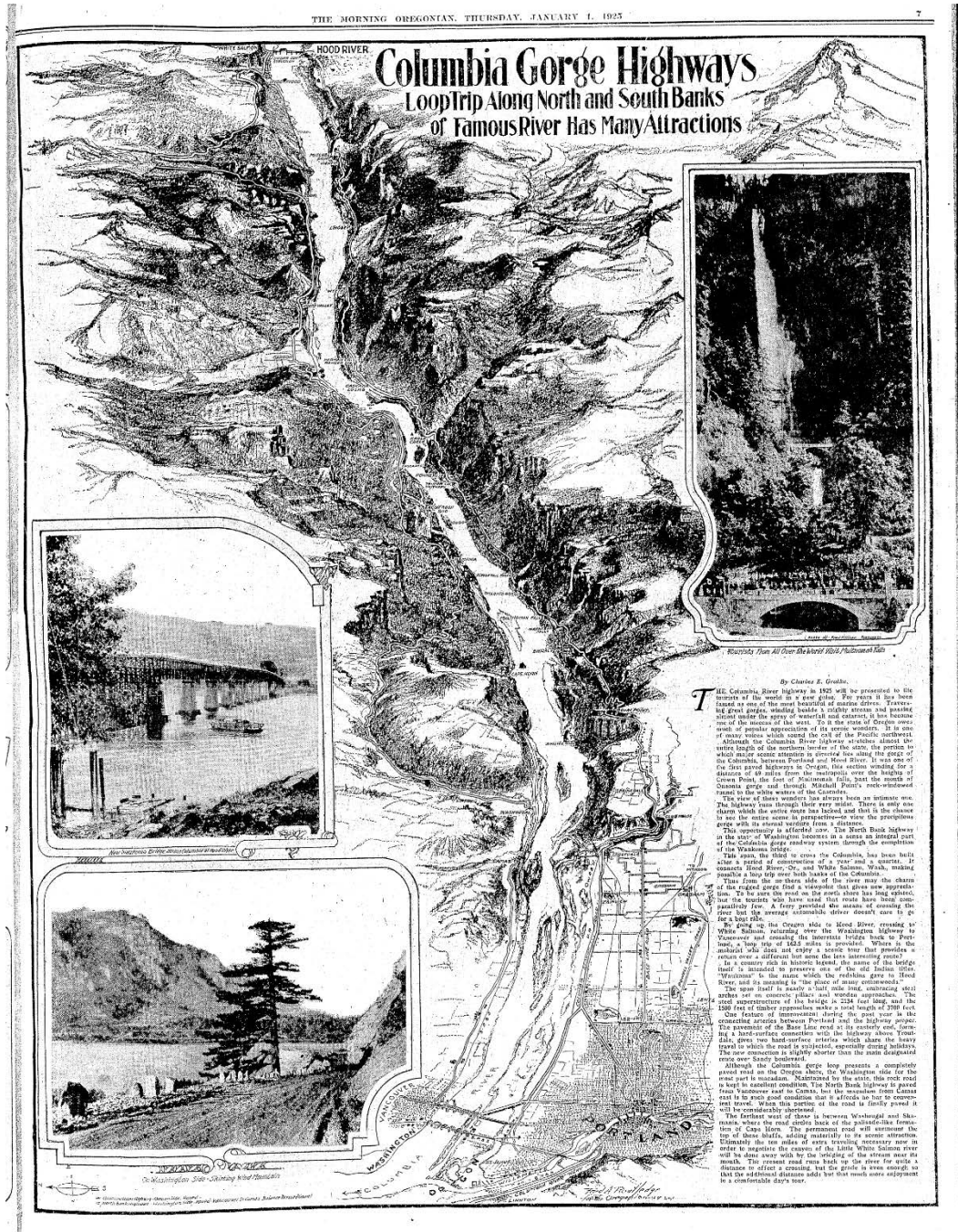


Figure 11. Full page feature about newly completed Hood River Bridge in the Morning Oregonian (Gratke 1925).

OREGON INVENTORY OF HISTORIC PROPERTIES DRAFT
SECTION 106: BRIDGE DETERMINATION OF ELIGIBILITY FORM
Continuation Sheet

Agency/Project: ODOT/Hood River—White Salmon Interstate Bridge Replacement Project ODOT Key No. 21280, Federal-Aid No. 0000(268)	
Structure Name and Number: Hood River—White Salmon Interstate Bridge No. 06645 Location: Spanning the Columbia River	City, County: Hood River, Hood River White Salmon, Klickitat

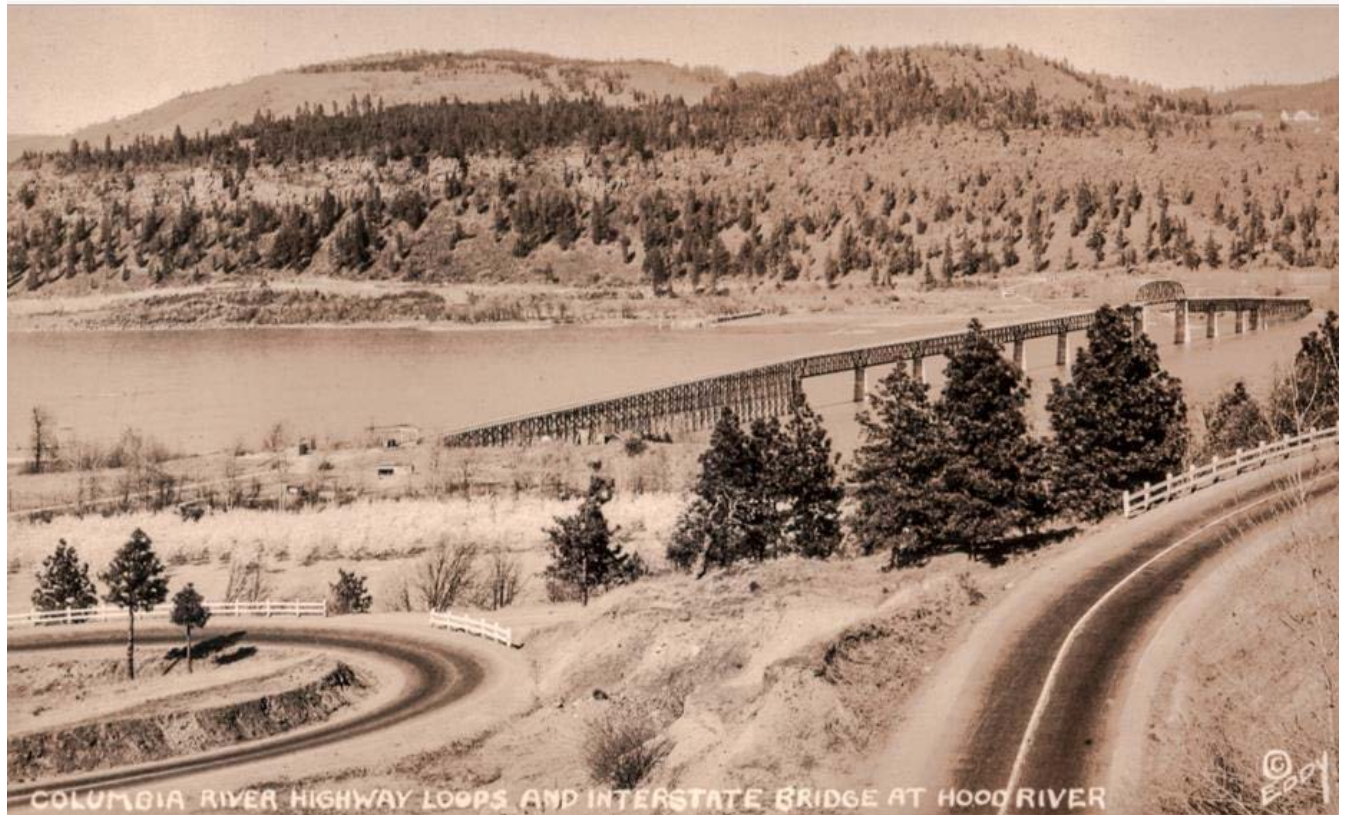


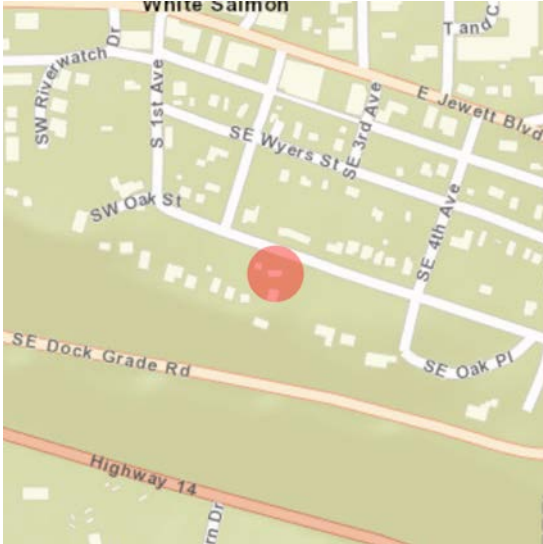
Figure 12. 1920s Eddy postcard view of the Hood River Bridge taken from the Columbia River Highway Loops looking north towards Washington State. Courtesy of Historic Hood River, accessible at <http://historichoodriver.com/index.php?showimage=2377>.

Historic Property Report

Resource Name: 267 SE Oak Street

Property ID: 722160

Location



Address: 267 SE Oak St, White Salmon, Washington, 98672
Tax No/Parcel No: 03111974000100
Plat/Block/Lot: Jewetts First Addition to White Salmon, Block 1, Lots 8 and 9
Geographic Areas: T03R11E19, WHITE SALMON Quadrangle, Klickitat County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1920	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category

Community Planning and Development

Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: 267 SE Oak Street

Property ID: 722160

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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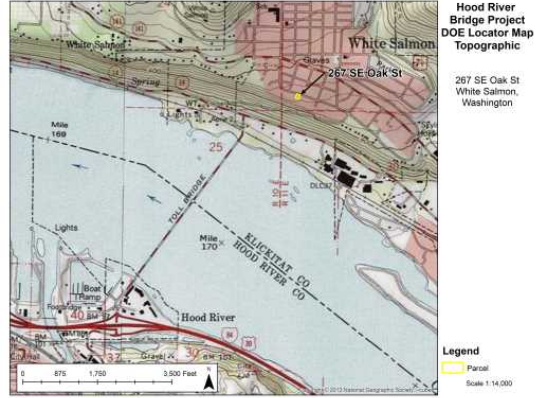
Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	6/11/2020	Survey/Inventory	

Photos



Photograph 1_267 SE Oak Street.jpg



267_SE_Oak_St_Topo_14k.jpg



267_SE_Oak_St_Aerial.jpg



Figure 5.jpg



Figure 4.jpg

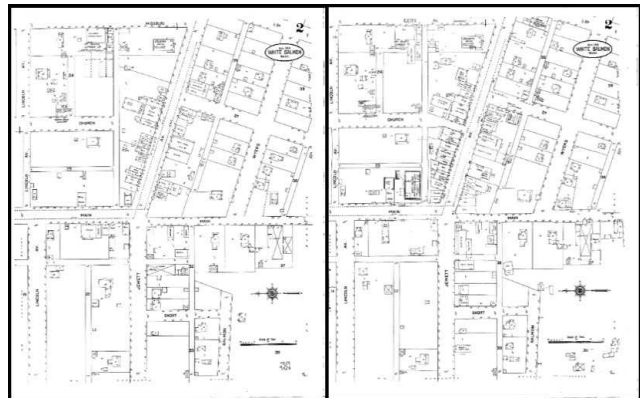


Figure 3.jpg



Figure 2.jpg



Figure 1.jpg



Figure 12_267 SE Oak Street.jpg



Figure 11_267 SE Oak Street.jpg



Figure 10_301 SE Oak Street.jpg

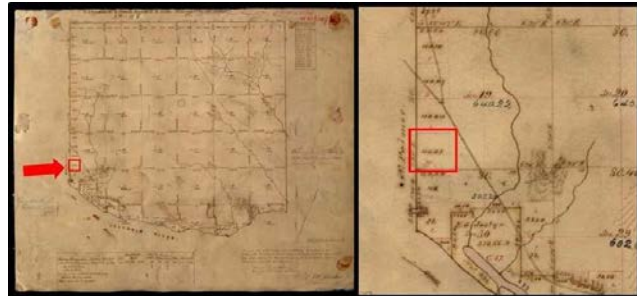


Figure 9_301 SE Oak Street.jpg

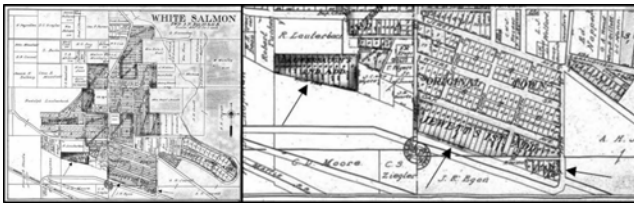


Figure 8.jpg

Figure 7.jpg

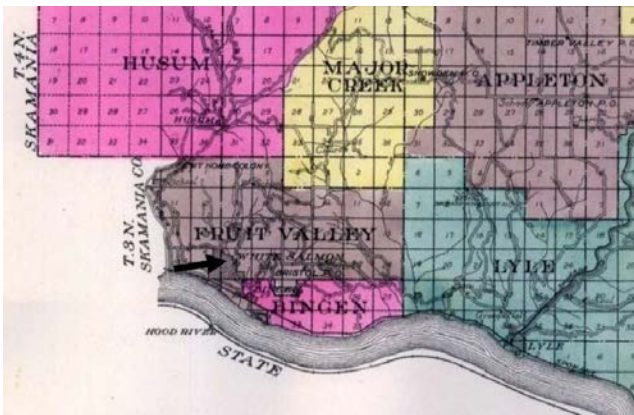


Figure 6.jpg

Photograph 10_267 SE Oak Street.jpg



Photograph 9_267 SE Oak Street.jpg

Photograph 8_267 SE Oak Street.jpg



Photograph 7_267 SE Oak Street.jpg



Photograph 6_267 SE Oak Street.jpg



Photograph 5_267 SE Oak Street.jpg



Photograph 4_267 SE Oak Street.jpg



Photograph 3_267 SE Oak Street.jpg



Photograph 2_267 SE Oak Street.jpg



Historic Property Report

Resource Name: 267 SE Oak Street

Property ID: 722160

Inventory Details - 6/11/2020

Common name:

Date recorded: 6/11/2020

Field Recorder: Shoshana Jones

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Gable-on-Hip
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Shingle
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
Mid-Late 19th and Early 20th Century Revivals	Tudor - Cottage

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: EARLY SETTLEMENT

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area's first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area's first post office opened in 1868 at "Warner's Landing," on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the area's "home building" and "attractive" development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (Figure 1). The bluff provided a gateway to



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farms and communities located in the White Salmon River valley. Jewett's farm began hosting tourists while a community grew along the bluff. By 1880, the community had been renamed White Salmon, and the community center had shifted west of the original Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued using the river to transport products. By 1903, when the Columbia River and Northern Railway arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area's commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the "Apple Boom" (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

THE TOWN OF WHITE SALMON IS ESTABLISHED

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland, and Seattle Railway extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named "Bingen–White Salmon" and served both towns (Adams and Ozburn 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 3). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

TRANSPORTATION IMPROVEMENTS PROMOTE WHITE SALMONS DEVELOPMENT

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. Until the Hood River–White Salmon Interstate Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozburn et al. 2005:4) (Figure 4).

The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (Mt. Adams Sun 1962 June 21) (Figure 5). In 1923, the Dock Road was cleared and re-graded by local citizens to enhance access into town from the

riverside ferry dock (Enterprise 1923 March 9). The narrow road is approximately three-quarters of a mile long with steep grades (City of White Salmon 2012:24).

Between 1907 and 1916, the North Bank Highway (Evergreen Highway/State Route 14) originally served as a farm-to-market road connecting Vancouver with the agricultural lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 6). After the North Bank Highway was upgraded in 1929 as a scenic road for all-season travel, it was renamed the Evergreen Highway. The road was modernized in 1937 and renamed State Route 14 in 1955 and continued to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River–White Salmon Interstate Bridge (Hood River Bridge), which opened in 1924 (Figure 7). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (Enterprise 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (Oregonian 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (U.S. Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level (Oregonian 1938 January 10).

MODERN INDUSTRY AND TOURISM

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area's timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon's restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon's current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost 2,200 (City of White Salmon 2012:34).

HISTORIC RESIDENTIAL DEVELOPMENT ALONG THE BLUFF

During the early twentieth century, White Salmon's primary industries remained lumber and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community's early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north, on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff's edge began between 1908 and 1913, when three subdivisions were platted. Jewett's First Addition was platted along Oak Avenue at the south side of town center in 1908. In 1910, Egan's Addition was platted at the southeast corner of Jewett's First Addition. Lauterrbaugh's [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 8).

As the town grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The Enterprise reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the Enterprise, the town's "beautiful new homes" had motivated other residents to build or consider building (Enterprise 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for one year and then Sutton & Whitney for four years before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early- to mid-1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so vividly does it loom up against the sky" (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.



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The building designs for bluff parcels also incorporated the bluff's topography and natural materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water's edge and reaches upward almost perpendicularly six hundred feet. From the river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145).

House designs along the bluff lots have adapted to the "gently-sloping timbered heights" by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

PROPERTY HISTORY OF 267 SE OAK STREET

The house at 267 SE Oak Street was built on what was previously Margaret Ann Cameron's 1892 donation land claim, depicted on a General Land Office (GLO) map filed on October 5, 1874 (GLO 1874) (Figure 9).

Margaret Ann Cameron was born in Canada in 1856 (Find A Grave 2020) (Figure 10). She had seven children with her husband, a farmer and lumberman named Ronald Duncan Cameron (1845–1923). During the early 1900s, the U.S. Census records place the Camerons in White Salmon's "Timber Valley" and "Fruit District" (Ancestry.com 2020a). According to Portland city directories, Margaret Cameron had moved to Portland by 1917 and remained there for the rest of her life (Ancestry.com 2020b). She died in 1934 and was buried in Greenwood Hills Cemetery in Portland (Find A Grave 2020).

Jewett's First Addition to White Salmon (1908)

The bluff property at 267 SE Oak Street is located in Jewett's First Addition to White Salmon (Figure 11), platted in 1908 immediately south of Jewett's original town plat. This addition was one of White Salmon's original residential subdivisions platted along the White Salmon bluff, followed by Egar's Addition in 1910, and Lauterbach's Second Addition c.1910.

The Jewetts filed the plat for First Addition on October 17, 1908. The plat extended along Oak Avenue across from the Jewetts' original town plat and consisted of two blocks with 17 lots in Block 1 and 8 lots in Block two. Most of the 25 lots were narrow and measured about 50 feet by 250 feet. The addition was bounded by 1st Street to the west, Oak Avenue to the north, 5th Street to the east, and the bluff to the south. At the time the Jewetts platted the First Addition, they owned most of the property directly to the east,



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platted as “Jewett’s Home Addition.”

Based on the Klickitat County assessor records and the architectural style, it appears that the house at 267 SE Oak Street was constructed in or around 1920, about 10 years after Jewett platted his First Addition to White Salmon, and then modified in an unspecified manner around 1950. Little information is available about the property’s original development or residents/owners. The current owner is David Paulson, and a previous owner, Rupert K. Webb, operated the Frame Gallery in Hood River during the early 2000s (Ryan 2006). By 1998, the parcel at 267 SE Oak Street had been subdivided into three parcels: A, B, and C. The house at 267 SE Oak Street is within Parcel A, fronting Oak Street (Figure 12).

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION

The property at 267 SE Oak Street is significant under NRHP Criteria A and C. Due to the diminished integrity of setting, however, the property is eligible for the NRHP only under Criterion C.

CRITERION A

The property at 267 SE Oak Street, constructed around 1920, is locally significant under Criterion A in the area of Community Planning and Development for its association with early residential development along the White Salmon bluff. The period of significance begins in 1920, when the house was constructed, and ends in 1924 with completion of the Hood River–White Salmon Interstate Bridge, which, along with other local transportation improvements, led to an increase in development interest that helped usher in a new phase of residential development in White Salmon.

CRITERION B

The property is not significant under Criterion B. Research in the county assessor database, census records, online historical society holdings, and historic newspapers did not uncover any indication that individuals associated with the property made demonstrably significant contributions to history at the local, state, or national level.

CRITERION C

The property at 267 SE Oak Street, constructed in 1920, is locally significant under Criterion C in the area of Architecture for embodying the distinctive characteristics of a small 1920s-era English Cottage. The cottage is one of the few remaining examples of early, mostly unaltered, residential architecture along the White Salmon bluff. The period of significance is 1920, when the house was constructed. The identities of the architect and/or builder are unknown and, therefore, there is no indication that the house represents the work of a master.

CRITERION D

Under Criterion D, the house is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.?

INTEGRITY ASSESSMENT

The property at 267 SE Oak Street retains sufficient integrity to support a determination of eligibility under Criterion C. However, the property has lost integrity of setting, a key aspect of integrity under Criterion A and is, therefore, not eligible under Criterion A.



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LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. The property retains integrity of location as the house remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The house retains the general integrity of design in its original form, plan, and English Cottage design features, except for the one-car garage that may be an addition. The house also retains integrity of design with respect to the large rear windows, which were built to provide expansive views of the river, gorge, and Mt. Hood.

SETTING

Setting is the physical environment of a historic property. The property does not retain integrity of setting, which is a key aspect of integrity under Criterion A. The setting influenced the establishment of the residential parcels and the configuration of the original parcel, which extended from SE Oak Street to the edge of the bluff. The setting also influenced the design of the house, which features a large window grouping that faces south toward the river, the gorge, and Mt. Hood. The property's pre-1998 division into three separate parcels led to the construction of two homes between the original house and the bluff. The new construction has blocked the original views for the one-story English Cottage and diminished the integrity of setting.

MATERIALS

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The property retains integrity of materials, specifically the original wood shingle siding, wood multi-pane windows, and brick chimney and detailing. The property also integrates the local basalt in building details, such as the east elevation "apron" and overall landscaping in the front and rear.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property retains integrity of workmanship in its original construction.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The property has lost integrity of feeling. Although the original design elements and materials are present, the two modern flag lots between the property and the bluff have substantially altered the setting within the original parcel and the feeling of the property as an early bluff residence.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association, because it is sufficiently intact to convey its relationship to White Salmon's early twentieth-century residential development.

NOTE:

Several circumstances affected the identification of persons associated with White



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Salmon's early twentieth-century properties. A comprehensive city directory from the historic period was not identified during research, although the 1913 Ogle and Company atlas of Klickitat County was an exception. In addition, U.S. Census records, available for White Salmon from 1900 through 1940, often do not provide the residents' street names and virtually never provide street numbers, although the census records did provide other identifying information such as name, age, places of birth, and occupation. When White Salmon residents registered for the World War I and World War II drafts, they generally provided their city, county, and state, but not street name or number. The historical societies and organizations that may have this information were closed due to the COVID-19 pandemic and unavailable for research or inquiries.

Physical description:

The property at 267 SE Oak Street, developed around 1920, contains a single-family residence with attached one-car garage (Photographs 1–9). The property occupies portions of Lots 8 and 9, Block 1 of Jewett's First Addition to White Salmon. The residence was built in the English Cottage architectural style, popular from 1890 to 1940, and is situated at the north edge of the original lot (McAlester 2013:449). A small wooden shed is located at the rear. The original property extended from Oak Street to the bluff. However, the property was subdivided into three separate parcels, and the house is now separated from the bluff by two flag lots on which newer homes have been constructed. Unlike most bluff properties along SE Oak Street, this property has virtually no views of the river or gorge.

The one-story house with basement has an asymmetrical plan and attached one-car garage. The house is characterized by its gable roof porch, prominent brick chimney and brick details, cedar shingles, and multi-pane wood casement windows. According to tax records, the house interior space includes approximately 1,193 square feet. The foundation is concrete and concrete block, and the daylight basement is apparent at the rear. David Paulson, the owner since 2013, stated on May 26, 2020, that he believes the garage is an addition, but he has no further information about its construction (Paulson 2020). The house's steeply pitched Dutch gable roof has side-facing gable peaks with wood vents and is clad in composition shingles. The house's original roof section has boxed eaves with a narrow overhang and under-eave beadboard. The garage's roof section is a shed form integrated into the east elevation and has no overhang. The garage door is replacement metal panel.

A curved slate walkway leads to the primary entrance, which is centered along the façade and accessed by three brick steps. A small, projecting gable shelters the front porch. The gable face is clad in wood shingles. The original wood panel front door has a large inset pane. Adjacent to the entrance, the exterior red brick chimney tapers toward the crown belt and is topped by two clay chimney pots. The chimney base is integrated into the brick staircase and flanked by full-height, multi-pane wood windows. The primary façade windows are pairs of original eight-pane wood casements with original wood surrounds and sills. There is also a smaller, six-pane single casement. Wood planter boxes have been mounted below the windows between the front door and the garage door. The landscaping facing SE Oak consists mostly of artfully arranged rocks and drought-resistant vegetation, which was installed sometime after 2012 (Google Maps Streetview 2020). The driveway is concrete.

The east elevation, which is the east side of the attached garage, has a pair of four-pane wood windows and a basalt apron extending along the base.

The west elevation consists of two pairs of multi-pane wood casement windows with simple wood surrounds. Brick pavers edged by pebbles form a pathway alongside this



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elevation.

The rear/south elevation is characterized by the projecting gable-roof building sections, the c.1980 outdoor patio, and the integration of basalt in the exterior staircase and landscaping. The smaller projection, centered along the rear elevation, was described by the present owner as a c.1980 master bathroom addition. The larger projection features a grouping of four large multi-pane wood windows, designed to provide views. Basement fenestration is visible at this elevation. Next to the large window grouping, a wood-panel door with inset pane leads out to the rear deck, which was built around 1980, according to the present owner. The deck is also accessed by a basalt staircase. A curved brick planter boxes abuts the base of this elevation's east side. In the backyard, a basalt-lined planter box contains vegetation and trees. At the back yard's southwest corner, there is a shed of plywood board/batten construction with X-brace wood door. The house at 281 SE Oak Street on the adjacent flag lot faces the backyard.

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Historic Property Report

Resource Name: 301 SE Oak Street

Property ID: 722159

Location



Address: 301 SE Oak St, White Salmon, Washington, 98672
Tax No/Parcel No: 03111973011000
Plat/Block/Lot: Jewetts First Addition to White Salmon, Block 1, Lots 10 and 11
Geographic Areas: T03R11E19, Klickitat County, WHITE SALMON Quadrangle

Information

Number of stories: 1.50

Construction Dates:

Construction Type	Year	Circa
Built Date	1918	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category

Community Planning and Development

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: 301 SE Oak Street

Property ID: 722159

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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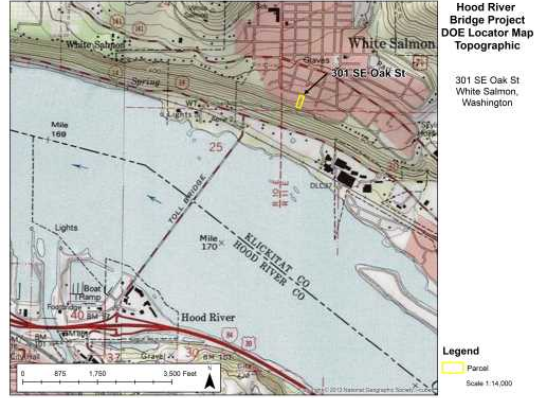
Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	6/11/2020	Survey/Inventory	

Photos



Photograph 1_301 SE Oak Street.jpg



301_SE_Oak_St_Topo_14k.jpg



301_SE_Oak_St_Aerial.jpg

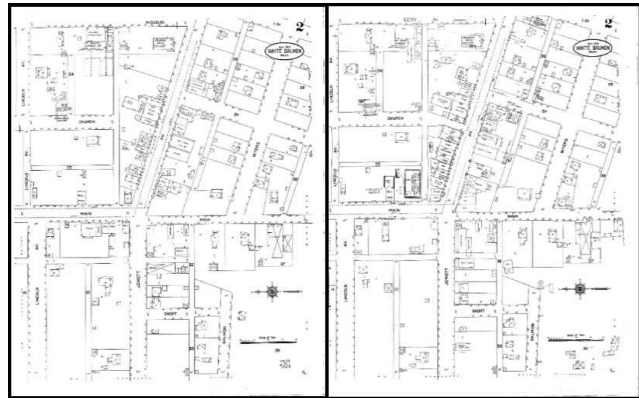


Figure 3.jpg



Figure 2.jpg



Figure 1.jpg



Figure 11_301 SE Oak Street.jpg



Figure 10_301 SE Oak Street.jpg

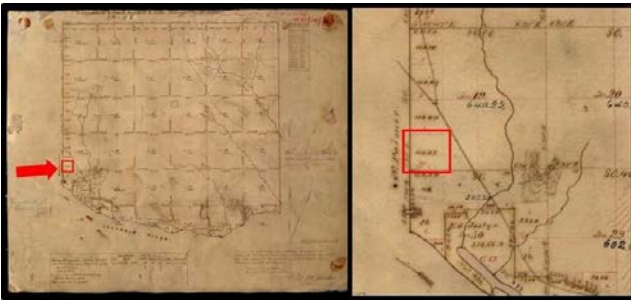


Figure 9_301 SE Oak Street.jpg



Figure 8.jpg



Figure 7.jpg

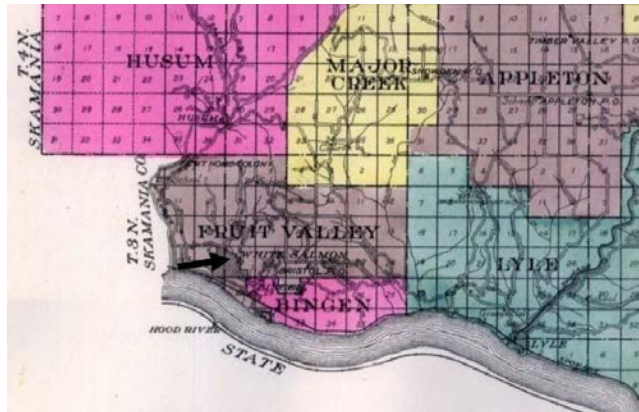


Figure 6.jpg



Figure 5.jpg



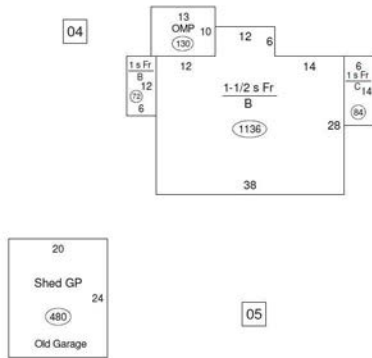
Figure 4.jpg



Photograph 6_301 SE Oak Street.jpg



Photograph 5_301 SE Oak Street.jpg



Plan_301 SE Oak Street.jpg



Photograph 9_301 SE Oak Street.jpg

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Resource Name: 301 SE Oak Street

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Photograph 8_301 SE Oak Street.jpg



Photograph 7_301 SE Oak Street.jpg



Photograph 4_301 SE Oak Street.jpg



Photograph 3_301 SE Oak Street.jpg



Photograph 2_301 SE Oak Street.jpg



Historic Property Report

Resource Name: 301 SE Oak Street

Property ID: 722159

Inventory Details - 6/11/2020

Common name:

Date recorded: 6/11/2020

Field Recorder: Shoshana Jones

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Cross
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Shingle
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
Mid-Late 19th and Early 20th Century Revivals	Tudor - Cottage

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: EARLY SETTLEMENT

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area's first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area's first post office opened in 1868 at "Warner's Landing," on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the area's "home building" and "attractive" development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (Figure 1). The bluff provided a gateway to



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farms and communities located in the White Salmon River valley. Jewett's farm began hosting tourists while a community grew along the bluff. By 1880, the community had been renamed White Salmon, and the community center had shifted west of the original Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued using the river to transport products. By 1903, when the Columbia River and Northern Railway arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area's commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the "Apple Boom" (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

THE TOWN OF WHITE SALMON IS ESTABLISHED

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland, and Seattle Railway extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named "Bingen–White Salmon" and served both towns (Adams and Ozburn 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 3). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

TRANSPORTATION IMPROVEMENTS PROMOTE WHITE SALMON'S DEVELOPMENT

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. Until the Hood River–White Salmon Interstate Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozburn et al. 2005:4) (Figure 4).

The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (Mt. Adams Sun 1962 June 21) (Figure 5). In 1923, the Dock Road was cleared and re-graded by local citizens to enhance access into town from the



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riverside ferry dock (Enterprise 1923 March 9). The narrow road is approximately three-quarters of a mile long with steep grades (City of White Salmon 2012:24). Between 1907 and 1916, the North Bank Highway (Evergreen Highway/State Route 14) originally served as a farm-to-market road connecting Vancouver with the agricultural lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 6). After the North Bank Highway was upgraded in 1929 as a scenic road for all-season travel, it was renamed the Evergreen Highway. The road was modernized in 1937 and renamed State Route 14 in 1955 and continued to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River–White Salmon Interstate Bridge (Hood River Bridge), which opened in 1924 (Figure 7). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (Enterprise 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (Oregonian 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (U.S. Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level (Oregonian 1938 January 10).

MODERN INDUSTRY AND TOURISM

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area's timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon's restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon's current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost 2,200 (City of White Salmon 2012:34).

HISTORIC RESIDENTIAL DEVELOPMENT ALONG THE BLUFF



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During the early twentieth century, White Salmon's primary industries remained lumber and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community's early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north, on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff's edge began between 1908 and 1913, when three subdivisions were platted. Jewett's First Addition was platted along Oak Avenue at the south side of town center in 1908. In 1910, Egan's Addition was platted at the southeast corner of Jewett's First Addition. Lauterrbaugh's [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 8).

As the town grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The Enterprise reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the Enterprise, the town's "beautiful new homes" had motivated other residents to build or consider building (Enterprise 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for one year and Sutton & Whitney for four years before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early- to mid-1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so vividly does it loom up against the sky" (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.



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The building designs for bluff parcels also incorporated the bluff's topography and natural materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water's edge and reaches upward almost perpendicularly six hundred feet. From the river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145).

House designs along the bluff lots have adapted to the "gently-sloping timbered heights" by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

PROPERTY HISTORY OF 301 SE OAK STREET

The house at 301 SE Oak Street was built on what was previously Margaret Ann Cameron's 1892 donation land claim, depicted on a General Land Office (GLO) map filed on October 5, 1874 (GLO 1874) (Figure 9).

Margaret Ann Cameron was born in Canada in 1856 (Find A Grave 2020a) (Figure 10). She had seven children with her husband, a farmer and lumberman named Ronald Duncan Cameron (1845–1923). During the early 1900s, the U.S. Census records place the Cameron family in White Salmon's "Timber Valley" and "Fruit District" (Ancestry.com 2020a). According to Portland city directories, Margaret Cameron had moved to Portland by 1917 and remained there for the rest of her life (Ancestry.com 2020b). She died in 1934 and was buried in Greenwood Hills Cemetery in Portland (Find A Grave 2020a).

Jewett's First Addition to White Salmon (1908)

The bluff property at 301 SE Oak Street is located in Jewett's First Addition to White Salmon, platted in 1908 immediately south of Jewett's original town plat (Figure 11). This addition was one of White Salmon's original residential subdivisions platted along the White Salmon bluff, followed by Egan's Addition in 1910, and Lauterbach's Second Addition c.1910.

The Jewetts filed the plat for First Addition on October 17, 1908. The plat extended along Oak Avenue across from the Jewetts' original town plat and consisted of two blocks with 17 lots in Block 1 and 8 lots in Block two. Most of the 25 lots were narrow and measured about 50 feet by 250 feet. The addition was bounded by 1st Street to the west, Oak Avenue to the north, 5th Street to the east, and the bluff to the south. At the time the Jewetts platted the First Addition, they owned most of the property directly to the east, platted as "Jewett's Home Addition."



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Early Property Residents

Based on the Klickitat County assessor records and the architectural style, it appears that the house at 301 SE Oak Street was constructed in or around 1918, about 10 years after Jewett platted his First Addition to White Salmon. Although little information is available about the property's original development, it appears to be associated with the Dickey family, who moved to the bluff in the 1910s and were early residents of Jewett's newly platted addition. Based on available records, the property at 301 SE Oak Street (Block 1, Lots 10 and 11 of Jewett's First Addition) may have once been part of a larger parcel owned by the Dickeys that also contained Lots 12 through 15.

Mildred Dickey, the Dickeys' daughter-in-law, was born Mildred Yarnell, and owned the property at 301 SE Oak Street (Lots 10 and 11) until 2005. Prior to 2005, Mildred also owned the adjacent Lots 12 and 13 with her daughter Sue Ann Dickey (Klickitat County 2020). When Sue Ann was born in 1952, Mildred and her husband James William Dickey were living at "325 Oak St SE" (Ancestry.com 2020c). The address 325 SE Oak St SE appears to have been abandoned; however, it was likely located within a larger Dickey-owned parcel that encompassed Lots 10 through 15. Prior to Mildred and James William's marriage, James William lived on the larger property with his parents, James Wallace Dickey and Ann Dickey.

James Wallace Dickey (1871–1946) and Ann Dickey, Mildred's in-laws, were both born in Iowa and moved to the Oak Avenue bluff during the 1910s by way of Idaho. The U.S. Census records between 1920 and 1940 refer to their home address as either "Oak Avenue" or "Bluff Property," but no street number is documented (Ancestry.com 2020d; Ancestry.com 2020e; Ancestry.com 2020f). Newspapers also document the Dickey family's early presence on the bluff's Oak Avenue section. During 1922–1923, a building boom in White Salmon included the new home of "J.W. Dickey," but did not indicate a specific construction date (Enterprise 1923 April 6). A 1937 Mt. Adams Sun notice confirms that the Dickeys claimed Lots 14 and 15, now identified as 339 SE Oak Street (Mt. Adams Sun 1937 September 3). While living on Oak Avenue, John William worked as a lumber company manager (Ancestry.com 2020e; Ancestry.com 2020f). Although Mildred and John William divorced in 1975, Mildred remained in White Salmon (Find A Grave 2020b).

Mildred M. Dickey was born in White Salmon on April 6, 1913. She grew up on a farm along Lyle–Snowden Road in White Salmon with eight siblings (Ancestry.com 2020g). Mildred's father, Lemuel Washington Yarnell (1885–1983) was born in the "Indian Territory" of what is now Oklahoma and moved west at age 13. In 1906, he filed a homestead claim at Major Creek, about 5 miles east of White Salmon, and built his first home. Two years later, he married Lula May Branaman. In 1913, the Yarnell family moved a few miles west to Laws Corner to manage the White Salmon Fruit Ranch. Lemuel lived in the White Salmon area most of his life logging, operating his own sawmill and later farming (Enterprise 1983 March 17). Mildred's mother, Lula M. Yarnell (1891–1982), was a resident of White Salmon for 81 years (Enterprise 1982 August 19).

NATIONAL REGISTER OF HISTORIC PLACES EVALUATION

The property at 301 SE Oak Street is significant under NRHP Criterion A and retains integrity. The property is therefore eligible for the NRHP.

CRITERION A



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The property at 301 SE Oak Street, constructed around 1918, is locally significant under Criterion A in the area of Community Planning and Development for its association with early residential development along the White Salmon bluff. The period of significance begins the year of the house's construction in 1918, as it is associated with a new phase of residential development in White Salmon as identified by local newspapers.

CRITERION B

The property is not significant under Criterion B. Based on county assessor data, census records, online historical society holdings, and historic newspaper research, the Dickey family was likely the property's first owners and longtime residents. In addition, James Wallace Dickey was an early White Salmon "lumberman" and may have constructed the house. However, there is no indication that any Dickey family member made demonstrably significant contributions to history at the local, state, or national level.

CRITERION C

The property is not significant under Criterion C. The house is a 1918 example of an English Cottage, reflecting a common building style with standard construction for the era. The house does not embody the distinctive characteristics of a type, period, or method of construction and does not possess high artistic values. The identities of the architect and/or builder are unknown and, therefore, there is no indication that the house represents the work of a master.

CRITERION D

Under Criterion D, the house is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

INTEGRITY ASSESSMENT

The property at 301 SE Oak Street retains sufficient integrity to support a determination of eligibility under Criterion A.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. The property retains integrity of location as the house remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The property retains integrity of design. The house appears to retain its original form, plan, and English Cottage design features, and there are no apparent building additions. The large picture windows flanking the façade's front door appear to have been installed decades after the original construction and do not reflect the original design or architectural style. There also appear to be modern changes to windows along the rear, bluff-facing elevation. However, despite certain alterations related to windows, the property retains integrity of design.

SETTING

Setting is the physical environment of a historic property. The property retains integrity of setting, which is characterized by the river, gorge, and Mt. Hood and influenced the placement of the buildings within the lot. The house at 301 SE Oak Street was built at the rear of the lot, close to the bluff's edge, with a deep setback from the street, for the residents' enjoyment of expansive views. The original garage was built near the street



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frontage. Although some of the nearby lots along SE Oak Street have been redeveloped with newer homes, deep setbacks and flag lots often obscure views of new construction from the public right-of-way.

MATERIALS

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The property retains integrity of materials, specifically the original wood siding, original wood picture and multi-pane windows, and the wooden brackets supporting the façade gable. The property also integrates the local basalt in building details, such as landscaping elements in the front and the rear's exterior staircase.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property retains integrity of workmanship in its original construction, although the workmanship is somewhat diminished by certain window alterations.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The property retains integrity of feeling. The presence of most of the original design elements and materials and the retention of key setting elements contribute to the feeling of White Salmon's early bluff development.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its relationship to White Salmon's early twentieth-century residential development, particularly along the bluff.

NOTE:

Several circumstances affected the identification of persons associated with White Salmon's early twentieth-century properties. A comprehensive city directory from the historic period was not identified during research, although the 1913 Ogle and Co. atlas of Klickitat County was an exception. In addition, U.S. Census records, available for White Salmon from 1900 through 1940, often do not provide the residents' street names and virtually never provide street numbers, although the census records did provide other identifying information such as name, age, place of birth, and occupation. When White Salmon residents registered for the World War I and World War II drafts, they generally provided their city, county, and state, but not street name or number. The historical societies and organizations that may have this information were closed due to the COVID-19 pandemic and unavailable for research or inquiries.

Physical description:

The property at 301 SE Oak Street, developed around 1918, contains a single-family residence and one-car detached garage/converted shed (Photographs 1–8). The property occupies Lots 10 and 11 of Block 1 of Jewett's First Addition to White Salmon. The residence was built in the English Cottage architectural style, popular from 1890 to 1940, and is situated at the parcel's south side, near the bluff (McAlester 2013449). The shed at the parcel's north side is closer to SE Oak Avenue. The parcel measures 283 feet by 98.56 feet, which amounts to 0.66 acre (Klickitat County 2020). The property is surrounded by both wrought iron fencing and chain-link fencing, and there is a decorative wrought iron gate.

The English Cottage-style residence adjacent to the bluff edge has one-and-a-half stories with a full daylight basement and an asymmetrical plan. The ostensible façade faces north toward SE Oak Street; however, the porch, heavily glazed enclosed patio, and large picture windows at the rear indicate the house's orientation south toward sweeping views of the Columbia River, the Gorge, and Mt. Hood. The steeply pitched cross-gable roof displays a prominent façade gable and swooping rooflines along the west and east elevations. The roof cladding is patterned composition shingle, and an interior brick chimney emerges along the ridgeline's eastern section. Another metal chimney emerges from the roof's southern slope. Windows along the façade are tall and narrow, double-hung wood with multi-pane glazing, and some groupings. At the south/rear elevation, facing the river and gorge, there are heavily glazed enclosed patio and large picture windows. Siding is predominantly original wood shingle and some wood board. The house, set on a concrete foundation, contains 1,973 square feet and seven finished rooms, including three bedrooms (Klickitat County 2020).

The façade/north elevation is characterized by its symmetrical appearance and the prominent, cantilevered gable centered along the upper story. The gable, which is supported by a row of wooden corbels, contains a set of three replacement vinyl sash windows, with simulated multi-pane upper sashes, in the original wood surround. The gable displays eave returns and a peak vent. The front door, centered beneath the gable and sheltered by a small shingled canopy, is accessed by a poured concrete porch. Although somewhat obscured by a screen, the front door appears to be historic vertical wood board. The windows flanking the front door appear to be fixed vinyl replacements in the original wood surround above wooden sills. Based on the presence of the original surround and sill, it does not appear that the window openings have been altered. This elevation also contains three original multi-pane wood windows along the lower story, which are covered by storm windows.

The only available view of the east and north elevations is from a 2019 aerial photograph (Photograph 8). As with the façade, the prominent gable at the west elevation's upper story contains a set of three replacement vinyl sash windows. This elevation's enclosed, gable-roof patio is heavily glazed for the enjoyment of river and gorge views. The patio projects from the elevation, and an adjacent porch at the house's southeast corner is sheltered by the swooping roofline. Based on the aerial photograph, it appears that a staircase made of basalt leads to the rear porch. A door beneath the enclosed patio leads to the daylight basement. The patio and porch provide expansive views.

Along the rear elevation, which is oriented facing the river and gorge, a projecting gable-roofed section contains a grouping of three large picture windows. There is a set of sash windows in this elevation's primary gable and another large picture window wrapping around the building's southwest corner.

The are no available views of the building's west elevation.

The historic detached one-car garage, now used as a shed, is located north of the house, closer to SE Oak Street. The small wood-frame structure sits atop a wooden foundation. The medium-pitched front gable roof has a shallow overhang and exposed rafter tails. The roof cladding is rolled asphalt cladding. The siding is original wood lap on the front elevation and original wood shingle on the side elevations. The garage door along the front/north elevation is a historic-era wood overhead. The north elevation's gable face contains decorative half-timbering. A modern light fixture has been mounted on the gable. Along the west elevation, a projecting roof section supported by decorative metal



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posts shelters a pedestrian entrance. The pedestrian door has wood panels with four inset panes in the upper section. A large, modern aluminum slider window has been installed along the west elevation. There appears to be another garage or equipment door along the south elevation. Two large trees growing against the west elevation are causing structural damage. There are no available views of the east elevation or any full views of the rear/south elevation.

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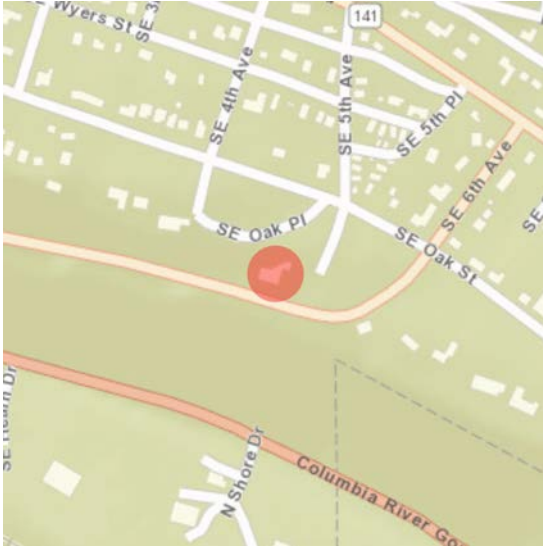
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Resource Name: 475 SE Oak Street

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Location



Address: 475 SE Oak St, White Salmon, Washington, 98672
Tax No/Parcel No: 03113010010100
Plat/Block/Lot: Egan's Addition, Block 1, Lots 4, 5, 6 and a portion of Lot 3
Geographic Areas: WHITE SALMON Quadrangle, T03R11E30, Klickitat County

Information

Number of stories: 1.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1974	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: 475 SE Oak Street

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Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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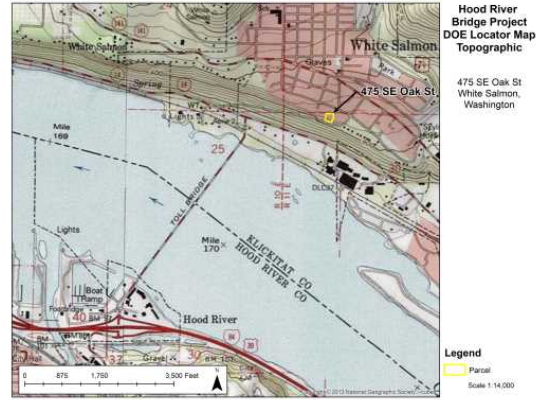
Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	6/11/2020	Survey/Inventory	

Photos



Photograph 2_475 SE Oak Street.jpg



475_SE_Oak_St_Topo_14k.jpg



475_SE_Oak_St_Aerial.jpg



Figure 10.jpg

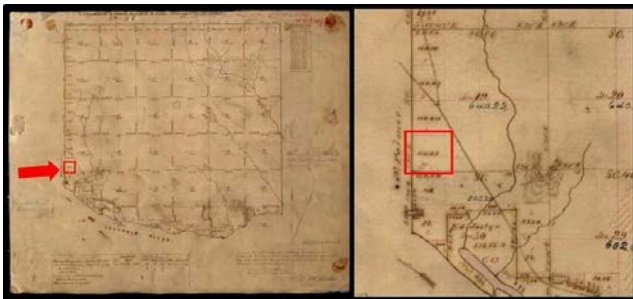


Figure 9.jpg

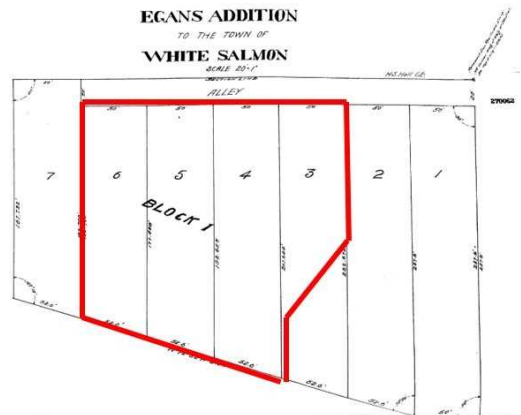


Figure 11.jpg

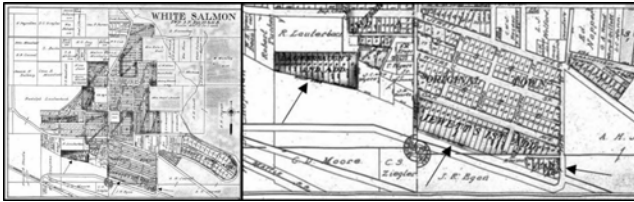


Figure 8.jpg

Figure 7.jpg

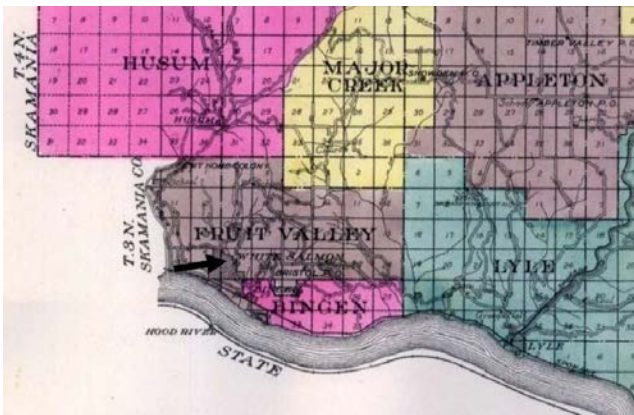


Figure 6.jpg

Figure 5.jpg

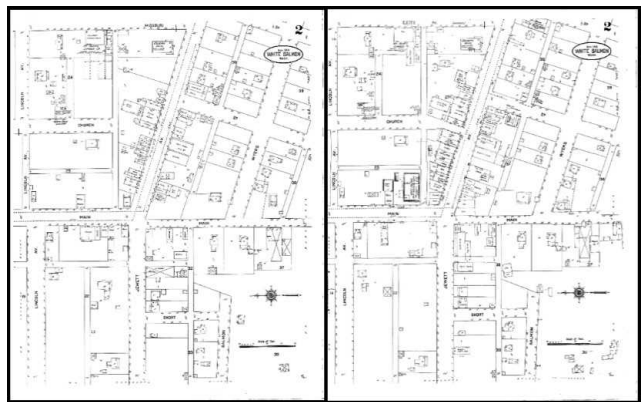


Figure 4.jpg

Figure 3.jpg



Figure 2.jpg



Figure 1.jpg



Figure 12.jpg



Photograph 5_475 SE Oak Street.jpg



Photograph 4_475 SE Oak Street.jpg



Photograph 3_475 SE Oak Street.jpg



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Photograph 1_475 SE Oak Street.jpg



Historic Property Report

Resource Name: 475 SE Oak Street

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Inventory Details - 6/11/2020

Common name:

Date recorded: 6/11/2020

Field Recorder: Shoshana Jones

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Hip - Cross Hipped
Roof Material	Metal - Standing Seam
Cladding	Wood - Vertical Boards
Structural System	Wood - Post and Beam
Plan	Irregular

Styles:

Period	Style Details
Modern Movement	Northwest Regional

Surveyor Opinion

Significance narrative: EARLY SETTLEMENT

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area's first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area's first post office opened in 1868 at "Warner's Landing," on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the area's "home building" and "attractive" development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (Figure 1). The bluff provided a gateway to farms and communities located in the White Salmon River valley. Jewett's farm began hosting tourists while a community grew along the bluff. By 1880, the community had

been renamed White Salmon, and the community center had shifted west of the original Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued using the river to transport products. By 1903, when the Columbia River and Northern Railway line arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area's commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the "Apple Boom" (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

THE TOWN OF WHITE SALMON IS ESTABLISHED

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland, and Seattle Railway extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named "Bingen–White Salmon" and served both towns (Adams and Ozburn 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 3). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

TRANSPORTATION IMPROVEMENTS PROMOTE WHITE SALMON'S DEVELOPMENT

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. Until the Hood River–White Salmon Interstate Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozburn et al. 2005:4) (Figure 4).

The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (Mt. Adams Sun 1962 June 21) (Figure 5). In 1923, the Dock Road was cleared and re-graded by local citizens to enhance access into town from the riverside ferry dock (Enterprise 1923 March 9). The narrow road is approximately three-quarters of a mile long with steep grades (City of White Salmon 2012:24).

Between 1907 and 1916, the North Bank Highway (Evergreen Highway/State Route 14) originally served as a farm-to-market road connecting Vancouver with the agricultural lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 6). After the North Bank Highway was upgraded in 1929 as a scenic road for all-season travel, it was renamed the Evergreen Highway. The road was modernized in 1937 and renamed State Route 14 in 1955 and continued to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River–White Salmon Interstate Bridge (Hood River Bridge), which opened in 1924 (Figure 7). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (Enterprise 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (Oregonian 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (U.S. Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level (Oregonian 1938 January 10).

MODERN INDUSTRY AND TOURISM

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area's timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon's restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon's current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost 2,200 (City of White Salmon 2012:34).

HISTORIC RESIDENTIAL DEVELOPMENT ALONG THE BLUFF

During the early twentieth century, White Salmon's primary industries remained lumber



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and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community's early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north, on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff's edge began between 1908 and 1913, when three subdivisions were platted. Jewett's First Addition was platted along Oak Avenue at the south side of town center in 1908. In 1910, Egan's Addition was platted at the southeast corner of Jewett's First Addition. Lauterrbaugh's [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 8).

As the town grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The Enterprise reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the Enterprise, the town's "beautiful new homes" had motivated other residents to build or consider building (Enterprise 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for one year then Sutton & Whitney for four year before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early- to mid-1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so vividly does it loom up against the sky" (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.

The building designs for bluff parcels also incorporated the bluff's topography and natural



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materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water's edge and reaches upward almost perpendicularly six hundred feet. From the river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145).

House designs along the bluff lots have adapted to the "gently-sloping timbered heights" by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

PROPERTY HISTORY OF 475 SE OAK STREET

The house at 475 SE Oak Street was built on what was previously Margaret Ann Cameron's 1892 donation land claim, depicted on a General Land Office (GLO) map filed on October 5, 1874 (GLO 1874) (Figure 9).

Margaret Ann Cameron was born in Canada in 1856 (Find A Grave 2020) (Figure 10). She had seven children with her husband, a farmer and lumberman named Ronald Duncan Cameron (1845–1923). During the early 1900s, the U.S. Census records place the Camerons in White Salmon's "Timber Valley" and "Fruit District" (Ancestry.com 2020a). According to Portland city directories, Margaret Cameron had moved to Portland by 1917 and remained there for the rest of her life (Ancestry.com 2020b). She died in 1934 and was buried in Greenwood Hills Cemetery in Portland (Find A Grave 2020).

Egan's Addition to White Salmon

The bluff property at 475 SE Oak Street is located in Egan's Addition to White Salmon, platted in 1910 at the southeast corner of the larger Jewett's First Addition to White Salmon. An alley runs between the north side of Egan's Addition and Block 2 of Jewett's First Addition. Egan's Addition was one of White Salmon's original residential subdivisions platted along the White Salmon bluff and was preceded by Jewett's First Addition in 1908 and completed around the same times as Lauterbach's Second Addition c.1910.

Egan's Addition was platted by John P. and Margaret Egan and filed in July 1910 (Figure 11). The small subdivision has one block and seven lots that are 50 feet wide, but of varying lengths and angled on the south side to follow the edge of the bluff.

John P. Egan was profiled in an early county history as a "leading fruit grower of White Salmon district" (Interstate Publishing Company 1904:518). His parents immigrated from Ireland to Australia in 1841 and he was born there on January 24, 1843. During Egan's



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youth, he worked as a miner and stock-driver, then moved to San Francisco in 1874, where he worked as teamster. In 1880, he moved to White Salmon with his wife Margaret Hoben, the daughter of Irish farmers (Interstate Publishing Company 1904:518).

Property Residents

Erected in 1974, the house appears to have been built by Laura and John Cheney, who lived in White Salmon starting in 1972. Ms. Cheney has been active in the family's lumber business, SDS Lumber, and numerous local organizations. She also currently serves as a Maryhill Museum of Art Trustee (Maryhill Museum of Art 2020). Ms. Cheney is the daughter of Mary Hoyt Stevenson (daughter of Dr. John and Ethel Hoyt) and Lt. Bruce M. Stevenson, U.S.N., who came to White Salmon after World War II, cofounded SDS Lumber in Bingen, and raised three children (Goldendale Sentinel 2008 November 13). Ms. Cheney owns a number of properties along the White Salmon bluff (Figure 12).

Architecture

While the house at 475 SE Oak Street appears to be architect designed, a review of architecture periodicals and newspapers from this time period did not identify the designer nor the building as a significant building. Seattle-based architect Roland Terry, regarded as a master architect and pioneer of the Northwest architectural style, may be associated with the design (Gilmore 2006). Within the University of Washington Libraries' special collection of Terry's architectural drawings from 1937–1991 are 81 drawings for the "Mr. and Mrs. Bruce Stevenson residence, White Salmon, Washington," dated June 1978–September 1980 (Archives West 2020b). Although the house referenced in this collection may not be the one constructed at 475 SE Oak Street, it indicates that Laura Cheney's family was commissioning residential architectural designs by Roland Terry during the 1970s. In addition, the house at 475 SE Oak Street reflects Terry's signature use of materials such as peeled logs for structural support (Old House Journal 2018). However, any association between Terry and the property cannot be confirmed.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION

The property at 475 SE Oak Street is not significant under any of the NRHP criteria and is, therefore, not eligible for the NRHP.

CRITERION A

The property at 475 SE Oak Street has no significant association with important historic events and is not significant under Criterion A. The house on this property, constructed in the mid-1970s, is associated with modern residential development along the White Salmon bluff; however, it does not appear that the building itself played a distinct or important role in White Salmon's residential development.

CRITERION B

Under Criterion B, this property is not significant for any associations with the lives of persons important to history. Research did not reveal that any of the individuals related to the development and use of the property made demonstrably important contributions to history at the local, state, or national level.

CRITERION C

Under NRHP Criterion C, the building on this property is not significant because it is not an important example of a type, period, or method of construction. The building exhibits



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elements of the Northwest style but is not a noteworthy example of the style. Although the construction incorporates peeled logs as posts in the house and garage, these elements do not embody enough of the distinctive characteristics of a type of architecture or represent an important example in the evolution of this class of architecture required for significance under this criterion. Also, the broad roof forms covered in standing seam sheet metal overwhelm the residence's other design characteristics. The property does not have the high artistic value that would merit a NRHP listing. Although architect Roland Terry may have been associated with the property, the identities of the architect and/or builder cannot be confirmed and, therefore, there is no indication that the house represents the work of a master.

CRITERION D

Under Criterion D, the house is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Based on the lack of an applicable NRHP criterion, historic integrity has not been assessed.

Note:

Several circumstances affected the identification of persons associated with White Salmon's early twentieth-century properties. A comprehensive city directory from the historic period was not identified during research, although the 1913 Ogle and Co. atlas of Klickitat County was an exception. In addition, U.S. Census records, available for White Salmon from 1900 through 1940, often do not provide the residents' street names and virtually never provide street numbers, although the census records did provide other identifying information such as name, age, place of birth, and occupation. When White Salmon residents registered for the World War I and World War II drafts, they generally provided their city, county, and state, but not street name or number. The historical societies and organizations that may have this information were closed due to the COVID-19 pandemic and unavailable for research or inquiries.



Historic Property Report

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Physical description:

The house at 475 SE Oak Street, built in 1974, contains a single-family residence and four-car garage connected to the house by an enclosed breezeway or hallway (Photographs 1–4). The property occupies part of Lot 3 and all of Lots 4, 5, and 6 of Block 1 of Egan’s Addition to White Salmon, about half of the original subdivision. Situated along the bluff over Dock Grade Road, the house is accessed via SE Oak Place and measures approximately 1,728 square feet. The design reflects elements of the Northwest style, a regional interpretation of Modernist architecture that emerged in Portland in the late 1930s. The style is characterized by “a sensitive approach to the natural environment, takes into consideration Oregon’s mild climate, predominantly gray skies, and abundant supply of wood and wood products.” Design characteristics include regard for the building site, lack of historic ornamentation, and use of regional materials (Flathman 2010).

The house and garage were constructed as separate buildings with their own roofs. The primary building material—wood—reflects the region’s most abundant natural resource and the timbered bluff on which the house was built. The siding is vertical wood board, and there is a large interior stone chimney emerging from the roof’s north slope, near the front entrance. The recessed front entrance is off-center along the north elevation and accessed by a concrete walkway. The walkway is sheltered by a Japanese-style Torii (gate) constructed of six peeled tree trunk sections used as posts. The double-leaf front door is wood with large inset panes. It appears that the front entrance is located on the upper story and that there is a lower story not visible from the north elevation. The high-pitched hipped roof sections on both the house and garage display a broad overhang. The broad roof forms, now clad in standing seam sheet metal cladding, dominate the appearance of the buildings. The original roofing material was likely cedar shingle or shake, which would be consistent with the Northwest style’s intensive use of natural wood materials.

The four-bay garage has a rectangular plan and was constructed with peeled trunks as posts at the garage corners and between the bays. Each garage has an individual wooden door. Aerial images indicate that the garage roofs south slope has a ribbon of tall, narrow windows (Google Maps Aerial View 2020). On the garage’s west side is a large modern stacked-stone planter box, and the driveway is asphalt.

Most views of this property are unavailable due to lack of access. Window design and materials were also obscured.

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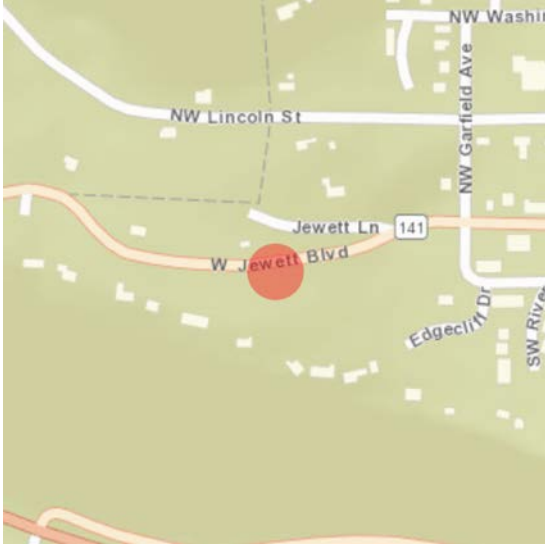
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Historic Property Report

Resource Name: 345 W Jewett Blvd

Property ID: 722162

Location



Address: 345 W Jewett Blvd, White Salmon, Washington, 98672
Tax No/Parcel No: 03102483001000
Plat/Block/Lot: Lauterbach's Second Addition to White Salmon
Geographic Areas: T03R10E24, Klickitat County, WHITE SALMON Quadrangle

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1973	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: 345 W Jewett Blvd

Property ID: 722162

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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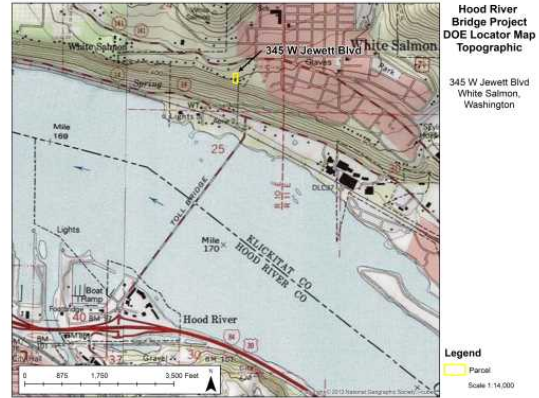
Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	6/11/2020	Survey/Inventory	

Photos



Photograph 3_345 W Jewett Blvd.jpg



345_W_Jewett_Blvd_Topo_14k.jpg



345_W_Jewett_Blvd_Aerial.jpg



Figure 2.jpg



Figure 1.jpg

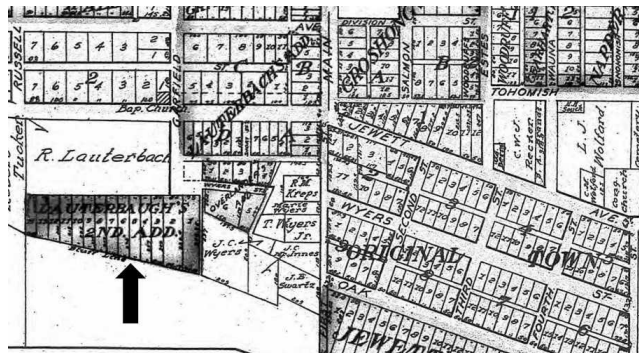


Figure 10.jpg

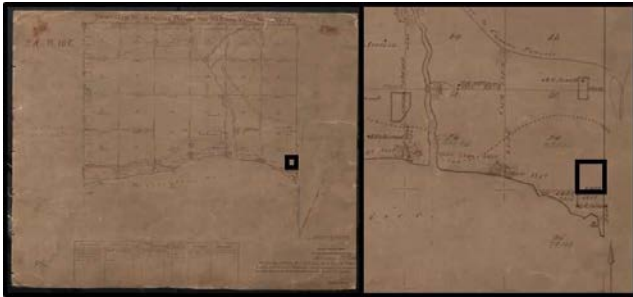


Figure 9.jpg

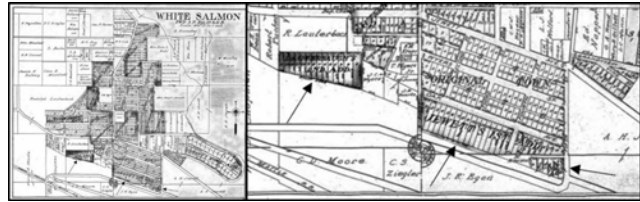


Figure 8.jpg



Figure 7.jpg



Figure 6.jpg



Figure 5.jpg



Figure 4.jpg

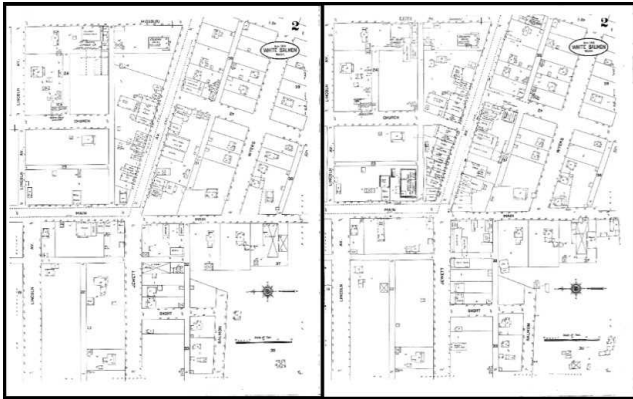


Figure 3.jpg



Photograph 4_345 W Jewett Blvd.jpg



Photograph 2_345 W Jewett Blvd.jpg



Photograph 1_345 W Jewett Blvd.jpg



Historic Property Report

Resource Name: 345 W Jewett Blvd

Property ID: 722162

Inventory Details - 6/11/2020

Common name:

Date recorded: 6/11/2020

Field Recorder: Shoshana Jones

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Metal - Standing Seam
Cladding	Wood - Vertical Boards
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
Modern Movement	Northwest Regional

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: EARLY SETTLEMENT

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area's first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area's first post office opened in 1868 at "Warner's Landing," on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the area's "home building" and "attractive" development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (Figure 1). The bluff provided a gateway to farms and communities located in the White Salmon River valley. Jewett's farm began

hosting tourists while a community grew along the bluff. By 1880, the community had been renamed White Salmon, and the community center had shifted west of the original Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued using the river to transport products. By 1903, when the Columbia River and Northern Railway arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area's commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the "Apple Boom" (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

THE TOWN OF WHITE SALMON IS ESTABLISHED

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland, and Seattle Railway extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named "Bingen–White Salmon" and served both towns (Adams and Ozbun 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 3). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

TRANSPORTATION IMPROVEMENTS PROMOTE WHITE SALMON'S DEVELOPMENT

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. Until the Hood River–White Salmon Interstate Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozbun et al. 2005:4) (Figure 4).

The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (Mt. Adams Sun 1962 June 21) (Figure 5). In 1923, the Dock Road was cleared and re-graded by local citizens to enhance access into town from the riverside ferry dock (Enterprise 1923 March 9). The narrow road is approximately three-

quarters of a mile long with steep grades (City of White Salmon 2012:24).

Between 1907 and 1916, the North Bank Highway (Evergreen Highway/State Route 14) originally served as a farm-to-market road connecting Vancouver with the agricultural lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 6). After the North Bank Highway was upgraded in 1929 as a scenic road for all-season travel, it was renamed the Evergreen Highway. The road was modernized in 1937 and renamed State Route 14 in 1955 and continued to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River–White Salmon Interstate Bridge (Hood River Bridge), which opened in 1924 (Figure 7). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (Enterprise 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (Oregonian 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (U.S. Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level (Oregonian 1938 January 10).

MODERN INDUSTRY AND TOURISM

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area's timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon's restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon's current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost 2,200 (City of White Salmon 2012:34).

HISTORIC RESIDENTIAL DEVELOPMENT ALONG THE BLUFF

During the early twentieth century, White Salmon's primary industries remained lumber and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community's early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north, on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff's edge began between 1908 and 1913, when three subdivisions were platted. Jewett's First Addition was platted along Oak Avenue at the south side of town center in 1908. In 1910, Egan's Addition was platted at the southeast corner of Jewett's First Addition. Lauterrbaugh's [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 8).

As the town grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The Enterprise reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the Enterprise, the town's "beautiful new homes" had motivated other residents to build or consider building (Enterprise 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for one year and then Sutton & Whitney for four years before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early- to mid-1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so vividly does it loom up against the sky" (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.



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The building designs for bluff parcels also incorporated the bluff's topography and natural materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water's edge and reaches upward almost perpendicularly six hundred feet. From the river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145).

House designs along the bluff lots have adapted to the "gently-sloping timbered heights" by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

PROPERTY HISTORY OF 345 W JEWETT BLVD

The house at 345 W Jewett Boulevard was built on what was previously an 1890 land patent by Jacob Hunsaker, depicted on a General Land Office (GLO) map (GLO1876) (Figure 9).

Jacob Hunsaker was the son of an 1845 Oregon pioneer. Hunsaker opened White Salmon's first general store in 1880, was appointed postmaster, served as a county commissioner, and was Klickitat County's first elected state legislator. Hunsaker died in Everett, Washington, around 1920 (Thompson 1923:117).

Lauterbach's Second Addition to White Salmon

The bluff property at 345 W Jewett Boulevard is located in Lauterbach's Second Addition to White Salmon, platted c.1910 between White Salmon's town center to the east and the White Salmon River to the west (Figure 10). Lauterbach's Second Addition was one of White Salmon's original residential subdivisions platted along the White Salmon bluff, preceded by Jewett's First Addition in 1908 and completed around the same time as Egan's Addition in 1910.

The Lauterbach family arrived in the White Salmon area in 1892 and were important in the town's early development. Rudolph Lauterbach was born in Germany in 1853 and immigrated to the United States in 1880, settling in Texas and marrying Wilhelmina Hillje. In 1893, the family moved to White Salmon. Rudolph served as postmaster for the next 10 years. Rudolph also purchased and operated Jacob Hunsaker's general store, owned and operated a ranch near White Salmon, and worked as a contractor. Rudolph's brother, J. W. Lauterbach, built the Washington Hotel in 1904 for local tourists. The Lauterbachs had large land holdings within the western part of White Salmon, as well as rural land outside of town. Throughout the late nineteenth and early twentieth centuries, the Lauterbach family was active in cattle ranching and in the meat industry. Family members



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owned at least one ranch property near White Salmon as early as 1892 and were proprietors of a meat company during the 1930s through 1950s (Pattee et al. 2016:12-13).

Property Residents

The existing house was constructed in 1973 and is currently owned by members of the Cheney family, who have significant associations with SDS Lumber Company, a company that was started in 1946 as a partnership between Wally and Bruce Stevenson and Frank Daubenspeck. The firm remains an important supplier of lumber products in the Pacific Northwest (SDS Lumber 2020). The house may reflect the family's associations with the production and sale of wood products through its prolific use of vertical wood siding and its Northwest Regional style design.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION

The property at 345 W Jewett Boulevard appears to be significant under NRHP Criterion C.

CRITERION A

The property has no significant association with important historic events and is not significant under Criterion A. The house on this property, constructed in 1973, is associated with contemporary residential infill along the White Salmon bluff; however, it does not appear that the property itself played an important role in White Salmon's development.

CRITERION B

The property is not significant under Criterion B. Research in the county assessor database, census records, online historical society holdings, and historic newspapers did not uncover any indication that individuals associated with the property made demonstrably significant contributions to history at the local, state, or national level.

CRITERION C

The property appears to be locally significant under Criterion C in the area of Architecture for embodying the distinctive characteristics of a Northwest-style residence that has adapted to the White Salmon bluff's particular topography and climate through incorporation of ample wood in the siding, a distinctive roof opening with large windows to enhance natural lighting and views toward Mt. Hood, and a building configuration that shelters the front entrance from intense bluff winds. The period of significance is 1973, when the house was constructed. The identities of the architect and/or builder are unknown and, therefore, there is no indication that the house represents the work of a master.

CRITERION D

Under Criterion D, the house is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

INTEGRITY ASSESSMENT

The property at 345 W Jewett Boulevard retains sufficient integrity to support a



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determination of eligibility under Criterion C.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. The property retains integrity of location as the house remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The house retains the integrity of design in its original form, plan and design features, particularly the roof opening, large windows, and sheltered building configuration.

SETTING

Setting is the physical environment of a historic property. The property retains integrity of setting, which is characterized by the river, gorge, and Mt. Hood. The house was built close to the bluff's edge, with a deep setback from the street, for the residents' enjoyment of expansive views. The wooded landscape of the bluff also contributes to the integrity of setting.

MATERIALS

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The property retains integrity of materials, specifically the original vertical wood board siding and metal windows.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property retains integrity of workmanship in its original construction.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The property retains integrity of feeling. The presence of most of the original Northwest-style design elements and materials and the retention of key setting elements contribute to the feeling of White Salmon's contemporary residential bluff development.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its relationship to White Salmon's contemporary residential development, particularly along the bluff.

NOTE:

Several circumstances affected the identification of persons associated with White Salmon's early twentieth-century properties. A comprehensive city directory from the historic period was not identified during research, although the 1913 Ogle and Co. atlas of Klickitat County was an exception. In addition, U.S. Census records, available for White Salmon from 1900 through 1940, often do not provide the residents' street names and virtually never provide street numbers, although the census records did provide other identifying information such as name, age, place of birth, and occupation. When White Salmon residents registered for the World War I and World War II drafts, they generally



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provided their city, county, and state, but not street name or number. The historical societies and organizations that may have this information were closed due to the COVID-19 pandemic and unavailable for research or inquiries.

Physical description: The property at 345 W Jewett Boulevard, built in 1973, contains a single-family residence and garage on a 0.52-acre parcel (Photographs 1–4). The house design incorporates elements of the Northwest style, a regional interpretation of Modernist architecture that emerged in Portland during the late 1930s. The style is characterized by “a sensitive approach to the natural environment, takes into consideration Oregon’s mild climate, predominantly gray skies, and abundant supply of wood and wood products.” Design characteristics include regard for the building site, lack of historic ornamentation, and use of regional materials (Flathman 2010). The house at 345 W Jewett Boulevard is characterized by its intensive use of natural regional materials, particularly vertical wood board siding, creating broad expanses of uninterrupted wall surface. These expanses are punctuated by a distinctive roof opening, typical of Northwest-style buildings, with large windows that expose the second-story interior, creating a transparency that provides southern views from the house’s north side. Extensive use of glazing, especially on the second story, enhance natural lighting and landscape views.

The two-story residence has an asymmetrical plan and is connected to the garage by a two-story hallway or enclosed breezeway. The house’s moderately pitched, side-gable roof displays moderate overhang and is clad in standing seam sheet metal. The original roofing material was likely cedar shingle or shake, which would be consistent with the Northwest style’s intensive use of natural wood materials. Fenestration consists of large metal sliders and fixed picture windows. The recessed front door, sheltered by a pent roof, appears to be a mirrored panel flanked by vertical wood panels. A wood shed abuts the west elevation.

The two-story, two-car garage has a side gable roof with triangular clerestory windows atop a pent roof section that is clad in corrugated metal sheeting. The garage siding is vertical wood board. Vehicle parking is on the garage’s first floor, which has two distinct bays with wood overhead doors. The second floor provides additional living space, as indicated by a large metal slider window with curtains.

The relative placement of the house and garage forms an L-shaped configuration that shelters the front entrance from the bluff’s intense winds. The sheltered entrance balances the sense of exposure from the roof’s distinctive opening and integrates the building within the bluff’s wooded landscape.

No field access to this property was provided for views of the entire east, west, and rear/south elevations.

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Location



Address: 435 W Jewett Blvd, White Salmon, Washington, 98672

Geographic Areas: WHITE SALMON Quadrangle, Klickitat County, T03R10E24

Information

Number of stories: 1.50

Construction Dates:

Construction Type	Year	Circa
Built Date	1965	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category

Community Planning and Development

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: Van Alstine House

Property ID: 722187

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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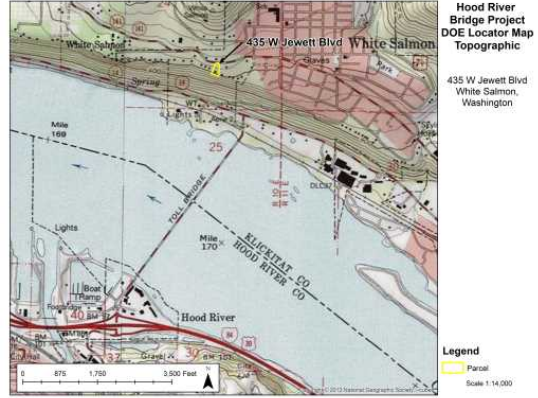
Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	6/12/2020	Survey/Inventory	

Photos



PHOTOGRAPH 5.JPG



435_W_Jewett_Bldv_Topo_14k[1].jpg



Hood River Bridge Project
DOE Locator Map
Aerial
435 W Jewett Blvd
White Salmon,
Washington
Legend
Parcel
Scale 1:1,200

435_W_Jewett_Bldv_Aerial[1].jpg



PHOTOGRAPH 3.JPG



PHOTOGRAPH 6.JPG



PHOTOGRAPH 2.JPG



PHOTOGRAPH 1.JPG



PHOTOGRAPH 4.JPG



Figure 4.jpg

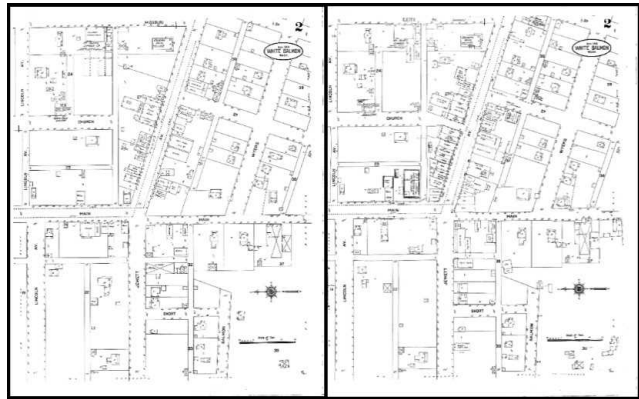


Figure 3.jpg



Figure 2.jpg



Figure 1.jpg

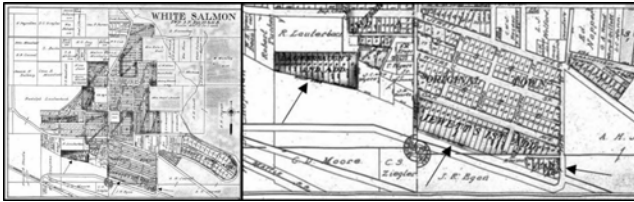


Figure 8.jpg

Figure 7.jpg



Figure 6.jpg

Figure 5.jpg



Historic Property Report

Resource Name: Van Alstine House

Property ID: 722187

Inventory Details - 6/12/2020

Common name:

Date recorded: 6/12/2020

Field Recorder: Timothy Wood

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling - Ranch
Roof Type	Hip - Hip with cross gable
Roof Material	Asphalt/Composition - Shingle
Cladding	Wood - Drop Siding
Plan	Rectangle

Styles:

Period	Style Details
Modern Movement	Prairie Ranch

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative:

EARLY SETTLEMENT

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area’s first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area’s first post office opened in 1868 at “Warner’s Landing,” on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the area’s “home building” and “attractive” development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (Figure 1). The bluff provided a gateway to farms and communities located in the White Salmon River valley. Jewett’s farm began hosting tourists while a community grew along the bluff. By 1880, the community had been renamed White Salmon, and the community center had shifted west of the original

Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued using the river to transport products. By 1903, when the Columbia River and Northern Railroad line arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area's commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the "Apple Boom" (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

THE TOWN OF WHITE SALMON IS ESTABLISHED

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland, and Seattle Railway extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named "Bingen–White Salmon" and served both towns (Adams and Ozbun 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 3). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

TRANSPORTATION IMPROVEMENTS PROMOTE WHITE SALMON'S DEVELOPMENT

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. Until the Hood River–White Salmon Interstate Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozbun et al. 2005:4) (Figure 4).

The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (Mt. Adams Sun 1962 June 21) (Figure 5). In 1923, the Dock Road was cleared and re-graded by local citizens to enhance access into town from the riverside ferry dock (Enterprise 1923 March 9). The narrow road is approximately three-quarters of a mile long with steep grades (City of White Salmon 2012:24).

Between 1907 and 1916, the North Bank Highway (Evergreen Highway/State Route 14) originally served as a farm-to-market road connecting Vancouver with the agricultural

lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 6). After the North Bank Highway was upgraded in 1929 as a scenic road for all-season travel, it was renamed the Evergreen Highway. The road was modernized in 1937 and renamed State Route 14 in 1955 and continued to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River–White Salmon Interstate Bridge (Hood River Bridge), which opened in 1924 (Figure 7). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (Enterprise 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (Oregonian 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (U.S. Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level (Oregonian 1938 January 10).

MODERN INDUSTRY AND TOURISM

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area's timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon's restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon's current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost 2,200 (City of White Salmon 2012:34).

HISTORIC RESIDENTIAL DEVELOPMENT ALONG THE BLUFF

During the early twentieth century, White Salmon's primary industries remained lumber and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community's early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north,

on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff's edge began between 1908 and 1913, when three subdivisions were platted. Jewett's First Addition was platted along Oak Avenue at the south side of town center in 1908. Two years later, in 1910, Egan's Addition was platted at the southeast corner of Jewett's First Addition. Lauterrbaugh's [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 8).

As the town grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The Enterprise reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the Enterprise, the town's "beautiful new homes" had motivated other residents to build or consider building (Enterprise 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for one year then Sutton & Whitney for four years before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early- to mid-1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so vividly does it loom up against the sky" (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.

The building designs for bluff parcels also incorporated the bluff's topography and natural materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water's edge and reaches upward almost perpendicularly six hundred feet. From the



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river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145). House designs along the bluff lots have adapted to the “gently-sloping timbered heights” by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

PROPERTY HISTORY: 435 W JEWETT BOULEVARD

The house at 435 W Jewett Boulevard was built on what was previously an 1885 land patent by Gurden Hubbard Palmer, depicted on a General Land Office (GLO) map filed on February 19, 1876 (GLO 1876 (Figure 9)).

Gurden H. Palmer was born in Danville, Illinois, in 1832. He was an Oregon Trail pioneer, who came west in 1851. Palmer lived in the Cascades, Tygh Valley, and The Dalles before settling in White Salmon during the 1860s, where he lived for many years. In 1893, Palmer rented his White Salmon farm and moved to Hood River, residing there until his death in 1895 (Hood River Glacier 1895 February 9).

LAUTERBAUCH'S SECOND ADDITION TO WHITE SALMON

The bluff property at 435 W Jewett Boulevard is located in Lauterbach's Second Addition to White Salmon, platted c.1910 between White Salmon's town center to the east and the White Salmon River to the west (Figure 10). Lauterbach's Second Addition was one of White Salmon's original residential subdivisions platted along the White Salmon bluff, preceded by Jewett's First Addition in 1908 and completed around the same time as Egan's Addition in 1910.

The Lauterbach family arrived in the White Salmon area in 1892 and were important in the town's early development. Rudolph Lauterbach was born in Germany in 1853 and immigrated to the United States in 1880, settling in Texas and marrying Wilhelmina Hillje. In 1893, the family moved to White Salmon. Rudolph served as postmaster for the next 10 years. Rudolph also purchased and operated Jacob Hunsaker's general store, owned and operated a ranch near White Salmon, and worked as a contractor. Rudolph's brother, J. W. Lauterbach, built the Washington Hotel in 1904 for local tourists. The Lauterbachs had large land holdings within the western part of White Salmon, as well as rural land outside of town. Throughout the late nineteenth and early twentieth centuries, the Lauterbach family was active in cattle ranching and in the meat industry. Family members owned at least one ranch property near White Salmon as early as 1892 and were proprietors of a meat company during the 1930s through 1950s (Pattee et al. 2016:12-13).

The residence at 435 W Jewett Boulevard was constructed in 1965, and Robert Hadley Van Alstine was its first owner and occupant. Van Alstine was born in Montana in 1931 and married Sharon M. Dean on June 22, 1957, in White Salmon, Washington (Ancestry.com 2020a, 2020b). Beginning in 1959, Robert worked for the United



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Telephone Company (LinkedIn 2020). Robert has occupied the property since its construction in 1967. Newspaper and archival research did not reveal additional information about the lives of Robert and Sharon Van Alstine.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION

The Van Alstine House at 435 W Jewett Boulevard is significant under NRHP Criterion C.

Criterion A

The property has no significant association with important historic events and is not significant under Criterion A. The house on this property, constructed in 1965, is associated with midcentury residential development along the White Salmon bluff; however, it does not appear that the property played an important role in the patterns of White Salmon's residential development or is significant on the local, state, or national level.

Criterion B

The property is not significant under Criterion B. Research in the county assessor database, census records, online historical society holdings, and historic newspapers did not uncover any indication that individuals associated with the property made demonstrably significant contributions to history at the local, state, or national level.

Criterion C

The property at 435 W Jewett Boulevard, constructed in 1965, is locally significant under Criterion C in the area of Architecture for embodying the distinctive characteristics of Ranch-style architecture, including its rectangular form, horizontal wood board and brick siding, hipped and gable roof forms with moderate overhangs, and original wood windows. The house is one of the few remaining examples of White Salmon bluff residences from the early midcentury that largely retains historical integrity. The period of significance is 1965, when the house was constructed. Research failed to reveal the identities of the architect and/or builder and, therefore, there is no indication that the house represents the work of a master.

Criterion D

Under Criterion D, the house is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

Integrity Assessment

The property at 435 W Jewett Boulevard retains a high level of integrity in its location, design, setting, materials, workmanship, feeling, and association, supporting a determination of eligibility under Criterion C.

Location

Location is the place where the historic property was constructed or the place where the historic event occurred. The property retains integrity of location, as the house remains in the location where it was originally constructed.

Design

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The house retains the integrity of design in its original form, plan, and design features, particularly the rectangular form, horizontal wood board and brick siding, hipped and gable roof with moderate overhangs, and original wood windows.



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Although some of the original wood windows in the southern and western elevations have been replaced with similar vinyl windows, these changes do not diminish the overall integrity of design.

Setting

Setting is the physical environment of a historic property. The property retains integrity of setting, which is characterized by the river, gorge, and Mt. Hood and which has influenced the placement of the house within the lot. The house was built close to the bluff's edge, with a deep setback from the street, for the residents' enjoyment of expansive views. The wooded landscape of the bluff also contributes to the integrity of setting.

Materials

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The property retains integrity of materials, specifically the original horizontal wood board and brick siding, several wood windows, and the rear brick chimney.

Workmanship

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property retains integrity of workmanship in its original construction.

Feeling

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The property retains integrity of feeling. The presence of most of the original design elements and materials and the retention of key setting elements contribute to the feeling of White Salmon's midcentury bluff development.

Association

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association, because it is sufficiently intact to convey its relationship to White Salmon's midcentury residential development, particularly along the bluff.

Physical description:

Built in 1965, the Van Alstine House at 435 W Jewett Boulevard (WA-141) is situated on the south side of W Jewett Boulevard in White Salmon, Klickitat County, Washington (Photographs 1–6). The 0.92-acre property includes tax lots 56 and 58 in the SW ¼ of the SE ¼ of the Irregular Tracts to White Salmon. The rural residential neighborhood features an ensemble of Ranch, Cottage-Revival, and Contemporary style residences situated near the southern bluff overlooking the Columbia River Gorge. The streetscape consists of wood utility poles, mailboxes, and address markers. Built on a hillside, the Van Alstine House's property slopes toward the south. Single-family residences border the property to the west and east, W Jewett Boulevard to the north, and the bluff to the south. The Van Alstine House has a deep setback from the road and features a long and curving paved driveway. Evergreen trees, shrubs, and large basalt stones border the driveway and surround the property.

The one and one-half-story house was constructed in 1965, according to owner Robert Van Alstine. The house displays a high-pitched hipped and gable roof with moderate overhangs; horizontal wood board and non-structural, polychromatic brick siding; and large multi-lite fixed windows in original wood surrounds that collectively display design



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characteristic of the Ranch architectural style, popular during the modern period between the 1930s and 1960s. The house has a rectangular plan with a slab-on-grade concrete foundation. The roof is finished with asphalt shingles and features exposed roof beams, large gables near the west and east ends of the facade, and an aluminum gutter system.

The north (primary) façade consists of two recessed and centrally located pedestrian entrances flanked by two banks of two multi-lite original wood windows with wood shutters underneath the gables. Beneath these windows, the façade is clad with non-structural polychromatic bricks in a common bond. A brick planter box is positioned under the eastern gable. The center of the façade is clad in the same brick and includes multi-lite fixed wood windows between the two entrances. The primary western entrance has a multi-panel red wood door with sidelites. The eastern entrance includes a wood door with an X design in the lower half and glass panes in a diamond pattern above.

The eastern elevation consists of two original multi-panel wood overhead garage doors on the southern half of the elevation and aluminum downspouts near each end. The south elevation features a broad modern wood deck, a shed dormer, and variety of wood multi-lite and large vinyl picture windows. Beneath the centrally located shed dormer with three sets of two-lite wood windows is a recessed single pedestrian entrance. Flanked by a multi-lite wood window and a large picture window, the entrance includes a wood door with an X design in the lower half and glass panes in a diamond pattern above. These types of doors are sometimes found on custom or "Storybook" ranch style houses. The entrance also includes wood screen door with a similar X design. To the east of the entrance is a six-lite fixed wood window with a square four-lite fixed wood window above. Near the west end, the elevation extends out to the south but is sheltered by a projecting gable. An eastern facing sliding glass door provides access to the deck. An external brick chimney is located on the west side of the projection. The wood board deck is elevated above the slope, supported by square wood posts in concrete footings, and features a railing with decorative white wood pillars. The west elevation consists of a centrally located two-lite vinyl window at the apex of the gable and wood and vinyl two-lite windows of varying sizes near the north and south ends, respectively.

No interior access was granted as part of this survey.

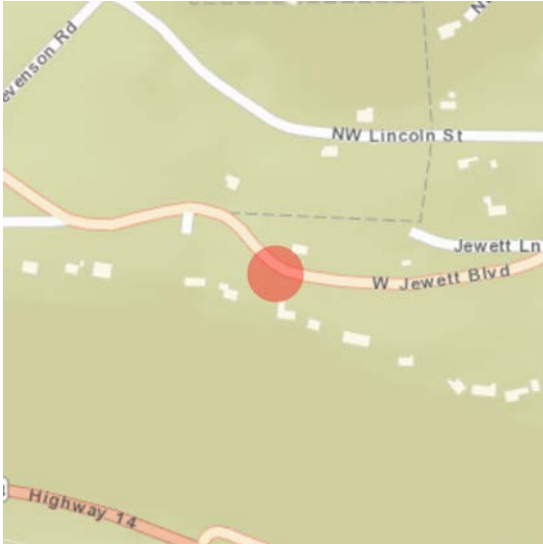
Alterations to the Van Alstine House were observed following a field investigation on April 7, 2020, a review of historic images, and an interview with property owner Robert Van Alstine. Changes include the installation of vinyl windows in the south elevation and west elevations, the replacement of the sliding glass door in the south elevation, replacement of the rear wood deck, and interior alterations.

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Resource Name: 447 W Jewett Blvd

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Location



Address: 447 W Jewett Blvd, White Salmon, Washington, 98672
Tax No/Parcel No: 03102443000700
Plat/Block/Lot: Lauterbach's Second Addition to White Salmon
Geographic Areas: WHITE SALMON Quadrangle, Klickitat County, T03R10E24

Information

Number of stories: 2.00

Construction Dates:

Construction Type	Year	Circa
Built Date	1940	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Domestic	Domestic - Single Family House
Domestic	Domestic - Single Family House

Historic Context:

Category
Architecture

Architect/Engineer:

Category	Name or Company
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Historic Property Report

Resource Name: 447 W Jewett Blvd

Property ID: 722163

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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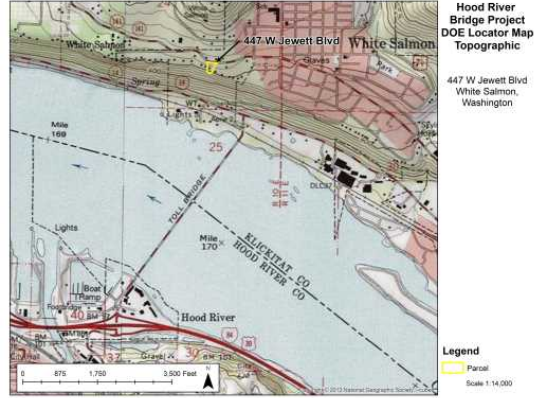
Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	6/11/2020	Survey/Inventory	

Photos



Photograph 2_447 W Jewett Blvd.jpg



447_W_Jewett_Blvd_Topo_14k.jpg



Hood River Bridge Project DOE Locator Map Aerial

447 W Jewett Blvd
White Salmon,
Washington

Legend
Parcel
Scale 1:1,200

447_W_Jewett_Blvd_Aerial.jpg



Figure 4.jpg

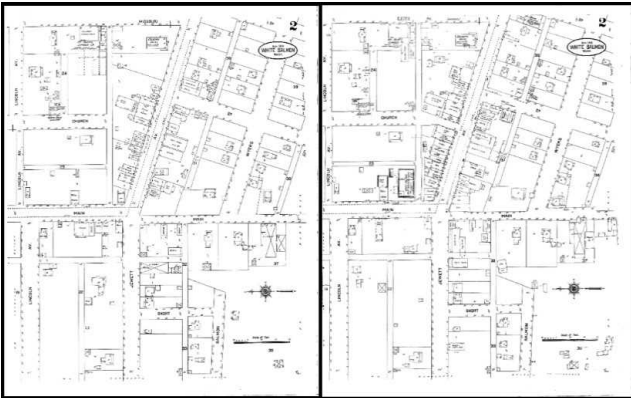


Figure 3.jpg



Figure 2.jpg

Historic Property Report

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Figure 1.jpg

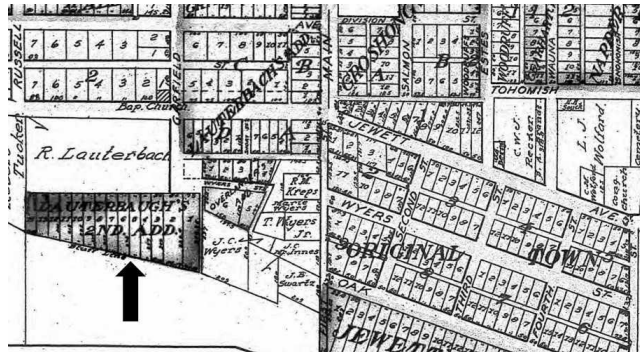


Figure 10.jpg

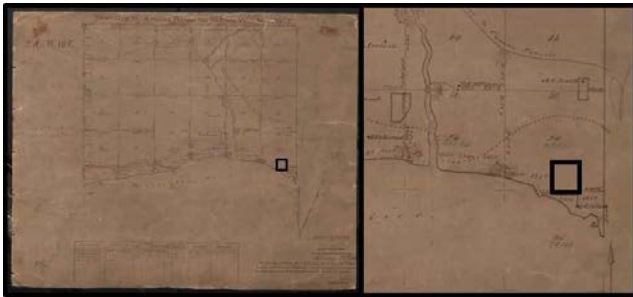


Figure 9.jpg



Figure 8.jpg



Figure 7.jpg

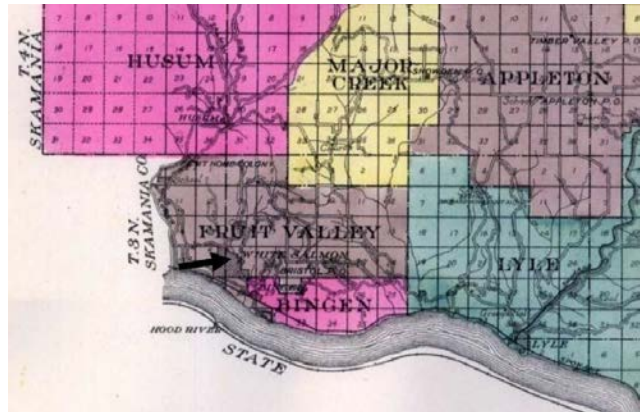


Figure 6.jpg



Figure 5.jpg



Photograph 6_447 W Jewett Blvd.jpg



Photograph 5_447 W Jewett Blvd.jpg



Photograph 4_447 W Jewett Blvd.jpg



Photograph 3_447 W Jewett Blvd.jpg



Photograph 1_447 W Jewett Blvd.jpg

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Photograph 9_447 W Jewett Blvd.jpg



Photograph 8_447 W Jewett Blvd.jpg



Photograph 7_447 W Jewett Blvd.jpg



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Inventory Details - 6/11/2020

Common name:

Date recorded: 6/11/2020

Field Recorder: Shoshana Jones

Field Site number:

SHPO Determination

Detail Information

Characteristics:

Category	Item
Foundation	Concrete - Poured
Form Type	Single Dwelling
Roof Type	Gable - Side
Roof Material	Wood - Shingle
Cladding	Wood - Clapboard
Structural System	Wood - Platform Frame
Plan	Irregular

Styles:

Period	Style Details
Mid-Late 19th and Early 20th Century Revivals	Tudor - Cottage
Mid-Late 19th and Early 20th Century Revivals	Colonial Revival

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: EARLY SETTLEMENT

The town of White Salmon began in 1852 as a small settlement on a bluff, just east of the confluence of the White Salmon and Columbia Rivers in what would become the Fruit District of Klickitat County. The area's first Euro-American settlers were Erastus S. Joslyn and his family, who in 1853, claimed land extending from the Columbia River up the bluff to east of the eventual White Salmon townsite. The area's first post office opened in 1868 at "Warner's Landing," on the bluff east of present White Salmon (Pattee et al. 2016:11). Early settlers harvested timber for Columbia River steamboats, raised stock that fed miners in eastern Washington, and farmed wheat (Historical Research Associates, Inc. [HRA] 1995:11).

A.H. Jewett, a horticulturalist from Illinois, is regarded as the founder of the town of White Salmon. Jewett and his wife Jennie Jewett arrived in the White Salmon area in 1874 and were remembered as doing more than any other residents to encourage the

area's "home building" and "attractive" development (Thompson 1923:115). The Jewetts claimed land for an orchard on the bluff above the Joslyn claim, which later became the town of White Salmon (Pattee et al. 2016:11) (Figure 1). The bluff provided a gateway to farms and communities located in the White Salmon River valley. Jewett's farm began hosting tourists while a community grew along the bluff. By 1880, the community had been renamed White Salmon, and the community center had shifted west of the original Warner's Landing (Pattee et al. 2016:11; Interstate Publishing Company 1904).

The arrival of the Northern Pacific Railway to the Columbia River in 1884, along with an intense promotional campaign, stimulated a wave of immigration and farming, although farmers continued using the river to transport products. By 1903, when the Columbia River and Northern Railway arrived in nearby Goldendale, White Salmon and its port had become an agricultural supply and processing center (HRA 1995:12). The success of the area's commercial orchards encouraged further settlement. New investors bought land and established orchards in a period known locally as the "Apple Boom" (1910–1920). The boom declined after investors realized that much of the land promoted for orchards was not suitable for dry farming or the necessary irrigation infrastructure (Pattee et al. 2016:11).

THE TOWN OF WHITE SALMON IS ESTABLISHED

At the beginning of the Apple Boom, Jewett platted the town of White Salmon and established a system for pumping water from a large spring north of town (Pattee et al. 2016:11). The town was incorporated in 1907 and, in 1908, the Spokane, Portland, and Seattle Railway extended through the area, stopping at Bingen, on the flatlands below White Salmon. The railroad station at Bingen was named "Bingen–White Salmon" and served both towns (Adams and Ozburn 2018:5). That year, White Salmon also received its first electric lights, fire hydrant, and sidewalks (City of White Salmon 2012:12).

Power was generated locally by the White Salmon River dam, built in 1910–1911 (Pattee et al. 2016:11). By then, the town of White Salmon had developed mainly around the intersection of Jewett Avenue (Highway 141) and what was formerly known as Main (Sanborn Map Company 1910) (Figure 3). Jewett Avenue east of Main had a dense cluster of businesses and services, including the post office, bank, meat market, bakery, furniture and hardware, barber shop, jewelry shop, and offices. In 1910, the White Salmon population was about 700 (Sanborn Map Company 1910).

TRANSPORTATION IMPROVEMENTS PROMOTE WHITE SALMON'S DEVELOPMENT

Transportation improvements during the 1920s enhanced White Salmon's connection to the local area and to traffic from across the Columbia River in Oregon. These improvements contributed to a substantial increase in White Salmon's population and further development of residential properties along the bluff. During the early settlement period, Klickitat County served as a transportation corridor for the region's early inhabitants, who settled mostly near the river in the 1860s and 1870s. The Columbia River provided the primary mode of transportation until the arrival of the railroad and construction of reliable roads. Until the Hood River–White Salmon Interstate Bridge was completed in 1924, a ferry service transported residents across the river between the two towns. From the ferry landing, wagons used a dock road to transport cargo and passengers to a flight of stairs that led up the embankment to the town of White Salmon (Ozburn et al. 2005:4) (Figure 4).



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The Dock Grade Road was originally built in 1892 and enabled users to bypass Bingen on their way to White Salmon (Mt. Adams Sun 1962 June 21) (Figure 5). In 1923, the Dock Road was cleared and re-graded by local citizens to enhance access into town from the riverside ferry dock (Enterprise 1923 March 9). The narrow road is approximately three-quarters of a mile long with steep grades (City of White Salmon 2012:24).

Between 1907 and 1916, the North Bank Highway (Evergreen Highway/State Route 14) originally served as a farm-to-market road connecting Vancouver with the agricultural lands near Pasco. A 1913 map of White Salmon within the Fruit Valley Precinct reflects its status as a crossroads of agricultural activity during that period (Figure 6). After the North Bank Highway was upgraded in 1929 as a scenic road for all-season travel, it was renamed the Evergreen Highway. The road was modernized in 1937 and renamed State Route 14 in 1955 and continued to serve the area's commercial, agricultural, and recreational development (Ozbun et al. 2005:4).

One of the most significant transportation improvements for the White Salmon community was construction of the Hood River–White Salmon Interstate Bridge (Hood River Bridge), which opened in 1924 (Figure 7). Before the bridge was built, the only direct route between White Salmon and Hood River, Oregon, was a river ferry. Completion of the bridge was a boon to development in White Salmon and regional tourism. News of the proposed bridge inspired predictions that land values in White Salmon would double (Enterprise 1923 May 25). The bridge, nearly a half mile in length, is the second oldest automobile crossing of the Columbia River between Oregon and Washington after the Interstate Bridge (1917), between Portland, Oregon, and Vancouver, Washington (Burrow et al. 2013:94).

The most publicized benefit of the new bridge was “development of the scenic attraction of the mid-Columbia Cascades” in conjunction with the 1922 completion of the Columbia River Highway (Oregonian 1924 July 27). The bridge also helped spur significant growth in White Salmon, where the population grew from 619 to 798 between 1920 and 1930. However, the bridge did not have the same impact on Hood River, where the population decreased by 1.46 percent during the same time period (U.S. Census Bureau, Census of Population and Housing 1920–1930).

The construction of Bonneville Dam, which began operating in 1938 along the Columbia River downstream of Hood River, led to a substantial Hood River Bridge modification project between 1938 and 1940 to install a new lift span that provided vessels with a 135-foot clearance above the flood-stage water level (Oregonian 1938 January 10).

MODERN INDUSTRY AND TOURISM

As technology evolved, farm machinery replaced horses and large harvest crews (HRA 1995:12). However, the area's timber, recreation, and tourism industries remained strong throughout the twentieth century. SDS Lumber in nearby Bingen remains a major county employer (Becker 2006). White Salmon is now a popular destination for kiteboarders, whitewater rafters, and mountain bikers. Other popular tourist attractions are the Columbia River Gorge, White Salmon River, Gifford Pinchot National Forest, and the Mt. Adams Wilderness, as well as White Salmon's restaurants, breweries, and art studios (White Salmon Washington 2020). White Salmon's current population is about 2,500, an increase of 20 percent since 2010 (Best Places 2020). The variety of housing types in White Salmon include single-family residences, multi-family residences, manufactured homes, and senior citizen housing. In 2000, the population was almost



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2,200 (City of White Salmon 2012:34).

HISTORIC RESIDENTIAL DEVELOPMENT ALONG THE BLUFF

During the early twentieth century, White Salmon's primary industries remained lumber and agriculture, and residents lived within the town center and on surrounding farm and orchard lands. Examples of the community's early architecture includes the Classical Revival-style public school, the Queen Anne Victorian-style Washington Hotel, and a number of Folk Victorian-style residences (Community Partners 2020). After the Jewetts platted the original town in 1907, most new subdivisions were established to the north, on buildable land away from the bluff. However, the most desirable location for expansive landscape and river views was the land skirting the bluff. Residential development of land along the bluff's edge began between 1908 and 1913, when three subdivisions were platted. Jewett's First Addition was platted along Oak Avenue at the south side of town center in 1908. In 1910, Egan's Addition was platted at the southeast corner of Jewett's First Addition. Lauterrbaugh's [sic] Second Addition was platted along Jewett Avenue, on the west side of town, c.1910 (Klickitat County 2020; Ogle and Co. 1913) (Figure 8).

As the town grew, residents in the bluff's new subdivisions and other areas of town built new homes or improved existing ones. The Enterprise reported that, in 1922, about \$50,000 had been spent to build new homes and businesses, as well as remodel existing homes, and that such work was continuing. According to the Enterprise, the town's "beautiful new homes" had motivated other residents to build or consider building (Enterprise 1923 April 6). This phase of development introduced a wider variety of architectural styles to the bluff, including English Cottage and Craftsman.

Beginning around the midcentury, existing parcels were infilled with new construction, and the bluff was enjoying the influence of modern architects such as Richard Wilhelm Sundeleaf (1900–1987). Sundeleaf was a Portland-based architect who trained with A.E. Doyle for one year then Sutton & Whitney for four years before establishing a solo practice in 1928. He designed at least three White Salmon residences, including a Ranch-type residence on a Waubish Avenue bluff parcel (Archives West 2020a; Shapley 2020). New houses constructed along the bluff from the late 1940s to late 1960s, including Sundeleaf's design on Waubish Avenue, were often ranch-type buildings. During the early- to mid-1970s, there were Contemporary-style houses built in all three bluff edge subdivisions that incorporated elements of the Northwest Regional architectural style, including at least one designed by Seattle-based architect Roland Terry, regarded as a master of the Northwest Regional architectural style (Archives West 2020b).

Although the bluff properties contained homes with varying architectural styles, many share certain features that significantly influenced property development and building design: deep lots with houses oriented toward sweeping views, building designs adapted to the sloping bluff lots, and the integration of local materials.

Many of the bluff lots are deep, enabling the properties to extend the entire distance from the street frontage to the bluff edge. In fact, the bluff lots are often at least twice as deep as the original town lots and the lots in most other subdivisions. To make the most of proximity to the bluff, many bluff properties were developed with homes at the parcel's rear, close to the bluff edge. This provided residents with expansive window views toward the Columbia River, the Gorge, and Mt. Hood, the "crowning glory of the region . . . thirty miles southeast of White Salmon, yet appearing almost at hand, so



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vividly does it loom up against the sky” (Interstate Publishing Company 1904:145). In most cases, the homes were oriented toward the view as evidenced by large picture windows, porches, and patios at the rear/south-facing elevation. Accessory buildings such as garages and sheds were often located closer to the street.

The building designs for bluff parcels also incorporated the bluff’s topography and natural materials. In a 1904 history of Klickitat County, the author described the town of White Salmon as:

Situated upon the high basaltic bluff that leaves the river bottom a few rods from the water’s edge and reaches upward almost perpendicularly six hundred feet. From the river, these gently-sloping timbered heights to the southward are indeed picturesque. The village nestles among the oaks near the edge of the bluff (Interstate Publishing Company 1904:145).

House designs along the bluff lots have adapted to the “gently-sloping timbered heights” by incorporating walkout or daylight basements, usually visible from the rear/south-facing elevation. In addition, the buildings and landscaping have incorporated the local basalt that forms the bluff. For instance, basalt boulders have been used in residential building foundations, wall aprons, retaining walls, exterior staircases, planter boxes, and general landscaping. The abundance of basalt formations has also influenced the placement of residences and ancillary buildings within the lots, which have been sited to avoid outcroppings.

Some bluff properties are accessed by private roads or alleys, which has resulted in extremely narrow, unmaintained roadways to certain residences (City of White Salmon 2012:25).

PROPERTY HISTORY OF 447 W JEWETT BOULEVARD

The house at 447 W Jewett Boulevard was built on what was previously an 1885 land patent by Gurden Hubbard Palmer, depicted on a General Land Office (GLO) map filed on February 19, 1876 (GLO 1876) (Figure 9).

Lauterbach’s Second Addition to White Salmon

The bluff property at 447 W Jewett Boulevard is located in Lauterbach’s Second Addition to White Salmon, platted c.1910 between White Salmon’s town center to the east and the White Salmon River to the west (Figure 10). Lauterbach’s Second Addition was one of White Salmon’s original residential subdivisions platted along the White Salmon bluff, preceded by Jewett’s First Addition in 1908 and completed around the same times as Egan’s Addition in 1910.

The Lauterbach family arrived in the White Salmon area in 1892 and were important in the town’s early development. Rudolph Lauterbach was born in Germany in 1853 and immigrated to the United States in 1880, settling in Texas and marrying Wilhelmina Hillje. In 1893, the family moved to White Salmon. Rudolph served as postmaster for the next 10 years. Rudolph also purchased and operated Jacob Hunsaker’s general store, owned and operated a ranch near White Salmon, and worked as a contractor. Rudolph’s brother, J. W. Lauterbach, built the Washington Hotel in 1904 for local tourists. The Lauterbachs had large land holdings within the western part of White Salmon, as well as rural land outside of town. Throughout the late nineteenth and early twentieth centuries, the Lauterbach family was active in cattle ranching and in the meat industry.



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Family members owned at least one ranch property near White Salmon as early as 1892 and were proprietors of a meat company during the 1930s through 1950s (Pattee et al. 2016:12-13).

Property Development

The house was constructed by the father of Barbara Richmond, who owned the property until 2000 and now lives in Portland. Ms. Richmond confirmed that her father found the floorplan for the house in a magazine and began construction in 1936 or 1937. The property owner may have been inspired by a number of different home style magazines popular during this time period in the Pacific Northwest which included "Good Housekeeping", "The Saturday Evening Post", and "House Beautiful" (Tucker 2008). The family moved into the house in 1940. In the 1950s, Ms. Richmond's father constructed the garage and breezeway. In 1959-1960, he converted an upper level sundeck at the rear into an office (Roche 2020). The property is now owned by David Roche.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP) EVALUATION

The property at 447 W Jewett Boulevard is locally significant under NRHP Criterion C.

CRITERION A

The property has no significant association with important historic events and is not significant under Criterion A. The house on this property, constructed in 1940, is associated with midcentury residential development along the White Salmon bluff; however, it does not appear that the property played an important role in White Salmon's residential development or is significant on the local, state, or national level.

CRITERION B

The property is not significant under Criterion B. Research in the county assessor database, census records, online historical society holdings, and historic newspapers did not uncover any indication that individuals associated with the property made demonstrably significant contributions to history at the local, state, or national level.

CRITERION C

The property is locally significant under Criterion C in the area of Architecture for embodying the distinctive characteristics of a World War II-era residence with Colonial Revival details that has adapted to the White Salmon bluff's particular topography and heavily incorporated the bluff's natural basalt into the building's design, construction, and landscaping. The house is one of the few remaining examples of mostly unaltered White Salmon bluff residences from the early midcentury, as evidenced by the aerial image (Photograph 9) showing the house flanked by a number of larger, newer homes. The period of significance is 1940, when the house was constructed. The identities of the architect and/or builder are unknown and, therefore, there is no indication that the house represents the work of a master.

CRITERION D

Under Criterion D, the house is not significant as a source (or likely source) of important information regarding history. It does not appear to have any likelihood of yielding important information about historic construction materials or technologies.

INTEGRITY ASSESSMENT

The property at 447 W Jewett Boulevard retains a high level of integrity in its design,



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materials, and workmanship, supporting a determination of eligibility under Criterion C.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. The property retains integrity of location, as the house remains in the location where it was originally constructed.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. The house retains the general integrity of design in its original form, plan and design features, particularly the steeply pitched side-gable roof, gable-roof dormers, and accentuated recessed entrance. The house also retains integrity of design with respect to the large rear picture windows, which were built to provide expansive views of the river, gorge, and Mt. Hood. Although the second-story rear addition was built c.1955, the historic-era addition does not diminish the overall integrity of design.

SETTING

Setting is the physical environment of a historic property. The property retains integrity of setting, which is characterized by the river, gorge, and Mt. Hood and which has influenced the placement of the house within the lot. The house was built close to the bluff's edge, with a deep setback from the street, for the residents' enjoyment of expansive views. The wooded landscape of the bluff also contributes to the integrity of setting.

MATERIALS

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. The property retains integrity of materials, specifically the original horizontal wood board siding, wood multi-pane windows, and brick chimney and detailing. The property has also intensively integrated the local basalt into construction of the patio, enclosed porch, retaining walls, exterior staircases, and general landscaping.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. The property retains integrity of workmanship in its original construction, particularly the incorporation of basalt in the patios, walls, and landscaping.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The property retains integrity of feeling. The presence of most of the original design elements and materials, and the retention of key setting elements, contribute to the feeling of White Salmon's midcentury bluff development.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association, because it is sufficiently intact to convey its relationship to White Salmon's midcentury residential development, particularly along the bluff.

NOTE:

Several circumstances impacted the identification of persons associated with White



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Salmon's early twentieth-century properties. Unlike cities such as Portland and Vancouver with larger areas and populations, White Salmon did not issue comprehensive city directories from the historic period. An exception includes a commercial directory in the 1913 Ogle and Co. atlas of Klickitat County. In addition, U.S. Census records, available for White Salmon from 1900 through 1940, often do not provide the residents' street names and virtually never provide street numbers, although the census records did provide other identifying information such as name, age, places of birth, and occupation. When White Salmon residents registered for the World War I and World War II drafts, they generally provided their city, county, and state, but not street name or number. The historical societies and organizations that may have this information were closed due to the COVID-19 pandemic and unavailable for research or inquiries.



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Physical description:

The single-family residence at 447 W Jewett Boulevard is a 1940 cottage that displays elements of the Colonial Revival architectural style, such as the side-gable roof, symmetrical fenestration, accentuated front entrance, and brick detailing (Photographs 1–9). As an adaptation to the sloping parcel and to take advantage of landscape and river views to the south, the house was built with one, one-and-a-half, and two-story sections. Its design is also characterized by its paired gable dormers, horizontal wood board siding, wood shingle roofing, and incorporation of basalt in the foundation and landscaping. The plan is asymmetrical with projecting gable roof sections on the side and rear elevations. The house has two red brick chimneys: an exterior chimney at the southwest side and an interior chimney at the east side. A one-story addition with a flared front-gable roof has been integrated into the east elevation. On the east side of the addition is a breezeway and two-car garage/storage shed addition constructed by the original owners in the 1950s (Roche 2020).

The property is accessed by a private narrow road off W Jewett Boulevard. The house's façade/north elevation is oriented facing W Jewett Boulevard. From the asphalt driveway, a staircase with decorative metal railing leads down to the recessed entrance, which is centered along the symmetrical façade and accentuated with stacked brick painted white. The front door is original wood panel with a small stained-glass inset pane, and the original stained-glass sidelights are tall and narrow. The entrance is flanked by pairs of original multi-pane wood casement windows with decorative wood shutters. The façade's two front-gabled dormers also contain multi-pane wood casements. The east elevation addition shelters a secondary façade entrance. This small, one-story addition is connected to the house but is a separate structure. Its steeply pitched, front-gable roof has a flared eave, and the façade contains a glazed, wood panel door and octagonal window.

The west elevation consists of multi-story stacked gables. The one-story gabled building section contains a pair of original multi-pane wood windows with decorative wood shutters below an octagonal window, and there is a south-facing wood-frame door. The rear elevation is characterized by large wood picture windows. A two-story projection displays large wood picture windows and a second-story balcony with decorative metal railing and metal bracing. The second-story room and balcony were converted from a sundeck in 1959-1960 and is now used as an office (Roche 2020). This room is flanked by gable-roofed dormers, similar to those on the façade. The rear elevation has an elevated outdoor patio, consisting of a tall basalt foundation with concrete joints, that is accessed by a basalt staircase. Basalt has also been used in the foundation for the enclosed rear patio. The enclosed patio has large multi-pane wood windows, providing for expansive views, and a shed roof consisting of wood beams clad in corrugated fiberglass panels.

Along the east elevation, a brick apron extends across the exterior wall. Adjacent to this elevation, the long, narrow shed, which is partially enclosed, sits on a concrete foundation. The two-bay garage, attached to the shed along the south side, has a front-gable roof and wood windows along its north and east sides. The multi-level vehicle bays are an adaptation to the slope.

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Historic Property Report

Resource Name: Spokane, Portland & Seattle Railway - White Salmon segment

Property ID: 722859

Location



Geographic Areas: WHITE SALMON Quadrangle, T03R10E24, Klickitat County

Information

Number of stories: N/A

Construction Dates:

Construction Type	Year	Circa
Built Date	1908	<input type="checkbox"/>

Historic Use:

Category	Subcategory
Transportation	Transportation - Rail-Related
Transportation	Transportation - Rail-Related

Historic Context:

Category
Commerce
Transportation

Architect/Engineer:

Category	Name or Company
Builder	Spokane Portland & Seattle Railway



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Resource Name: Spokane, Portland & Seattle Railway - White Salmon segment

Property ID: 722859

Thematics:

Local Registers and Districts

Name	Date Listed	Notes
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Project History

Project Number, Organization, Project Name	Resource Inventory	SHPO Determination	SHPO Determined By, Determined Date
2020-06-03898, , Hood River - White Salmon Bridge Replacement	8/25/2020	Survey/Inventory	

Historic Property Report

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Photos



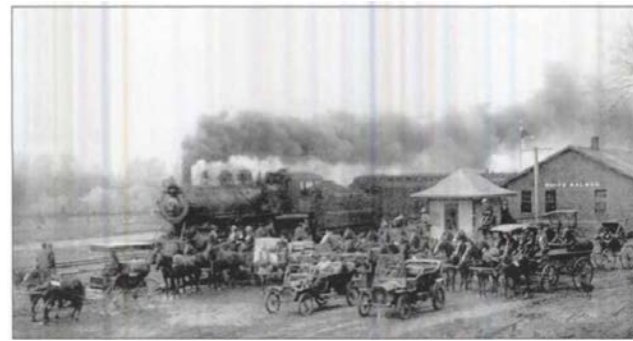
IMG_2294_ViewW.JPG



Site Map.jpg



Location Map.jpg



First White Salmon train_Burkhardt 2004_p52.jpg



White Salmon train schedule_Burkhardt 2004_p66.jpg

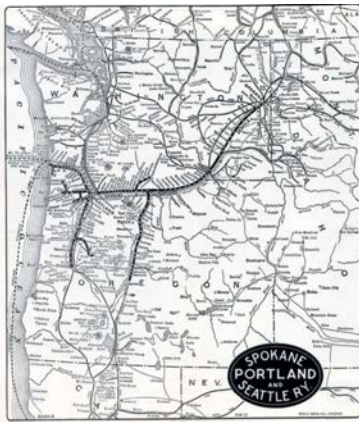


SP&S 1950_p12.jpg

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SP&S 1950_p11.jpg



SP&S 1950_p8.jpg



SP&S 1950_cover.jpg



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IMG_2315_ViewSE.JPG



IMG_2313_ViewNW.JPG



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IMG_2311_ViewS.JPG



IMG_2306_ViewW.JPG



IMG_2302_ViewN.JPG



IMG_2297_ViewE.JPG



IMG_2295_ViewW.JPG



Historic Property Report

Resource Name: Spokane, Portland & Seattle Railway - White Salmon segment

Property ID: 722859

Inventory Details - 8/25/2020

Common name: Burlington Northern Santa Fe Railway
Date recorded: 8/25/2020
Field Recorder: Shoshana Jones and Tim Wood
Field Site number:
SHPO Determination

Detail Information

Characteristics:

Category	Item
Structural System	Metal - Steel

Styles:

Period	Style Details
No Style	No Style

Surveyor Opinion

Property appears to meet criteria for the National Register of Historic Places: Yes

Significance narrative: INTRODUCTION

The 0.85-mile SP&S segment within the APE traverses the flatlands along the Columbia River in the Bingen - White Salmon area of Klickitat County, Washington. The segment is part of the larger railway that was completed and placed into operation in 1908. During the initial Euro-American settlement period, Klickitat County served as a transportation corridor for the region’s early inhabitants, who settled mostly along the river in the 1860s and 1870s. The transcontinental Northern Pacific Railway (NPR) arrived in the Columbia River area in 1884, along with an intense promotional campaign. Although the NPR stimulated a wave of immigration and farming, farmers continued using the Columbia River to transport their goods (HRA 1995:12).

Klickitat County’s first railway, a 42-mile Columbia River and Northern (CR&N) feeder line, was constructed in 1903. The feeder line extended from Goldendale to Lyle, a community along the Columbia River about 10 miles east of White Salmon. The line enabled local farmers to ship their wheat through Goldendale to the Columbia River ports. The CR&N’s arrival helped White Salmon and its port become an agricultural supply and processing center (HRA 1995:11-12). The Columbia River provided the primary mode of transportation until the arrival of the larger railroad systems and construction of reliable roads (Ozbun et al. 2005:4).

SPOKANE, PORTLAND & SEATTLE RAILWAY

The SP&S was built between Spokane and Portland in 1907-1908 and was the first railroad extending along the north shore of the Columbia River. Despite its name, the railway was never completed to Seattle (Burkhardt 2004:50). Before the SP&S was organized, Union Pacific Railway served as the primary rail line for the Columbia River



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Gorge, providing service along the Oregon side of the river beginning in the 1860s (Jenks 2019). The potential for a railroad on the Washington side of the Columbia drew the attention of several railroad magnates as it was one of the last undeveloped water level grade routes that could accommodate large loads with minimal construction efforts (Craghead 2004).

Around the turn of the century, James J. Hill, railroad tycoon and owner of the Great Northern Railway Company (GNR), sought to expand his empire by connecting Chicago with Washington's Puget Sound area. In 1902, the NPR, under Hill's leadership, acquired all interests in the Columbia River's northern passage from the CR&N (American Rails 2020). At Portland's 1905 Lewis & Clark Centennial Exposition, Hill announced his intentions to "help in the development of Oregon" by building a railroad on the northern side of the Columbia River to connect Portland with eastern Washington and other major railroad lines (BNSF N.D.:41). Hill wrote to his son Louis, president of Great Northern, that "The main object of having the line owned equally and jointly from Pasco to Portland is to preserve for each company independent rights through that territory, and, while taking possession of the north shore of the Columbia River, avoiding the necessity of any duplication of mileage thereafter" (American Rails 2020). In 1905, NPR and GNR formed a partnership to construct the "Portland Seattle Railroad" (later the SP&S), sharing construction costs and ownership of the line (Craghead 2004; Burkhardt 2004:50).

The SP&S was incorporated in 1905 and construction began in August that year. The line was originally designed with termini in Kennewick and Vancouver, Washington, but in the summer of 1906, Hill decided to extend the eastern terminus further north to Spokane (BNSF N.D.:41-42; Craghead 2004). This change led to the renaming of the railway to the SP&S on February 1, 1908 (BNSF N.D.:42). The first completed section extended from Pasco to Cliffs and opened to traffic on December 15, 1907. The second section was constructed west to Lyle and opened on January 15, 1908. From Lyle, track was laid to Vancouver. The 10-mile segment between Vancouver and Portland contained bridges spanning the Columbia River, the Columbia Slough, and the Willamette River, and cost about \$8 million. In 1908, the company was still constructing the section between Pasco and Spokane. The original passenger, sleeper, dining, baggage, and mail cars were built by the Pullman Company (Hood River Glacier 1908 November 12).

The last rail was placed on February 26, 1908 and the golden spike was hammered in on March 11, 1908 near North Bonneville, Washington in a formal ceremony attended by numerous dignitaries. By May 1909, the entire 375-mile line was fully in service, including through service between Spokane and Portland (Burkhardt 2004:53-54). That year, 1909, author William Denison Lyman wrote how the SP&S was reputed to be "the most expensively and scientifically built road in the United States, having curves and grades reduced to a minimum, being, in fact, a continuous descent from near Spokane to tide-water. Its builders evidently expect stupendous traffic, and every feature of the line is adjusted to such expectation" (Lyman 1909: 263). The arrival of the SP&S provided the CR&N with an outlet, helping Washington communities along the Columbia River, such as Lyle, become important shipping points for goods such as sheep and wheat (Burkhardt 2004:53-54).

Completion of the SP&S provided more direct and efficient rail transportation for lumber, grain, and other Pacific Northwest products to critical markets, particularly Portland. The NPR operated a railroad between Seattle/Tacoma and Portland but it was a far less efficient route for cargo from central and eastern Washington to Portland than the Oregon Railroad & Navigation Company (OR&N) railway on the south side of the



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Columbia River. While in service, SP&S also became known as “The North Bank Road,” as featured in a 1910 logo, and “The Northwest’s Own Railroad” (BNSF N.D.:41). As the SP&S grew more successful, it continued to acquire and construct other lines in Washington and Oregon. Companies partially or fully acquired included the CR&N line from Goldendale to Lyle (purchased 1908); Astoria and Columbia River Railroad Company, which opened a link to the mouth of the Columbia (purchased 1910); Oregon Electric Railway Company, which provided access through the Willamette Valley to Roseburg (purchased 1910); United Railways Company, which provided service between Portland and the Tualatin River Valley (purchased 1910); and Oregon Trunk Railway (purchased 1910) which operated along the Deschutes River Canyon in central Oregon. SP&S’s growth facilitated the region’s agricultural and industrial development (BNSF N.D.:41-42).

With the SP&S operating on the north side of the Columbia River and the OR&N on the south side, the importance of sternwheelers for transporting passengers and freight along the river continued to decrease. By 1917, most Columbia river boats had discontinued service (Burkhardt 2004:56). Following World War I, SP&S enticed hundreds of major industrial plants to locations along its own lines and those of its subsidiaries. This industrial development increased with the construction of hydroelectric dams along the Columbia River in the 1930s and 1950s (BNSF N.D.:41-42). For several years during the 1920s, SP&S operated a daily passenger train between Goldendale and Portland, until automobile travel became more popular (Burkhardt 2004:54). The railroad station at Bingen, on the flatlands below White Salmon, was named “Bingen–White Salmon” and served both towns.

The SP&S played an integral role in national defense during World War II by transporting materials for the war effort and facilitating the development of aluminum plants, sawmills, chemical facilities, and grain terminals along its route (Craghead 2004). The Vancouver freight yard was critical to SP&S operations in the Columbia River Gorge during this period (Burkhardt 2004:49). In 1970, SP&S merged with the GNR; NRP; Chicago, Burlington & Quincy; and Pacific Coast Railroad to form Burlington Northern Railroad (BNSF N.D.: 43). Burlington Northern later merged with the Atchison, Topeka and Santa Fe Railway to form the Burlington Northern Santa Fe Railway (BNSF). The BNSF Railway Company continues to operate the historic SP&S line.

NATIONAL REGISTER OF HISTORIC PLACES EVALUATION

The SP&S segment within the APE is significant under NRHP Criterion A as part of the larger SP&S Railway and retains integrity. The property is therefore eligible for the NRHP.

CRITERION A

The SP&S segment, constructed between 1907 and 1908, provided freight and passenger service between Spokane and Portland. The segment, which is a part of the larger SP&S linear resource, contributes to the resource’s overall historical significance in the areas of Commerce and Transportation. The SP&S promoted the industrial and commercial growth of communities along the Columbia River Gorge in the early twentieth century and played a critical role in the national defense during World War II by transporting materials from aluminum plants and chemical factories to manufacturing centers in Vancouver, Portland, and Seattle. The SP&S segment has statewide and regional



Historic Property Report

Resource Name: Spokane, Portland & Seattle Railway - White Salmon segment Property ID: 722859

significance under Criterion A for its role in the Pacific Northwest's commercial development and for transporting materials necessary to the region's World War II defense industries.

CRITERION B

The property is not significant under Criterion B. Although the SP&S was founded by railroad tycoon James J. Hill, Hill is associated with a number of historic enterprises and resources, including the Great Northern Railway Company. The SP&S segment does not appear to best represent Hill's historic contributions.

CRITERION C

The railway segment is not significant under Criterion C, because it does not embody the distinctive characteristics of a type, period, or method of construction, such as innovative railroad engineering techniques, and does not possess high artistic values. The segment was built using standard construction methods of the time and does not appear to represent the work of a master.

CRITERION D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not significant under Criterion D.

INTEGRITY ASSESSMENT

The SP&S rail segment retains sufficient integrity to support a determination of eligibility under Criterion A.

LOCATION

Location is the place where the historic property was constructed or the place where the historic event occurred. This segment of linear resource retains integrity of location as it remains in the location where it was originally constructed and retains its original alignment.

DESIGN

Design is the combination of elements that create the form, plan, space, structure, and style of a property. Although the segment maintains its original alignment and gauge, replacement of key elements such as rails, ties, and fasteners have diminished integrity of design.

SETTING

Setting is the physical environment of a historic property. The railway segment retains integrity of setting characterized by the landscape of the Columbia River Gorge: the steep White Salmon bluff, the river itself, and the southern views of the Hood River shore and Mt. Hood in the distance. Although modern development has occurred near the right-of-way, the setting's key features are retained.



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MATERIALS

Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. Necessary maintenance activities over the past 110 years have diminished the property's integrity of materials through replacement of the original rails, ties, and fasteners.

WORKMANSHIP

Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory. Replacement of the original rails, ties, and fasteners has obscured some of the original workmanship, thereby diminishing that aspect of historic integrity.

FEELING

Feeling is a property's expression of the aesthetic or historic sense of a particular period of time. The segment's retention of its original location, alignment, and gauge, as well as the presence of key historic setting elements, contribute to the feeling of an early twentieth century railway.

ASSOCIATION

Association is the direct link between an important historic event or person and a historic property. The property retains integrity of association because it is sufficiently intact to convey its role as one of the Gorge's first railways and its relationship to the development of regional commerce.

Physical description:

Within the area of potential effect is an 0.85-mile segment of the historic Spokane, Portland & Seattle Railway (SP&S) mainline, now owned by the Burlington Northern Santa Fe Railway (BNSF), which operates a large North American freight railroad network. This active segment runs parallel between the Columbia River, immediately to the south, and Washington State Route 14 (SR-14) to the north. The segment extends in a west-northwest/east-southeast orientation. Around the segment's midway point, it passes beneath the north end of the Hood River – White Salmon Interstate Bridge (Hood River Bridge). Most of the segment is located within the White Salmon city limits. East of the Hood River Bridge, the railroad segment passes commercial establishments, including the 76 Station and Bridge Mart and the Bridge Recreational Vehicle Park and Campground (Bridge RV Park). West of the bridge, the segment passes the Mt. Adams Chamber of Commerce Heritage Plaza Park and Ride, and Vanguard Nursery and Garden Center. The segment within the APE does not intersect with any other railroads or railway alignments.

The construction and alignment of the railway segment within the APE was heavily influenced by the Columbia River Gorge's distinctive landscape and topography. The railway segment follows the narrow path between the Columbia River and the bluffs that rise abruptly to the north. The railway segment retains its original alignment as part of the larger SP&S. The west end of the segment terminates roughly one-half mile west of the Hood River Bridge's north side. The east end of the segment terminates on the south side of a federally-owned parcel administered by the United States Army Corps of Engineers (USACE 2004). The width of the segment's right-of-way is 100 feet (USACE 2004). The tracks pass over a concrete box culvert just south of the Bridge RV Park.



Historic Property Report

Resource Name: Spokane, Portland & Seattle Railway -
White Salmon segment

Property ID: 722859

The segment consists of the single-track main line and the modern steel rails are standard gauge replacements, approximately 4 ft. 8 ½ in (Hilton 2006). The rails have a standard profile, which resembles a steel I-beam. The railroad ties are modern, pressure-treated replacements. They consist of hard wood with standard dimensions, measuring approximately 8 ft. 6 in long, 9 in wide, and 7 in thick. The ties and fasteners were likely replaced within the past 20 – 25 years, based on average life span of wood railroad ties (Borchardt 2010). The railroad infrastructure includes gravel track ballast covering a standard width berm. The berm varies in degree of slope throughout the segment. The berm slope is generally steeper on the south side. Large sections of the rail segment are lined with trees and other vegetation, mostly on the north side, except where the rail passes industrial properties. The rail section is downslope of SR 14.

The railroad's grade crossing at South Dock Road has a basic modern signal configuration consisting of a crossbuck and a bell attached to a mast, flashing red lights, and gates that lower before the train arrives. The gates are protected from traffic by crescent-shaped sections of steel W-beam guard railing. Signage warns vehicles not to stop on tracks. From the grade crossing, there are long-range views to the south of the Columbia River, the City of Hood River, and, in the distance, Mt. Hood. To the north, there are short-range views of a SR-14 concrete retaining wall and the steep rise of the White Salmon bluff on the highway's north side. Portions of the Hood River Bridge are visible from the grade crossing, including the bridge's south side.

The nearest train station is the Amtrak Bingen - White Salmon station, located less than a mile east of the segment's easternmost point. The station consists of a platform and shelter adjacent to a 1992 building that houses Burlington Northern Santa Fe (BNSF) maintenance-of-way crews. Although it bears the names of both communities, the station is located in Bingen. Shortly after 1930, the SP&S renamed the station Bingen-White Salmon, and Amtrak continues to use that designation. Today, both communities are separately incorporated, but work jointly for services and utilities (Great American Stations 2019).

ALTERATIONS

As part of routine maintenance for an active railway section, the original rails and fasteners were replaced on an unknown date. The original wood ties have been replaced with standard wood ties within the past 20 to 25 years. The grade crossing has modern equipment, including lights, signs, and gates.

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Historic Property Report

Resource Name: Spokane, Portland & Seattle Railway - White Salmon segment Property ID: 722859

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**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties**

Agency/Project: Federal Highway Administration/ Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project Federal-Aid No. 0000(268); ODOT Key No. 21280		
Property Name: Eddie Mays Inn and Restaurant		
Street Address: 1108-1109 Marina Way	City, County: Hood River, Hood River	
USGS Quad Name: Hood River	Township: 3N	Range: 11E Section: 30
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: N/A		
Number and Type of Associated Resources in Grouping/Ensemble: N/A		

Current Use: Commerce	Construction Date: 1967
Architectural Classification/Resource Type: Modern inn and restaurant	Alterations & Dates: See Description
Window Type & Material: Fixed, Metal	Exterior Surface Materials: Primary: Wood board Secondary: Stucco Decorative: N/A
Roof Type & Material: Pyramidal, asphalt shingles	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Southwest Elevation, Viewing Northeast (Photo Credit: HoodRiverInn.com)

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Individual Properties**

Property Name: Eddie Mays Inn and Restaurant	
Street Address: 1108-1109 Marina Way	City, County: Hood River, Hood River
Architect, Builder or Designer (if known): Circle Construction (Builder)	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other
Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):	
<p>Description</p> <p>Built in 1967, the Eddie Mays Inn and Restaurant at 1108-1109 Marina Way is situated on the east end of Marina Way in the Hood River Village development of Hood River, Hood River County, Oregon. The 19.36 acre property is located on tax lots 200, 203 and 204 in the Nathan L. Benson Donation Land Claim. The Eddie Mays Inn and Restaurant is bordered by the Columbia River to the northeast; Interstate 84 to the south; a McDonalds fast food restaurant, Shell gas station, and Starbucks coffee shop to the southwest; and Button Bridge Road and the Hood River Bridge to the northwest. The streetscape consists of metal monopole streetlights and concrete islands with small to medium sized shrubs, deciduous trees, decorative boulders, and bark mulch. The Hood River Waterfront Trail is positioned between the inn and the Columbia River. The former Eddie Mays Inn restaurant is detached from the larger hotel complex and is encircled by a concrete sidewalk with deciduous tree plantings and the hotel's parking lot and driveway.</p> <p>The buildings on the site include the main building that houses the original rooms and the current restaurant (1967), two modern hotel wings (1989), the fitness facility/spa (2011), and the former restaurant (1967). The main building, two western hotel wings and fitness facility/spa are situated on a north and west facing perspective with views of the Columbia River Gorge.</p> <p>The main building was constructed in 1967, according to county assessors' records. The building displays pyramidal and flat roof forms, concrete and wood board siding, and large banks of windows that collectively display design characteristics of the Modern architectural style, popular during the 1960s and 1970s. The building is composed of two massings; a one-story block with a square plan and a large and narrow 3-story rectangular wing that extends to the southeast.</p> <p>The square block is topped with a pyramidal roof finished with asphalt shingles and includes a metal cornice with a repetitive rectangular pattern. The southwest (primary) elevation features the main entrance covered by a large flat canopy supported by two large rectangular concrete structures. The entrance appears to consist of two sets of sliding glass doors flanked by full-height side-lites. A set of concrete steps with metal handrails provide access to the entrance. To the east of the canopy, the building displays smooth concrete siding at the lower third of the walls with banks of windows above. The eastern wing features a recessed centralized entrance, vertical wood board siding and multiple banks of windows on all three floors. The entrance appears to include two glass pedestrian doors flanked by full-height side-lites. Vertical wood dividers separate the windows into banks of three. The windows appear to be fixed aluminum windows based on interior photographs (Hood River Inn 2020a).</p> <p>The southeast elevation of the east wing is exhibits smooth concrete siding that includes a centrally located pedestrian entrance with two fixed metal windows above.</p> <p>The northeast elevation of the east wing consists of smooth concrete siding and third story balconies with metal handrails. A modern wood deck is located at the rear of the square block and provides outdoor seating for the restaurant, lounge and coffee shop. Rectangular concrete structures appear to support the roof on each side of the outdoor seating area.</p> <p>The northwest elevation is highly obscured in available photographs and no architectural details are visible.</p> <p>The single-story restaurant, like the additional restaurant and east hotel wing, was constructed in 1967, according to county assessors' records. The building displays pyramidal and flat roof forms, smooth stucco and horizontal wood board siding, large rectangular concrete supports, and metal glass curtain walls that collectively display design characteristics of the Modern architectural style, popular during the 1960s and 1970s. The building has a rectangular plan with a slab on grade concrete foundation. The roof is finished with asphalt shingles and features a metal cornice with a repetitive square pattern, and moderate overhangs over the entrances in the southwest and northwest elevations.</p> <p>The northwest (primary) façade consists of a centralized protruding single pedestrian entrance flanked by two banks of three fixed vertical metal windows and two banks of metal curtain walls. The entrance includes a metal door with a large glass pane. Positioned in front of the façade and underneath the roof are two rectangular concrete forms equally spaced from the central entrance.</p> <p>The southwest elevation includes two symmetrically spaced double pedestrian entrances flanked by banks of metal curtain walls and two rectangular concrete roof supports. The entrance consists of metal doors with large glass panes and transom windows. The south end of the elevation includes part of the 2005 addition that is clad with smooth stucco and finished with</p>	

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<p>a flat roof.</p> <p>The southeast elevation is comprised of the 2005 addition and consists of a centrally located double pedestrian entrance flanked by four aluminum downspouts and two wall sconces. The entrance includes two flush metal doors with a wall sconce above. The addition's flat roof houses the building's HVAC equipment.</p> <p>Views of northeast elevation in available photographs and online resources are highly obscured. Available photographs indicate the elevation likely includes similar glass curtain walls and concrete forms as those present in the northwest and southwest elevations.</p> <p>The inn's two western wings, constructed circa 1989, are similar in design and materials. The north-south oriented building positioned along the Columbia River is three stories tall, clad with horizontal wood boards, and includes a hipped roof featuring multiple large eyebrow dormers and finished with asphalt shingles. The northeast elevation appears to include a combination of sliding, casement, and fixed metal windows. Sliding glass doors are located at each floor and provide access to a small porch or balcony. The second and third floors include metal balustrades. The northwest, southwest, and southeast elevations are not visible in available photographs.</p> <p>The west-east oriented building, facing the Hood River Bridge, is two stories tall, clad with horizontal wood boards, and includes a hipped roof featuring multiple gable dormers and finished with asphalt shingles. This building includes hotel suites on the north side and commercial businesses on the south side. The southeast (primary) façade appears to include multiple entrances for the suites and businesses and a variety of windows.</p> <p>The northeast elevation includes a single pedestrian entrance flanked by multiple large vertical windows and a large wrap-around deck with a metal balustrade on the second floor.</p> <p>The northwest elevation includes a centrally located dormer with a set of arched windows beneath and four gable dormers to the north with windows of varying configurations. The south end of the elevation appears to lack any fenestration.</p> <p>The southwest elevation includes three large multi-lite picture windows and a single pedestrian entrance with a multi-panel wood door near the west end. The one-story fitness facility/spa near the east end of the property was constructed in 2011 (Hood River Inn 2020b). The building appears to include concrete siding and awning windows positioned just below the flat roof. The building features a metal cornice similar to those in the original hotel and restaurant buildings. A breezeway extends from the northwest elevation to the inn's eastern wing. An outdoor pool is positioned between the building and the Columbia River.</p> <p>No property access was granted as part of this survey. This architectural description is based on available online photographs from 2018 (Google Earth 2020; Hood River Inn 2020a).</p> <p>Alterations to the Eddie Mays Inn and Restaurant are evident following a review of recent and historic images and other online resources. Changes to the property include construction of the two western wings and a convenience store in 1989; renovations to the original inn building including the construction of the main entrance canopy and rear deck in 1990; demolition and reconstruction of the Chevron and Texaco gas stations and convenience stores to improve the roadways to the inn in 1996; renovations to the inn in 2009 and 2012; and construction of the fitness facility/spa in 2011 (Hood River Inn 2017; <i>Hood River News</i> 2016). Changes to the original restaurant building include the 2005 addition to the south elevation and interior renovations (dates unknown) (Google Earth 2020; Hood River Inn 2020a).</p> <p>Boundary</p> <p>The historic boundary of 1108-1109 Marina Way is confined to the tax boundaries of tax lot 200, 203, and 204 of the Nathan L. Benson Donation Land Claim. It is bounded by Button Bridge Road and the Hood River Bridge to the northwest; the Columbia River to the northeast; and Interstate 84 and tax lots 201, 202, and 207 to the south.</p> <p><u>ELIGIBILITY DISCUSSION</u> <u>HISTORIC CONTEXT</u></p> <p><u>Hood River Development</u> <i>Euro-American Settlement</i></p> <p>Native American tribes settled in dense groupings along the Columbia River for thousands of years before the arrival of the first Euro-Americans in the early 19th century. These populations progressively decreased in the following decades due to epidemics and the taking of land by Euro-American emigrants. The first recorded Euro-American presence in the area was the Lewis & Clark Expedition who traveled through the Columbia River Gorge in 1805-1806. Additional Euro-Americans</p>	

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followed with the growth of the fur trade along the Columbia River and establishment of the Pacific Fur Company's Fort Astoria outpost at the mouth of the Columbia River in 1811. Arriving in the 1830s and 1840s, Catholic and Protestant missionaries were the first Euro-Americans to establish permanent communities in the Pacific Northwest in an effort to convert Native populations to Christianity and Euro-American culture. More Euro-Americans began immigrating to the Pacific Northwest by the 1840s via the Oregon Trail. Most travelers sought to reach the Willamette Valley but some chose to settle in the Columbia Gorge on each side of the river with the intention of obtaining land from the federal government through the Donation Land Claim Act (Jenks and Noll 2019:8-9; Donovan 1992).

Hood River, Oregon

Mary and Nathaniel Coe were two of the first Euro-American settlers of the Hood River area. Appointed special postal agent for the Oregon Territory by President Millard Fillmore in 1851, Nathaniel Coe filed a Donation Land Claim for 319.92 acres in the valley of Dog River (Renamed Hood River in 1858) in June 1854 (Donovan 1992). At that time, 17 families resided in the Hood River Valley, including the William Jenkins and Nathan Benson families, who were New York acquaintances of Nathaniel Coe (Hood River County History N.D.; Coon 1915). The Coes established a farm with a wide variety of crops while the Jenkins and Benson families raised cattle and oxen (Marschner 2013). The Coe homestead also served as a community center, courthouse, church, and funeral parlor. Development of the Hood River area attracted additional settlers in the following decades with the first pioneers of the Oregon Trail arriving in 1862 (Donovan 1992).



Figure 1 Coe homestead c.1854 (Photo Credit: Historic Hood River)

Speculation on the construction of a railroad connecting Hood River with Portland in 1880 spurred the development of Hood River and the platting of the town in 1881 by Henry C. Coe, son of Mary and Nathaniel (Donovan 2006; Marschner 2013). The town consisted of four blocks but expanded in the following decades to cover the entire Coe homestead and then further west and south (See Figure 2). Train service via the Oregon Railroad Navigation Company reached Hood River on November 20, 1882. The development of reliable transportation routes transformed the community into a trading center and facilitated its growth, including the construction of the Mt. Hood Hotel in 1881 and the first school circa 1883; incorporation of the town in 1885; and formation of the *Glacier* weekly newspaper in 1889 (Donovan 1992:7; Donovan 2006). Between 1890 and 1900, Hood River's population increased from 201 to 622. The community also began to diversify with farmers of Japanese, Finnish, German and French ethnicity settling in the valley (Hood River County History N.D.).

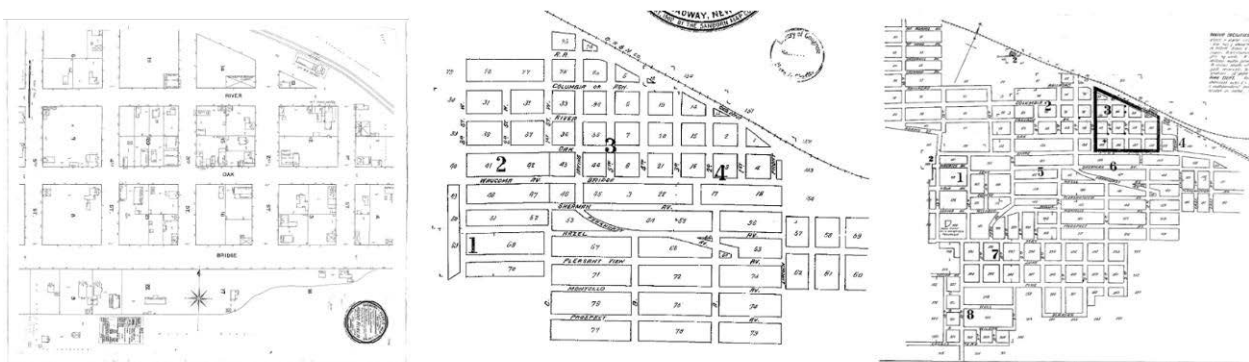


Figure 2 Sanborn Fire Insurance Co. Maps of Hood River in 1893, 1902 and 1909

At the turn of the century, Hood River maintained strong growth with the formation of the Hood River Electric Light & Power company in 1901 and fire department in 1904, the establishment of telephone service in 1907, and a population of 2,500 in 1908 (Donovan and Associates 1992; Donovan 2006). The completion of the Columbia River Highway to Portland in 1916

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and to The Dalles in 1922 increased reliable access to and from Hood River, but also marked the decline of the city's peak development (Donovan and Associates 1992).



Figure 3 OR&N Company Railroad (1901) (Photo Credit: Historic Hood River)

Hood River continued to grow steadily throughout the 20th century, highlighted by advancements in transportation including the construction of the Hood River-White Salmon bridge and the Mount Hood Loop Highway in 1924, the Bonneville Dam and Locks in 1938, and the first two lanes of a water grade route (now Interstate 84) through the Columbia Gorge by 1953. By 1940 the population reached 3,280 and increased to 3,701 in 1950, 3,657 in 1960, 3,991 in 1970, and approximately 4,520 in 1986 (Donovan and Associates 1992).

Residential Development

Residential development in Hood River originated around the Coe homestead and current downtown area. The first residences primarily consisted of small wooden cottages with a few larger Victorian houses. The town continued to expand with the growth of the agriculture industry at the beginning of the 20th century (Donovan 2006:1). The 1905 Lewis and Clark Centennial Exposition in Portland garnered great attention to the town's budding fruit industry and contributed to a dramatic increase in land values from 1905 to 1910.



Figure 4 Sanborn Fire Insurance Co. Maps of Hood River in 1916, 1928 and 1942

The city expanded further west and south between 1899 and 1911, covering more of the original Coe homestead and parts of land claimed by early settlers William Jenkins, O.L. Stranaham, and James Benson. Buildings during this period were generally larger and reflective of new architectural styles such as Colonial Revival, Craftsman, and Classic Box styles (Donovan 2006:2). Growth slowed significantly during the Great Depression of the 1930s and 1940s, but the post-war era ushered in a new period of development, typified by tract houses and Ranch style architecture (Donovan 2006:3). Hood River's expansion to the east of the Hood River covered large swaths of land claimed by early settlers Nathan Benson and Timothy Emerson through the Donation Land Claim Act in 1867 and 1897, respectively (GLO). Development waned during the 1970s and 1980s as Hood River underwent a recession.

Hood River's Role within Hood River County

Following the formation of Hood River County in 1908, Hood River became the county seat (Hood River County History N.D.). Hood River is the largest city in the county with a population of approximately 7,806 in 2018 (United States Census Bureau 2020). The city's primary industries include agriculture, recreation, timber, tourism, and hydroelectric development.

Hood River Industries

Agriculture and timber provided the backbone to Hood River's economy during the 19th century. Advancements in transportation aided the growth of these industries and established new ones such as tourism. The economy would evolve

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during the 20th century with the introduction and/or development of the hydroelectric, recreation, and tourist industries (Hood River County History N.D.).



Figure 5 Barn circa 1910. Photo taken as part of a promotion of Hood River agriculture to prospective orchardists from around the country (Photo Credit: Historic Hood River)

Agriculture and Timber Industries

Many of the earliest Euro-American settlers arrived from mid-western states to develop farmsteads. Fruit crops such as apples and peaches were planted throughout the Hood River Valley in the 19th century. The high yields of these crops led to larger operations to serve more distant markets made accessible by the arrival of railroads in the late 19th and early 20th century. The popularity of the produce throughout the Pacific Northwest provided stability for the industry in the proceeding decades (Donovan and Associates 1992).



Figure 6 Davenport Brother Lumber Company c. 1905 (Photo Credit: Historic Hood River)

The abundance of timber surrounding Hood River and easy access to the Columbia River established Hood River as an ideal location for the timber industry in the 19th century. By 1899, Hood River was reported as having the largest lumber mill in the state, producing more than 100,000 feet of lumber per day (Donovan and Associates 1992). By the early 20th century, the Davenport Brothers Lumber Company holdings stretched from the Mount Hood Forest Reserve to the Columbia River. According to the Hood River *Glacier*, the Parkertown mill was “cutting an average about 50,000 feet per day” (History Museum of Hood River County 2013). The arrival of railroads provided more reliable transportation and the ability for the agriculture and timber industries to reach new markets and expand their operations (Donovan and Associates 1992; Jenks and Noll 2019:8-9).

Tourism

Completion of the Columbia River Highway, the nation’s first scenic highway, established greater access to and from Hood River and ushered in the community’s tourist industry (Donovan 2006:2). Coinciding with the rise of automobile culture in the 1910s, the opening of the highway allowed for Portland residents to visit Hood River and stops along the highway by their own means and schedule. Despite the development of a water-grade route, tourists continued to flock to the highway for its scenic views of the Columbia Gorge and access to recreation areas in the following decades (Donovan and Associates 1992).

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Amidst an economic recession, the water sports industry brought an infusion of revenue to the hotel and tourist industries of Hood River in the 1980s (Donovan 2006:3). The water sports industry, particularly windsurfing, grew rapidly in the early 1980s with four windsurfing shops opening in Hood River and 200 competitors participating in the second annual Gorge Pro-Am in 1985. The rise of the sport's popularity and the ideal conditions of the Columbia Gorge established Hood River as a top tourist destination for wind surfing and sail boarding (Stuart 2011; Donovan and Associates 1992).



Figure 7 Windsurfing on Columbia River (1994) (Photo Credit: Historic Hood River)

The arrival of the wind surfing coincided with the development of commercial wineries in the Columbia Gorge. Although grape growing in the Columbia Gorge dates back to the 1880s with the Jewitt family of White Salmon, the first commercial vineyards in the Hood River Valley were not established until the early 1980s (Oregon Wine 2020; Oregon Wine History 2019a, 2019b). The propagation of wineries expanded Hood River's tourist industry in the following decades, bringing a new source of income to local hotels and businesses. In 2017, Hood River was identified as one of the ten best wine destination in the world by Wine Enthusiast (Gregutt 2017).

EDDIE MAYS INN RESTAURANT

The Eddie Mays Inn Restaurant was built in 1967 on tax lot 204 in Nathan L. Benson's 1854 Donation Land Claim on the east side of Hood River (Hood River County 2020). Benson, one of the first Euro-American settlers in Hood River, constructed a homestead on the east side of Hood River and raised cattle and oxen with his brother James and their families (Marschner 2013). Nathan also served as the postmaster for Hood River from 1858 until at least 1864 (Ancestry.com 2010). County Assessor maps indicate this area of Hood River was not subdivided like the majority of properties on the west side of the river. Historic Hood River plat maps archived at the Hood River County Assessor's office were not available due to office closures and digital reproductions were not available. The Eddie Mays Inn Restaurant was constructed on the former site of a 19th century steamboat landing (Ellen Shapley personal communication). The 1931 Metsker Map depicts the Oregon Lumber Company as occupying the future site of the restaurant (See Figure 8).

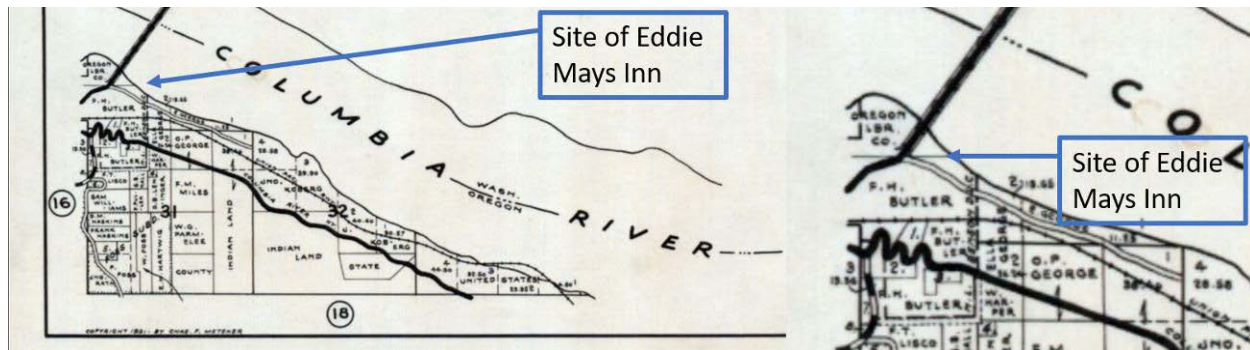


Figure 8 1931 Metzger Map

In October 1964, Los Angeles based Circle Construction Co. announced plans for the development of a tourist resort on an 11-acre site adjacent to the Hood River-White Salmon bridge on the Columbia River. Spokesperson Norman Glenn described the development as including a motel, marina, gift shops, clothing stores, a restaurant and banquet hall, and two service stations. The motel would include 80 units and be in a similar style to the Village Green complex near Cottage Grove, Oregon. The site was purchased from the Port of Hood River for \$125,000. Construction was expected to begin by

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March 1965 (*Statesman Journal* 1964; *Gazette Times* 1964).

Ray Rodgers of Circle Construction led the development of the complex that began circa 1965-1966 with the infill of the site (Ellen Shapley personal communication). Circle Construction partnered with restaurateur Eddie Mays for naming rights and management of the property (Hood River Inn 2017). Mays provided name recognition to the complex as he operated several restaurants and motels in Oregon and Washington during the 1960s. By November 1968, Mays Enterprises operated 13 restaurants in Oregon as well as a bakery and candy shop (*Spokesman Review* 1969; *Statesman Journal* 1968, 1971).



Figure 9 Eddie Mays accepting the "keys" to the Eddie Mays Inn from Circle Construction's W.R. Rogers in April 1967 (Photo Credit: Hood River Inn 2020b)

Once completed in 1967, the Hood River Village complex consisted of a 64-unit two-story motel with a 24-hour coffee shop and cocktail lounge, a sales building for the Diamond Fruit Growers Inc., and a "gourmet" restaurant. A ribbon cutting ceremony took place on April 9th, 1967 with Hood River Mayor Robert Nelson announcing the weekend would be known as the "Hood River Village Days" (Hood River Inn 2017). At that time, the restaurant, coffee shop, cocktail lounge and motel were all at full operation. Two weeks later on April 23rd, two to four thousand visitors toured the new development to celebrate and explore the new business. With expansive views of the Columbia River, the Eddie Mays Inn became a popular destination for tourists and conferences in the following decades.

In the early 1970s the partnership with Eddie Mays ended and the motel's name was changed to the Hood River Inn (Hood River Inn 2017). The change in partnership was likely associated with the decline of Mays Enterprises and Eddie Mays' resignation as president and executive committee member of Mays Enterprises in January 1971. By that time the company had closed or sold six of its 24 restaurants and announced plans to close all others that were no longer profitable (*Statesman Journal* 1971).

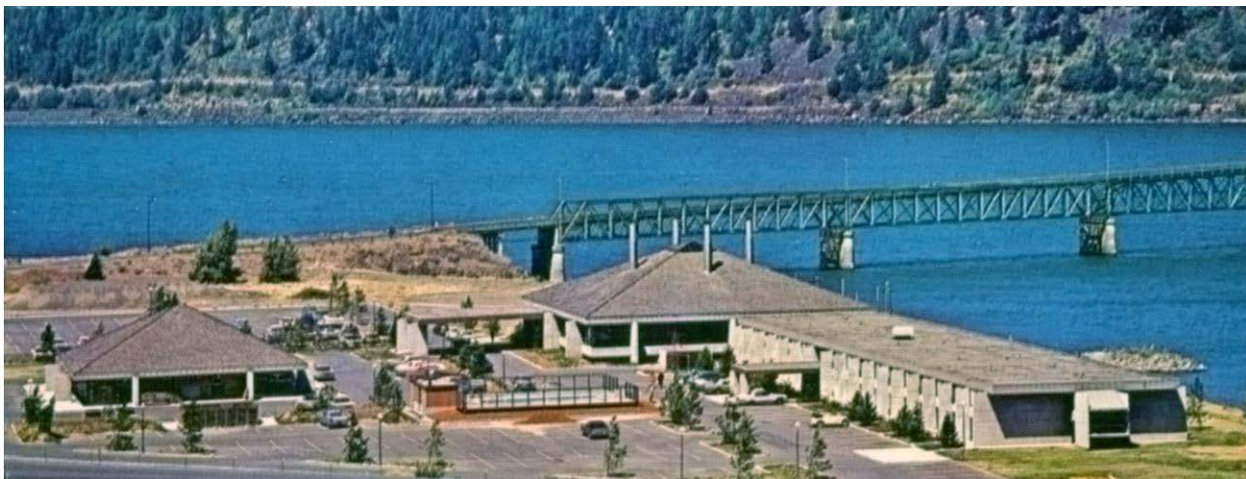


Figure 10 Eddie Mays Inn and Restaurant c. 1967 (Photo Credit: Hood River Inn 2020b)

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In 1984, Longview businessman Larry Juell acquired a large stake in Hood River Village from Circle Construction who remained a minority partner. In the fall of 1986, the entire property was sold to the Hood River Village Resort, Inc. and the property's name was changed to the Hood River Village Resort shortly after. The property owners initiated plans to extensively renovate the motel and expand the property to include a retail marketplace, fast food restaurant, and mini mart. The property was sold to the D.M. Stevenson Ranch of White Salmon, Washington in 1988 to facilitate the expansion project. Following the sale, Hood River Village Resort, Inc. leased the property. In April 1988, construction began on a \$2.5 million expansion project to add 86 guest rooms, a nightclub, convention space, and a complex of shops and restaurants. On July 1, 1989 the D.M. Stevenson Ranch took over management of the property and shortened the name of the motel to the Inn at Hood River (Hood River Inn 2017).

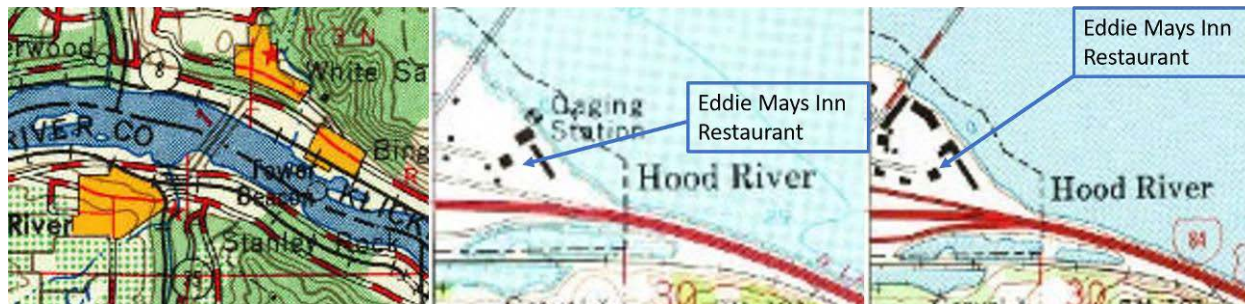


Figure 11 USGS Maps 1957, 1978, 1994

In 1990, the motel building was remodeled and expanded. A new awning was constructed at the main entrance and an exterior dining deck was added to the north elevation for use by the coffee shop, restaurant, and lounge within the building. In 1991 the property was renamed the Best Western Hood River Inn, but the D.M. Stevenson Ranch retained ownership (Hood River Inn 2017). The larger complex of buildings underwent additional changes in the following decades with the demolition of the Chevron and Texaco gas stations and convenience stores in the mid to late 1990s and the expansion of the hotel building in 2009 and 2012 (Hood River Inn 2017; *Hood River News* 2016). Currently, the restaurant building appears to serve as an events and convention center for the Best Western Hood River Inn.

SIGNIFICANCE

Criterion A

The Eddie Mays Inn Restaurant is of local significance under NRHP **Criterion A** in the areas of Commerce and Community Planning and Development as integral component of the Hood River Village development on the north side of Hood River. The Hood River Village development attracted tourists and Hood River residents for decades, spurring the local community's economy. The Eddie Mays Inn Restaurant served as a key component to the early success of the development as it served "gourmet" meals to tourists and locals and gained notoriety through the Eddie Mays brand. The period of significance begins in 1967, when the restaurant opened and ends in circa 1971 when the partnership with Eddie Mays ended and the name of the property was changed to the Hood River Inn.

The Eddie Mays Inn Restaurant is evaluated as significant under National Register of Historic Places (NRHP) Criterion A. The property is significant in the areas of commerce and community planning and development for its role in the early development of the Hood River Village complex in north Hood River.

Criterion B

The Eddie Mays Inn Restaurant is not significant under NRHP **Criterion B**. Research did not indicate that Ray Rodgers or Eddie Mays made significant contributions in history that have helped define the development of Hood River, Oregon, or the nation. Although Rogers led the development effort for Circle Construction, his significance is more aptly evaluated under Criterion A. Research indicates Eddie Mays' association with the property is limited to the use of his name and his presence at the ribbon cutting celebration in 1967. Therefore, the property is evaluated as not eligible under NRHP Criterion B.

Criterion C

The Eddie Mays Inn Restaurant is not significant under NRHP **Criterion C**. Although the building expresses common character-defining features of Modern-style architecture, it does not exemplify the style due in large part to the 2005 addition. Newspaper and archival research revealed insufficient evidence about Circle Construction to justify the building as the work of a master or embodying the distinctive characteristic of a type, period, or method of construction. Therefore, the property is evaluated as not eligible under NRHP Criterion C.

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<p><u>Criterion D</u> Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.</p> <p>INTEGRITY</p> <p>The Eddie Mays Inn Restaurant retains integrity of location.</p> <p><i>Location is the place where the historic property was constructed or the place where the historic event took place. The building retains integrity of location, because it remains in the location where it was originally constructed.</i></p> <p><i>Design is the composition of elements that constitute the form, plan, space, structure, and style of a property. The overall design composition of the property has been extensively modified. These modifications include renovations to the original inn building including the construction of the main entrance canopy and rear deck in 1990; demolition and reconstruction of the Chevron and Texaco gas stations and convenience stores to improve the roadways to the inn in 1996; renovations to the inn in 2009 and 2012; and construction of the fitness facility/spa in 2011, and an addition in 2005 to the restaurant building. These modifications to the property have diminished the overall integrity of design and tend to visually minimize the character defining features of the original (1967) buildings that remain. Therefore, the integrity of design has not been retained.</i></p> <p><i>Setting is the physical environment of a historic property that illustrates the character of the place. The building's immediate setting has undergone substantial changes since its construction, including significant alterations to the adjacent hotel and the larger Hood River Village complex during the 1980s, 1990s, 2000s, and 2010s. These alterations have substantially diminished the integrity of setting.</i></p> <p><i>Materials are the physical elements combined in a particular pattern or configuration to form the historic property. The original building materials on the site, with the exception of the restaurant building, appear to have been diminished as the property was upgraded over time. Therefore, the integrity of materials has not been retained.</i></p> <p><i>Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history. The workmanship of the buildings located on the property has been diminished through the gradual upgrades to the property experienced since it was built with the original restaurant building as a notable exception. Therefore, the integrity of workmanship has not been retained.</i></p> <p><i>Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time. The building's continued association with the Best Western Hood River Inn and alterations to its design and materials partially convey its character as a mid-century motel restaurant but the additional two hotel wings has diminished the overall feeling of the site due to their different architectural characteristics and larger presence on the property.</i></p> <p><i>Association is the direct link between a property and the event or person for which the property is significant. The property's current use as a convention center and meeting space, particularly through the addition of the two new hotel wings, has diminished the property's ability to convey itself as a mid-century inn and restaurant. Therefore, the integrity of association has been diminished.</i></p> <p>The Eddie Mays Inn Restaurant, which retains integrity of location and is significant under Criterion A in the area of Commerce and Community Planning and Development, is not eligible for the NRHP due to the lack of integrity of design, setting, materials, workmanship, association, and feeling.</p> <p>Bibliography Ancestry.com. 2010. <i>U.S., Appointments of U. S. Postmasters, 1832-1971</i> [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. This collection was indexed by Ancestry World Archives Project contributors.</p> <p>Coon, T. R. 1915. "Story of Nathaniel and Mary Coe." <i>Hood River Glacier</i>. October 7. Electronic document, https://oregonnews.uoregon.edu/lccn/sn97071110/1915-10-07/ed-1/seq-3.pdf (accessed May 21, 2020).</p> <p>Donovan and Associates. 1992. <i>Hood River Cultural Resource Inventory, Hood River, Oregon. Summary Report</i>. Prepared for the City of Hood River, Oregon. Donovan and Associates, Hood River, OR.</p> <p>Donovan, Sally. 2006. <i>Residential Design Guidelines for Heritage Neighborhoods</i>. Prepared for City of Hood River. Electronic document, http://centralpt.com/upload/375/3148_FinalDesign321_formatBH.pdf (accessed May 21,</p>	

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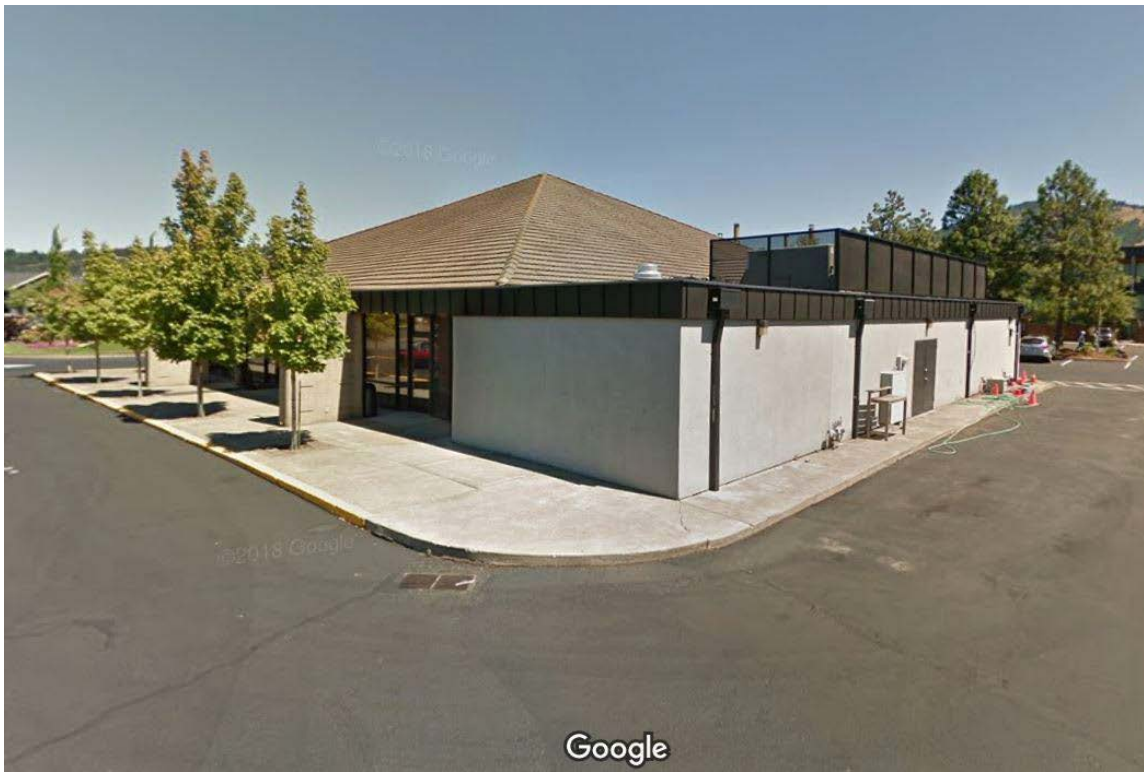
View: Northwest elevation, viewing southeast (Google Earth Pro 2020).



View: Southwest elevation, viewing east (Google Earth Pro 2020).

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Southwest and southeast elevations, viewing north (Google Earth Pro 2020).



View: Interior (Photo Credit: Hood River Inn 2020a).

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View: South (Hood River Inn 2020a)



View: East wing, southwest elevation (Hood River Inn 2020a).

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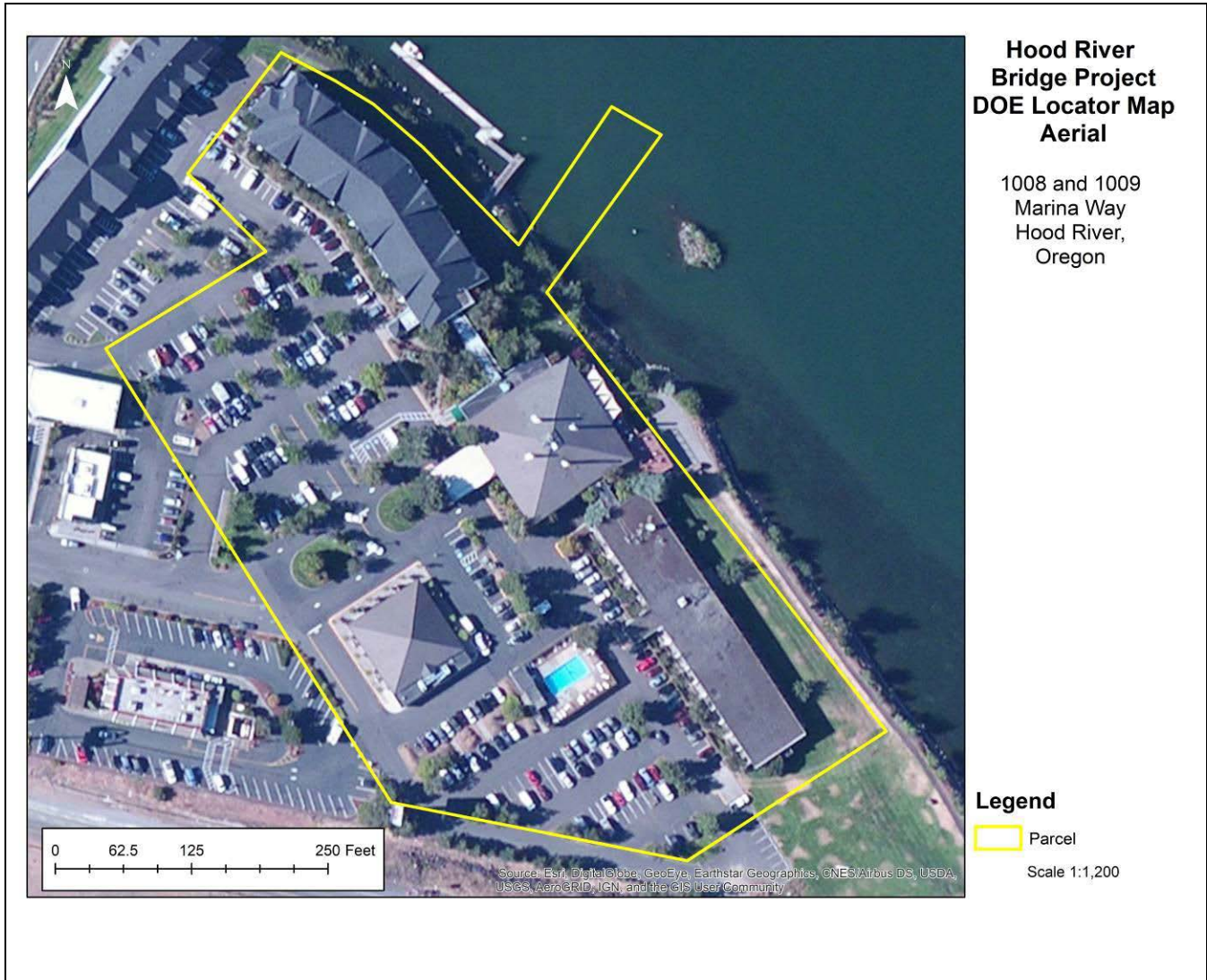
View: Main entrance, facing north (Hood River Inn 2020a)



View: West wing, facing east (Hood River Inn 2020a)

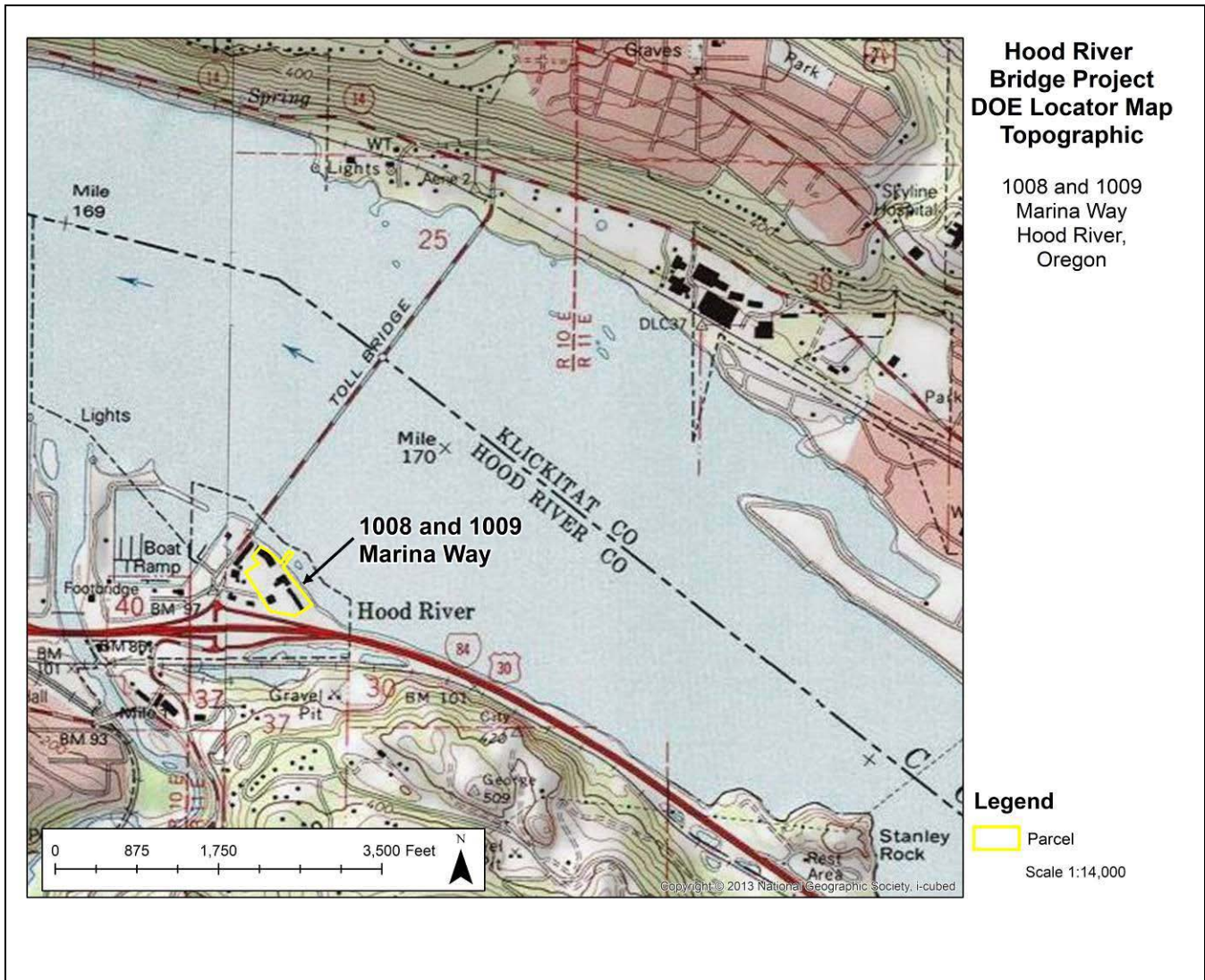
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Agency/Project: Federal Highway Administration/Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project Federal-Aid No. 0000(268); ODOT Key No. 21280	
Property Name: Bryant Property	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River
USGS Quad Name: Hood River	Township: 3N Range: 11E Section: 31
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: N/A	
Number and Type of Associated Resources in Grouping/Ensemble: N/A	

Current Use: Agriculture & Residential	Construction Date: 1930
Architectural Classification/Resource Type: Farmstead/Ranch with house	Alterations & Dates: See Description
Window Type & Material: Unknown	Exterior Surface Materials: Primary: Vertical Wood Board Secondary: Unknown Decorative: Unknown
Roof Type & Material: Gable; asphalt shingles, corrugated metal	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Bryant Property, Viewing North

Preliminary National Register Findings:	<input type="checkbox"/> National Register listed
<input checked="" type="checkbox"/> Potentially Eligible: <input checked="" type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Property Name: Bryant Property	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River
Architect, Builder or Designer (if known):	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

Built in 1930, the Bryant Property at 2495 Old Columbia River Drive (also listed as 2440 Old Columbia River Drive in tax records) is situated on the north and south side of Old Columbia River Drive near the east end of Hood River, Hood River County, Oregon. The 15.78-acre property is located on tax lot 100 in the Nathan L. Benson Donation Land Claim. A residential neighborhood is located a few hundred feet to the west and south of the agricultural property. The streetscape consists of Old Columbia River Drive's narrow shoulders and wood utility poles. The property is bounded by tax lot 200 to the south, tax lots 300 and 301 to the west, tax lot 1001 to the north, and tax lot 500 to the east. The northwest corner of the property provides views of a rock quarry and the Columbia River Gorge to the north. The property comprises one single-family residence and four agricultural buildings set back approximately 500 feet from Old Columbia River Drive. The property is accessed from the south via Old Columbia River Drive and a gravel driveway that leads through the center of the property. The farmstead/ranch is located in a saddle between two hills with distant views of the Columbia River Gorge.

County Assessor records indicate the residence was constructed in 1930, and the other buildings appear to have been constructed during the same time period. The residence is located on the south side of the driveway and is surrounded by several trees. The residence has a rectangular plan and a complex roof system finished with what appears to be asphalt shingles. No other details are apparent in available photographs.

To the east of the residence, on the south side of the driveway, is a one-story storage shed with vertical wood board siding and a gable roof. Available photographs only depict the southeast elevation, which does not appear to include any fenestration. No other details are apparent in available photographs.

On the north side of the driveway are three barns of varying sizes. Each barn includes a rectangular plan, vertical wood board siding, and gable roofs that appear to be finished with corrugated metal panels. The easternmost barn includes a small window in the southeast elevation and possibly a single pedestrian door in the southwest elevation. No other details are apparent in available photographs.

No property access was granted as part of this survey.

Following a review of recent photographs and historical images, minimal alterations to the Bryant Property are evident. Changes include the development of the surrounding neighborhood to the west and south beginning in the late 1940s, and the development of the rock quarry to the north between 1947 and 1981 (HistoricAerials.com 2020).

Boundary

The historic boundary of 2495 Old Columbia River Drive is confined to the tax boundaries of tax lot 100 in the Nathan L. Benson Donation Land Claim. It is bounded by tax lot 200 to the south, tax lots 300 and 301 to the west, tax lot 1001 to the north, and tax lot 500 to the east.

ELIGIBILITY DISCUSSION
HISTORIC CONTEXT

Hood River Development
Euro-American Settlement

Native American tribes settled in dense groupings along the Columbia River for thousands of years before the arrival of the first Euro-Americans in the early nineteenth century. These populations progressively decreased in the following decades due to epidemics and the taking of land by Euro-American emigrants. The first recorded Euro-American presence in the area was the Lewis & Clark Expedition, which traveled through the Columbia River Gorge in 1805–1806. Additional Euro-Americans followed with the growth of the fur trade along the Columbia River and establishment of the Pacific Fur Company's Fort Astoria outpost at the mouth of the Columbia River in 1811. Arriving in the 1830s and 1840s, Catholic and Protestant missionaries were the first Euro-Americans to establish permanent communities in the Pacific Northwest in an effort to convert Native populations to Christianity and Euro-American culture. More Euro-Americans began immigrating to the Pacific Northwest by the 1840s via the Oregon Trail. Most travelers sought to reach the Willamette Valley, but some chose to settle in the Columbia Gorge on each side of the river with the intention of obtaining land from the federal government through the Donation Land Claim Act (Jenks and Noll 2019:8-9; Donovan and Associates 1992).

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Hood River, Oregon

Mary and Nathaniel Coe were two of the first Euro-American settlers of the Hood River area. Appointed special postal agent for the Oregon Territory by President Millard Fillmore in 1851, Nathaniel Coe filed a Donation Land Claim for 319.92 acres in the valley of Dog River (renamed Hood River in 1858) in June 1854 (Donovan and Associates 1992). At that time, 17 families resided in the Hood River Valley, including the William Jenkins and Nathan Benson families, who were New York acquaintances of Nathaniel Coe (Hood River County History N.D.; Coon 1915). The Coes established a farm with a wide variety of crops while the Jenkins and Benson families raised cattle and oxen (Marschner 2013). The Coe homestead also served as a community center, courthouse, church, and funeral parlor (Figure 1). Development of the Hood River area attracted additional settlers in the following decades, with the first pioneers of the Oregon Trail arriving in 1862 (Donovan and Associates 1992).



Figure 1. Coe homestead c.1854 (Photo Credit: Historic Hood River)

Speculation on the construction of a railroad connecting Hood River with Portland in 1880 spurred the development of Hood River and the platting of the town in 1881 by Henry C. Coe, son of Mary and Nathaniel (Donovan 2006; Marschner 2013). The town consisted of four blocks but expanded in the following decades to cover the entire Coe homestead and then further west and south (Figure 2). Train service via the Oregon Railroad Navigation Company reached Hood River on November 20, 1882 (Figure 3). The development of reliable transportation routes transformed the community into a trading center and facilitated its growth, including the construction of the Mt. Hood Hotel in 1881, the first school circa 1883; incorporation of the town in 1885, and formation of the *Glacier* weekly newspaper in 1889 (Donovan and Associates 1992:7; Donovan 2006). Between 1890 and 1900, Hood River's population increased from 201 to 622. The community also began to diversify, with farmers of Japanese, Finnish, German and French ethnicity settling in the valley (Hood River County History N.D.).

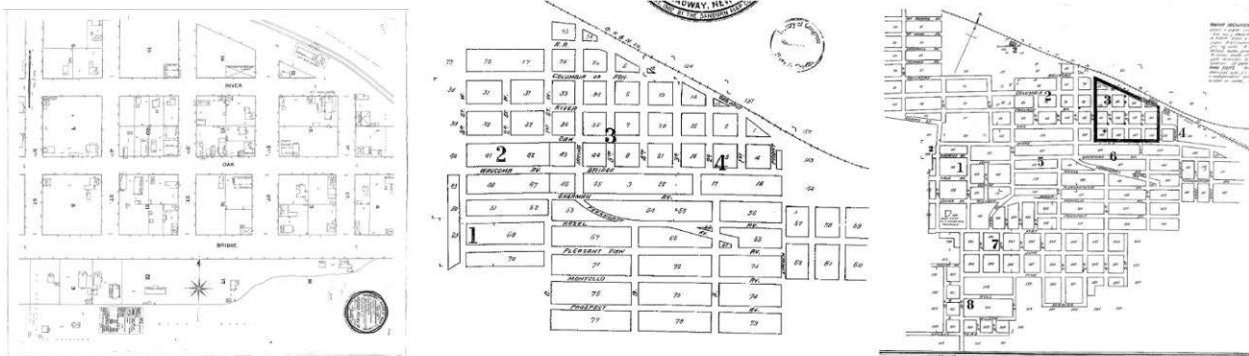


Figure 2. Sanborn Fire Insurance Co. Maps of Hood River in 1893, 1902 and 1909

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Figure 3. OR&N Company Railroad (1901) (Photo Credit: Historic Hood River)

At the turn of the century, Hood River maintained strong growth with the formation of the Hood River Electric Light & Power company in 1901 and fire department in 1904, the establishment of telephone service in 1907, and a population of 2,500 in 1908 (Donovan and Associates 1992; Donovan 2006). The completion of the Columbia River Highway to Portland in 1916 and to The Dalles in 1922 increased reliable access to and from Hood River but also marked the decline of the city's peak development (Donovan and Associates 1992).

Hood River continued to grow steadily throughout the twentieth century, highlighted by advancements in transportation, including the construction of the Hood River–White Salmon Bridge and the Mount Hood Loop Highway in 1924, the Bonneville Dam and Locks in 1938, and the first two lanes of a water-grade route (now Interstate 84) through the Columbia Gorge in 1953. By 1940, the population reached 3,280 and increased to 3,701 in 1950, 3,657 in 1960, 3,991 in 1970, and approximately 4,520 in 1986 (Donovan and Associates 1992).

Residential Development

Residential development in Hood River originated around the Coe homestead and current downtown area (Figure 4). The first residences primarily consisted of small wooden cottages with a few larger Victorian houses. The town continued to expand with the growth of the agriculture industry at the beginning of the twentieth century (Donovan 2006:1). The 1905 Lewis and Clark Centennial Exposition in Portland garnered great attention to the town's budding fruit industry and contributed to a dramatic increase in land values from 1905 to 1910.



Figure 4. Sanborn Fire Insurance Co. Maps of Hood River in 1916, 1928 and 1942

The city expanded further west and south between 1899 and 1911, covering more of the original Coe homestead and parts of land claimed by early settlers William Jenkins, O.L. Stranaham, and James Benson. Buildings during this period were generally larger and reflective of new architectural styles such as Colonial Revival, Craftsman, and Classic Box styles (Donovan 2006:2). Growth slowed significantly during the Great Depression of the 1930s and 1940s, but the post-war era ushered in a new period of development, typified by tract houses and Ranch-style architecture (Donovan 2006:3). Hood River's expansion to the east of the Hood River covered large swaths of land claimed by early settlers Nathan Benson and Timothy Emerson through the Donation Land Claim Act in 1867 and 1897, respectively (GLO 2020). Development waned during the 1970s and 1980s as Hood River underwent a recession.

Hood River's Role within Hood River County

Following the formation of Hood River County in 1908, Hood River became the county seat (Hood River County History N.D.). Hood River is the largest city in the county with a population of approximately 7,806 in 2018 (United States Census Bureau 2020). The city's primary industries include agriculture, recreation, timber, tourism, and hydroelectric development.

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Hood River Industries

Agriculture and timber provided the backbone to Hood River's economy during the nineteenth century (Figure 5). Advancements in transportation aided the growth of these industries and established new ones such as tourism. The economy would evolve during the twentieth century with the introduction and/or development of the hydroelectric, recreation, and tourist industries (Hood River County History N.D.).



Figure 5. Barn circa 1910. Photo taken as part of a promotion of Hood River agriculture to prospective orchardists from around the country (Photo Credit: Historic Hood River)

Agriculture and Timber Industries

Many of the earliest Euro-American settlers arrived from mid-western states to develop farmsteads. Fruit crops such as apples and peaches were planted throughout the Hood River Valley in the nineteenth century. The high yields of these crops led to larger operations to serve more distant markets made accessible by the arrival of railroads in the late nineteenth and early twentieth century. The popularity of the produce throughout the Pacific Northwest provided stability for the industry in the proceeding decades (Donovan and Associates 1992).



Figure 6. Davenport Brother Lumber Company c. 1905 (Photo Credit: Historic Hood River)

The abundance of timber surrounding Hood River and easy access to the Columbia River established Hood River as an ideal location for the timber industry in the nineteenth century. By 1899, Hood River was reported as having the largest lumber mill in the state, producing more than 100,000 feet of lumber per day (Donovan and Associates 1992). By the early twentieth century, the Davenport Brothers Lumber Company holdings stretched from the Mount Hood Forest Reserve to the Columbia River (Figure 6). According to the Hood River *Glacier*, the Parkertown mill was "cutting an average about 50,000 feet per day" (History Museum of Hood River County 2013). The arrival of railroads provided more reliable transportation and the ability for the agriculture and timber industries to reach new markets and expand their operations (Donovan and Associates 1992; Jenks and Noll 2019:8-9).

Tourism

Completion of the Columbia River Highway, the nation's first scenic highway, established greater access to and from Hood River and ushered in the community's tourist industry (Donovan 2006:2). Coinciding with the rise of automobile culture in the 1910s, the opening of the highway allowed for Portland residents to visit Hood River and stops along the highway by

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their own means and schedule. Despite the development of a water-grade route, tourists continued to flock to the highway for its scenic views of the Columbia Gorge and access to recreation areas in the following decades (Donovan and Associates 1992).

Amidst an economic recession, the water sports industry brought an infusion of revenue to the hotel and tourist industries of Hood River in the 1980s (Donovan 2006:3). The water sports industry, particularly windsurfing, grew rapidly in the early 1980s with four windsurfing shops opening in Hood River and 200 competitors participating in the second annual Gorge Pro-Am in 1985 (Figure 7). The rise of the sport's popularity and the ideal conditions of the Columbia Gorge established Hood River as a top tourist destination for wind surfing and sail boarding (Stuart 2011; Donovan and Associates 1992).



Figure 7. Windsurfing on Columbia River (1994) (Photo Credit: Historic Hood River)

The arrival of the wind surfing coincided with the development of commercial wineries in the Columbia Gorge. Although grape growing in the Columbia Gorge dates back to the 1880s with the Jewett family of White Salmon, the first commercial vineyards in the Hood River Valley were not established until the early 1980s (Oregon Wine 2020; Oregon Wine History 2019a, 2019b). The propagation of wineries expanded Hood River's tourist industry in the following decades, bringing a new source of income to local hotels and businesses. In 2017, Hood River was identified as one of the ten best wine destinations in the world by *Wine Enthusiast* (Gregutt 2017).

BRYANT PROPERTY

The Bryant Property was built in 1930 on tax lot 100 in Nathan L. Benson's 1854 Donation Land Claim on the east side of Hood River (Hood River County 2020). Benson, one of the first Euro-American settlers in Hood River, constructed a homestead on the east side of Hood River and raised cattle and oxen with his brother James and their families (Marschner 2013). Nathan also served as the postmaster for Hood River from 1858 until at least 1864 (Ancestry.com 2010). County Assessor maps indicate this area of Hood River was not subdivided like the majority of properties on the west side of the river. Historic Hood River plat maps archived at the Hood River County Assessor's office were not available due to office closures and digital reproductions were not available. The 1931 Metzger Map depicts F.H. Butler as owning a large parcel of land on each side of the Historic Columbia River Highway Hood River Loops, including the Bryant Property (Figure 8). Newspaper and archival research did not reveal any additional information about F.H. Butler. No additional historic period information was obtained for this property or the historic owners. John M. Bryant is the current owner.

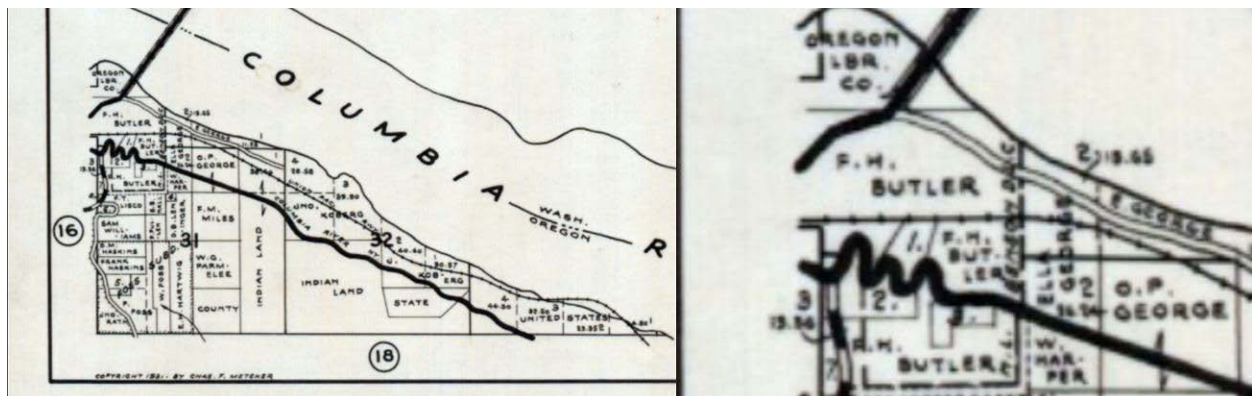


Figure 8. 1931 Metzger Map

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Available U.S. Geological Survey (USGS) maps depict the gradual growth of east Hood River and the properties in the vicinity of Old Columbia River Drive and Riverview Drive. The 1934 USGS map shows little development in the immediate area of Old Columbia River Drive but by 1957, several properties are depicted along Riverview Drive, Highline Road, and Old Columbia River Drive (Figure 9). Additional properties appear by 1978, followed by several more in the 1994 map (Figure 10) (USGS 1934–1994). Aerial photographs and Hood River County Assessor records indicate minimal development in this area in the following decades (Hood River County 2020; Google Earth Pro 2020). Development of properties along this section of the Old Columbia River Highway appears to have followed a similar gradual pattern of development as the properties further west along Riverview Drive and Highline Road. Constructed in 1930, the Bryant Property appears to be the first twentieth century property to be developed in the immediate area. The adjacent residence to the west at 2500 Old Columbia River Drive was constructed in 1952. The two residences to the south of the Bryant Property were constructed in 1967 and 1979 (Hood River County 2020).



Figure 9. USGS Maps 1934, 1957

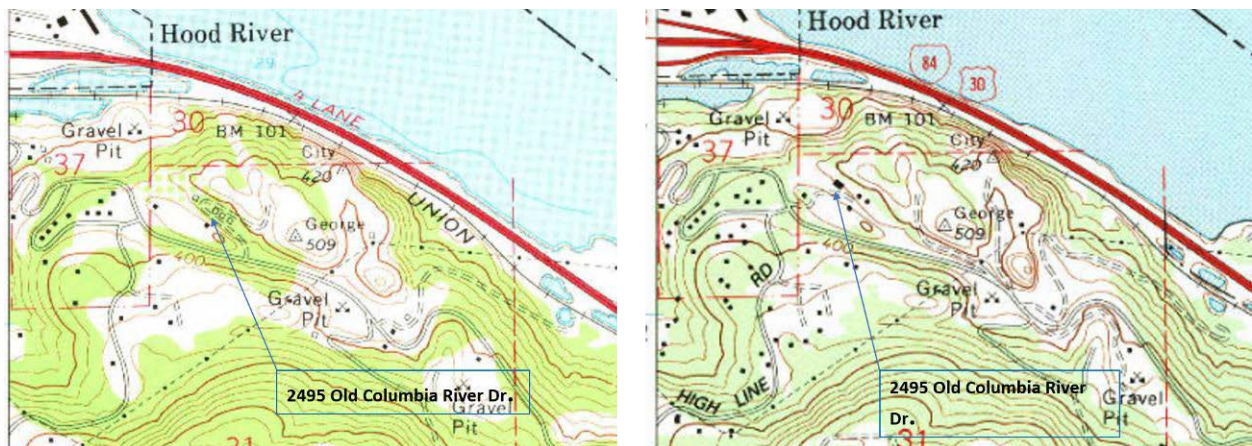


Figure 10. USGS Maps 1978, 1994

Newspaper and archival research did not identify the original owner or builder of the property. Digital copies of Hood River city directories were not available, thus no tenants during the historic period have been identified. County Assessor records suggest the Bryant Property once consisted of several tax lots; neighboring tax lot 300 and part of tax lot 500 are also owned by John M. Bryant, and tax lot 301 (2500 Old Columbia River Drive) is owned by C. Ann Bryant. John M. Bryant has owned the property since at least 1998 (Ancestry.com 2005)

SIGNIFICANCE

Criterion A

The Bryant Property is not significant under National Register of Historic Places (NRHP) **Criterion A**. Although the property appears to be one of the first properties developed in the immediate area during the twentieth century, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends. Therefore, the property is evaluated as not eligible under NRHP Criterion A.

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<p><u>Criterion B</u> The Bryant Property is not significant under NRHP Criterion B. Newspaper and archival research did not identify the original owners or builders of the property or subsequent residents. City directories for Hood River have not been digitized, and print copies have not been accessible. Research did not indicate that current owner John M. Bryant made significant contributions in the history of Hood River, Oregon, or the nation. Therefore, the property is evaluated as not eligible under NRHP Criterion B.</p> <p><u>Criterion C</u> The Bryant Property has some potential for significance under NRHP Criterion C. The property appears to express character-defining features of a small, early twentieth-century ranch/farmstead that appears to retain the characteristics of that property type. No master architect or builder associated with this building was identified; therefore, it is not significant as the work of a master. However, the property appears eligible under NRHP Criterion C as it appears to be one of the few small ranch/farmsteads remaining from the early twentieth century in the vicinity east Hood River. This recommendation is made due to the lack of access to the property and the inability to clearly view the main residence.</p> <p><u>Criterion D</u> Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential and is therefore not eligible for the NRHP under Criterion D.</p> <p>INTEGRITY</p> <p>The Bryant Property retains integrity of location, design, setting, materials, workmanship, feeling, and association.</p> <p><i>Location is the place where the historic property was constructed or the place where the historic event took place.</i> The building retains integrity of location, because it remains in the location where it was originally constructed.</p> <p><i>Design is the composition of elements that constitute the form, plan, space, structure, and style of a property.</i> The farmstead appears to retain an intact composition of at least three agricultural buildings and a main house located in a courtyard layout. The architectural design of the main house could not be verified due to the lack of access.</p> <p><i>Setting is the physical environment of a historic property that illustrates the character of the place.</i> The property's setting appears to have undergone minimal changes since its construction. Apparent alterations include the development of surrounding properties to the west, north, and south. Therefore, the integrity of setting has been retained.</p> <p><i>Materials are the physical elements combined in a particular pattern or configuration to form the historic property.</i> The exterior building materials of the agricultural buildings appear to be intact, but the materials for the main house could not be verified. Therefore, the integrity of materials appears to have been retained.</p> <p><i>Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history.</i> The agricultural buildings appear to convey elements of the workmanship related to their construction, but the workmanship for the main house could not be verified. Therefore, the integrity of workmanship appears to have been retained.</p> <p><i>Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.</i> The property remains in its original location and appears to continue to conduct agricultural practices. Therefore, the property retains the integrity of feeling.</p> <p><i>Association is the direct link between a property and the event or person for which the property is significant.</i> The property retains integrity of association, because it is sufficiently intact to convey its relationship to the agricultural practices of Hood River in the early mid-twentieth century.</p> <p>The Bryant Property, which retains integrity of location, design, setting, materials, workmanship, feeling, and association, is eligible for the NRHP under Criteria C, but not eligible under Criterion A, B, and D.</p> <p>Bibliography Ancestry.com. 2005. <i>U.S. Phone and Address Directories, 1993-2002</i> [database on-line]. Provo, UT, USA: Ancestry.com Operations Inc. Ancestry.com. 2010. <i>U.S., Appointments of U. S. Postmasters, 1832-1971</i> [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. This collection was indexed by Ancestry World Archives Project contributors.</p>	

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<p>Coon, T. R. 1915. "Story of Nathaniel and Mary Coe." <i>Hood River Glacier</i>. October 7. Electronic document, https://oregonnews.uoregon.edu/lccn/sn97071110/1915-10-07/ed-1/seq-3.pdf (accessed May 21, 2020).</p> <p>Donovan and Associates. 1992. <i>Hood River Cultural Resource Inventory, Hood River, Oregon. Summary Report</i>. Prepared for the City of Hood River, Oregon. Donovan and Associates, Hood River, OR.</p> <p>Donovan, Sally. 2006. <i>Residential Design Guidelines for Heritage Neighborhoods</i>. Prepared for City of Hood River. Electronic document, http://centralpt.com/upload/375/3148_FinalDesign321_formatBH.pdf (accessed May 21, 2020).</p> <p>GLO (United States General Land Office). 2020. Survey Plats and Field Notes. Electronic database, https://glorerecords.blm.gov/search/default.aspx?searchTabIndex=0&searchByTypeIndex=1 (accessed May 21, 2020).</p> <p>Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.</p> <p>Gregutt, Paul. 2017. Hood River, U.S.A. Best Wine Destinations 2017. <i>Wine Enthusiast</i>. Electronic document, https://www.winemag.com/2017/01/05/hood-river-u-s-a-best-wine-destinations-2017/ (accessed May 21, 2020).</p> <p>HistoricAerials.com. 2020. 2495 Old Columbia River Drive, Hood River, Oregon. Electronic document, https://www.historicaerials.com/viewer (accessed May 27, 2020).</p> <p>Historic Hood River. Dates Vary. Electronic database, http://historichoodriver.com/index.php?x=browse (accessed May 21, 2020).</p> <p>History Museum of Hood River County. 2013, April 23. <i>Davenport Brothers Lumber Company</i>. Electronic document, http://historichoodriver.com/index.php?showimage=577 (accessed May 21, 2020).</p> <p>Hood River County. 2020. Hood River County WebMap. Electronic document, https://hrcgis.maps.arcgis.com/apps/webappviewer/index.html?id=e3e9a49873374bf68e8c1f4dd5ce2ba8# (accessed May 21, 2020).</p> <p>Hood River County History. N.D. <i>Hood River County History</i>. Electronic document, https://sos.oregon.gov/archives/records/county/Pages/hood-river-history.aspx (accessed May 21, 2020).</p> <p>Jenks, James, and Christopher D. Noll. 2019. Cultural Resources Survey for the SR-14 Bingen Point Access Improvements Project, Klickitat County, Washington. Prepared for Washington Department of Transportation. DAHP Project No. 2019-01-00560.</p> <p>Marschner, Janice. 2013. <i>Oregon 1859: A Snapshot in Time</i>. Timber Press, Portland, Oregon.</p> <p>Metzger Maps. 1931. Hood River County 1931, Oregon. Electronic document, http://www.historicmapworks.com/Map/US/1314922/Page+016+++Township+3+N++Range+10+E+++Hood+River++Clifton++Ruthton++Sonny/ (accessed May 21, 2020)</p> <p>Oregon Wine. 2020. Columbia Gorge AVA. https://www.oregonwine.org/discover-oregon-wine/place/columbia-gorge/ (accessed May 21, 2020).</p> <p>Oregon Wine History. 2019. <i>Hood River Vineyards (1981-Present)</i>. History of Windsurfing in the Gorge. Electronic document, http://www.oregonwinehistory.com/HistoricalWineries/HoodRiverVineyards.html (accessed May 21, 2020).</p> <p>Oregon Wine History. 2019. <i>Flerchinger Winery (1983-2003)</i>. History of Windsurfing in the Gorge. Electronic document, http://www.oregonwinehistory.com/EarlyWineries/ColumbiaGorge/FlerchingerWinery.html (accessed May 21, 2020).</p> <p>Sanborn Map and Publishing Company. 1893–1942. Hood River, OR. New York, NY: Sanborn Map and Publishing Company, Limited.</p> <p>Stuart. 2011. <i>History of Windsurfing in the Gorge</i>. Electronic document, http://www.gorgeconnection.com/windsurfing/history.php (accessed May 21, 2020).</p> <p>United States Census Bureau. 2020. <i>Hood River City, Oregon; Hood River County, Oregon</i>. Electronic document, https://www.census.gov/quickfacts/fact/table/hoodrivercityoregon,hoodrivercountyoregon/PST045219 (accessed May 21, 2020).</p> <p>USGS (United States Geological Survey). 1934 – 1994. Topographic Maps. Electronic database, http://historicalmaps.arcgis.com/usgs/ (accessed May 21, 2020).</p>	

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Supplemental Photos

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View: Bryant Property, viewing north.

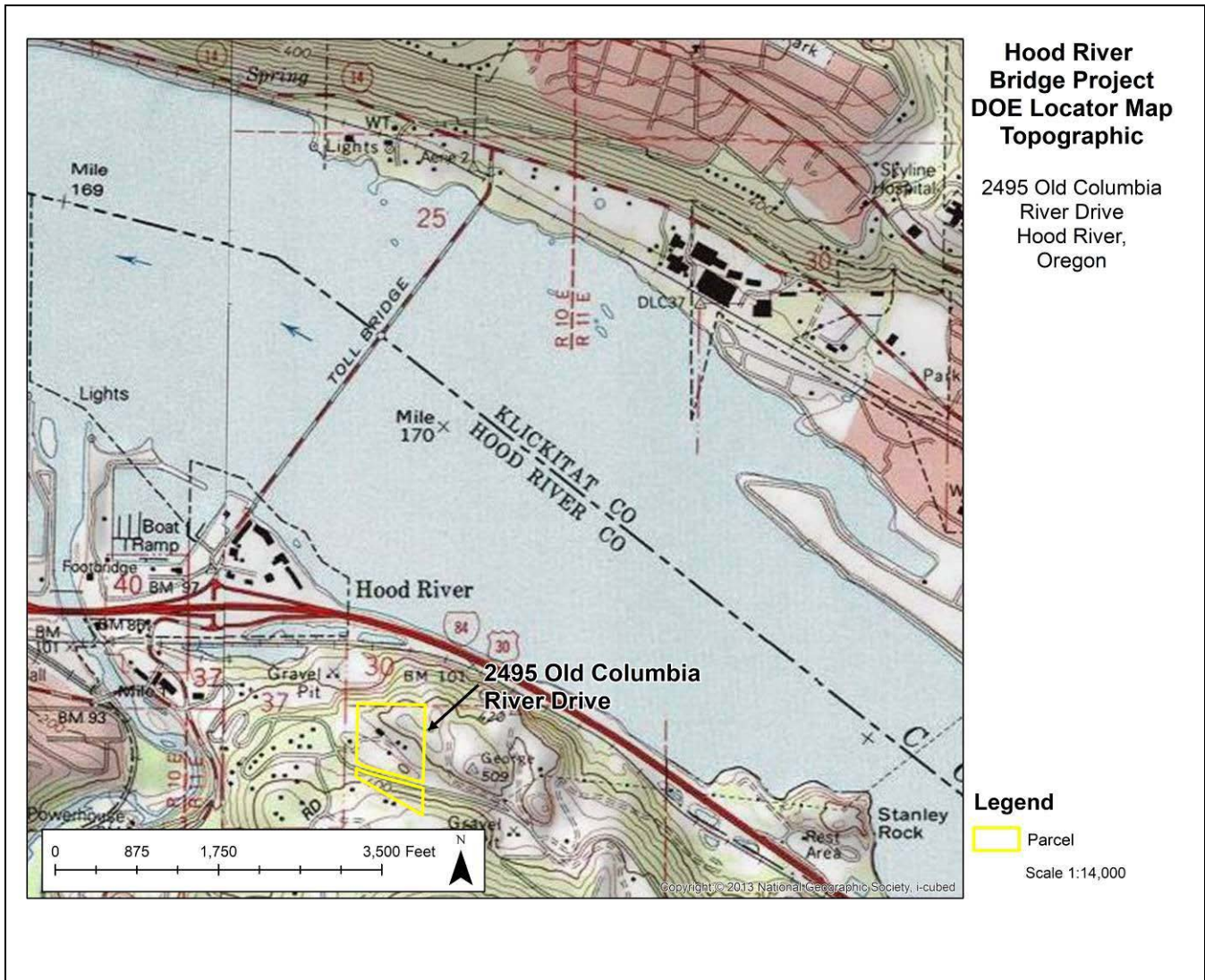
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Agency/Project: Federal Highway Administration/Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project Federal-Aid No. 0000(268); ODOT Key No. 21280	
Property Name: Robert Stow Henshaw House	
Street Address: 2560 Riverview Drive	City, County: Hood River, Hood River
USGS Quad Name: Hood River	Township: 3N Range: 11E Section: 31
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: N/A	
Number and Type of Associated Resources in Grouping/Ensemble: N/A	

Current Use: Single Dwelling	Construction Date: 1949
Architectural Classification/Resource Type: Ranch/Single-Family Dwelling	Alterations & Dates: See Description
Window Type & Material: Fixed, single-hung, sliding, casement; wood, vinyl	Exterior Surface Materials: Primary: Horizontal wood board Secondary: Brick Decorative: N/A
Roof Type & Material: Complex, asphalt shingles	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



North Facade, Viewing South

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government
		<input type="checkbox"/> Federal	<input type="checkbox"/> State

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

Built in 1949, the Henshaw House at 2560 Riverview Drive is situated on the north side of Riverview Drive near the east end of Hood River, Hood River County, Oregon. The 1.02-acre property is located on tax lot 700 in the Nathan L. Benson Donation Land Claim. The residential neighborhood features a collection of Ranch and Contemporary style residences, generally positioned on larger lots with views toward the Columbia Gorge. The streetscape is not well defined, as Riverview Drive is narrow and lacks sidewalks and shoulders but includes wood utility poles and some mailboxes and address markers. The Henshaw House is bordered by residential properties to the west and east, Old Columbia River Drive to the north, and Riverview Drive to the south. The residence includes a deep setback from the road and is accessed by a long, paved driveway that encircles the entire residence. Evergreen trees and medium and large shrubs run along the majority of the property boundary, limiting views of the residence from Riverview Drive, Old Columbia River Drive, and adjacent properties (Figure 1). A carport with an attached storage shed is located in the southwest corner of the property.



Figure 1. Henshaw House, viewing north (Zillow.com 2020)

The single-story house with a basement was constructed in 1949, according to County Assessors' records. The house displays a complex roof form, horizontal wood board and brick siding, and wood and vinyl windows of varying sizes and operation that collectively display design characteristic of the Ranch architectural style, popular during the modern period between the 1930s and 1960s. The house has an L-shaped plan with a slab-on-grade concrete foundation (Zillow.com 2020). The roof is finished with asphalt shingles and features a moderate overhang over the external fireplace in the east elevation. The fireplace's chimney projects through the roof and is covered by a metal cap. Windows consist of fixed, sliding, casement, and single-hung wood and vinyl windows of varying sizes.

The south (primary) façade consists of a single pedestrian entrance flanked by two fixed wood windows to the west and a single one-over-one, single-hung wood window to the east. The east end of the elevation is set back several feet and includes a pair of single-hung wood windows. The entrance includes an aluminum screen door and a metal wall sconce (the main door is not visible in available photographs). A long stone pathway provides access to the entrance from the driveway and passes through a small garden of raised beds and shrubbery.

The east elevation includes three pairs of single-hung wood windows near the south end and an external brick fireplace near the north end. The southern half of the elevation projects out several feet, creating space for a north-facing single pedestrian entrance near the middle of the elevation. The entrance appears to include a multi-panel wood door with a large glass panel in the upper half.

The north elevation consists of a large vinyl picture window and a single-hung vinyl window.

The west elevation includes a centralized secondary entrance flanked by multiple banks of windows and a covered patio near the south end. The central entrance features a wood door, an aluminum screen door, and glass block side lights. A set of brick steps provides access to the entrance. The bricks used for the staircase extend to the south below the varying sets

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<p>of windows. Two large vinyl picture windows are located to the north of the entrance, and a series of wood one-over-one single-hung and casement windows and a vinyl picture window are positioned to the south. This elevation also exhibits a distinctive curved breakfast nook composed of a brick apron topped by a bank of windows that follow the curvature of the nook that is sheltered by a broad eave that is found around the entire house. The patio on the south end consists of a cantilevered flat roof constructed of wood beams and supported by two concrete columns. The floor is finished with large modern tiles. Two large glass sliding doors flanked by two full-height windows provide access to the patio. The original garage and driveway appear to have been converted into a patio and adjacent family room.</p> <p>The carport is constructed of wood beams and is supported by two concrete columns on the east end and the storage building on the west end. The design of the flat roof and concrete columns mimic the design of the nearby patio. The rectangular storage building includes a pedestrian entrance in the east elevation, a side gable roof finished with composite shingles, vertical wood board siding, and wood shingles in the eaves.</p> <p>No property access was granted as part of this survey. This architectural description is based on available online photographs from 2019 (Zillow.com 2020).</p> <p>Alterations to the Henshaw House were observed following a review of recent and historical images. Changes include the renovations to the original garage and driveway for the construction of the west elevation's patio and family room, the installation of vinyl windows, and significant interior renovations (dates unknown) (Zillow.com 2020).</p> <p>Boundary The historic boundary of 2560 Riverview Drive is confined to the tax boundaries of tax lot 700 in the Nathan L. Benson Donation Land Claim. It is bounded by tax lots 701 and 1409 to the west, 600 to 602 to the east, Old Columbia River Drive to the north, and Riverview Drive to the south.</p> <p><u>ELIGIBILITY DISCUSSION</u> <u>HISTORIC CONTEXT</u></p> <p><u>Hood River Development</u> <i>Euro-American Settlement</i> Native American tribes settled in dense groupings along the Columbia River for thousands of years before the arrival of the first Euro-Americans in the early nineteenth century. These populations progressively decreased in the following decades due to epidemics and the taking of land by Euro-American emigrants. The first recorded Euro-American presence in the area was the Lewis & Clark Expedition, which traveled through the Columbia River Gorge in 1805–1806. Additional Euro-Americans followed with the growth of the fur trade along the Columbia River and establishment of the Pacific Fur Company's Fort Astoria outpost at the mouth of the Columbia River in 1811. Arriving in the 1830s and 1840s, Catholic and Protestant missionaries were the first Euro-Americans to establish permanent communities in the Pacific Northwest in an effort to convert Native populations to Christianity and Euro-American culture. More Euro-Americans began immigrating to the Pacific Northwest by the 1840s via the Oregon Trail. Most travelers sought to reach the Willamette Valley, but some chose to settle in the Columbia Gorge on each side of the river with the intention of obtaining land from the federal government through the Donation Land Claim Act (Jenks and Noll 2019:8-9; Donovan and Associates 1992).</p> <p><i>Hood River, Oregon</i> Mary and Nathaniel Coe were two of the first Euro-American settlers of the Hood River area. Appointed special postal agent for the Oregon Territory by President Millard Fillmore in 1851, Nathaniel Coe filed a Donation Land Claim for 319.92 acres in the valley of Dog River (renamed Hood River in 1858) in June 1854 (Donovan and Associates 1992). At that time, 17 families resided in the Hood River Valley, including the William Jenkins and Nathan Benson families, who were New York acquaintances of Nathaniel Coe (Hood River County History N.D.; Coon 1915). The Coes established a farm with a wide variety of crops while the Jenkins and Benson families raised cattle and oxen (Marschner 2013). The Coe homestead also served as a community center, courthouse, church, and funeral parlor (Figure 2). Development of the Hood River area attracted additional settlers in the following decades, with the first pioneers of the Oregon Trail arriving in 1862 (Donovan and Associates 1992).</p>	

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Figure 2. Coe homestead c.1854 (Photo Credit: Historic Hood River)

Speculation on the construction of a railroad connecting Hood River with Portland in 1880 spurred the development of Hood River and the platting of the town in 1881 by Henry C. Coe, son of Mary and Nathaniel (Donovan 2006; Marschner 2013). The town consisted of four blocks but expanded in the following decades to cover the entire Coe homestead and then further west and south (Figure 3). Train service via the Oregon Railroad Navigation Company reached Hood River on November 20, 1882 (Figure 4). The development of reliable transportation routes transformed the community into a trading center and facilitated its growth, including the construction of the Mt. Hood Hotel in 1881, the first school circa 1883; incorporation of the town in 1885, and formation of the *Glacier* weekly newspaper in 1889 (Donovan and Associates 1992:7; Donovan 2006). Between 1890 and 1900, Hood River's population increased from 201 to 622. The community also began to diversify, with farmers of Japanese, Finnish, German and French ethnicity settling in the valley (Hood River County History N.D.).

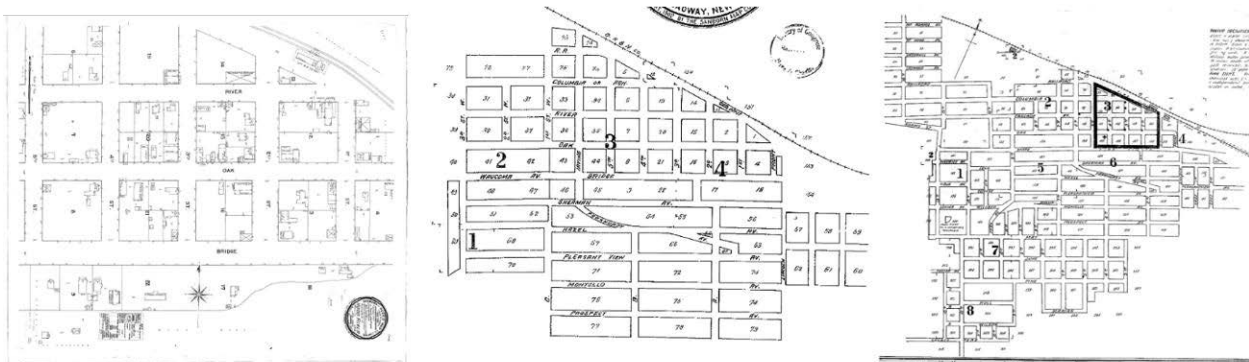


Figure 3. Sanborn Fire Insurance Co. Maps of Hood River in 1893, 1902 and 1909



Figure 4. OR&N Company Railroad (1901) (Photo Credit: Historic Hood River)

At the turn of the century, Hood River maintained strong growth, with the formation of the Hood River Electric Light & Power company in 1901 and fire department in 1904, the establishment of telephone service in 1907, and a population of 2,500 in 1908 (Donovan and Associates 1992; Donovan 2006). The completion of the Columbia River Highway to Portland in 1916 and to The Dalles in 1922 increased reliable access to and from Hood River but also marked the decline of the city's peak development (Donovan and Associates 1992).

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Hood River continued to grow steadily throughout the twentieth century, highlighted by advancements in transportation, including the construction of the Hood River–White Salmon Bridge and the Mount Hood Loop Highway in 1924, the Bonneville Dam and Locks in 1938, and the first two lanes of a water-grade route (now Interstate 84) through the Columbia Gorge by 1953. By 1940, the population reached 3,280 and increased to 3,701 in 1950, 3,657 in 1960, 3,991 in 1970, and approximately 4,520 in 1986 (Donovan and Associates 1992).

Residential Development

Residential development in Hood River originated around the Coe homestead and current downtown area (Figure 5). The first residences primarily consisted of small wooden cottages with a few larger Victorian houses. The town continued to expand with the growth of the agriculture industry at the beginning of the twentieth century (Donovan 2006:1). The 1905 Lewis and Clark Centennial Exposition in Portland garnered great attention to the town's budding fruit industry and contributed to a dramatic increase in land values from 1905 to 1910.



Figure 5. Sanborn Fire Insurance Co. Maps of Hood River in 1916, 1928 and 1942

The city expanded further west and south between 1899 and 1911, covering more of the original Coe homestead and parts of land claimed by early settlers William Jenkins, O.L. Stranaham, and James Benson. Buildings during this period were generally larger and reflective of new architectural styles such as Colonial Revival, Craftsman, and Classic Box styles (Donovan 2006:2). Growth slowed significantly during the Great Depression of the 1930s and 1940s, but the post-war era ushered in a new period of development, typified by tract houses and Ranch-style architecture (Donovan 2006:3). Hood River's expansion to the east of the Hood River covered large swaths of land claimed by early settlers Nathan Benson and Timothy Emerson through the Donation Land Claim Act in 1867 and 1897, respectively (GLO 2020). Development waned during the 1970s and 1980s as Hood River underwent a recession.

Hood River's Role within Hood River County

Following the formation of Hood River County in 1908, Hood River became the county seat (Hood River County History N.D.). Hood River is the largest city in the county with a population of approximately 7,806 in 2018 (United States Census Bureau 2020). The city's primary industries include agriculture, recreation, timber, tourism, and hydroelectric development.

Hood River Industries

Agriculture and timber provided the backbone to Hood River's economy during the nineteenth century (Figure 6). Advancements in transportation aided the growth of these industries and established new ones such as tourism. The economy would evolve during the twentieth century with the introduction and/or development of the hydroelectric, recreation, and tourist industries (Hood River County History N.D.).



Figure 6. Barn circa 1910. Photo taken as part of a promotion of Hood River agriculture to prospective orchardists from around the country (Photo Credit: Historic Hood River)

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Agriculture and Timber Industries

Many of the earliest Euro-American settlers arrived from mid-western states to develop farmsteads. Fruit crops such as apples and peaches were planted throughout the Hood River Valley in the nineteenth century. The high yields of these crops led to larger operations to serve more distant markets made accessible by the arrival of railroads in the late nineteenth and early twentieth century. The popularity of the produce throughout the Pacific Northwest provided stability for the industry in the proceeding decades (Donovan and Associates 1992).



Figure 7. Davenport Brother Lumber Company c. 1905 (Photo Credit: Historic Hood River)

The abundance of timber surrounding Hood River and easy access to the Columbia River established Hood River as an ideal location for the timber industry in the nineteenth century. By 1899, Hood River was reported as having the largest lumber mill in the state, producing more than 100,000 feet of lumber per day (Donovan and Associates 1992). By the early twentieth century, the Davenport Brothers Lumber Company holdings stretched from the Mount Hood Forest Reserve to the Columbia River (Figure 7). According to the Hood River *Glacier*, the Parkertown mill was "cutting an average about 50,000 feet per day" (History Museum of Hood River County 2013). The arrival of railroads provided more reliable transportation and the ability for the agriculture and timber industries to reach new markets and expand their operations (Donovan and Associates 1992; Jenks and Noll 2019:8-9).

Tourism

Completion of the Columbia River Highway, the nation's first scenic highway, established greater access to and from Hood River and ushered in the community's tourist industry (Donovan 2006:2). Coinciding with the rise of automobile culture in the 1910s, the opening of the highway allowed for Portland residents to visit Hood River and stops along the highway by their own means and schedule. Despite the development of a water-grade route, tourists continued to flock to the highway for its scenic views of the Columbia Gorge and access to recreation areas in the following decades (Donovan and Associates 1992).

Amidst an economic recession, the water sports industry brought an infusion of revenue to the hotel and tourist industries of Hood River in the 1980s (Donovan 2006:3). The water sports industry, particularly windsurfing, grew rapidly in the early 1980s, with four windsurfing shops opening in Hood River and 200 competitors participating in the second annual Gorge Pro-Am in 1985 (Figure 8). The rise of the sport's popularity and the ideal conditions of the Columbia Gorge established Hood River as a top tourist destination for wind surfing and sail boarding (Stuart 2011; Donovan and Associates 1992).



Figure 8. Windsurfing on Columbia River (1994) (Photo Credit: Historic Hood River)

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The arrival of the wind surfing coincided with the development of commercial wineries in the Columbia Gorge. Although grape growing in the Columbia Gorge dates back to the 1880s with the Jewett family of White Salmon, the first commercial vineyards in the Hood River Valley were not established until the early 1980s (Oregon Wine 2020; Oregon Wine History 2019a, 2019b). The propagation of wineries expanded Hood River's tourist industry in the following decades, bringing a new source of income to local hotels and businesses. In 2017, Hood River was identified as one of the ten best wine destinations in the world by *Wine Enthusiast* (Gregutt 2017).

THE HENSHAW HOUSE

The Henshaw House was built in 1949 on tax lot 700 in Nathan L. Benson's 1854 Donation Land Claim on the east side of Hood River (Hood River County 2020). Benson, one of the first Euro-American settlers in Hood River, constructed a homestead on the east side of Hood River and raised cattle and oxen with his brother James and their families (Marschner 2013). Nathan also served as the postmaster for Hood River from 1858 until at least 1864 (Ancestry.com 2010). County Assessor maps indicate this area of Hood River was not subdivided like the majority of properties on the west side of the river. Historic Hood River plat maps archived at the Hood River County Assessor's office were not available due to office closures, and digital reproductions were not available. The 1931 Metzger Map depicts F.H. Butler as owning a large parcel of land on each side of the Historic Columbia River Highway Hood River Loops, including the future location of 2560 Riverview Drive (Figure 9). Newspaper and archival research did not reveal any additional information about F.H. Butler. No additional historic period information was obtained for this property or the historic owners. Robert Stow Henshaw is the current owner.

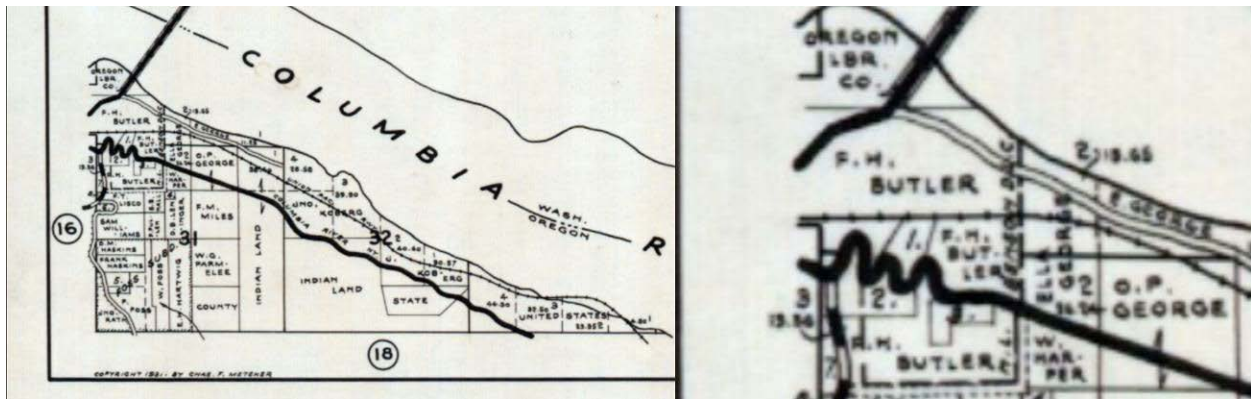


Figure 9. 1931 Metzger Map

Available U.S. Geological Survey (USGS) maps depict the gradual growth of east Hood River and the properties in the vicinity of Riverview Drive and Old Columbia River Drive. The 1934 USGS map shows little development in the immediate area of Riverview Drive but by 1957, several properties are depicted along Riverview Drive, Highline Road, and Old Columbia River Drive (Figure 10). County Assessor records indicate the Henshaw House was the first property constructed in this neighborhood in the mid-twentieth century (Hood River County 2020). Additional buildings appear on the 1978 USGS map, followed by several more in the 1994 map (Figure 11) (USGS 1934–1994). Aerial photographs and Hood River County Assessor records indicate minimal development in this area in the following decades (Hood River County 2020; Google Earth Pro 2020). The Riverview Drive neighborhood appears to have developed slowly, with houses constructed as early as 1949 and as late as 1998. Newspaper and archival research did not identify the original owner or builder of the property. Digital copies of Hood River city directories were not available, thus no tenants during the historic period have been identified.

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Figure 10. USGS Maps 1934, 1957

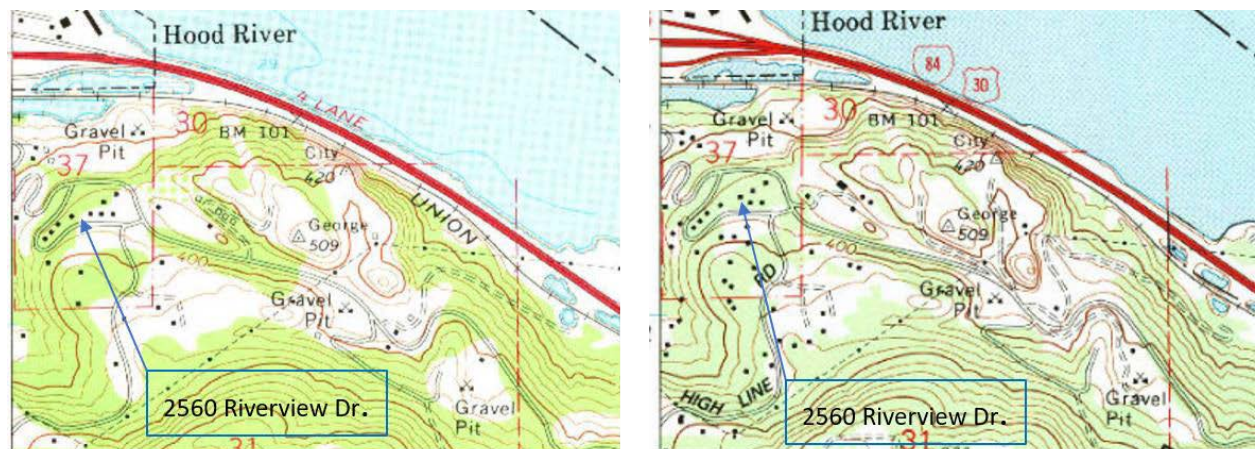


Figure 11. USGS Maps 1978, 1994

SIGNIFICANCE

Criterion A

The Henshaw House is not significant under National Register of Historic Places (NRHP) **Criterion A**. Although the property was built during a time of residential growth on the east side of Hood River and appears to be one of the first properties constructed on Riverview Drive, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends. Therefore, the property is evaluated as not eligible under NRHP Criterion A.

Criterion B

The Henshaw House is not significant under NRHP **Criterion B**. Newspaper and archival research did not identify the original owners or builders of the property or subsequent residents. City directories for Hood River have not been digitized, and print copies have not been accessible. Research did not indicate that current owner Robert Stow Henshaw made significant contributions in the history of Hood River, Oregon, or the nation. Therefore, the property is evaluated as not eligible under NRHP Criterion B.

Criterion C

The Henshaw House is not significant under NRHP **Criterion C**. Although the building expresses common character-defining features of Ranch-style architecture, it does not exemplify the style and is not associated with a significant construction or building type. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. Thus, the property is evaluated as not eligible under NRHP Criterion C.

Criterion D

Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential and is therefore not eligible for the NRHP under Criterion D.

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INTEGRITY

The Henshaw House retains integrity of location, design, setting, materials, workmanship, feeling, and association.

***Location** is the place where the historic property was constructed or the place where the historic event took place. The building retains integrity of location, because it remains in the location where it was originally constructed.*

***Design** is the composition of elements that constitute the form, plan, space, structure, and style of a property. The building has undergone moderate alterations since its construction, including the addition of vinyl windows, repurposing of the original garage, and the construction of the west elevation's patio. However, the building continues to exhibit the character-defining features of Ranch-style architecture, including its moderate roof overhangs, horizontal wood board and brick siding, and large picture windows. Therefore, the integrity of design has been retained.*

***Setting** is the physical environment of a historic property that illustrates the character of the place. Except for the development of adjacent properties, the building's setting has undergone minimal changes since its construction. Therefore, the integrity of setting has been retained.*

***Materials** are the physical elements combined in a particular pattern or configuration to form the historic property. Except for the addition or reconstruction of the west elevation's patio and the installation of vinyl windows, the building has undergone minimal alterations since its construction. Therefore, the integrity of materials has been retained.*

***Workmanship** is the physical evidence of the crafts of a particular culture or people during any given period of history. Except for the addition or reconstruction of the west elevation's patio and the installation of vinyl windows, the building has undergone minimal alterations since its construction. Therefore, the integrity of workmanship has been retained.*

***Feeling** is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time. The property has continued its use as a residential property and still displays the original design elements and materials. Therefore, the property retains the integrity of feeling.*

***Association** is the direct link between a property and the event or person for which the property is significant. The property retains integrity of association, because it is sufficiently intact to convey its relationship to the residential development of Hood River on the east side of the river in the mid-twentieth century.*

The Henshaw House, which retains integrity of location, design, setting, materials, workmanship, feeling, and association, is not eligible for the NRHP under Criterion A, B, C, or D due to the lack of significance.

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<p>http://historichoodriver.com/index.php?showimage=577 (accessed May 21, 2020).</p> <p>Hood River County. 2020. Hood River County WebMap. Electronic document, https://hrcgis.maps.arcgis.com/apps/webappviewer/index.html?id=e3e9a49873374bf68e8c1f4dd5ce2ba8# accessed May 21, 2020).</p> <p>Hood River County History. N.D. <i>Hood River County History</i>. Electronic document, https://sos.oregon.gov/archives/records/county/Pages/hood-river-history.aspx (accessed May 21, 2020).</p> <p>Jenks, James, and Christopher D. Noll. 2019. Cultural Resources Survey for the SR-14 Bingen Point Access Improvements Project, Klickitat County, Washington. Prepared for Washington Department of Transportation. DAHP Project No. 2019-01-00560.</p> <p>Marschner, Janice. 2013. <i>Oregon 1859: A Snapshot in Time</i>. Timber Press, Portland, Oregon.</p> <p>Metzger Maps. 1931. Hood River County 1931, Oregon. Electronic document, http://www.historicmapworks.com/Map/US/1314922/Page+016+++Township+3+N++Range+10+E+++Hood+River++Clifton++Ruthton++Sonny/ (accessed May 21, 2020)</p> <p>Oregon Wine. 2020. Columbia Gorge AVA. Electronic document, https://www.oregonwine.org/discover-oregon-wine/place/columbia-gorge/ (accessed May 21, 2020).</p> <p>Oregon Wine History. 2019a. <i>Hood River Vineyards (1981-Present)</i>. History of Windsurfing in the Gorge. Electronic document, http://www.oregonwinehistory.com/HistoricalWineries/HoodRiverVineyards.html (accessed May 21, 2020).</p> <p>Oregon Wine History. 2019b. <i>Flerchinger Winery (1983-2003)</i>. History of Windsurfing in the Gorge. Electronic document, http://www.oregonwinehistory.com/EarlyWineries/ColumbiaGorge/FlerchingerWinery.html (accessed May 21, 2020).</p> <p>Sanborn Map and Publishing Company. 1893–1942. Hood River, OR. New York, NY: Sanborn Map and Publishing Company, Limited.</p> <p>Stuart. 2011. <i>History of Windsurfing in the Gorge</i>. Electronic document, http://www.gorgeconnection.com/windsurfing/history.php (accessed May 21, 2020).</p> <p>United States Census Bureau. 2020. <i>Hood River City, Oregon; Hood River County, Oregon</i>. Electronic document, https://www.census.gov/quickfacts/fact/table/hoodrivercityoregon,hoodrivercountyoregon/PST045219 (accessed May 21, 2020).</p> <p>USGS (United States Geological Survey). 1934–1994. Topographic Maps. Electronic database, http://historicalmaps.arcgis.com/usgs/ (accessed May 21, 2020).</p> <p>Zillow.com. 2020. 2650 Riverview Dr, Hood River, Or 97031. Electronic document, https://www.zillow.com/homes/2560-Riverview-Dr-Hood-River,-OR,-97031_rb/84579131_zpid/ (accessed May 22, 2020).</p>	

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Individual Properties
Supplemental Photos

Property Name: Robert Stow Henshaw House	Street Address: 2560 Riverview Drive	City, County: Hood River, Hood River
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View: North and west elevations, viewing southeast. (Zillow.com)



View: South elevation, viewing north.

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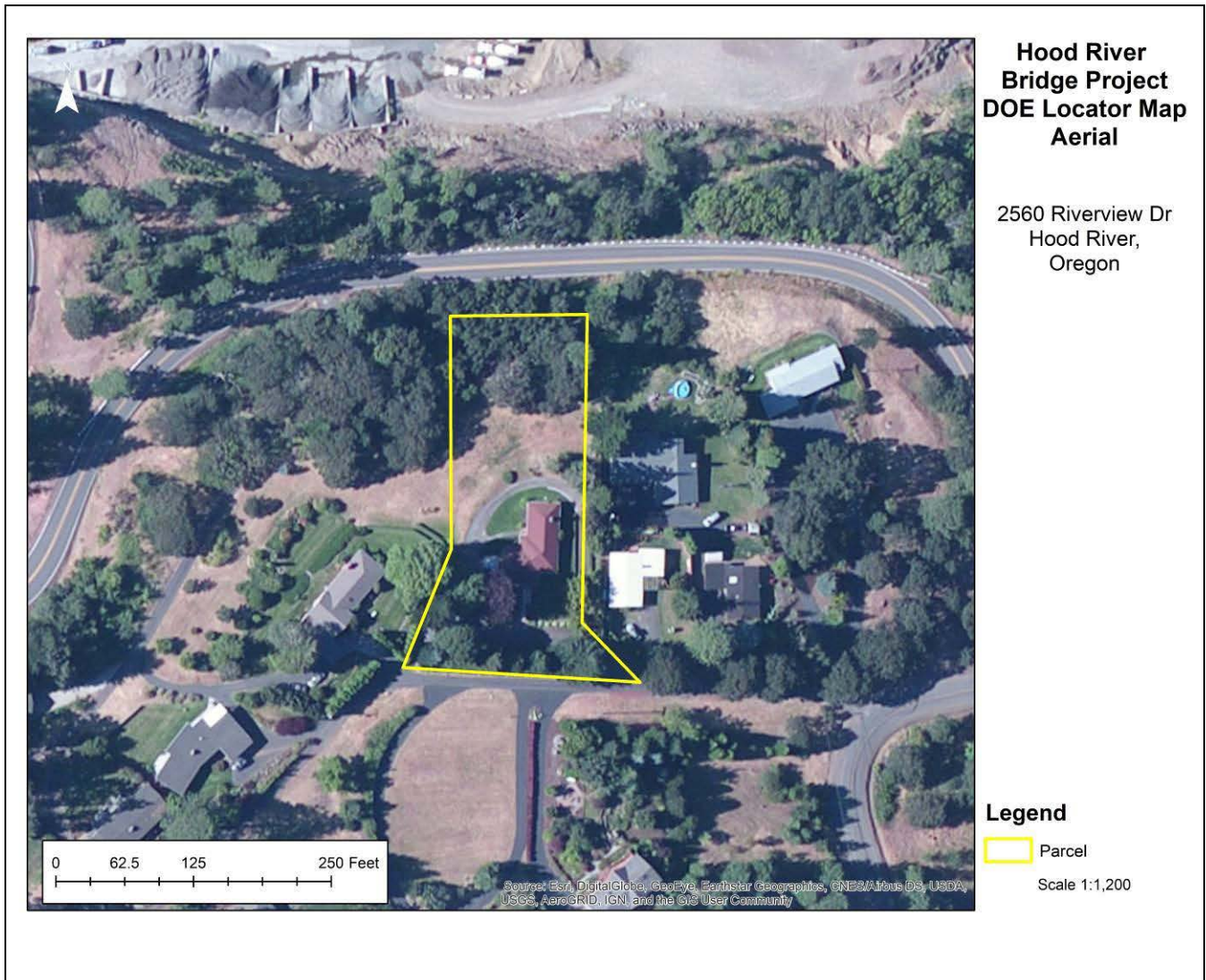
View: East elevation, viewing west.



View: Carport, viewing north.

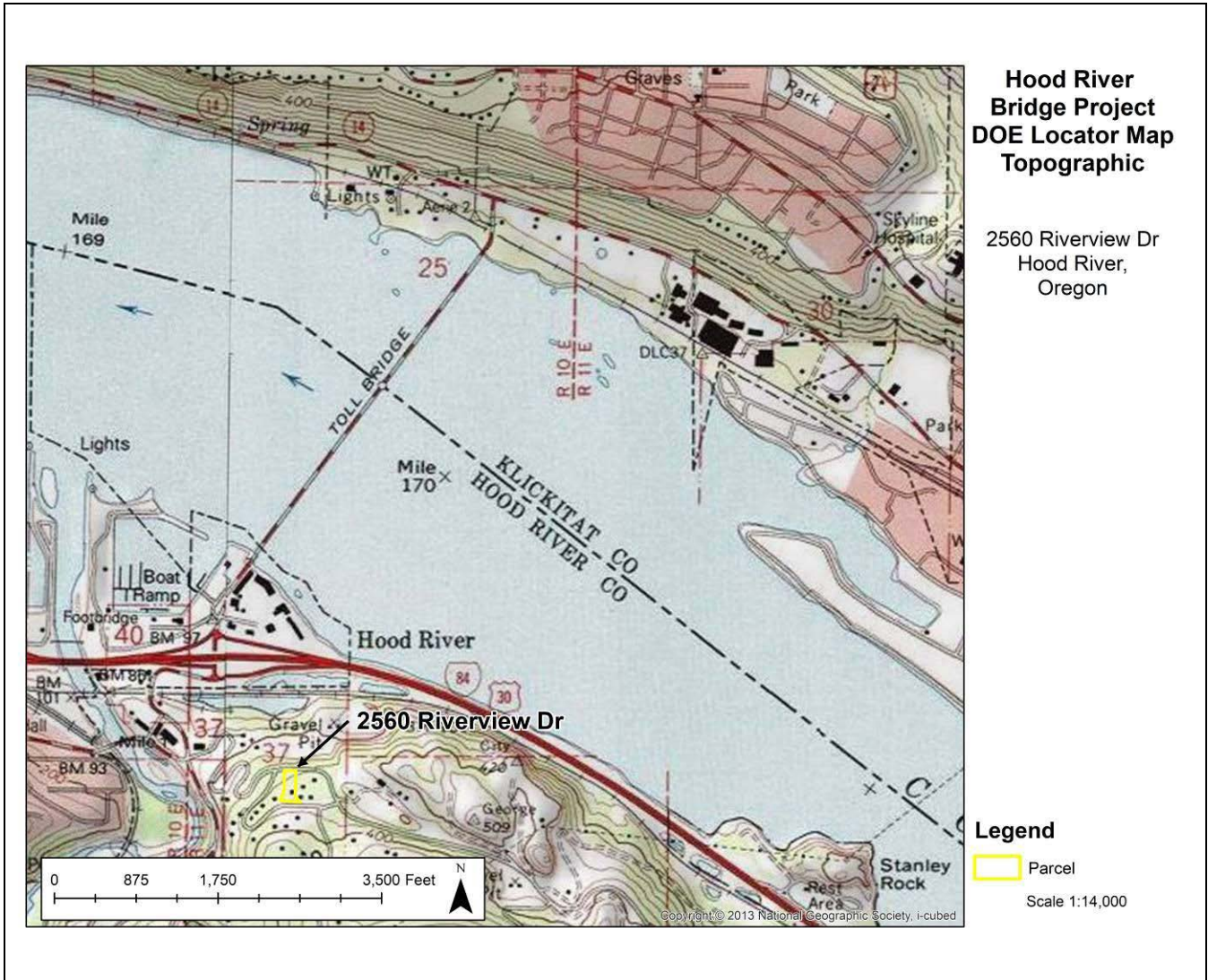
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Supplemental Maps**

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project Federal-Aid No. 0000(268); ODOT Key No. 21280		
Property Name: Charles C. and Monica L. Cox House		
Street Address: 2615 Riverview Drive	City, County: Hood River, Hood River	
USGS Quad Name: Hood River	Township: 3N	Range: 11E Section: 31
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: N/A		
Number and Type of Associated Resources in Grouping/Ensemble: N/A		

Current Use: Single Dwelling	Construction Date: 1961
Architectural Classification/Resource Type: Ranch/Single-Family Dwelling	Alterations & Dates: See Description
Window Type & Material: Fixed and casement, wood	Exterior Surface Materials: Primary: Vertical wood board Secondary: N/A Decorative: N/A
Roof Type & Material: Side gable, rolled asphalt	
Condition: <input checked="" type="checkbox"/> Excellent <input type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



Southwest and Southeast Elevations, Viewing North

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input checked="" type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input checked="" type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Architect, Builder or Designer (if known):	Owner:	<input checked="" type="checkbox"/> Private	<input type="checkbox"/> Local Government <input type="checkbox"/> State
		<input type="checkbox"/> Federal	<input type="checkbox"/> Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

Built in 1961, the Cox House at 2615 Riverview Drive is situated on the south side of Riverview Drive near the east end of Hood River, Hood River County, Oregon. The 0.43-acre property is located on tax lot 1200 in the southeast corner of the Nathan L. Benson Donation Land Claim. The residential neighborhood features a collection of Ranch and Contemporary style residences, generally positioned on larger lots with views toward the Columbia River Gorge. The streetscape is not well defined in terms of design as Riverview Drive is narrow and lacks sidewalks and shoulders but includes wood utility poles and some mailboxes and address markers. The Cox House is positioned on a steeply sloped hillside and is bordered by residential properties to the west, south, and east, and Riverview Drive to the north. The residence includes a deep setback from the road and is accessed by a long, paved driveway. Evergreen trees and shrubs border the driveway and surround the property.

The two-story house was constructed in 1961, according to County Assessors' records. The house displays a low-pitch side gable roof, vertical wood board siding, beadboards under the eaves, a recessed main entrance, and large fixed wood windows that collectively display design characteristic of the Ranch architectural style, popular during the modern period between the 1930s and 1960s. The house has a rectangular plan with a board-form concrete foundation. The roof is finished with asphalt rolled roofing and features exposed roof beams and a moderate overhang above the outdoor deck on the north elevation. Windows consist of fixed and casement windows of varying sizes.

The south (primary) façade consists of a recessed entrance flanked by a bank of five large fixed wood windows with aluminum storm windows to the west and two narrow horizontal fixed wood windows to the east. Four square eave cut-outs are located above the western bank of windows. The entrance includes a new wood door with a large inset glass pane flanked by a full height sidelight.

The east elevation's second floor includes a horizontal fixed wood window and a bank of three vertical wood windows, all with aluminum storm windows. The siding at the first floor features a four-level terracing design, exposing board form concrete at ground level and a wood window with aluminum storm window near the south end.

The north elevation consists of a series of wood window banks with aluminum storm windows, secondary entrances, and a large wood deck constructed of square wood posts and beams with wood flooring and rails. The first floor includes two pedestrian entrances with single-lite wood doors flanked by banks of windows on each side. The second floor includes a single pedestrian entrance with a large inset glass pane flanked by four banks of windows of varying sizes. The deck extends to the west, providing cover to a three-car carport constructed of heavy wood beams. The carport includes a storage area with a square fixed wood window. A wooden staircase on the south end provides access from the carport to the deck above.

The west elevation includes a stone veneer L-shaped exterior chimney flanked by two pairs of tall fixed wood windows.

No interior access was granted as part of this survey.

Alterations to the Cox House were observed during a field investigation on April 7, 2020 and following a review of historical images. Changes include the addition of the aluminum storm windows and replacement of the main entrance door (dates unknown). The rear elevated deck also appears to be a replacement of an earlier deck structure.

Boundary

The historic boundary of 2615 Riverview Drive is confined to the tax boundaries of tax lot 1200 in the southeast corner of the Nathan L. Benson Donation Land Claim. It is bounded by tax lots 1400 to the west, 1405 to the east, 1416 to the south, and Riverview Drive to the north.

ELIGIBILITY DISCUSSION
HISTORIC CONTEXT

Hood River Development
Euro-American Settlement

Native American tribes settled in dense groupings along the Columbia River for thousands of years before the arrival of the first Euro-Americans in the early nineteenth century. These populations progressively decreased in the following decades

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due to epidemics and the taking of land by Euro-American emigrants. The first recorded Euro-American presence in the area was the Lewis & Clark Expedition, which traveled through the Columbia River Gorge in 1805–1806. Additional Euro-Americans followed with the growth of the fur trade along the Columbia River and establishment of the Pacific Fur Company's Fort Astoria outpost at the mouth of the Columbia River in 1811. Arriving in the 1830s and 1840s, Catholic and Protestant missionaries were the first Euro-Americans to establish permanent communities in the Pacific Northwest in an effort to convert Native populations to Christianity and Euro-American culture. More Euro-Americans began immigrating to the Pacific Northwest by the 1840s via the Oregon Trail. Most travelers sought to reach the Willamette Valley, but some chose to settle in the Columbia Gorge on each side of the river with the intention of obtaining land from the federal government through the Donation Land Claim Act (Jenks and Noll 2019:8-9; Donovan and Associates 1992).

Hood River, Oregon

Mary and Nathaniel Coe were two of the first Euro-American settlers of the Hood River area. Appointed special postal agent for the Oregon Territory by President Millard Fillmore in 1851, Nathaniel Coe filed a Donation Land Claim for 319.92 acres in the valley of Dog River (renamed Hood River in 1858) in June 1854 (Donovan and Associates 1992). At that time, 17 families resided in the Hood River Valley, including the William Jenkins and Nathan Benson families, who were New York acquaintances of Nathaniel Coe (Hood River County History N.D.; Coon 1915). The Coes established a farm with a wide variety of crops while the Jenkins and Benson families raised cattle and oxen (Marschner 2013). The Coe homestead also served as a community center, courthouse, church, and funeral parlor (Figure 1). Development of the Hood River area attracted additional settlers in the following decades, with the first pioneers of the Oregon Trail arriving in 1862 (Donovan and Associates 1992).



Figure 1. Coe homestead c.1854 (Photo Credit: Historic Hood River)

Speculation on the construction of a railroad connecting Hood River with Portland in 1880 spurred the development of Hood River and the platting of the town in 1881 by Henry C. Coe, son of Mary and Nathaniel (Donovan 2006; Marschner 2013). The town consisted of four blocks but expanded in the following decades to cover the entire Coe homestead and then further west and south (Figure 2). Train service via the Oregon Railroad Navigation Company reached Hood River on November 20, 1882 (Figure 3). The development of reliable transportation routes transformed the community into a trading center and facilitated its growth, including the construction of the Mt. Hood Hotel in 1881, the first school circa 1883; incorporation of the town in 1885, and formation of the *Glacier* weekly newspaper in 1889 (Donovan and Associates 1992:7; Donovan 2006). Between 1890 and 1900, Hood River's population increased from 201 to 622. The community also began to diversify, with farmers of Japanese, Finnish, German and French ethnicity settling in the valley (Hood River County History N.D.).

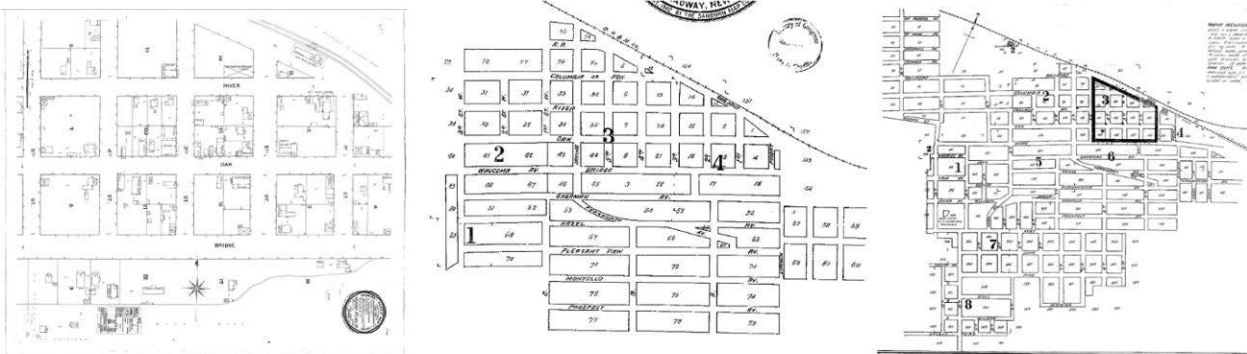


Figure 2. Sanborn Fire Insurance Co. Maps of Hood River in 1893, 1902 and 1909

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Figure 3. OR&N Company Railroad (1901) (Photo Credit: Historic Hood River)

At the turn of the century, Hood River maintained strong growth with the formation of the Hood River Electric Light & Power company in 1901 and fire department in 1904, the establishment of telephone service in 1907, and a population of 2,500 in 1908 (Donovan and Associates 1992; Donovan 2006). The completion of the Columbia River Highway to Portland in 1916 and to The Dalles in 1922 increased reliable access to and from Hood River but also marked the decline of the city's peak development (Donovan and Associates 1992).

Hood River continued to grow steadily throughout the twentieth century, highlighted by advancements in transportation, including the construction of the Hood River–White Salmon Bridge and the Mount Hood Loop Highway in 1924, the Bonneville Dam and Locks in 1938, and the first two lanes of a water-grade freeway (now Interstate 84) through the Columbia Gorge by 1953. By 1940, the population reached 3,280 and increased to 3,701 in 1950, 3,657 in 1960, 3,991 in 1970, and approximately 4,520 in 1986 (Donovan and Associates 1992).

Residential Development

Residential development in Hood River originated around the Coe homestead and current downtown area (Figure 4). The first residences primarily consisted of small wooden cottages with a few larger Victorian houses. The town continued to expand with the growth of the agriculture industry at the beginning of the twentieth century (Donovan 2006:1). The 1905 Lewis and Clark Centennial Exposition in Portland garnered great attention to the town's budding fruit industry and contributed to a dramatic increase in land values from 1905 to 1910.



Figure 4. Sanborn Fire Insurance Co. Maps of Hood River in 1916, 1928 and 1942

The city expanded further west and south between 1899 and 1911, covering more of the original Coe homestead and parts of land claimed by early settlers William Jenkins, O.L. Stranaham, and James Benson. Buildings during this period were generally larger and reflective of new architectural styles such as Colonial Revival, Craftsman, and Classic Box styles (Donovan 2006:2). Growth slowed significantly during the Great Depression of the 1930s and 1940s, but the post-war era ushered in a new period of development, typified by tract houses and Ranch-style architecture (Donovan 2006:3). Hood River's expansion to the east of the Hood River covered large swaths of land claimed by early settlers Nathan Benson and Timothy Emerson through the Donation Land Claim Act in 1867 and 1897, respectively (GLO 2020). Development waned during the 1970s and 1980s as Hood River underwent a recession.

Hood River's Role within Hood River County

Following the formation of Hood River County in 1908, Hood River became the county seat (Hood River County History N.D.). Hood River is the largest city in the county with a population of approximately 7,806 in 2018 (United States Census Bureau 2020). The city's primary industries include agriculture, recreation, timber, tourism, and hydroelectric development.

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Hood River Industries

Agriculture and timber provided the backbone to Hood River's economy during the nineteenth century (Figure 5). Advancements in transportation aided the growth of these industries and established new ones such as tourism. The economy would evolve during the twentieth century with the introduction and/or development of the hydroelectric, recreation, and tourist industries (Hood River County History N.D.).



Figure 5. Barn circa 1910. Photo taken as part of a promotion of Hood River agriculture to prospective orchardists from around the country (Photo Credit: Historic Hood River)

Agriculture and Timber Industries

Many of the earliest Euro-American settlers arrived from mid-western states to develop farmsteads. Fruit crops such as apples and peaches were planted throughout the Hood River Valley in the nineteenth century. The high yields of these crops led to larger operations to serve more distant markets made accessible by the arrival of railroads in the late nineteenth and early twentieth century. The popularity of the produce throughout the Pacific Northwest provided stability for the industry in the proceeding decades (Donovan and Associates 1992).



Figure 6. Davenport Brother Lumber Company c. 1905 (Photo Credit: Historic Hood River)

The abundance of timber surrounding Hood River and easy access to the Columbia River established Hood River as an ideal location for the timber industry in the nineteenth century. By 1899, Hood River was reported as having the largest lumber mill in the state, producing more than 100,000 feet of lumber per day (Donovan and Associates 1992). By the early twentieth century, the Davenport Brothers Lumber Company holdings stretched from the Mount Hood Forest Reserve to the Columbia River (Figure 6). According to the Hood River *Glacier*, the Parkertown mill was "cutting an average about 50,000 feet per day" (History Museum of Hood River County 2013). The arrival of railroads provided more reliable transportation and the ability for the agriculture and timber industries to reach new markets and expand their operations (Donovan and Associates 1992; Jenks and Noll 2019:8-9).

Tourism

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their own means and schedule. Despite the development of a water-grade route between 1948 and 1953, tourists continued to flock to the highway for its scenic views of the Columbia Gorge and access to recreation areas in the following decades (Donovan and Associates 1992).

Amidst an economic recession, the water sports industry brought an infusion of revenue to the hotel and tourist industries of Hood River in the 1980s (Donovan 2006:3). The water sports industry, particularly windsurfing, grew rapidly in the early 1980s with four windsurfing shops opening in Hood River and 200 competitors participating in the second annual Gorge Pro-Am (Figure 7) in 1985. The rise of the sport's popularity and the ideal conditions of the Columbia Gorge established Hood River as a top tourist destination for wind surfing and sail boarding (Stuart 2011; Donovan and Associates 1992).



Figure 7. Windsurfing on Columbia River (1994) (Photo Credit: Historic Hood River)

The arrival of the wind surfing coincided with the development of commercial wineries in the Columbia Gorge. Although grape growing in the Columbia Gorge dates back to the 1880s with the Jewett family of White Salmon, the first commercial vineyards in the Hood River Valley were not established until the early 1980s (Oregon Wine 2020; Oregon Wine History 2019a, 2019b). The propagation of wineries expanded Hood River's tourist industry in the following decades, bringing a new source of income to local hotels and businesses. In 2017, Hood River was identified as one of the ten best wine destinations in the world by *Wine Enthusiast* (Gregutt 2017).

THE COX HOUSE

The Cox House was built in 1961 on tax lot 1200 in the southeast corner of Nathan L. Benson's 1854 Donation Land Claim on the east side of Hood River (Hood River County 2020). Benson, one of the first Euro-American settlers in Hood River, constructed a homestead on the east side of Hood River and raised cattle and oxen with his brother James and their families (Marschner 2013). Nathan also served as the postmaster for Hood River from 1858 until at least 1864 (Ancestry.com 2010). County Assessor maps indicate this area of Hood River was not subdivided like the majority of properties on the west side of the river. Historic Hood River plat maps archived at the Hood River County Assessor's office were not available due to office closures and digital reproductions were not available. The 1931 Metzger Map depicts F.H. Butler as owning a large parcel of land on each side of the Historic Columbia River Highway Hood River Loops, including the future location of 2615 River View Drive (Figure 8). Newspaper and archival research did not reveal any additional information about F.H. Butler. No additional historic period information was obtained for this property or the historic owners. Charles C. and Monica L. Cox are the current owners.

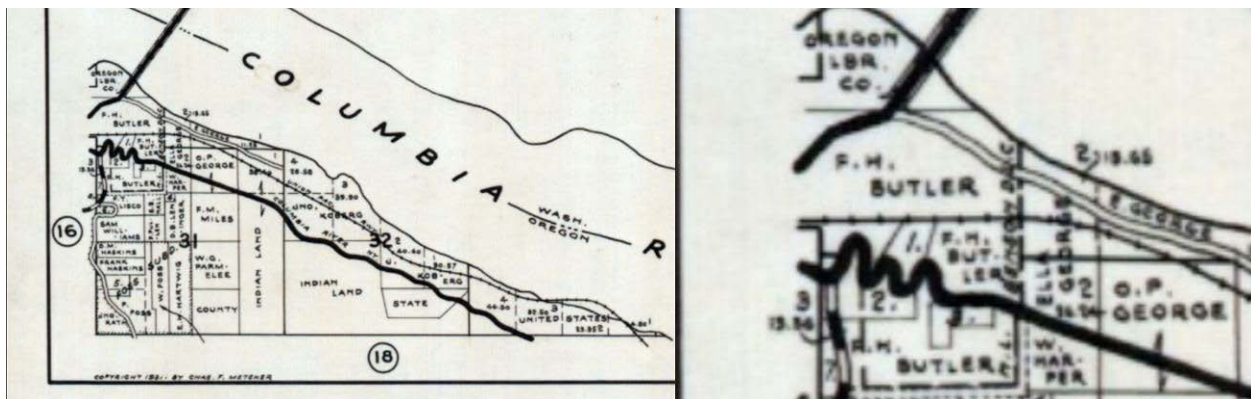


Figure 8. 1931 Metzger Map

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Available U.S. Geological Survey (USGS) maps depict the gradual growth of east Hood River and the properties in the vicinity of Riverview Drive and Old Columbia River Drive. The 1934 USGS map shows little development in the immediate area of Riverview Drive but by 1957, several properties are depicted along Riverview Drive, Highline Road, and Old Columbia River Drive (Figure 9). Additional buildings appear by 1978, followed by several more in the 1994 map (Figure 10) (USGS 1934–1994). Aerial photographs and Hood River County Assessor records indicate minimal development in this area in the following decades (Hood River County 2020; Google Earth Pro 2020). The Riverview Drive neighborhood appears to have developed slowly with houses constructed as early as 1949 and as late as 1998. Newspaper and archival research did not identify the original owner or builder of the property. Digital copies of Hood River city directories were not available, thus no tenants during the historic period have been identified.



Figure 9. USGS Maps 1934, 1957

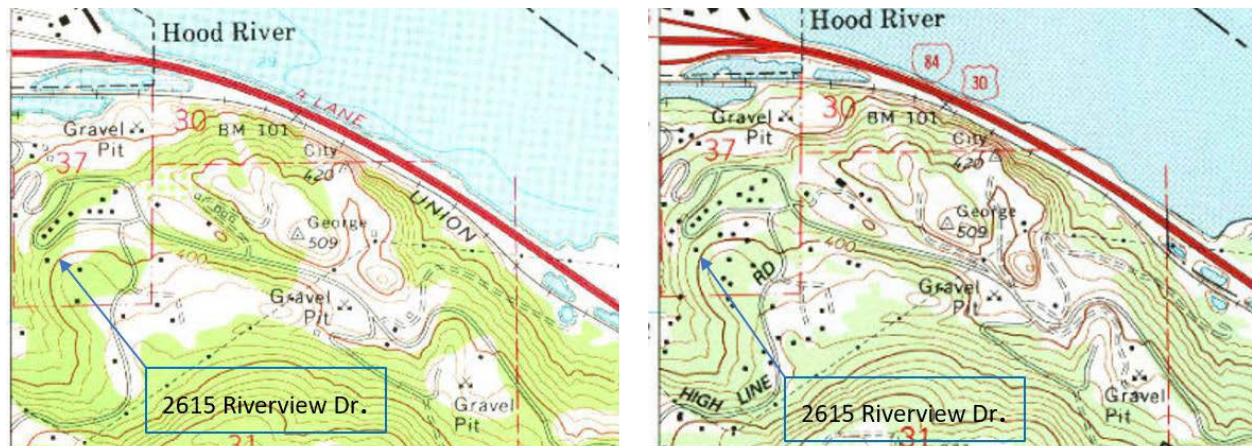


Figure 10. USGS Maps 1978, 1994

SIGNIFICANCE

Criterion A

The Cox House is not significant under National Register of Historic Places (NRHP) **Criterion A**. Although the property was built during a time of residential growth on the east side of Hood River, newspaper and archival research provided insufficient evidence to associate the property with historically significant events or historic trends or patterns. Therefore, the property is evaluated as not eligible under NRHP Criterion A.

Criterion B

The Cox House is not significant under NRHP **Criterion B**. Newspaper and archival research did not identify the original owners or builders of the property or subsequent residents. City directories for Hood River have not been digitized, and print copies have not been accessible. Research did not indicate that current owners Charles C. and Monica L. Cox made significant contributions in the history of Hood River, Oregon, or the nation. Therefore, the property is evaluated as not eligible under NRHP Criterion B.

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<p><u>Criterion C</u> The Cox House is not significant under NRHP Criterion C. Although the building expresses common character-defining features of Ranch-style architecture, it does not exemplify the style and is not associated with a significant construction or building type. There is no master architect or builder associated with this building; therefore, it is not significant as the work of a master. Thus, the property is evaluated as not eligible under NRHP Criterion C.</p> <p><u>Criterion D</u> Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.</p> <p>INTEGRITY</p> <p>The Cox House retains integrity of location, design, setting, materials, workmanship, feeling, and association.</p> <p><i>Location is the place where the historic property was constructed or the place where the historic event took place.</i> The building retains integrity of location, because it remains in the location where it was originally constructed.</p> <p><i>Design is the composition of elements that constitute the form, plan, space, structure, and style of a property.</i> The building has undergone minimal alterations since its construction and continues to exhibit the character-defining features of Ranch-style architecture, including its low-pitch side gable roof, vertical wood board siding, and large picture windows. Therefore, the integrity of design has been retained.</p> <p><i>Setting is the physical environment of a historic property that illustrates the character of the place.</i> Except for the development of adjacent properties, the building's setting has undergone minimal changes since its construction. Therefore, the integrity of setting has been retained.</p> <p><i>Materials are the physical elements combined in a particular pattern or configuration to form the historic property.</i> Except for the installation of aluminum storm windows and the replacement of the main entrance door and rear porch, the building has undergone minimal alterations since its construction. Therefore, the integrity of materials has been retained.</p> <p><i>Workmanship is the physical evidence of the crafts of a particular culture or people during any given period of history.</i> Except for the installation of aluminum storm windows and the replacement of the main entrance door and rear porch, the building has undergone minimal alterations since its construction. Therefore, the integrity of workmanship has been retained.</p> <p><i>Feeling is the quality that a historic property has in evoking the aesthetic or historic sense of a past period of time.</i> The property has continued its use as a residential property and still displays the original design elements and materials. Therefore, the property retains the integrity of feeling.</p> <p><i>Association is the direct link between a property and the event or person for which the property is significant.</i> The property retains integrity of association, because it is sufficiently intact to convey its relationship to the residential development of Hood River on the east side of the river in the mid-twentieth century.</p> <p>The Cox House, which retains integrity of location, design, setting, materials, workmanship, feeling, and association, is not eligible for the NRHP under Criterion A, B, C, or D due to the lack of historical significance.</p> <p>Bibliography</p> <p>Ancestry.com. 2010. <i>U.S., Appointments of U. S. Postmasters, 1832-1971</i> [database on-line]. Provo, UT, USA: Ancestry.com Operations, Inc. This collection was indexed by Ancestry World Archives Project contributors.</p> <p>Coon, T. R. 1915. "Story of Nathaniel and Mary Coe." <i>Hood River Glacier</i>. October 7. Electronic document, https://oregonnews.uoregon.edu/lccn/sn97071110/1915-10-07/ed-1/seq-3.pdf (accessed May 21, 2020).</p> <p>Donovan and Associates. 1992. <i>Hood River Cultural Resource Inventory, Hood River, Oregon. Summary Report</i>. Prepared for the City of Hood River, Oregon. Donovan and Associates, Hood River, OR.</p> <p>Donovan, Sally. 2006. <i>Residential Design Guidelines for Heritage Neighborhoods</i>. Prepared for City of Hood River. Electronic document, http://centralpt.com/upload/375/3148_FinalDesign321_formatBH.pdf (accessed May 21, 2020).</p> <p>GLO (United States General Land Office). 2020. Survey Plats and Field Notes. Electronic database, https://glorerecords.blm.gov/search/default.aspx?searchTabIndex=0&searchByTypeIndex=1 (accessed May 21,</p>	

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<p>2020).</p> <p>Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.</p> <p>Gregutt, Paul. 2017. Hood River, U.S.A. Best Wine Destinations 2017. <i>Wine Enthusiast</i> (Electronic document, https://www.winemag.com/2017/01/05/hood-river-u-s-a-best-wine-destinations-2017/ (accessed May 21, 2020).</p> <p>Historic Hood River. Dates Vary. Electronic database, http://historichoodriver.com/index.php?x=browse (accessed May 21, 2020).</p> <p>History Museum of Hood River County. 2013, April 23. <i>Davenport Brothers Lumber Company</i>. Electronic document, http://historichoodriver.com/index.php?showimage=577 (accessed May 21, 2020).</p> <p>Hood River County. 2020. Hood River County WebMap. Electronic document, https://hrcgis.maps.arcgis.com/apps/webappviewer/index.html?id=e3e9a49873374bf68e8c1f4dd5ce2ba8# (accessed May 21, 2020).</p> <p>Hood River County History. N.D. <i>Hood River County History</i>. Electronic document, https://sos.oregon.gov/archives/records/county/Pages/hood-river-history.aspx (accessed May 21, 2020).</p> <p>Jenks, James, and Christopher D. Noll. 2019. Cultural Resources Survey for the SR-14 Bingen Point Access Improvements Project, Klickitat County, Washington. Prepared for Washington Department of Transportation. DAHP Project No. 2019-01-00560.</p> <p>Marschner, Janice. 2013. <i>Oregon 1859: A Snapshot in Time</i>. Timber Press, Portland, Oregon.</p> <p>Metzger Maps. 1931. Hood River County 1931, Oregon. Electronic document, http://www.historicmapworks.com/Map/US/1314922/Page+016+++Township+3+N++Range+10+E+++Hood+River++Clifton++Ruthton++Sonny/ (accessed May 21, 2020).</p> <p>Oregon Wine. 2020. Columbia Gorge AVA. https://www.oregonwine.org/discover-oregon-wine/place/columbia-gorge/ (accessed May 21, 2020).</p> <p>Oregon Wine History. 2019. <i>Hood River Vineyards (1981-Present)</i>. History of Windsurfing in the Gorge. Electronic document, http://www.oregonwinehistory.com/HistoricalWineries/HoodRiverVineyards.html (accessed May 21, 2020).</p> <p>Oregon Wine History. 2019. <i>Flerchinger Winery (1983-2003)</i>. History of Windsurfing in the Gorge. Electronic document, http://www.oregonwinehistory.com/EarlyWineries/ColumbiaGorge/FlerchingerWinery.html (accessed May 21, 2020).</p> <p>Sanborn Map and Publishing Company. 1893–1942. Hood River, OR. New York, NY: Sanborn Map and Publishing Company, Limited.</p> <p>Stuart. 2011. <i>History of Windsurfing in the Gorge</i>. Electronic document, http://www.gorgeconnection.com/windsurfing/history.php (accessed May 21, 2020).</p> <p>United States Census Bureau. 2020. <i>Hood River City, Oregon; Hood River County, Oregon</i>. Electronic document, https://www.census.gov/quickfacts/fact/table/hoodrivercityoregon,hoodrivercountyoregon/PST045219 (accessed May 21, 2020).</p> <p>USGS (United States Geological Survey). 1934–1994. Topographic Maps. Electronic database, http://historicalmaps.arcgis.com/usgs/ (accessed May 21, 2020).</p>	

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Supplemental Photos

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View: Northwest and northeast elevations, viewing south.



View: Northeast and southeast elevations, viewing west.

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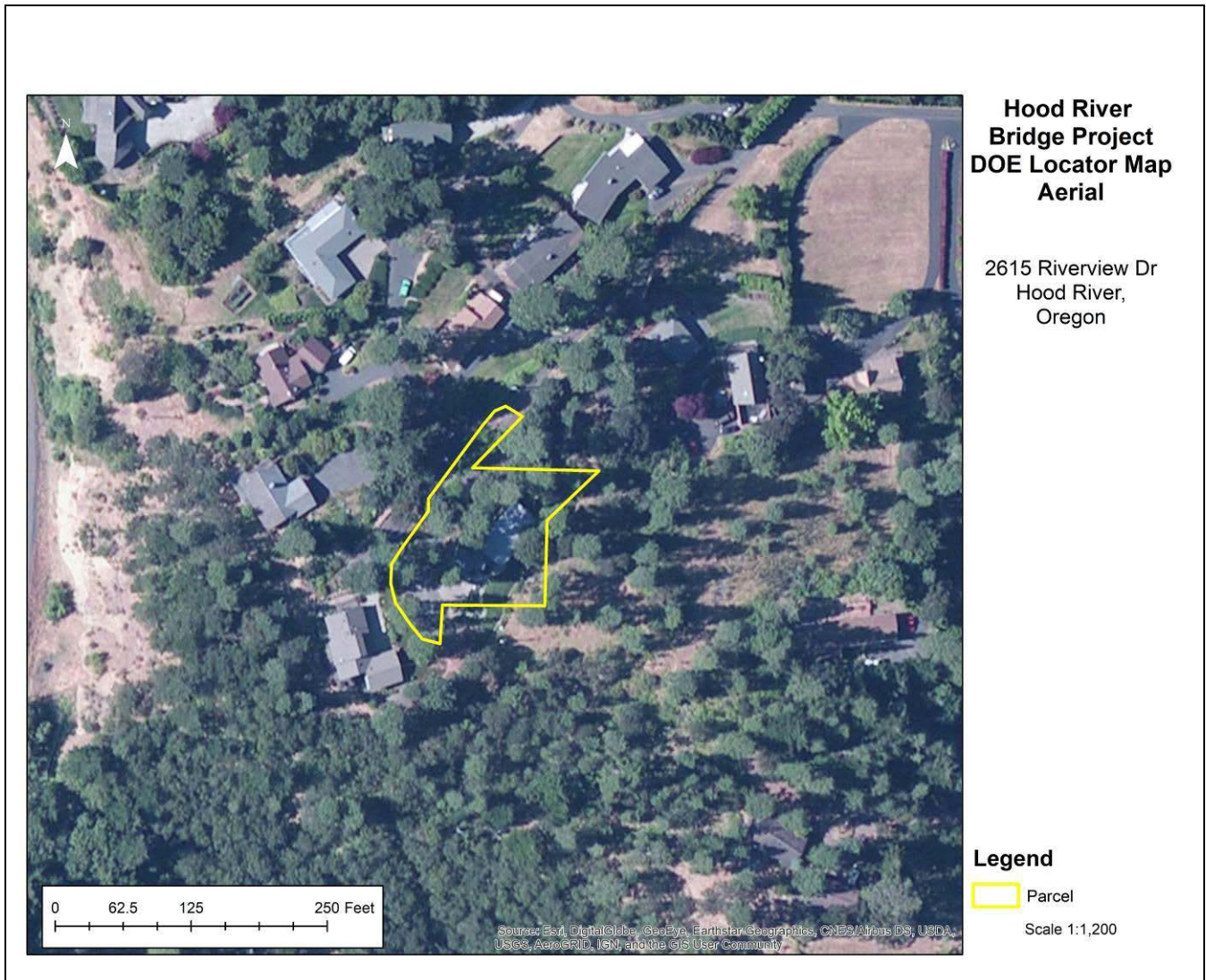
View: Southwest elevation, viewing northeast.



View: Northwest elevation, viewing northeast.

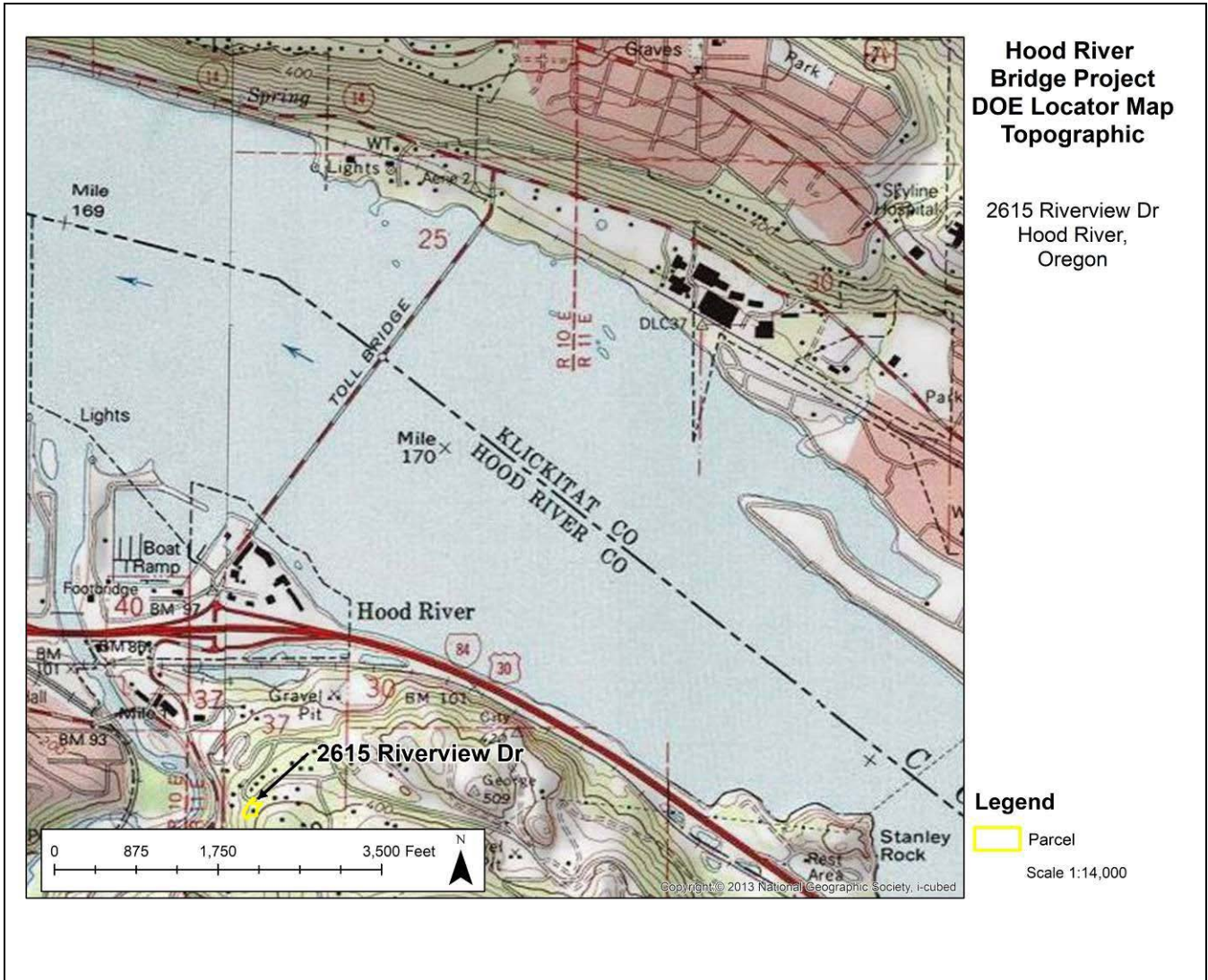
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**OREGON INVENTORY OF HISTORIC PROPERTIES
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Individual Properties**

Agency/Project: Federal Highway Administration/ Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project Federal-Aid No. 0000(268); ODOT Key No. 21280	
Property Name: Oregon Railway & Navigation Company (OR&N) segment (0.63 miles)	
Street Address: N/A	City, County: Hood River, Hood River
USGS Quad Name: Hood River	Township: 3N Range: 11E Section: 30
This property is part of a <input type="checkbox"/> District <input type="checkbox"/> Grouping/Ensemble (see instructions) Name of District or Grouping/Ensemble: N/A	
Number and Type of Associated Resources in Grouping/Ensemble: N/A	

Current Use: Commerce and Transportation	Construction Date: 1882
Architectural Classification/Resource Type: Railroad segment (Linear Resource)	Alterations & Dates: Original rails and fasteners replaced (unknown date). Original wood ties replaced with standard wood ties within the past 20 to 25 years.
Window Type & Material: N/A	Exterior Surface Materials: Primary: steel rails Secondary: wooden ties Decorative: N/A
Roof Type & Material: N/A	
Condition: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor	Integrity: <input type="checkbox"/> Excellent <input checked="" type="checkbox"/> Good <input type="checkbox"/> Fair <input type="checkbox"/> Poor



OR&N segment within APE, just east of Hood River, viewing east (AECOM 2020)

Preliminary National Register Findings: <input type="checkbox"/> National Register listed	
<input checked="" type="checkbox"/> Potentially Eligible: <input type="checkbox"/> Individually <input type="checkbox"/> As part of District	
<input type="checkbox"/> Not Eligible: <input type="checkbox"/> In current state <input type="checkbox"/> Irretrievable integrity loss <input type="checkbox"/> Lacks Distinction <input type="checkbox"/> Not 50 Years	
State Historic Preservation Office Comments:	
<input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> Potentially Eligible Individually <input type="checkbox"/> Potentially Eligible as part of District <input type="checkbox"/> Not Eligible	
Signed _____	Date _____
Comments:	

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Property Name: Oregon Railway & Navigation Company segment	
Street Address: N/A	City, County: Hood River, Hood River
Architect, Builder or Designer (if known): Oregon Navigation & Railroad Company	Owner: <input checked="" type="checkbox"/> Private <input type="checkbox"/> Local Government <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Other

Description of Property (including exterior alterations & approximate dates), Significance Statement, and Sources. (Use continuation sheets if necessary):

Description

Within the area of potential effect (APE) is an active 0.63-mile segment of the historic Oregon Railway & Navigation Company (OR&N) mainline, now owned by the Union Pacific which operates a large North American freight railroad network. The line extends through the Columbia River Gorge National Scenic Area. The segment has an east-west orientation and is located immediately east of Hood River near its confluence with the Columbia River. The railway runs parallel to the Columbia River and Interstate 84, immediately to the north. Most of the segment traverses a gravel pit through the Hood River Sand, Gravel and Ready-Mix Company (HRSGRM) site. Near the segment's western edge, the railway passes beneath the US 30 overpass. The entire segment is located just outside of the City of Hood River boundaries.

Within the APE, the railway segment retains its original alignment as part of the larger OR&N. The western end of the segment terminates near the east bank of Hood River. The east end of the segment terminates just beyond the east edge of the HRSGRM site. The segment consists of the single-track main line. The modern steel rails are standard gauge replacements, approximately 4 ft. 8 ½ in. The rails have a standard profile, which resembles a steel I-beam. The railroad ties are modern, pressure-treated replacements. They consist of hard wood with standard dimensions, measuring approximately 8 ft. 6 in long, 9 in wide, and 7 in thick. The ties were likely replaced within the past 20 – 25 years, based on average life span of wood railroad ties (Borchardt 2010). The railroad infrastructure includes gravel track ballast covering a mostly raised berm. The berm varies in degree of slope throughout the segment and is generally steeper on the north side. The rail segment is lined with trees and other vegetation properties that are growing downslope of the berm.

As the historic OR&N tracks approach the US 30 overpass from the east, they encounter a level junction with an inactive rail spur that provides access to the HRSGRM site. The junction consist of modern flashing red lights mounted on steel poles that flank the OR&N tracks. The spur converges with the OR&N just west of the US 30 overpass. From there, the OR&N continues west over Hood River via a steel truss railroad bridge and, after crossing the river, intersects with the Mount Hood Railroad.

Alterations

As part of routine maintenance for an active railway section, the original rails were replaced with standard gauge steel rails on an unknown date. The original wood ties have been replaced with standard wood ties within the past 20 to 25 years. The rail fasteners are also replacements.

Boundary

The historic boundary of the OR&N segment is its historic alignment from c. 1909.

ELIGIBILITY DISCUSSION

HISTORIC CONTEXT

Hood River, Oregon

Many of the earliest Euro-American settlers arrived in the Hood River Valley from mid-western states to develop farmsteads. Fruit crops such as apples and peaches were planted throughout the valley during the nineteenth century (Donovan and Associates 1992). Speculation about the construction of a railroad connecting the community of Hood River with Portland in 1880 spurred the development and platting of the town in 1881 by Henry C. Coe, son of pioneer settlers Mary and Nathaniel Coe (Donovan 2006; Marschner 2013). The town originally consisted of four blocks but expanded in the following decades to encompass the entire Coe homestead and areas to the west and south. Train service via the OR&N railroad reached the town of Hood River on November 20, 1882 (**Figure 1**). The development of reliable transportation routes transformed the community into a trading center and facilitated its growth, including the construction of the Mount Hood Hotel in 1881 and the first school circa 1883; incorporation of the town in 1885; and establishment of the *Glacier* weekly newspaper in 1889 (Donovan 1992:7; Donovan 2006). Between 1890 and 1900, Hood River's population increased from 201 to 622 and began to diversify with farmers of Japanese, Finnish, German and French ancestry who settled in the valley (Hood River County History N.D.). Hood River's agriculture industry garnered much attention at the 1905 Lewis and Clark Centennial Exposition in Portland, which touted the community's fruit industry and contributed to a dramatic increase in land values from 1905 to 1910.

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Figure 1. OR&N Company Railroad (1901) (Photo Credit: Historic Hood River)

The abundance of timber and convenient access to the Columbia River made Hood River as an ideal location for the timber industry. By 1899, Hood River reportedly had the state's largest lumber mill, producing more than 100,000 feet of lumber per day (Donovan and Associates 1992). Several years later, the Davenport Brothers Lumber Company holdings began to stretch from the Mount Hood Forest Reserve to the Columbia River. According to the Hood River *Glacier*, the Parkertown mill was "cutting an average about 50,000 feet per day" (History Museum of Hood River County 2013). The arrival of railroads provided more reliable transportation and the ability for the agriculture and timber industries to reach new markets and expand their operations (Donovan and Associates 1992; Jenks and Noll 2019:8-9).

Hood River continued to grow steadily throughout the twentieth century, witnessing advances in transportation such as construction of the Hood River-White Salmon Interstate bridge and the Mount Hood Loop Highway in 1924; the Bonneville Dam and Locks in 1938; and the first two lanes of a water grade route (now Interstate 84) through the Columbia Gorge by 1953. By 1940, the population reached 3,280, increasing to 3,701 in 1950, 3,657 in 1960, 3,991 in 1970, and about 4,520 in 1986 (Donovan and Associates 1992).

THE OR&N RAILROAD

In 1878, financier Henry Villard began negotiations with Captain John C. Ainsworth, owner of the Oregon Steam & Navigation Company (OS&N), to acquire the company and its related portage railroad operations. OS&N had entrenched itself in Oregon's transportation industry, dominating steamship operations along the Columbia, Willamette, and Snake Rivers. On June 13, 1879, Villard incorporated the Oregon Railway & Navigation Company (OR&N) and by March 1880 had taken control of the OS&N under the auspices of the OR&N (Kamholz 2019; Lambaugh & McCoy N.D.). The OR&N was placed under common management with the Northern Pacific Railway (NPR) (Solomon 2014:229).

The OR&N mainline extended from Portland to Huntington and Pendleton to Winona. Grading began on February 9, 1880 and laying rails began on August 9, 1880 (Robertson 1986:117). From 1880 to 1883, the OR&N built its new railway, with major construction activity along the Columbia River between Wallula, Washington, and Portland, Oregon. As recounted by author William Denison Lyman in 1917: "Rock bluffs were split off by enormous charges of dynamite, or were tunnelled [*sic*] through. The road was indeed built so hastily and the curves were in some cases so extreme that much work had to be done over at later times" (Lyman 1917:261). The intense pace was part of Villard's plan to divert the NPR system to the Columbia River to make Portland, not Puget Sound, the western terminus (Lyman 1917:261). (When Villard later lost the majority interest in the system, the NPR was extended to Puget Sound (Lyman 1917:262)). The completed railroad consisted of 629.36 miles of standard gauge track and 13.4 miles of 36" track and operated as a common carrier, agriculture, and mining railroad (Robertson 1986:117).

In 1882, the OR&N's mainline service began between Portland, Oregon, and Walla Walla, Washington (Burkhardt 2004:8). That same year, the OR&N acquired boat and railroad repair shops in The Dalles that previously belonged to the OS&N. The OR&N employed up to 500 workers at The Dalles during that period (Burkhardt 2004:13). Also in 1882, the OR&N built Hood River's first train depot on the south side of the mainline tracks, just west of the APE (Burkhardt 2004:26). Hood River's other two depots were built in 1906 by the Oregon Lumber Company and in 1911 by the Mount Hood Railroad. The Mount Hood Railroad depot is the only one that remains (Burkhardt 2004:12). On August 22, 1883, a golden spike ceremony in Independence Gulch, Montana, celebrated the completion of the transcontinental railroad, which depended upon the OR&N link at Wallula, Washington (Solomon 2014:229). This marked the first transcontinental connection to the Pacific Northwest, which secured Portland as a major trading center, linking it to markets in the Gorge, Eastern Oregon, and the Eastern states. The railroad also supported industries in the Gorge, including Hood River, which relied upon rail

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transport of lumber, wheat, and produce (Donovan 1994).	
<p>During the OR&N's early years, it collaborated with Union Pacific Railroad and the Oregon Short Line Railroad, which connected with the OR&N in Huntington, on an advertising campaign to attract farmers, miners, homesteaders, and investors to the Pacific Northwest region (Burkhardt 2004:31,34). With Villard's management, OR&N initiated a decade of expansion and acquisition to control rail access into Oregon and its major city, Portland (Lambaugh & McCoy N.D.). Within 15 years, OR&N controlled the transcontinental railway to Portland and rail lines throughout the state (Kamholz 2019).</p> <p>To better regulate rail entry into Portland and establish connections with other railroads, the OR&N constructed multiple rail lines in Oregon and Washington including Whitman, Washington, to Blue Mountain Station in Oregon (1880); Wallula to Celilo, Oregon (1880), Bonneville to The Dalles, Oregon (May 1882), Albina (Portland) to Bonneville, Oregon (November 1882), Umatilla to Huntington, Oregon (1884), Pendleton, Oregon, to Walla Walla, Washington (1887), and Willow's Junction to Hepner, Oregon (c.1888) (Lambaugh & McCoy N.D.). During this period, Villard also made a reciprocal agreement with Northern Pacific to limit OR&N's expansion into Washington and Northern Pacific's into Oregon (Kamholz 2019). OR&N's development strengthened Villard's grasp on the region's transportation network (Lambaugh & McCoy N.D.).</p> <p>The Panic of 1893 caused a severe nationwide economic depression that greatly impacted railroad operations throughout the region and ultimately led to Villard's resignation, Union Pacific's bankruptcy in 1893, and OR&N's bankruptcy in 1894 (Lambaugh & McCoy N.D.; Kamholz 2019). Bankruptcy caused Union Pacific to lose control of the Oregon Short Line and its fifty percent interest in the OR&N, which it acquired in 1889. A court ordered General Reorganization Committee was formed to parse out the competing interests in the OR&N and a new railroad company, the Oregon Railroad & Navigation Company (ORR&N) was incorporated on June 16, 1896 (Kamholz 2019). The ORR&N was divided equally between the Great Northern, Union Pacific, and Northern Pacific so that none of the companies could control access to Portland from the east (Strack 2016).</p> <p>Union Pacific and Oregon Short Line eventually established full control of the ORR&N, reorganizing the company as the Oregon-Washington Railroad & Navigation Company (OWRR&N) in November 1910 (Kamholz 2019). By then, the 23-mile Mount Hood Railroad feeder line had been completed between Hood River and Parkdale. The Mount Hood Railroad transported timber, produce, and passengers to Hood River, where it connected with the OWRR&N. The OWRR&N and Mount Hood Railroad supported the growth of the regional produce and timber industries and helped Hood River become an important transportation center (Demuth and Donovan 1987:8-4). It also appears that a new steel bridge was constructed for the ORR&N over the Hood River to replace an earlier wood bridge. The new steel bridge design was nearly identical to that found on the Mount Hood Railroad's crossing of the same river. The current alignment of the mainline appears to date from the c. 1909 improvements as a 1909 historic postcard shows the new Warren type steel bridge situated to the north of an earlier wooden bridge for the OR&N that was positioned on a lower elevation (Figure 12) (Historic Hood River http://historichoodriver.com/index.php?showimage=612).</p> <p>The Great Depression of the 1930s disrupted OWRR&N's operations and led to significant layoffs through the abandoning of unprofitable lines and eliminating agency services at several stations in Idaho, Washington, and Oregon, including extensions from the OWRR&N main line to Homestead and Bend, Oregon (Asay 2014:248, 253; Lambaugh & McCoy N.D.). However, the main line did undergo several upgrades during this time period, including the installation of 15 miles of new 110-pound rail between Troutdale and Oneonta in 1929. These types of capital expenditures began decreasing in 1931 with the decline of revenue, but critical facilities continued to receive upgrades. To reduce costs and streamline management of the OWRR&N and other subsidiary railroads, Union Pacific transitioned OWRR&N, Oregon Short Line, Los Angeles & Salt Lake Railroad, and the Grand Island to permanently leased railroads. The four railroads would no longer operate as independent companies under the management of Union Pacific and instead be permanently leased by Union Pacific. Once this system lease structure was approved by the Interstate Commerce Commission on January 1, 1936, public imagery of the OWR&N such as color schemes and emblems on trains gradually disappeared (Asay 2014:248-249).</p> <p>Construction of the Bonneville Dam (1934-1937) brought low-cost hydroelectric power to the region and attracted several large industries such as the Reynolds Aluminum Plant near Troutdale, Oregon. The dam's construction required a section of the OWRR&N main line at Bonneville to be relocated and reconstructed. Completed in 1936 at no cost to OWRR&N, the new section spanned from Mile Post 37.58 (between Moffatt and Tanner creeks) to Mile Post 41.84, near the Bridge of the Gods. The Reynolds Aluminum Plant as well as other new industries along the Columbia would rely on the OWRR&N mainline to transport materials in the following years, particularly during World War II. Although, the OWRR&N benefitted from these new industries, the dam's construction also improved conditions for barge navigation on the Columbia River, leading to a decline in OWRR&N's transportation of wheat, petroleum, timber, and other materials in the region (Ibid:256-257).</p> <p>World War II brought a dramatic increase in the demand for freight trains on the OWR&N main line as coastal ports such as Portland, Tacoma and Seattle became critical logistical centers for troop and supply movements. The number of trains on</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
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Property Name: Oregon Railway & Navigation Company segment	
Street Address: N/A	City, County: Hood River, Hood River
<p>the OWRR&N system steadily increased each month after the country's entrance into the war in December 1941 (Ibid:267). The end of the war brought new issues and financial difficulties for OWRR&N as passenger trains became more expensive, barge lines increased their control of freight transportation on the Columbia River, and the trucking business began to grow (Ibid:301). As freight transportation declined, Union Pacific made main line passenger trains a priority in the 1950s and 1960s. Service via the OWRR&N remained relatively stable during this period (Ibid:319-321).</p> <p>Federally-funded dams and hydro-electric projects along the Columbia and Snake River continued through the 1960s, attracting new industries and increasing demand for freight services. These new hydroelectric projects also required segments of the OWRR&N's main line to be relocated and rebuilt. Similarly, construction of I-84 in the mid-1960s required the relocation and reconstruction of several segments (Ibid:377). Based on historic aerial photography, it appears that the surveyed segment has retained the same alignment since 1947 (NETRonline 2020).</p> <p>Despite the growth of industries along the Columbia and Snake River, Union Pacific was forced to eliminate branch services and secondary main line trains in the 1960s to make up for the substantial deficits from passenger train services. By 1971, Union Pacific's passenger train service in the region was mostly discontinued (Ibid:323-326, 338). On December 30, 1987 OWRR&N merged with the Oregon Short Line and was then folded into Union Pacific Railroad (Asay 2014:249; Kamholz 2019).</p>	
SIGNIFICANCE	
<p>The OR&N segment within the APE, which retains integrity, is significant under NRHP Criterion A as part of the larger OR&N Company railroad and is eligible for the NRHP.</p> <p><u>Criterion A</u> The OR&N has statewide and regional significance under Criterion A in the areas of Transportation and Commerce. The 0.63-mile OR&N segment within the APE, constructed in 1882, approaches Hood River's historic town center from the east and contributes to the OR&N's overall historical significance. The OR&N linked with the NPR at Wallula, Washington, bringing the nation's first transcontinental railroad to the Pacific Northwest and helping Portland become a major trading center. During the late nineteenth and early twentieth centuries, the OR&N also promoted the region's industrial and commercial growth, especially in communities along the Columbia River Gorge, including the Hood River Valley.</p> <p><u>Criterion B</u> The OR&N segment is not significant under NRHP Criterion B. Although the OR&N was founded by financier Henry Villard, Villard is associated with a number of historic enterprises and resources, including the Northern Pacific Railway. The OR&N segment does not appear to best represent Villard's historic contributions.</p> <p><u>Criterion C</u> The railway segment is not significant under Criterion C, because it does not embody the distinctive characteristics of a type, period, or method of construction, such as innovative railroad engineering techniques, and does not possess high artistic values. The segment was built using standard construction methods of the time and does not appear to represent the work of a master.</p> <p><u>Criterion D</u> Because the resource's historic-period characteristics are visible and readily apparent, and after a review of existing historic-period documentary sources, the property's significance would not lie in its information potential, and is therefore not eligible for the NRHP under Criterion D.</p>	
INTEGRITY	
<p>The OR&N rail segment retains sufficient integrity to support a determination of eligibility under Criterion A.</p>	
LOCATION	
<p><i>Location is the place where the historic property was constructed or the place where the historic event occurred.</i> This segment of the OR&N retains integrity of location as it remains in the location where it was originally constructed and, based on a 1947 photograph, retains its historic alignment.</p>	
DESIGN	
<p><i>Design is the combination of elements that create the form, plan, space, structure, and style of a property.</i> Although the segment appears to maintain its original alignment and gauge, replacement of key elements such as rails, ties, and fasteners have diminished integrity of design.</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Oregon Railway & Navigation Company segment	
Street Address: N/A	City, County: Hood River, Hood River
<p>SETTING <i>Setting is the physical environment of a historic property.</i> The railway segment retains integrity of setting characterized by the landscape of the Columbia River Gorge, including the river. Although modern development has occurred near the right-of-way, the setting's key features are retained.</p> <p>MATERIALS <i>Materials are the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property.</i> Necessary maintenance activities over the past 125 years have diminished the property's integrity of materials through replacement of the original rails, ties, and fasteners.</p> <p>WORKMANSHIP <i>Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history or prehistory.</i> Replacement of the original rails, ties, and fasteners has obscured some of the original workmanship, thereby diminishing that aspect of historic integrity.</p> <p>FEELING <i>Feeling is a property's expression of the aesthetic or historic sense of a particular period of time.</i> The segment's retention of its original location, alignment, and gauge, as well as the presence of key historic setting elements, contribute to the feeling of a late nineteenth/early twentieth century railway.</p> <p>ASSOCIATION <i>Association is the direct link between an important historic event or person and a historic property.</i> The property retains integrity of association because it is sufficiently intact to convey its role as the Gorge's first railway and its relationship to the development of regional commerce.</p> <p>The OR&N segment is of statewide significance under Criterion A in the areas of Commerce and Transportation and retains integrity of location, setting, feeling, and association. The segment is eligible for the NRHP as contributing to the larger OR&N linear resource.</p> <p>Bibliography</p> <p>AECOM. 2020. Field Photographs.</p> <p>Borchardt, John K. 2010. "Railroad Ties: Precast Concrete or Wood?" National Precast Concrete Association. July 28. https://precast.org/2010/07/railroadties-precast-concrete-or-wood/#. Accessed August 2020.</p> <p>Burkhardt, D.C. Jesse. 2004. Railroads of the Columbia River Gorge. Charleston, South Carolina: Arcadia Publishing.</p> <p>Culp, Edwin D. 1987. Early Oregon Days. Caldwell, OH: The Caxton Printers, Ltd. (second printing 1997).</p> <p>Asay, Jeff. 2014. <i>Union Pacific Northwest: A Revised and Expanded History of the Oregon-Washington Railroad & Navigation Company</i>. Union Pacific Historical Society, Cheyenne, Wyoming.</p> <p>Cram, George Franklin. 1909. Map of Oregon. Berkeley, California: Ellis Arthur Davis. oldmapsonline.org. Accessed August 2020.</p> <p>Demuth, Kimberly and Sally Donovan. 1987. Oregon-Washington Railroad & Navigation Company Passenger Station. National Register of Historic Places Registration Form. Listed in National Register of Historic Places, July 28, 1988.</p> <p>Donovan and Associates. 1992. <i>Hood River Cultural Resource Inventory, Hood River, Oregon. Summary Report</i>. Prepared for the City of Hood River, Oregon. Donovan and Associates, Hood River, OR.</p> <p>Donovan, Sally. 1994. OR&N Railroad Main Line. Oregon Inventory of Historic Properties, Historic Resource Survey Form. SHPO Inventory No. 6475. August 22.</p> <p>Donovan, Sally. 2006. <i>Residential Design Guidelines for Heritage Neighborhoods</i>. Prepared for City of Hood River. Electronic document, http://centralpt.com/upload/375/3148_FinalDesign321_formatBH.pdf (accessed May 21, 2020).</p> <p>History Museum of Hood River County. 2013, April 23. <i>Davenport Brothers Lumber Company</i>. Electronic document,</p>	

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Oregon Railway & Navigation Company segment	
Street Address: N/A	City, County: Hood River, Hood River
<p>http://historichoodriver.com/index.php?showimage=577 (accessed May 21, 2020).</p> <p>Hood River County History. N.D. <i>Hood River County History</i>. Electronic document, https://sos.oregon.gov/archives/records/county/Pages/hood-river-history.aspx (accessed May 21, 2020).</p> <p>Jenks, James and Christopher D. Noll. 2019. Cultural Resources Survey for the SR-14 Bingen Point Access Improvements Project, Klickitat County, Washington. Prepared for Washington Department of Transportation. DAHP Project No. 2019-01-00560.</p> <p>Kamholz, Edward. 2019. "Oregon Railway & Navigation Company." <i>The Oregon Encyclopedia</i>. Electronic document, https://oregonencyclopedia.org/articles/oregon_railroad_and_navigation_company/#.Xzwne2hKg2w, accessed August 24, 2020.</p> <p>Laubaugh, Glenn and Ron McCoy. N.D. <i>The Oregon-Washington Railroad & Navigation Company (OR&N) and Related Companies</i>. Electronic document, https://www.pnwc-nrhs.org/hs_or_n.html, accessed August 24, 2020.</p> <p>Lyman, William Denison. 1917. <i>The Columbia River: Its History, Its Myths, Its Scenery, Its Commerce</i>. New York and London: G.P. Putnam's Sons, Knickerbocker Press. Third Edition.</p> <p>Marschner, Janice. 2013. <i>Oregon 1859: A Snapshot in Time</i>. Timber Press, Portland, Oregon.</p> <p>NETRonline. 2020. Historic Aerials. 1947 aerial photograph of Hood River, Oregon. https://www.historicaerials.com/viewer. Accessed August 2020.</p> <p>OR&N. 1901. Lines of Oregon Railroad and Navigation Co. , Oregon, Washington and Idaho. https://www.raremaps.com/gallery/detail/17816/lines-of-oregon-railroad-and-navigation-coin-oregon-washing-anonymous. Accessed August 2020.</p> <p>Robertson, Donald B. 1986. <i>Encyclopedia of Western Railroad History: Oregon, Washington</i>. Caldwell, OH: The Caxton Printers, Ltd.</p> <p>Solomon, Brian. 2014. <i>North American Railroads: The Illustrated Encyclopedia</i>. Beverly, MA: Voyageur Press.</p>	

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SECTION 106 DOCUMENTATION FORM
Individual Properties
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Property Name: Oregon Railway and Navigation Company	Street Address: N/A	City, County: Hood River, Hood River
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Figure 2. OR&N (center) just east of junction with Mount Hood Railroad, viewing east from Highway 30 overpass. The inactive Mount Hood Railroad segment is visible at right. Highway 30 is visible at left. The OR&N segment is extending over the gravel pit (AECOM 2020).



Figure 3. OR&N (foreground) with Interstate 84 in middle ground and Hood River Bridge in background, viewing north from Highway 30 overpass (AECOM 2020).

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Figure 4. Detail of OR&N tracks, showing replacement steel rails, wood ties and gravel ballast, viewing north from Highway 30 overpass (AECOM 2020).



Figure 5. Detail of junction approach, viewing east from Highway 30 overpass (AECOM 2020).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Oregon Railway and Navigation Company	Street Address: N/A	City, County: Hood River, Hood River
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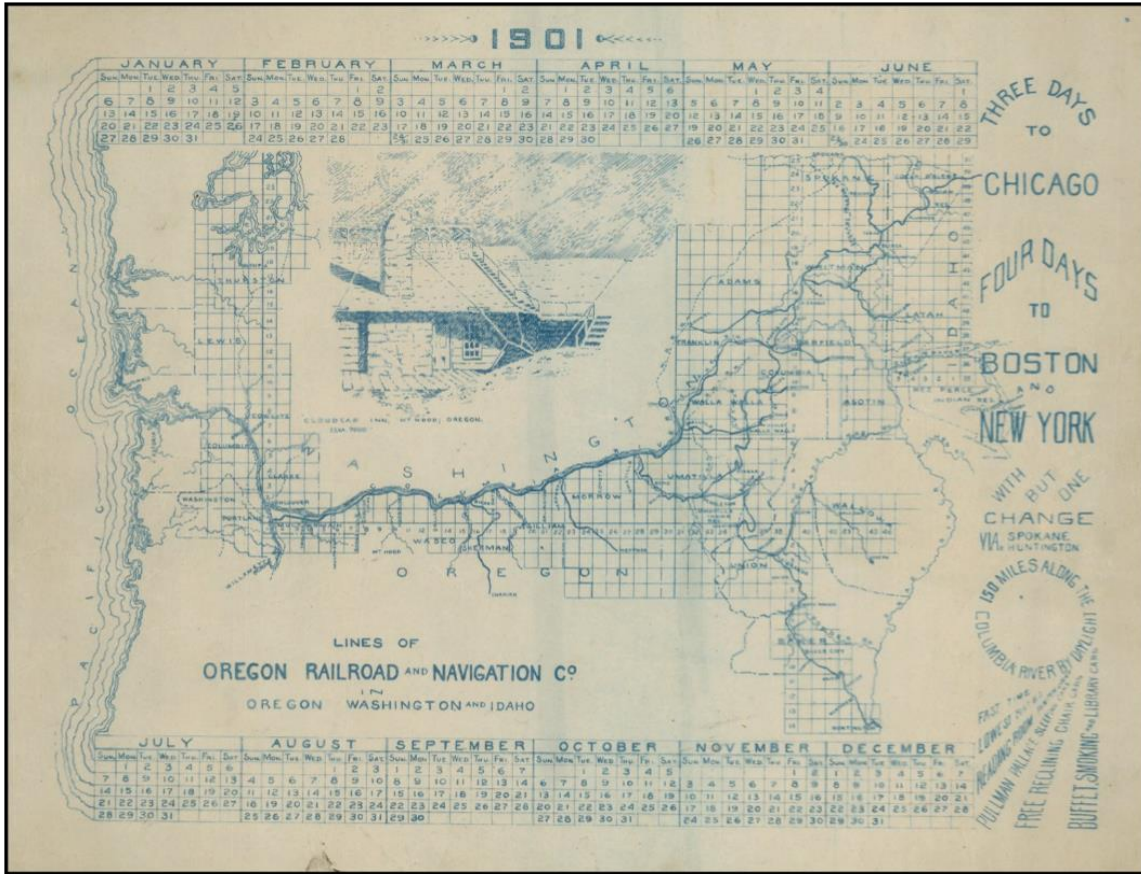


Figure 6. 1901 map entitled "Lines of Oregon Railroad and Navigation Co. in Oregon, Washington and Idaho (OR&N 1901).

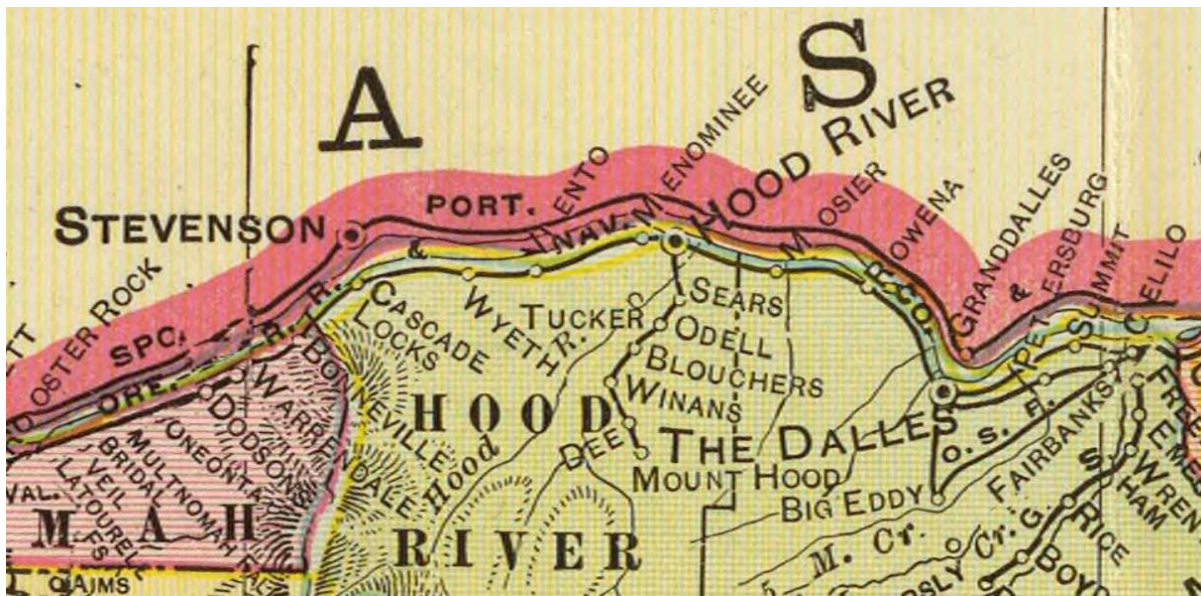


Figure 7. 1909 Map of Oregon (snippet), depicting OR&N through Hood River (Cram 1909).

OREGON INVENTORY OF HISTORIC PROPERTIES
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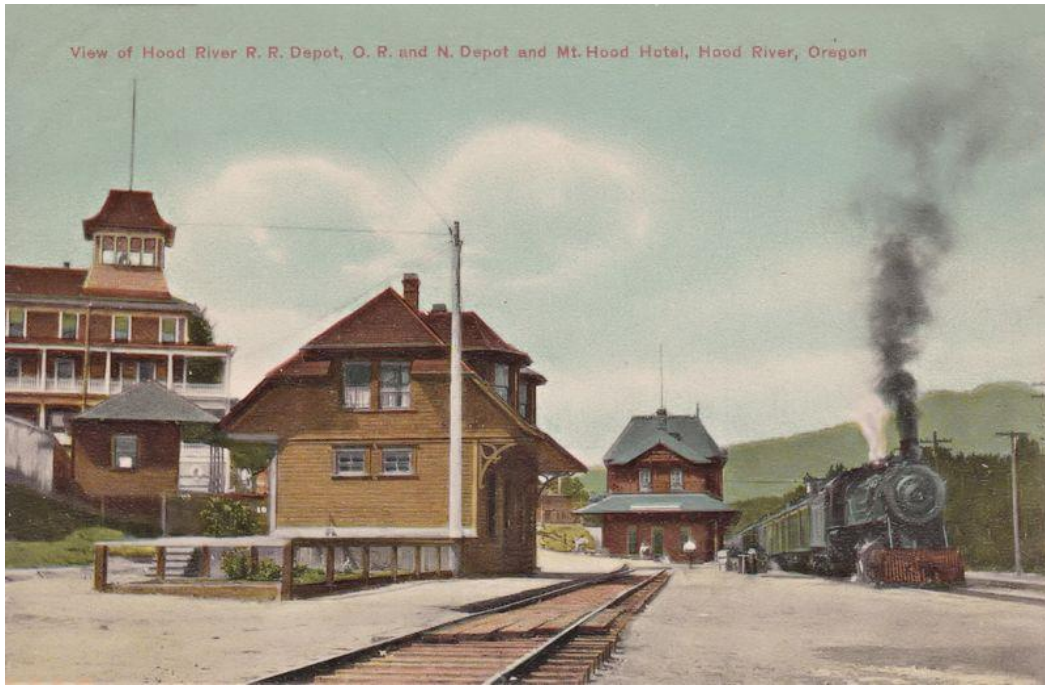


Figure 8. Postcard of OR&N's Hood River Depot, 1908, just west of APE (Courtesy of Gerald W. Williams Collection and Wikimedia Commons).



HOOD RIVER DEPOT, 1912
05-07-2015

4 COMMENTS

Figure 9. Photograph of OR&N's Hood River Depot, 1912, just west of APE (Courtesy of Historic Hood River).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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OR&N No. 4, "The Spokane Flyer," which ran daily in 1900, is pulled by OR&N No. 73 (4-4-0) and is stopping at Bridal Veil, Oregon to take on water.

Figure 10. "The Spokane Flyer" c.1900 pulled by OR&N No. 73 near Bridal Veil (Culp 1987:133).



The westbound "Idahoan" arrives in Hood River on a clear, wintery day in 1947. Notice the cardboard boxes stacked on the handcar (right) which contain live baby chickens being shipped to Portland. The spout close to the track (center) furnishes water for the remaining steam engines. Also notice the 1929 Model A Ford Tudor.

Figure 11. Train arriving at Hood River Depot en route to Portland, 1947, just west of APE (Culp 1987:144).

OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Oregon Railway and Navigation Company	Street Address: N/A	City, County: Hood River, Hood River
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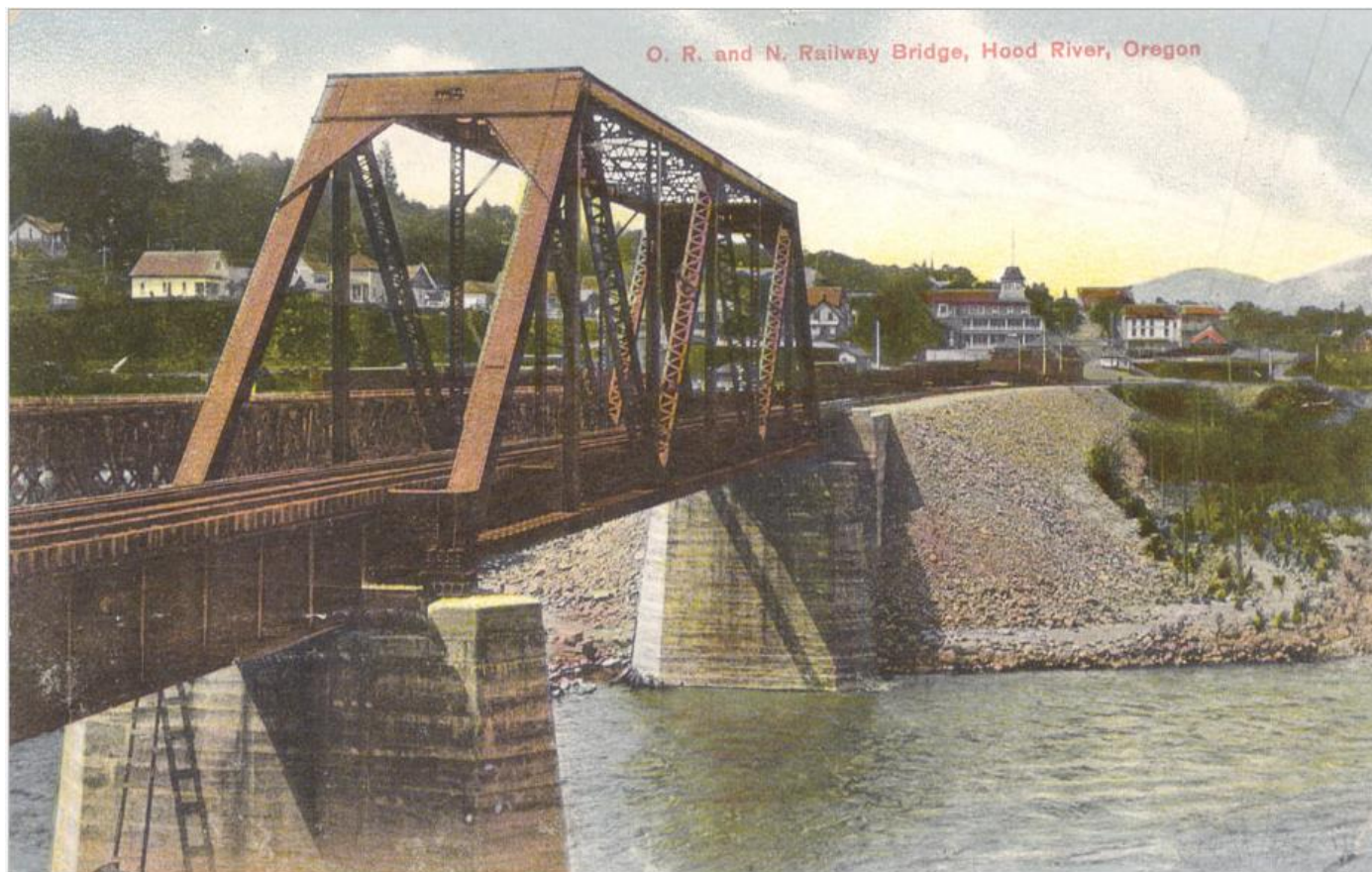


Figure 12. Historic postcard showing the OR&N's Hood River Bridge (1909). Note the raised elevation of the alignment and the previous wood railroad bridge still in place to the left of the newer bridge. The steel bridge lies outside of the APE (Courtesy of Historic Hood River (<http://historichoodriver.com/index.php?showimage=612>)).

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Property Name: Oregon Railway and Navigation Company	Street Address: N/A	City, County: Hood River, Hood River
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Legend
 — Railroad
 — OR&N Company Railroad in APE

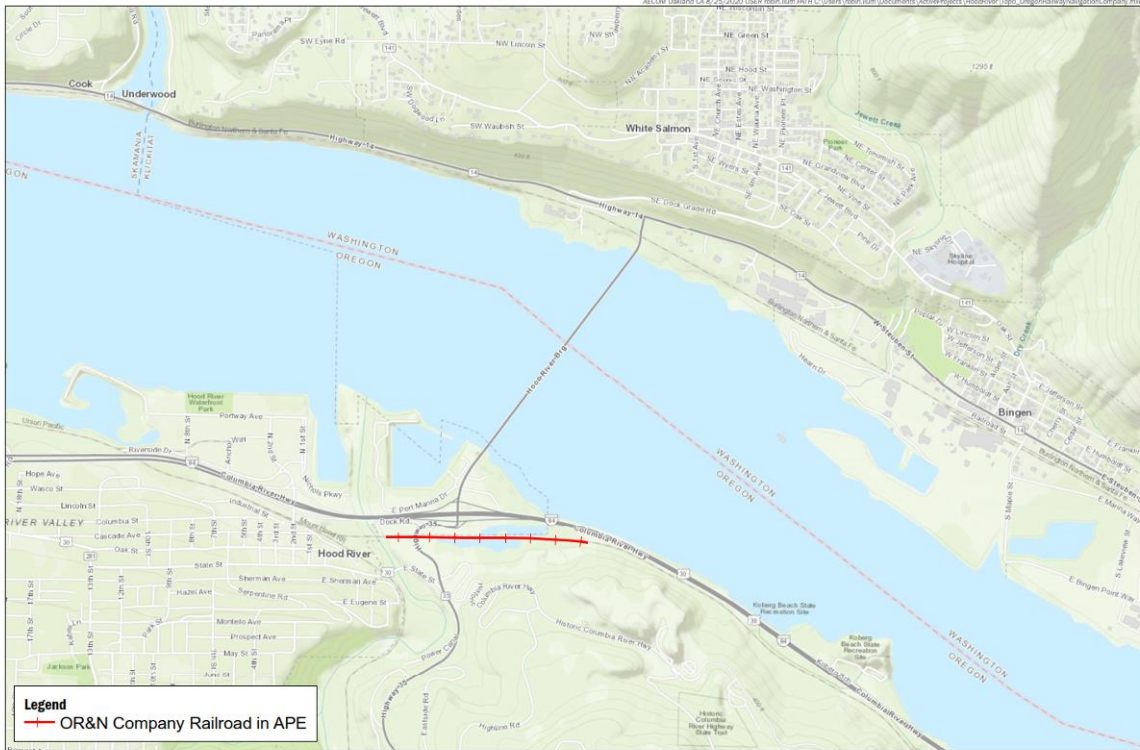
0 0.5
 Miles

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics,

AECOM **OREGON RAILWAY AND NAVIGATION COMPANY LOCATOR MAP**
 Hood River-White Salmon Bridge Replacement Project
 0002764 *Aerial*

**OREGON INVENTORY OF HISTORIC PROPERTIES
SECTION 106 DOCUMENTATION FORM
Individual Properties
Supplemental Maps**

Property Name: Oregon Railway and Navigation Company	Street Address: N/A	City, County: Hood River, Hood River
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Legend
 — OR&N Company Railroad in APE

0 0.5 Miles

Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics,

AECOM **OREGON RAILWAY AND NAVIGATION COMPANY LOCATOR MAP**
Hood River-White Salmon Bridge Replacement Project
 60627764 *Topographic*

Appendix C

Finding of Effects Forms

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**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR While Salmon, Klickitat, WA

Preliminary Finding of Effect: <input type="checkbox"/> No Historic Properties Affected <input type="checkbox"/> No Historic Properties Adversely Affected <input checked="" type="checkbox"/> Historic Properties Adversely Affected	
State Historic Preservation Office Comments: <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> No Historic Properties Affected <input type="checkbox"/> No Historic Properties Adversely Affected <input type="checkbox"/> Historic Properties Adversely Affected	
Signed _____	Date _____
Comments: 	

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effects of the proposed Hood River – White Salmon Interstate Bridge Replacement Project (Project) on the Hood River—White Salmon Interstate Bridge (Hood River Bridge) that spans the Columbia River between Hood River, Hood River County, Oregon, and White Salmon, Klickitat County, Washington.

The Hood River Bridge was previously determined eligible for the National Register of Historic Places (NRHP). In 2004, the Federal Highway Administration (FHWA), in conjunction with the Washington Department of Transportation (WsDOT), determined the Hood River Bridge as NRHP-eligible under Criteria A, B, and C (Chapman and O'Brien 2004). The Determination of Eligibility (DOE) received concurrence from the Washington and Oregon State Historic Preservation Officers (SHPOs). On April 23, 2019, the Oregon SHPO confirmed to FHWA and ODOT that the Hood River Bridge had previously been determined eligible for listing in the NRHP. In April 2020, the information relating to the description, history, and application of the NRHP criteria pertaining to the Hood River Bridge was updated (Opp-Beckman and Jones 2020). Using this updated information, an updated DOE was submitted by FHWA, in conjunction with Oregon Department of Transportation (ODOT) and WsDOT, to the Oregon and Washington SHPOs for review and concurrence.

It is the finding of the FHWA, in concurrence with ODOT and WSDOT, that the Project will result in adverse effects to the characteristics that make the Hood River Bridge eligible for the NRHP and thus a finding of **Historic Properties Adversely Affected** pursuant to 36 CFR 800.5(d)(2) is appropriate and requires that the agency official consult further to resolve the adverse effect pursuant to § 800.6. This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I 84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR While Salmon, Klickitat, WA



Figure 1. Project Area

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
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Identification and Description of the Historic Resource

The existing Hood River Bridge crosses the Columbia River between Oregon and Washington at approximately river mile 169.8 on the Bonneville Pool within the CRGNSA. The 4,418-foot-long steel truss toll bridge was completed in 1924 and substantially modified in 1938. The bridge's center span is a 262-foot riveted steel Pennsylvania-Petit through-truss vertical lift main span, which is a historic modification of the bridge's original center fixed-span to address higher water elevations in the Bonneville Pool (Burrow et al. 2013:94). The center span is flanked by 18 206-foot steel Pratt deck truss spans, 10 south of the main span and eight north of the main span. The bridge is supported by 20 reinforced concrete "dumbbell" piers and the lift span is located near the center of the bridge between piers 8 and 9, over the river's main shipping channel. The horizontal clearance at the lift span is 246 feet. The bridge has vertical clearances of 148 feet in the fully open position and 67 feet in the closed position relative to 73.0 feet Mean Sea Level, which is the typical elevation of the Bonneville Pool (Parsons Brinckerhoff 2001:9). The steel grate bridge deck provides two narrow travel lanes but no sidewalks or bikeways. The tollbooth, completed in 1965, is located at the bridge's Oregon entrance. The tollbooth is a single-story, utilitarian building with a parapet roof and sheet metal siding that rests atop a poured concrete foundation. The tollbooth and adjacent roadway sections are sheltered by a front-gabled sheet metal canopy. The present building replaced the bridge's original tollbooth.

The Hood River bridge is eligible for the NRHP under Criteria A and C. Under Criterion A, the bridge has statewide significance in the area of Transportation as the second oldest Columbia River vehicle crossing between Oregon and Washington and for its association with private bridge development and operation during the early twentieth century. The bridge also has local significance under Criterion C in the area of Engineering for the design of its central span, which embodies the distinctive characteristics of the vertical-lift Pennsylvania-Petit steel through-truss. The period of significance for Criterion A begins in 1924, when the bridge opened, and ends in 1950, when the Oregon Washington Bridge Company, a private entity, transferred ownership and operations of the bridge to the Port, a public entity. This period of significance encompasses the bridge modification project associated with the historic construction of Bonneville Dam. Although the Hood River Bridge dates from 1924, the period of significance under Criterion C is 1938, when the bridge was substantially modified by incorporation of the distinctive vertical-lift span.

The bridge retains all aspects of historic integrity: location, design, setting, materials, workmanship, feeling, and association. Although the original bridge was substantially modified in 1938, the purpose of the design modifications was to accommodate higher river levels caused by the pool behind the new Bonneville Dam and the proliferation of larger vessels. The modifications do not diminish the integrity of design but contribute to its significance under Criterion A by conveying the evolution of the bridge in response to historic events. The standard for integrity of design tied to Criterion C significance relates back to that criterion's period of significance, which is 1938. That year, the bridge's main span was converted from a fixed span to its present design: a vertical-lift Pennsylvania-Petit steel through-truss. The distinctive vertical-lift span remains in place and reflects the 1938 design, thereby supporting integrity of design under Criterion C.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA



Figure 2. The Hood River Bridge, looking south from White Salmon, WA (AECOM April 2020).

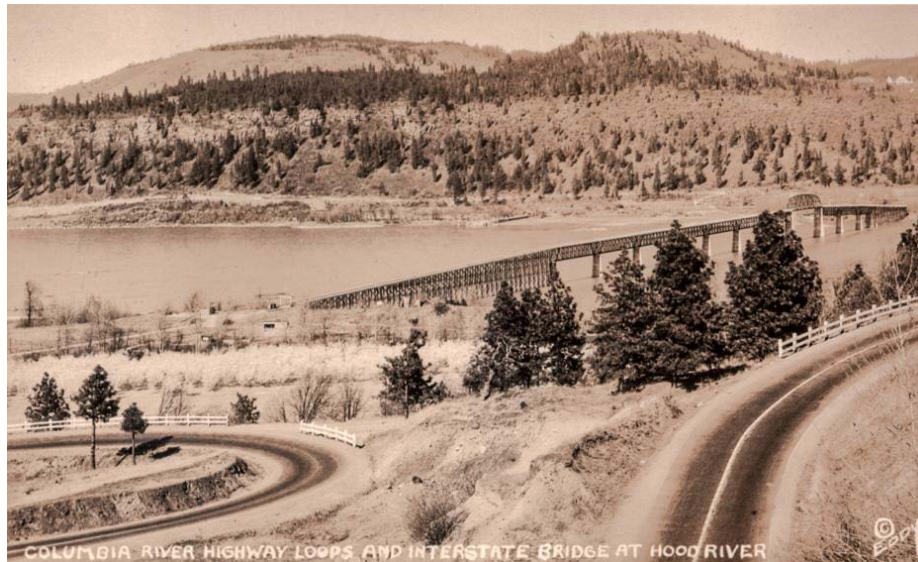


Figure 3. 1920s Eddy postcard depicting the Hood River Bridge from the Columbia River Highway Loops looking north towards Washington State. This photograph predates the bridge's 1938 vertical lift span modification. (Courtesy of Historic Hood River, <http://historichoodriver.com/index.php?showimage=2377>.)

OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
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Figure 4. Aerial photograph dated 1947 depicting the Hood River Bridge (Courtesy of *earthexplorer.usgs.gov*.)

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR While Salmon, Klickitat, WA

Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation. Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupported by the bridge.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR While Salmon, Klickitat, WA



Figure 5. Action Alternatives EC-2 and EC-3.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the CRGNSA.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot wide federally-recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6t. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
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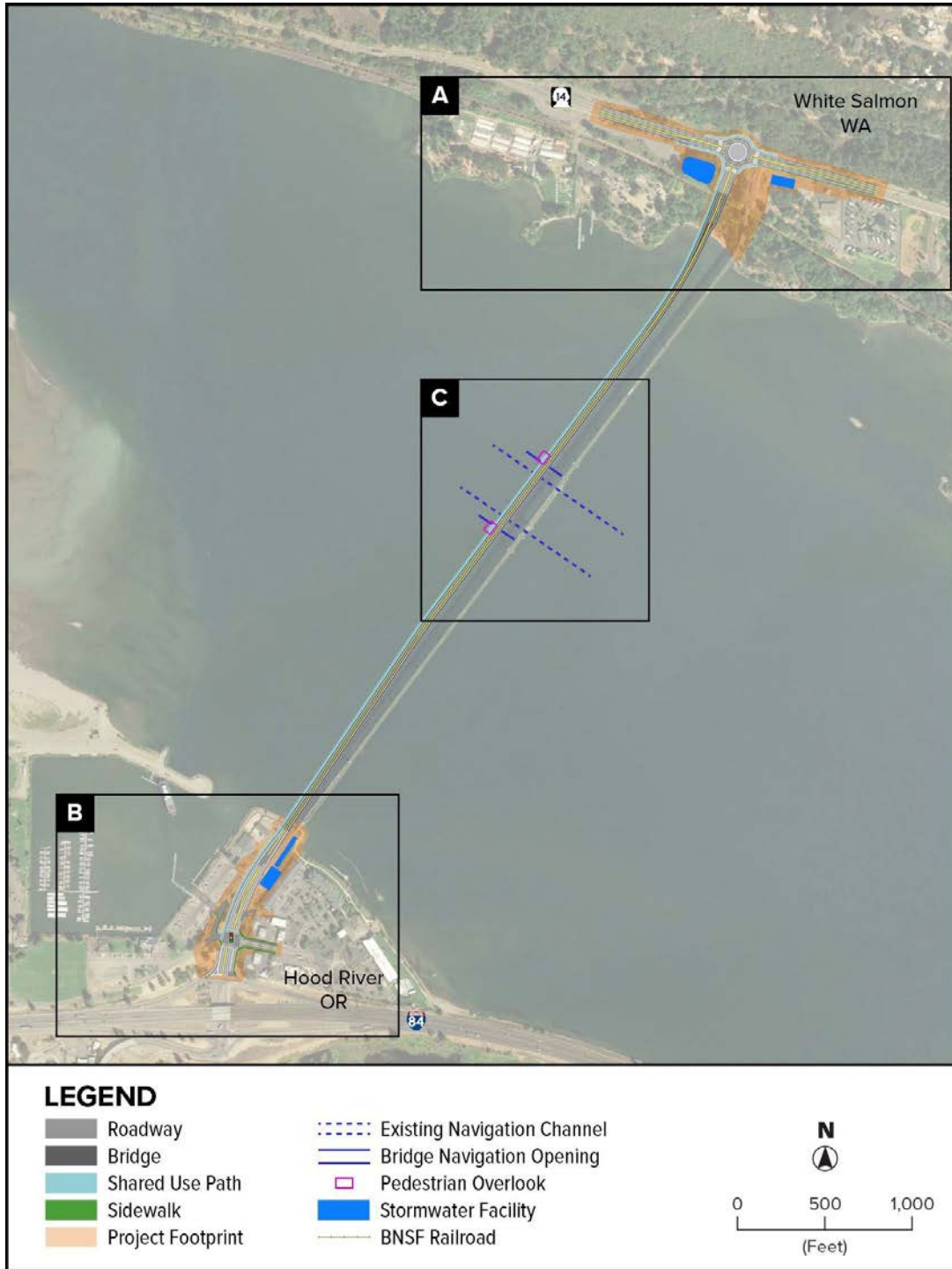


Figure 6. Preferred Alternative EC-2.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR While Salmon, Klickitat, WA

Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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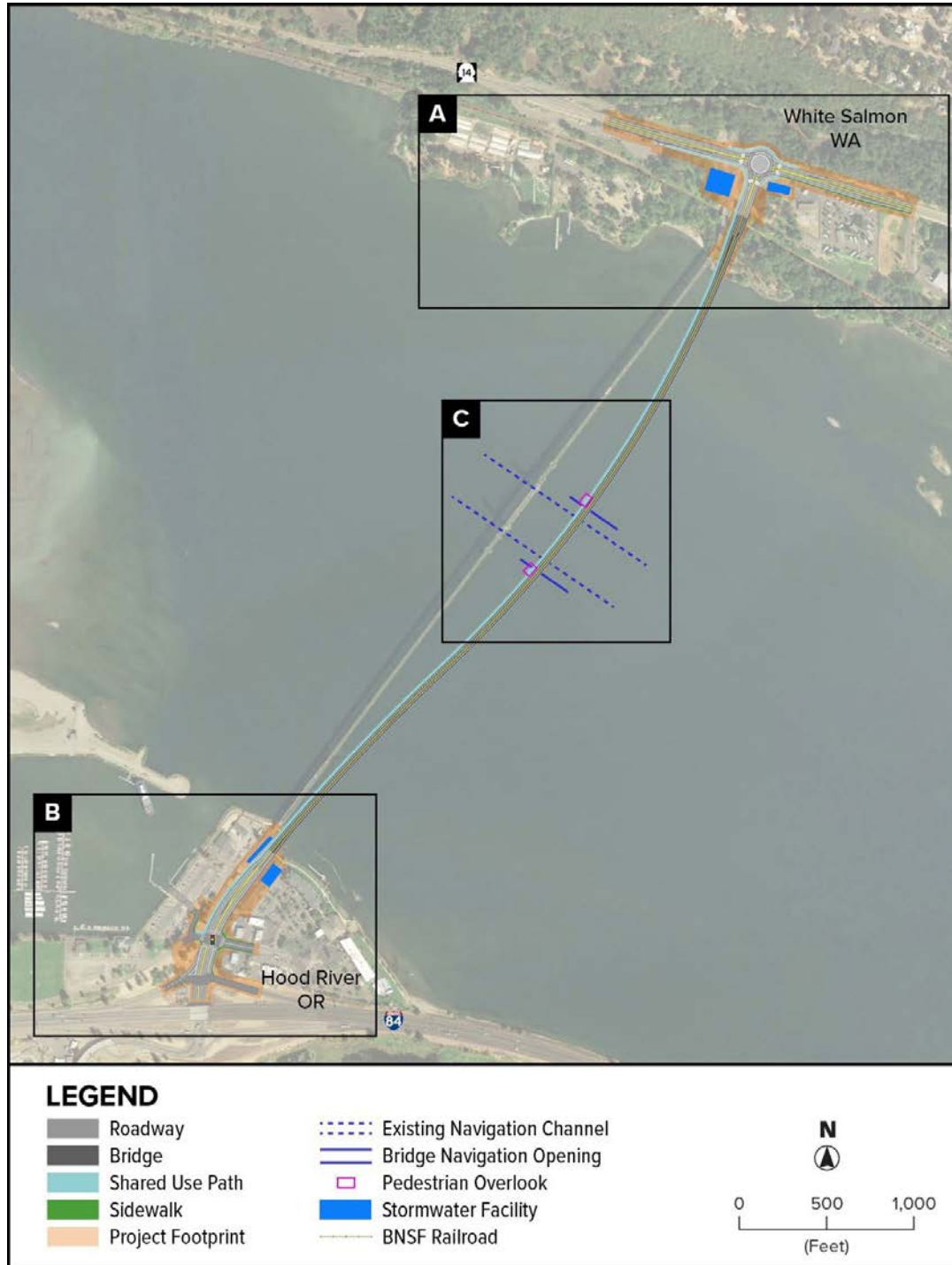


Figure 7. Alternative EC-3

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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Property Name: Hood River—White Salmon Interstate Bridge, ODOT Bridge No. 06645 (Hood River Bridge)	
Location: Columbia River between Hood River, OR, and White Salmon, WA	City, County: Hood River, Hood River, OR While Salmon, Klickitat, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Federal-Aid No. 0000 (268), ODOT Key No. 21280	
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Evaluation of Effects: Historic Properties Adversely Affected

The FHWA, in conjunction with ODOT/WSDOT, has determined that the Hood River Bridge is eligible for the NRHP. In addition, the Washington and Oregon SHPOs previously concurred with a determination of eligibility for the bridge in 2004. The Oregon SHPO confirmed the bridge's eligibility status in 2019, and the Oregon and Washington SHPOs concurred with an updated DOE from FHWA, in conjunction with WSDOT and ODOT. Evaluating the Level of Effect for the proposed undertaking on the historic bridge requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include (i) Physical destruction of or damage to all or part of the property; and (iii) Removal of the property from its historic location. Project Alternatives E-2 and E-3 (build alternatives) will involve physical destruction of the property and removal of the property from its historic location, adversely affecting the characteristics that make the bridge eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Coordination and Public Output

Coordination with the Oregon and Washington SHPOs is ongoing. It is anticipated that the SHPOs' Section 106 compliance divisions will review the Project and offer preliminary input on Project effects. The NEPA analysis is still pending and the Supplemental Draft EIS will be available for public review and comment for 45 days. In addition to public meetings, ODOT has provided notification to the following proposed consulting parties: Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Northwest Region Office of the Bureau of Indian Affairs, and Columbia River Inter-Tribal Fish Commission. ODOT has also notified Tribes including Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Perce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the finding of the FHWA, in concurrence with ODOT and WSDOT, that the Project, which involves removal of the Hood River Bridge, would result in adverse effects to the characteristics that make the bridge eligible for the NRHP. A finding of **Historic Properties Adversely Affected** pursuant to 36 CFR 800.5(d)(2) is therefore appropriate. A Project-specific Memorandum of Agreement between FHWA, ODOT, WSDOT, ACHP (if they elect to participate) and the Oregon and Washington SHPOs will resolve the adverse effect to the bridge. Consultation is progressing and the views of the public are being considered as part of Project planning.

Sources

Hood River—White Salmon Interstate Bridge Replacement Project Hood River County, Oregon and Klickitat County, Washington. 2019. ODOT Key Number: 21280. Supplemental Draft Environmental Impact Statement and Section 4(f) Evaluation. Submitted Pursuant to 42 USC 4332 (2)(c) and where applicable, 49 USC 303 by US Department of Transportation, Federal Highway Administration, Oregon Department of Transportation and Port of Hood River In cooperation with: US Army Corps of Engineers, US Bureau of Indian Affairs, US Coast Guard.

Opp-Beckman, Lys M. Hood River--White Salmon Interstate Bridge. Determination of Eligibility. Draft Oregon Inventory Of Historic Properties Draft Section 106 Bridge Determination Of Eligibility Form Date Recorded: 08/2019 – rev. 03/2020 by Shoshana Jones.

Section 106 LEVEL OF EFFECT FORM

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 267 SE Oak Street
Street Address: 267 SE Oak Street City, County: White Salmon, Klickitat County, WA

Preliminary Finding of Effect:
[X] No Effect [] No Adverse Effect [] Adverse Effect
State Historic Preservation Office Comments:
[] Concur [] Do Not Concur: [] No Effect [] No Adverse Effect [] Adverse Effect
Signed _____ Date _____
Comments:

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on 267 SE Oak Street, located in White Salmon, Washington.

The Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) have determined 267 SE Oak Street was eligible for the National Register of Historic Places (NRHP). This determination has been submitted to the Washington State Historic Preservation Officer (SHPO) for review and concurrence.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no effects to the characteristics that make 267 SE Oak Street eligible for the NRHP and thus a finding of No Effect pursuant to 36 CFR 800.4(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 267 SE Oak Street	
Street Address: 267 SE Oak Street	City, County: White Salmon, Klickitat County, WA

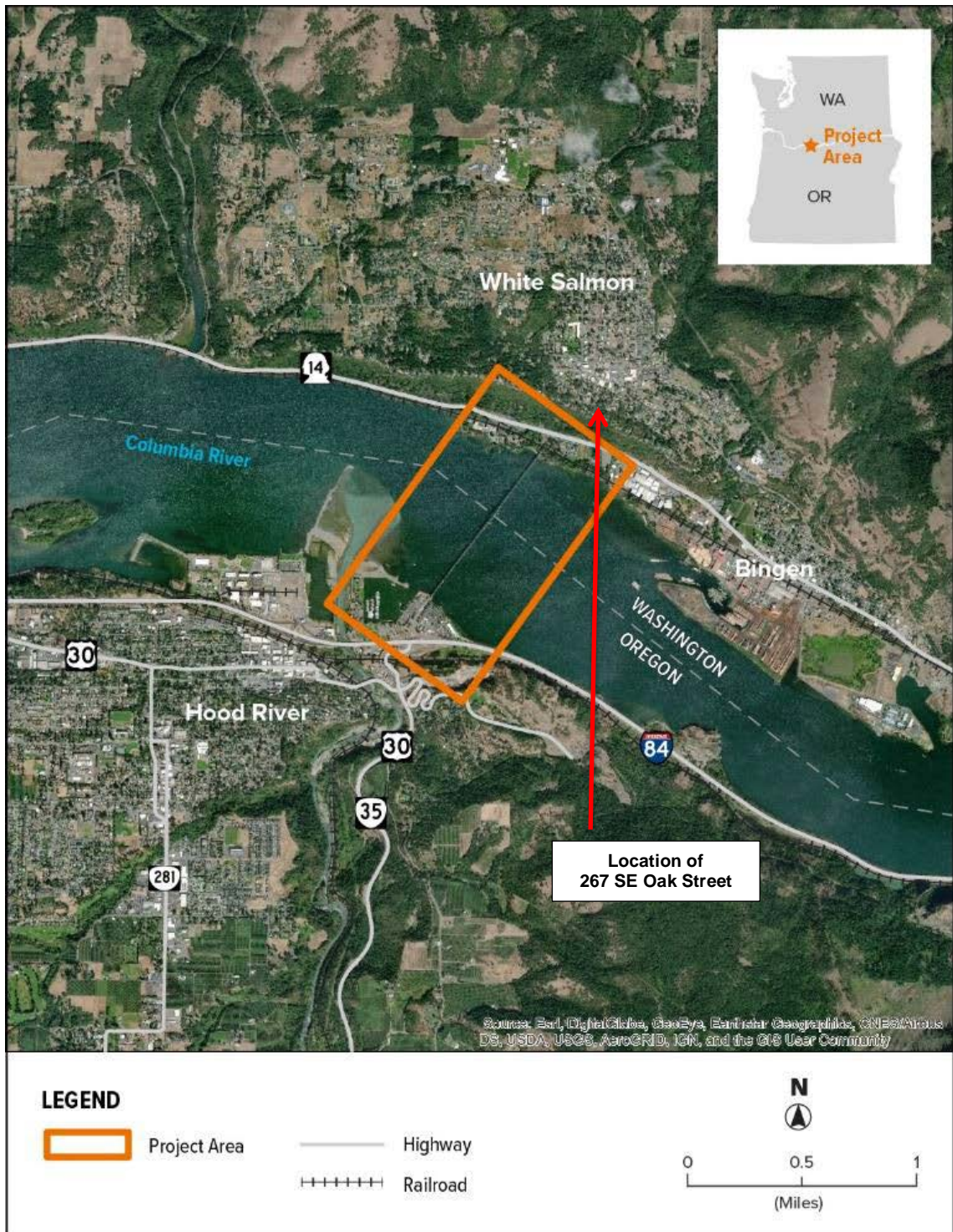


Figure 1. Project area & historic property location.

Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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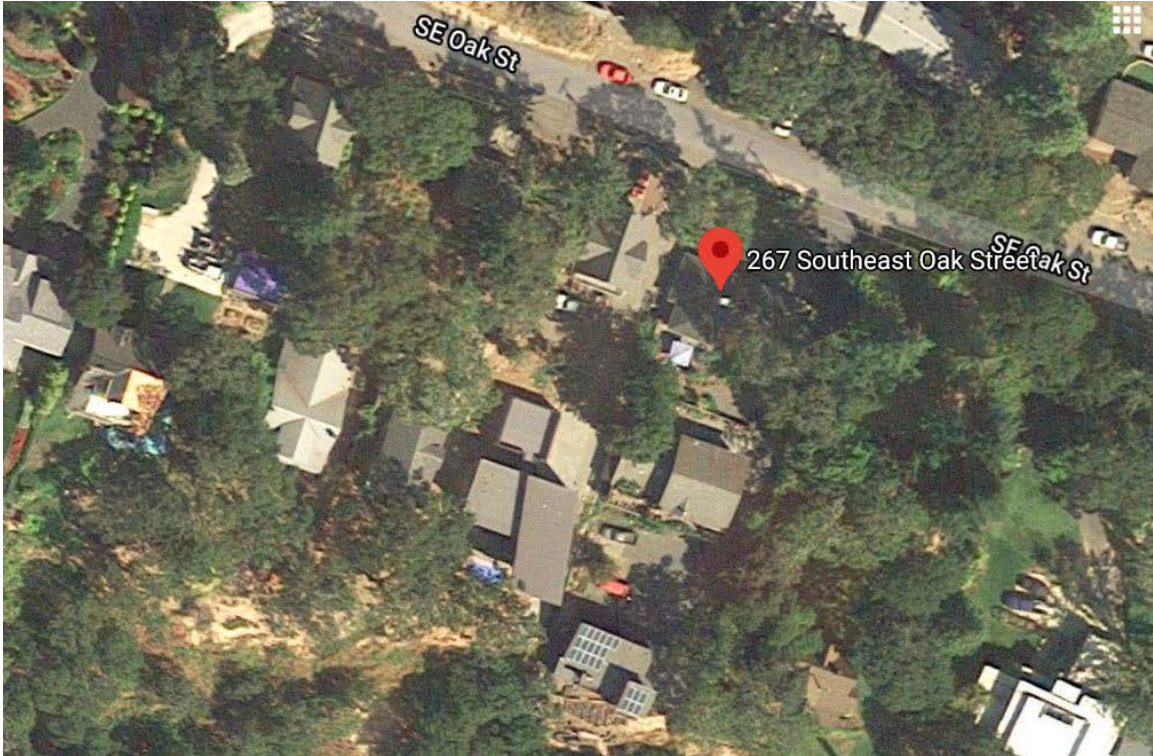


Figure 2. Detailed aerial view (2020) of 267 SE Oak Street, located in White Salmon, Washington (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The property at 267 SE Oak Street, developed around 1920, contains a single-family residence with an attached one-car garage. The residence is situated at the north edge of the original lot and is separated from the bluff by two newer houses. Unlike most bluff properties along SE Oak Street, this property has virtually no views of the river or gorge. Built in the English Cottage architectural style, the one-story house with basement is characterized by its gable roof porch, prominent brick chimney and brick details, cedar shingles, and multi-pane wood casement windows. The house's steeply pitched Dutch gable roof has side-facing gable peaks with wood vents and is clad in composition shingles. The house's original roof section has boxed eaves with a narrow overhang and under-eave beadboard. The garage's roof section is a shed form integrated into the east elevation and has no overhang.

The building is eligible for the NRHP under Criterion C in the area of Architecture for embodying the distinctive characteristics of a small 1920s-era English Cottage. The building is one of the few remaining examples of early, mostly unaltered, residential architecture along the White Salmon bluff. The building is significant at the local level and retains a period of significance that corresponds to the date of construction in 1923.

The property at 267 SE Oak Street, retains integrity of location, design, materials, workmanship, feeling, and association. Due to the division of the property's original lot in 1998 and construction of two houses that block views of the Columbia River Gorge, the integrity of setting has been diminished. Changes made to the property after the date of its construction include the addition of the garage (date unknown), construction of the rear deck in 1980, and division and development of the original lot in 1998.

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Figure 3. Photograph of 267 SE Oak Street, looking southwest towards Hood River Bridge.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 267 SE Oak Street

Street Address: 267 SE Oak Street

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Figure 4. 267 SE Oak Street south elevation, looking northeast.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 267 SE Oak Street	
Street Address: 267 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupported by the bridge.

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Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 267 SE Oak Street	
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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

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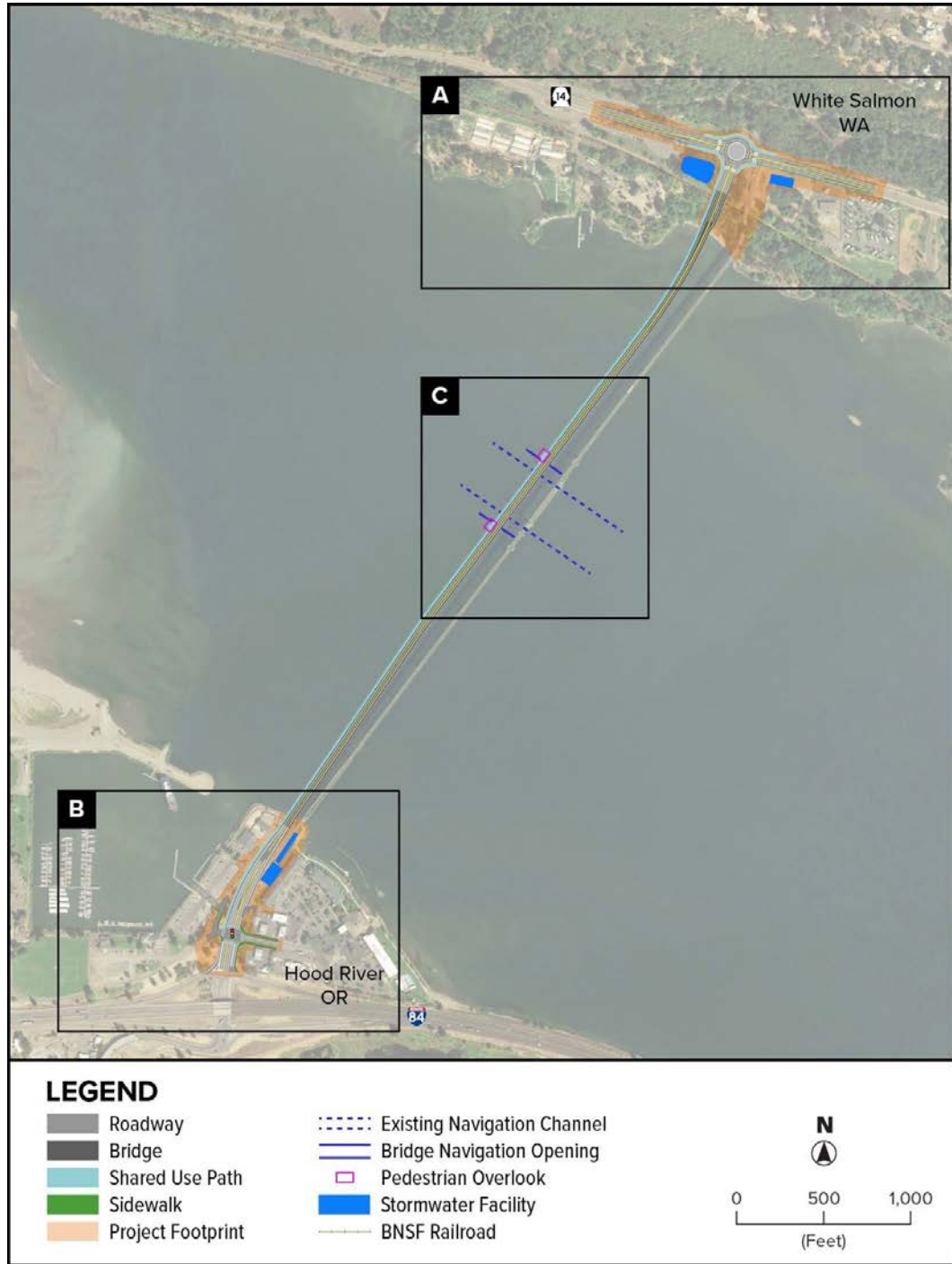


Figure 6. Preferred Alternative EC-2.

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Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

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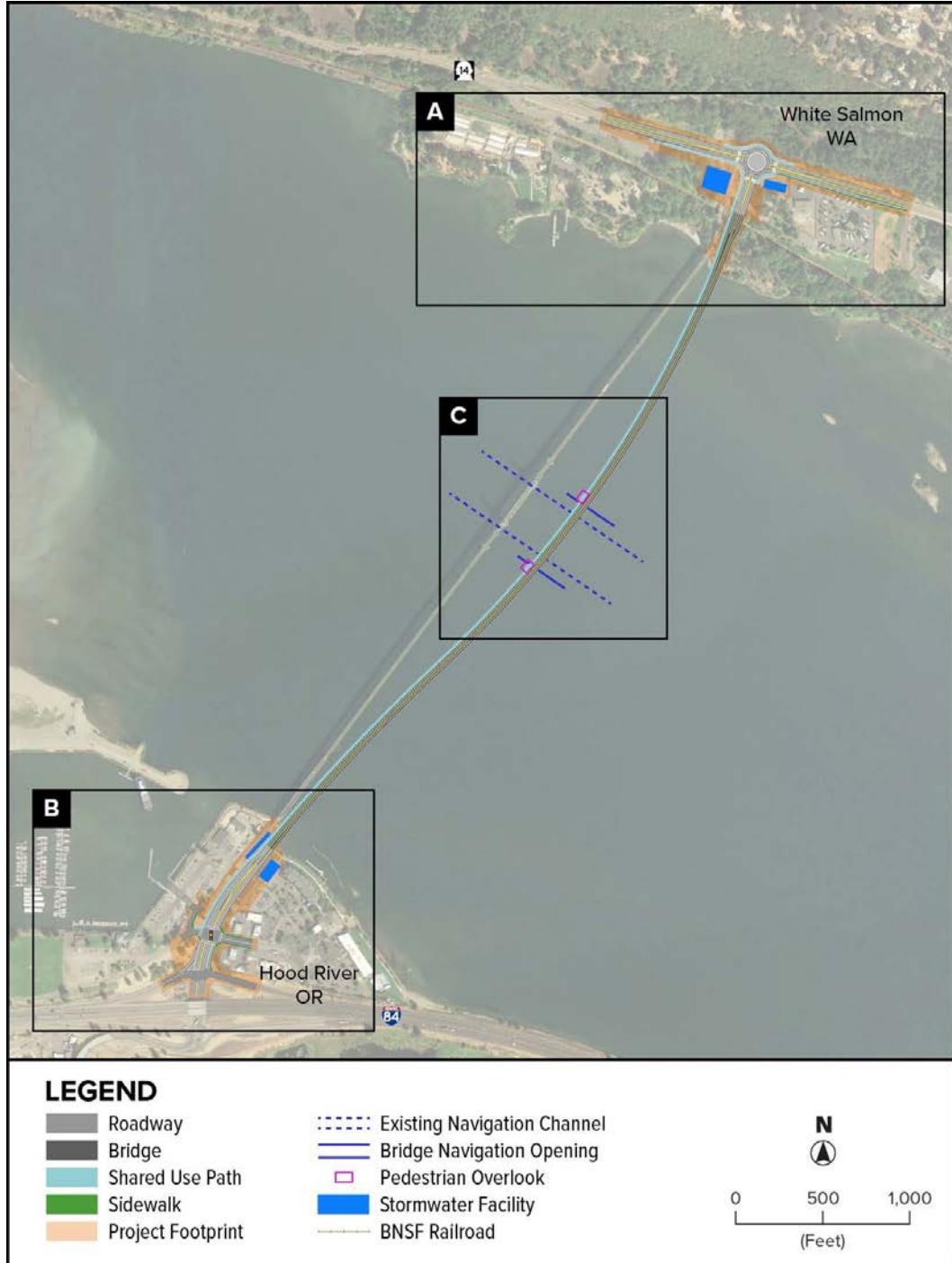


Figure 7. Alternative EC-3.

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Property Name: 267 SE Oak Street	
Street Address: 267 SE Oak Street	City, County: White Salmon, Klickitat County, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 267 SE Oak Street

Street Address: 267 SE Oak Street

City, County: White Salmon, Klickitat County, WA



Figure 8. 267 SE Oak Street west elevation, looking southwest towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 267 SE Oak Street	
Street Address: 267 SE Oak Street	City, County: White Salmon, Klickitat County, WA



Figure 9. Photograph from 267 SE Oak Street looking southwest towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 267 SE Oak Street	
Street Address: 267 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Evaluation of Effects: No Effect

The FHWA, in conjunction with ODOT, has determined that 267 SE Oak Street is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of 267 SE Oak Street but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 5 through 7 provide an overview of the project area, bridge construction alternatives in the vicinity of the 267 SE Oak Street and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of 267 SE Oak Street would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from 267 SE Oak Street. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would not likely result in no effects to 267 SE Oak Street as it would largely maintain the existing visual environment.

The Project would have no effects upon 267 SE Oak Street for the following reasons. First, the construction of 267 SE Oak Street was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 267 SE Oak Street to the bridge are non-existent or highly obscured due to the construction of the two modern houses to the south. Third, the historic qualities of the setting viewed from 267 SE Oak Street have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 267 SE Oak Street. The Project features, construction-related activities, and facility operation, therefore, would not affect the characteristics that make 267 SE Oak Street eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT, and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, WsDOT, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no effects to the characteristics that make 267 SE Oak Street eligible for the NRHP. A finding of **No Effect** pursuant to 36 CFR 800.4(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 267 SE Oak Street	
Street Address: 267 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

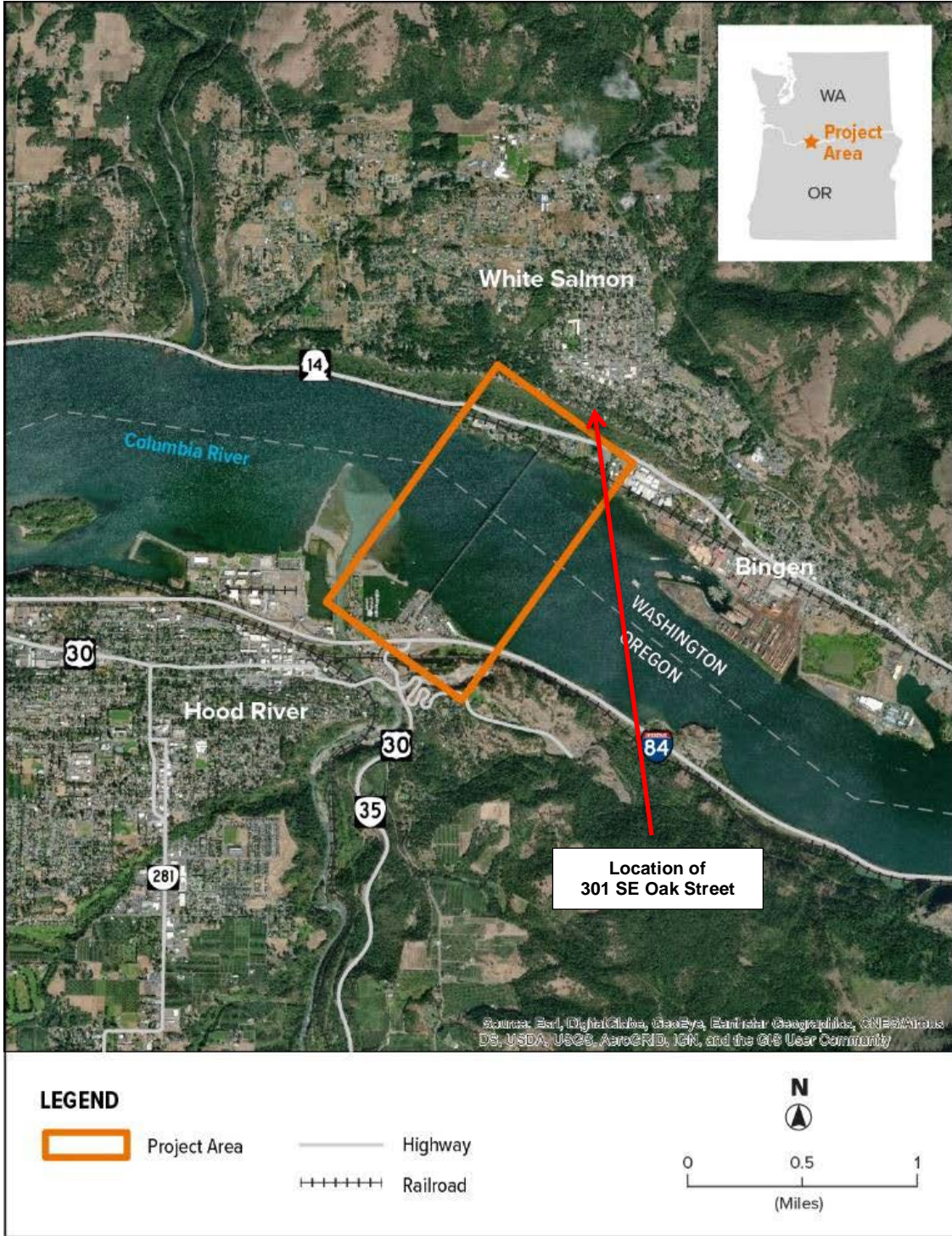


Figure 1. Project area & historic property location.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA



Figure 2. Detailed aerial view (2020) of 301 SE Oak Street, located in White Salmon, Washington (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The property at 301 SE Oak Street, developed around 1918, contains a single-family residence and one-car detached garage/converted shed. The residence is situated at the parcel's south side, near the bluff. Built in the English Cottage architectural style, the one-and-a-half story residence with a full daylight basement is characterized by the steeply pitched cross-gable roof with sweeping rooflines and wooden corbels; wood shingle siding; tall and narrow double-hung wood windows with multi-pane glazing; and brick chimney. The ostensible façade faces north toward SE Oak Street; however, the porch, heavily glazed enclosed patio, and large picture windows at the rear indicate the house's orientation south toward sweeping views of the Columbia River, the Gorge, and Mt. Hood.

The building is eligible for the NRHP under Criterion A in the area of Community Planning and Development for its association with early residential development along the White Salmon bluff. The property is significant at the local level and retains a period of significance that corresponds to the date of construction circa 1918.

The property at 301 SE Oak Street, retains integrity of location, design, setting, materials, workmanship, feeling, and association. Changes made to the property after the date of its construction include the addition of storm windows and replacement vinyl windows and roofing material (dates unknown).

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA



Figure 3. Photograph of 301 SE Oak Street, looking southwest towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 301 SE Oak Street

Street Address: 301 SE Oak Street

City, County: White Salmon, Klickitat County, WA



Figure 4. 301 SE Oak Street, looking southwest towards Hood River Bridge.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupported by the bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA



Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

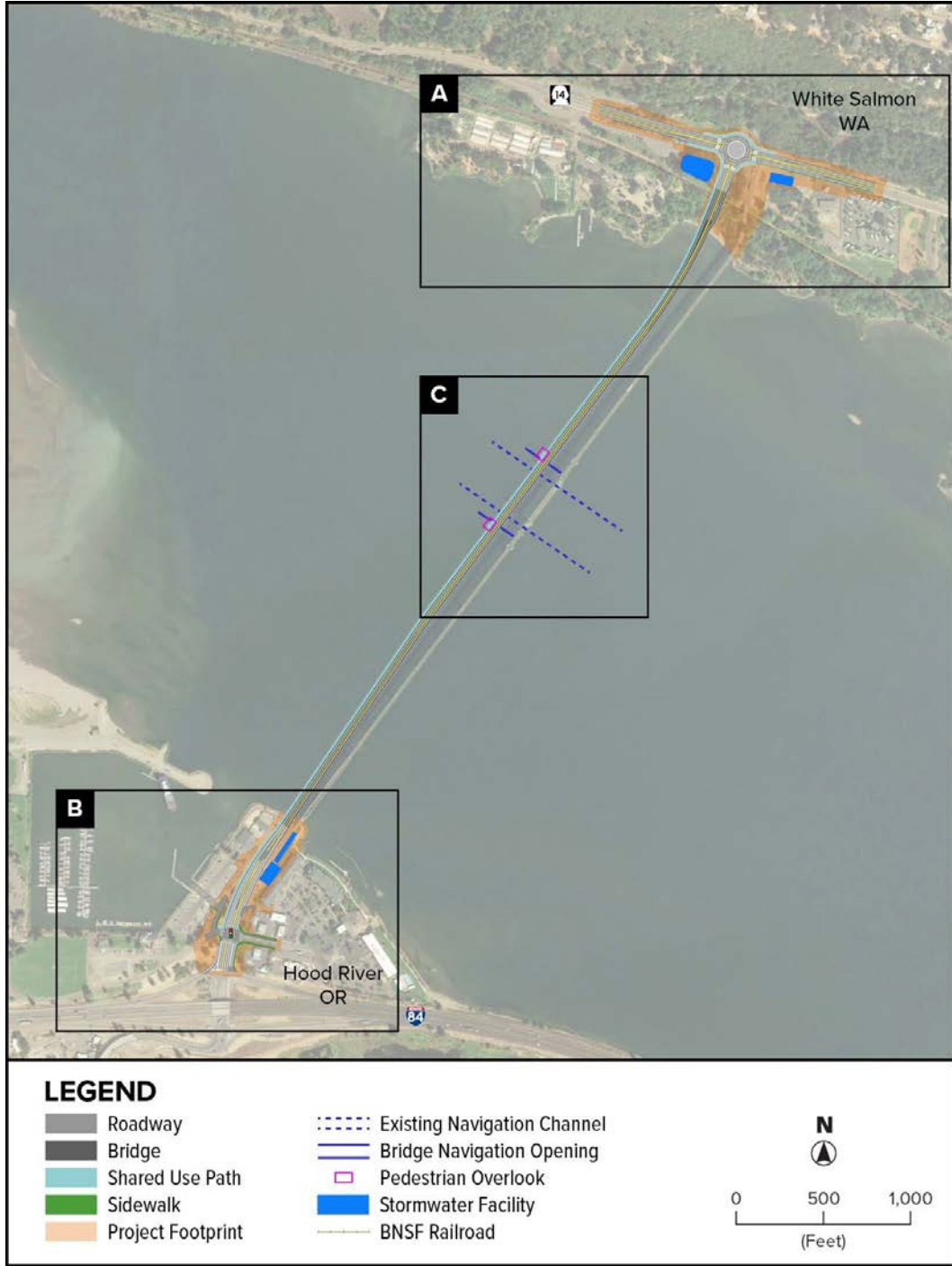


Figure 6. Preferred Alternative EC-2.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

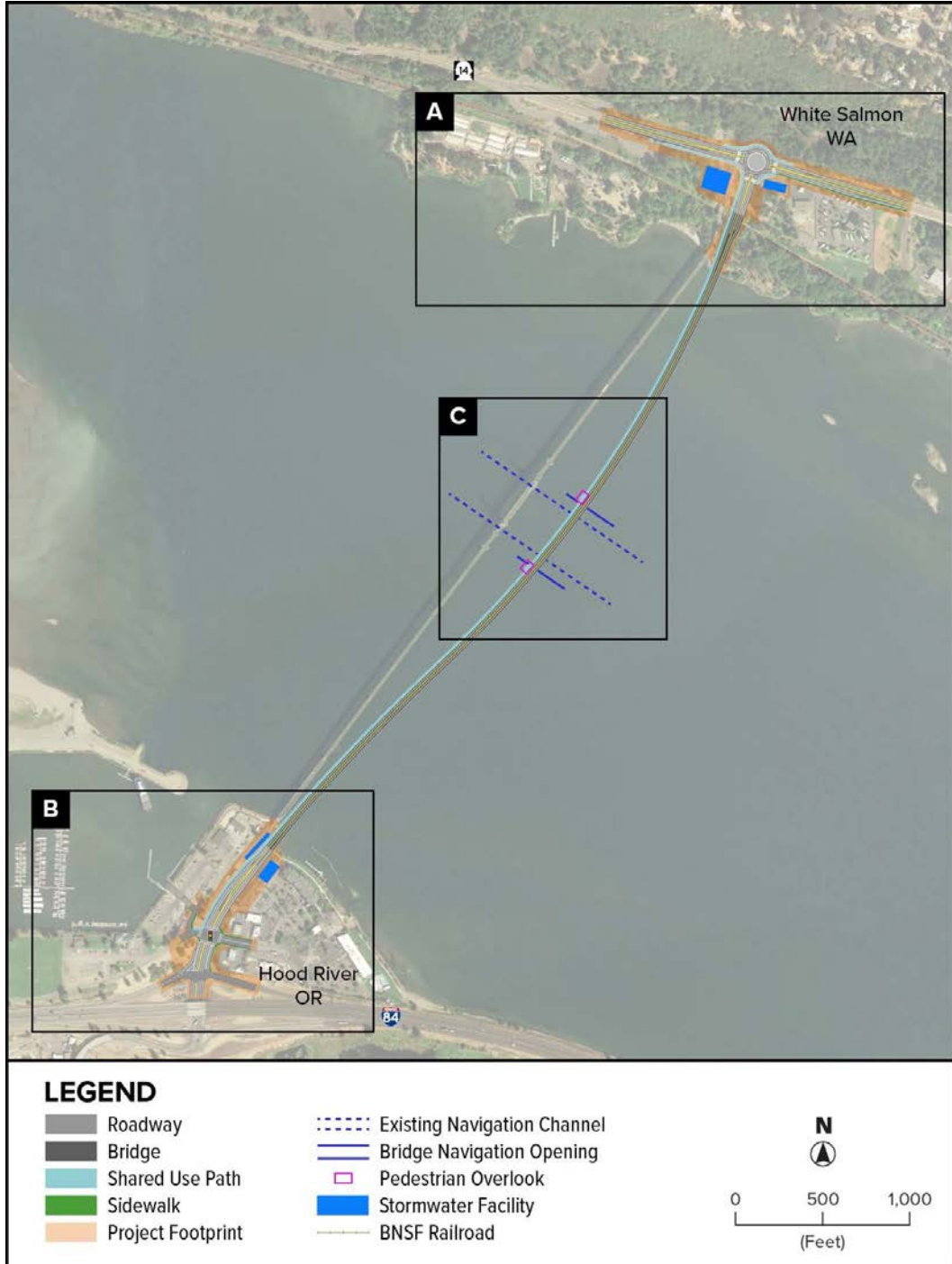


Figure 7. Alternative EC-3.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA



Figure 8. Photograph from 301 SE Oak Street looking southwest towards Hood River Bridge.

Evaluation of Effects: No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 301 SE Oak Street is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of 301 SE Oak Street but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 3 through 8 provide an overview of the project area, bridge construction alternatives in the vicinity of the 301 SE Oak Street and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of 301 SE Oak Street would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from 301 SE Oak Street. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would likely result in no effects to 301 SE Oak Street as it would largely maintain the existing visual environment.

The Project would have no adverse effects upon 301 SE Oak Street for the following reasons. First, the construction of 301 SE Oak Street was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 301 SE Oak Street to the bridge are partially obstructed by vegetation along the western boundary of the property. Third, the historic

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

qualities of the setting viewed from 301 SE Oak Street have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 301 SE Oak Street. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 301 SE Oak Street eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make 301 SE Oak Street eligible for the NRHP. A finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 301 SE Oak Street	
Street Address: 301 SE Oak Street	City, County: White Salmon, Klickitat County, WA

Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 345 W Jewett Boulevard	
Street Address: 345 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 1. Project area & historic property location.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 345 W Jewett Boulevard	
Street Address: 345 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

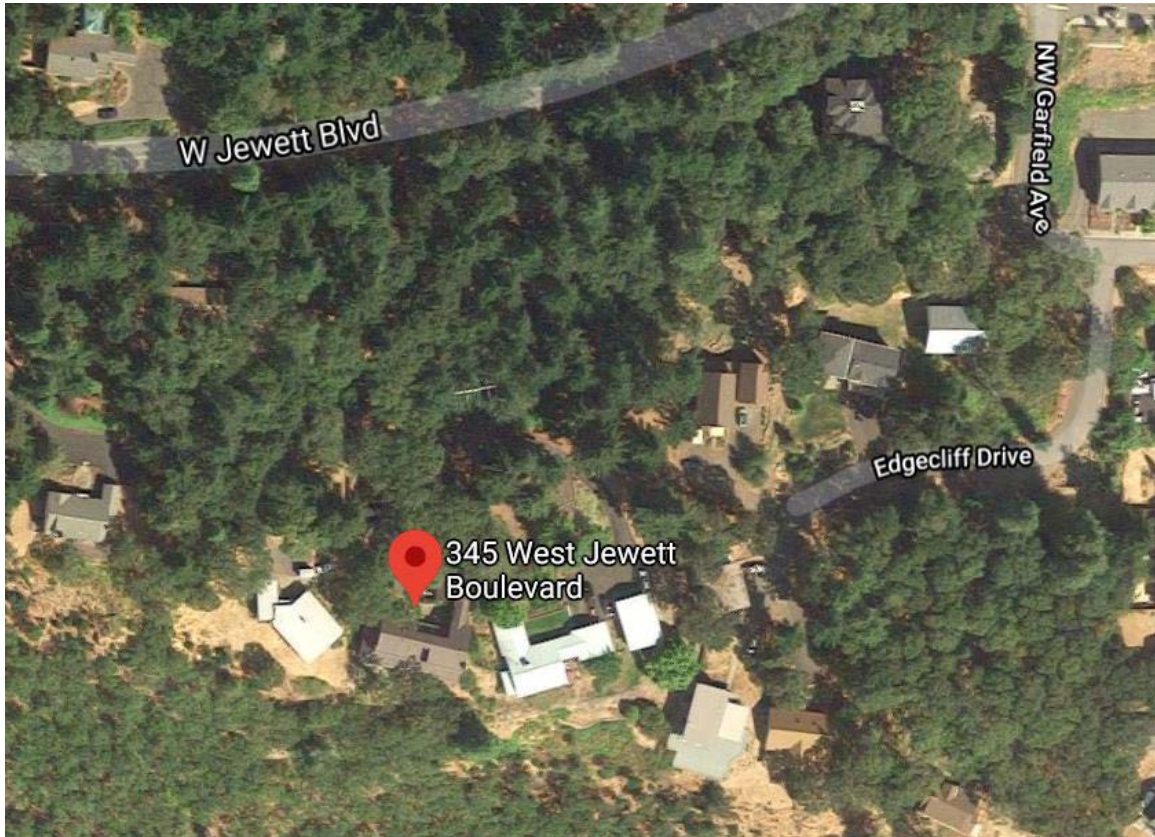


Figure 2. Detailed aerial view (2020) of 345 W Jewett Boulevard, located in White Salmon, Washington (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The property at 345 W Jewett Boulevard, built in 1973, contains a single-family residence and garage on a 0.52-acre parcel. The two-story residence’s design incorporates elements of the Northwest style, a regional interpretation of Modernist architecture that emerged in Portland, Oregon during the late 1930s. The house is characterized by its intensive use of natural regional materials, particularly vertical wood board siding, creating broad expanses of uninterrupted wall surface. These expanses are punctuated by a distinctive roof opening, typical of Northwest-style buildings, with large windows that expose the second-story interior, creating a transparency that provides southern views from the house’s north side. Extensive use of glazing, especially on the second story, enhance natural lighting and landscape views. The house’s moderately pitched, side-gable roof displays moderate overhang and is clad in standing seam sheet metal. Fenestration consists of large metal sliders and fixed picture windows. A two-story hallway or enclosed breezeway connects the residence with the two-story garage. The two-car garage has a side gable roof with triangular clerestory windows atop a pent roof section that is clad in corrugated metal sheeting. The garage siding is vertical wood board.

The building is eligible for the NRHP under Criterion C in the area of Architecture for embodying the distinctive characteristics of a Northwest-style residence that has adapted to the White Salmon bluff’s particular topography and climate through incorporation of ample wood in the siding, a distinctive roof opening with large windows to enhance natural lighting and views toward Mt. Hood, and a building configuration that shelters the front entrance from intense bluff winds. The property is significant at the local level and retains a period of significance that corresponds to the date of construction in 1973.

The residence at 345 W Jewett Boulevard, retains integrity of location, design, setting materials, workmanship, feeling, and association.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 345 W Jewett Boulevard	
Street Address: 345 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 3. Photograph of 345 W Jewett Boulevard, looking south towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 345 W Jewett Boulevard	
Street Address: 345 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 4. Photograph from 345 W Jewett Boulevard looking southeast towards Hood River Bridge (pre-2016).

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 345 W Jewett Boulevard	
Street Address: 345 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupported by the bridge.

Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 345 W Jewett Boulevard	
Street Address: 345 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

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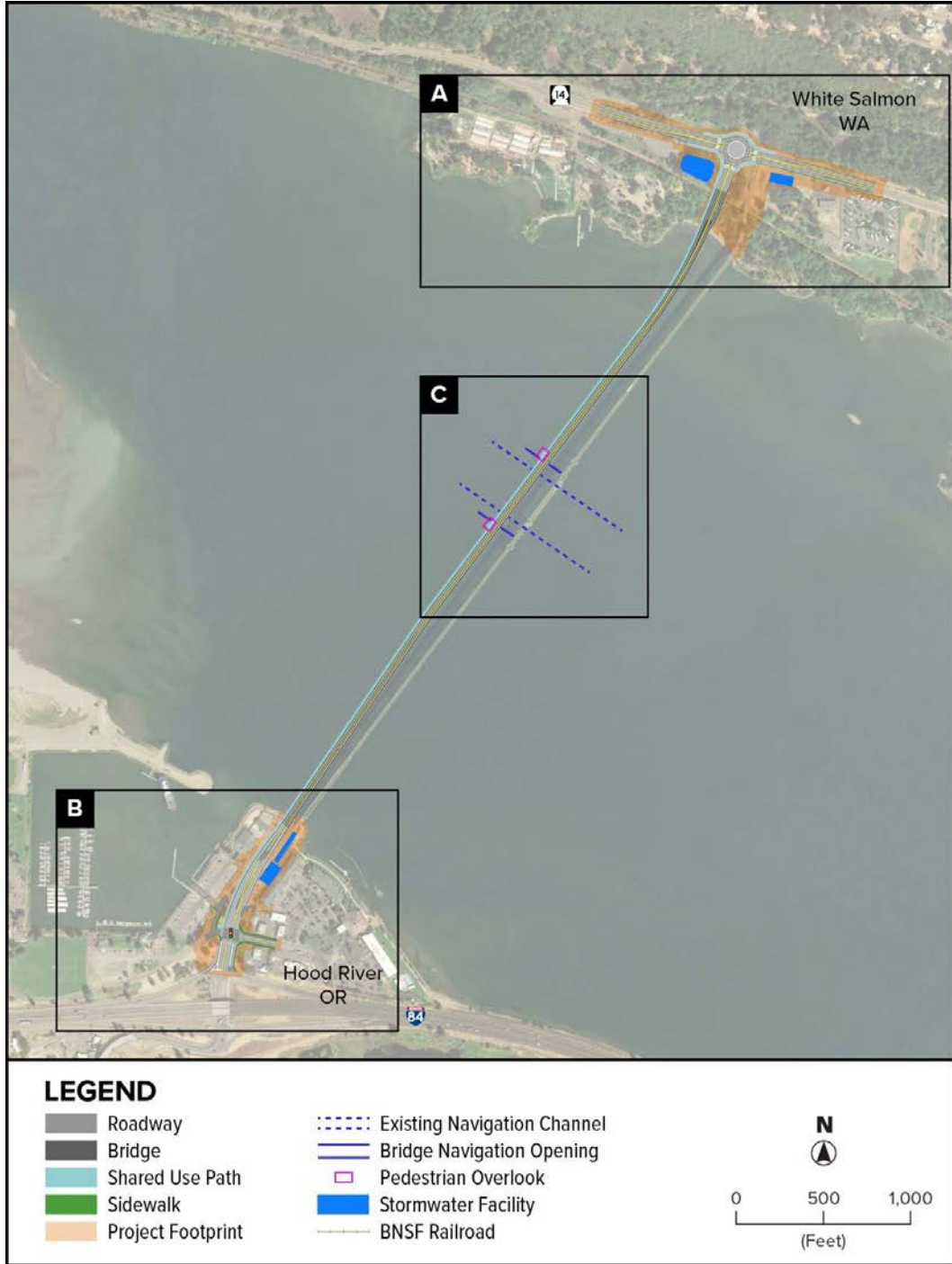


Figure 6. Preferred Alternative EC-2.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

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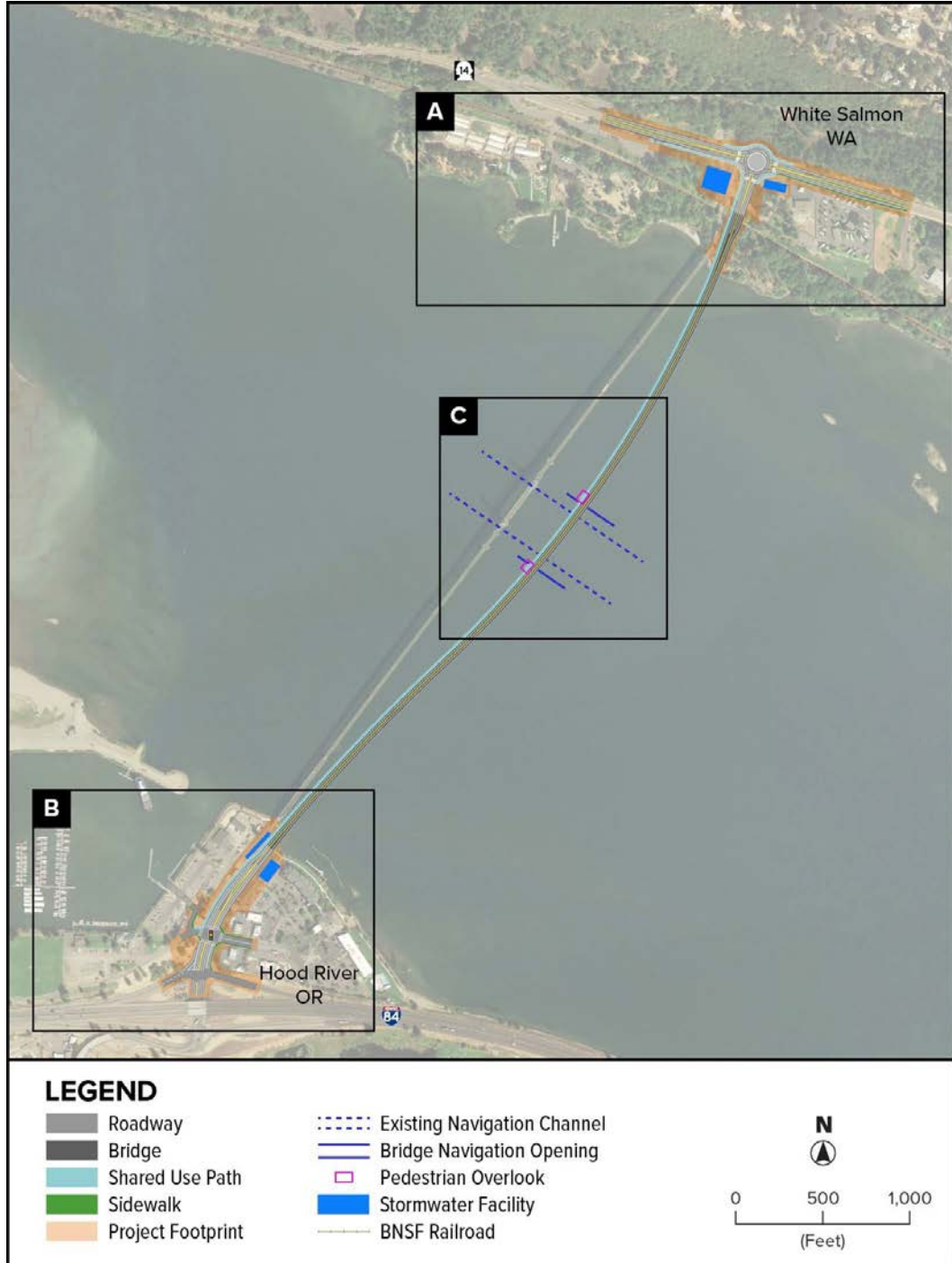


Figure 7. Alternative EC-3.

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	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

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Evaluation of Effects: No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 345 W Jewett Boulevard is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of 345 W Jewett Boulevard but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 5 through 7 provide an overview of the project area, bridge construction alternatives in the vicinity of the 345 W Jewett Boulevard and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of 345 W Jewett Boulevard would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from 345 W Jewett Boulevard. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would not likely result in no effects to 345 W Jewett Boulevard as it would largely maintain the existing visual environment. It should be noted that access was not granted to this property by the property owner and so effects were estimated using mapping and by approximating impacts based on the nature of impacts to similarly situated properties.

The Project would have no adverse effects upon 345 W Jewett Boulevard for the following reasons. First, the construction of 345 W Jewett Boulevard was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 345 W Jewett Boulevard to the bridge appear to be partially obstructed by vegetation along the south side of the property. Third, the historic qualities of the setting viewed from 345 W Jewett Boulevard have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 345 W Jewett Boulevard. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 345 W Jewett Boulevard eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT, and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make 345 W Jewett Boulevard eligible for the NRHP. A finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

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Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: Van Alstine House

Street Address: 435 W Jewett Boulevard City, County: White Salmon, Klickitat County, WA

Preliminary Finding of Effect:
 No Effect No Adverse Effect Adverse Effect

State Historic Preservation Office Comments:
 Concur Do Not Concur: No Effect
 No Adverse Effect
 Adverse Effect

Signed _____ Date _____

Comments:

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on the Van Alstine House, located at 435 W Jewett Boulevard, White Salmon, Washington.

The Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) have determined the Van Alstine House was eligible for the National Register of Historic Places (NRHP). This determination has been submitted to the Washington State Historic Preservation Officer (SHPO) for review and concurrence.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no adverse effects to the characteristics that make the Van Alstine House eligible for the NRHP and thus a finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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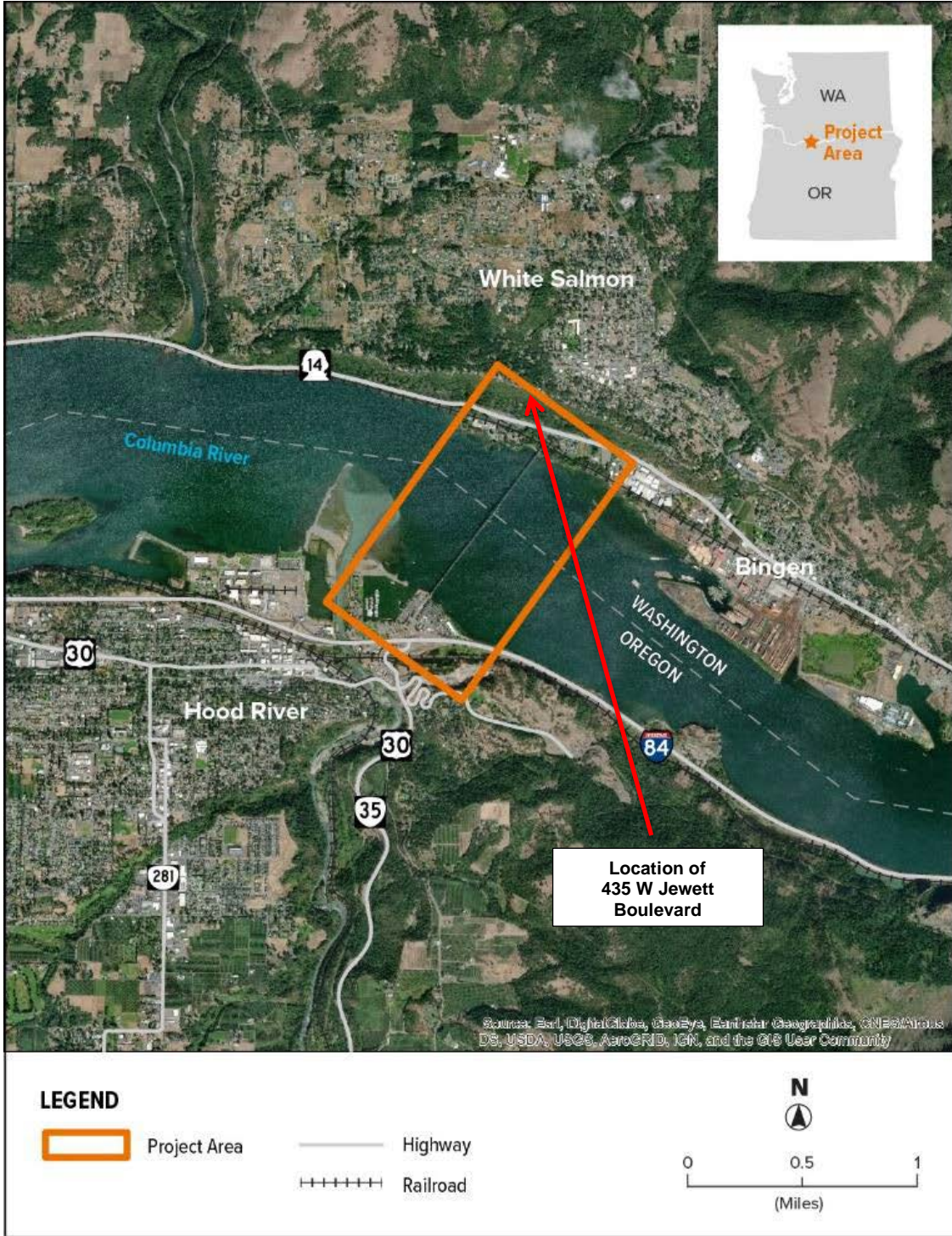


Figure 1. Project area & historic property location.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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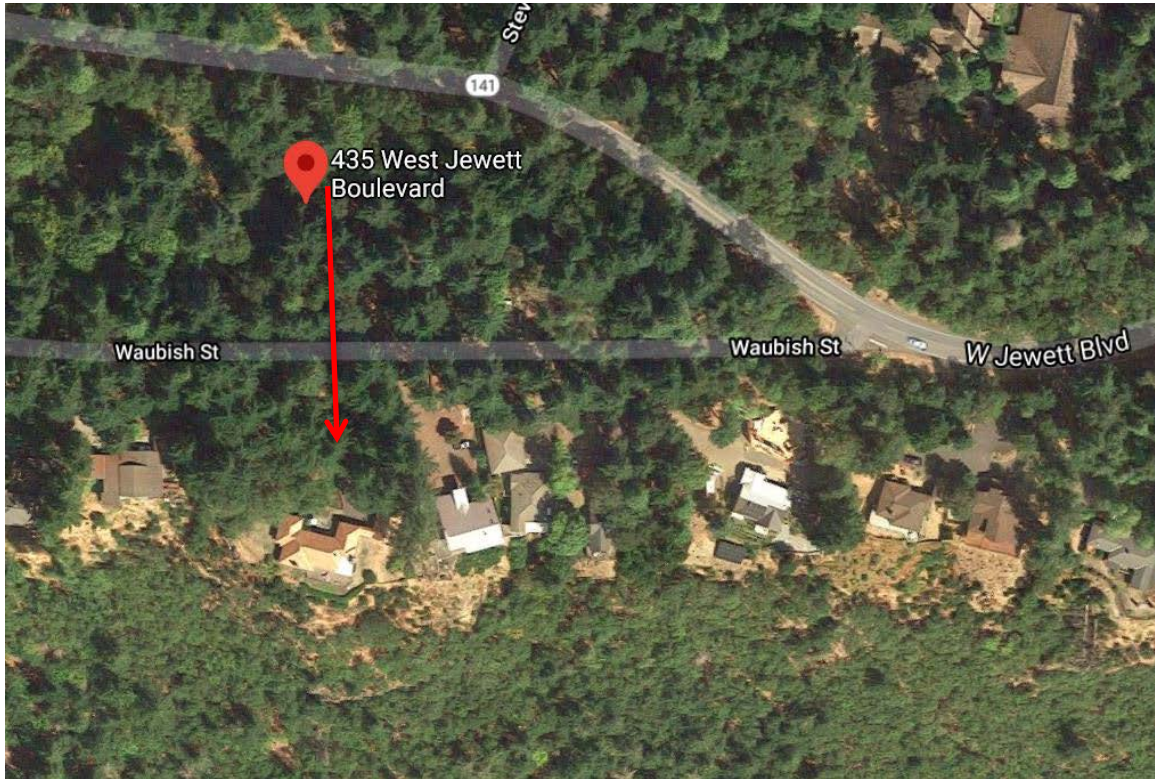


Figure 2. Detailed aerial view (2020) of the Van Alstine House, located in White Salmon, Washington (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The Van Alstine House at 435 W Jewett Boulevard, built in 1965, contains a single-family residence on a 0.92-acre parcel that slopes down from W Jewett Boulevard to the south. The residence is situated on the parcel's south side along the bluff. The one-and-one-half-story house displays a high-pitched hipped and gable roof with moderate overhangs; horizontal wood board and non-structural, polychromatic brick siding; and large multi-lite fixed windows in original wood surrounds that collectively display design characteristic of the Ranch architectural style. The roof is finished with asphalt shingles and features exposed roof beams and large gables near the west and east ends of the facade. The rear (south) elevation features a large wood deck and a variety of windows that provide expansive views of the Columbia River Gorge, Mt. Hood, and the Hood River Bridge.

The building is eligible for the NRHP under Criterion C in the area of Architecture for embodying the distinctive characteristics of Ranch-style architecture, including its rectangular form, horizontal wood board and brick siding, hipped and gable roof forms with moderate overhangs, and original wood windows. The house is one of the few remaining examples of White Salmon bluff residences from the early midcentury that largely retains historical integrity. The property is significant at the local level and retains a period of significance that corresponds to the date of construction in 1965.

The Van Alstine House retains integrity of location, design, setting, materials, workmanship, feeling, and association. Changes made to the property after the date of its construction include the installation of vinyl windows in the south and west elevations, the replacement of the sliding glass door in the south elevation, replacement of the rear wood deck, and interior alterations (dates unknown).

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Figure 3. Photograph of the Van Alstine House, looking south towards Hood River Bridge.

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Figure 4. Photograph of the Van Alstine House's south elevation and rear deck looking northeast.

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Property Name: Van Alstine House	
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Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupportable by the bridge.

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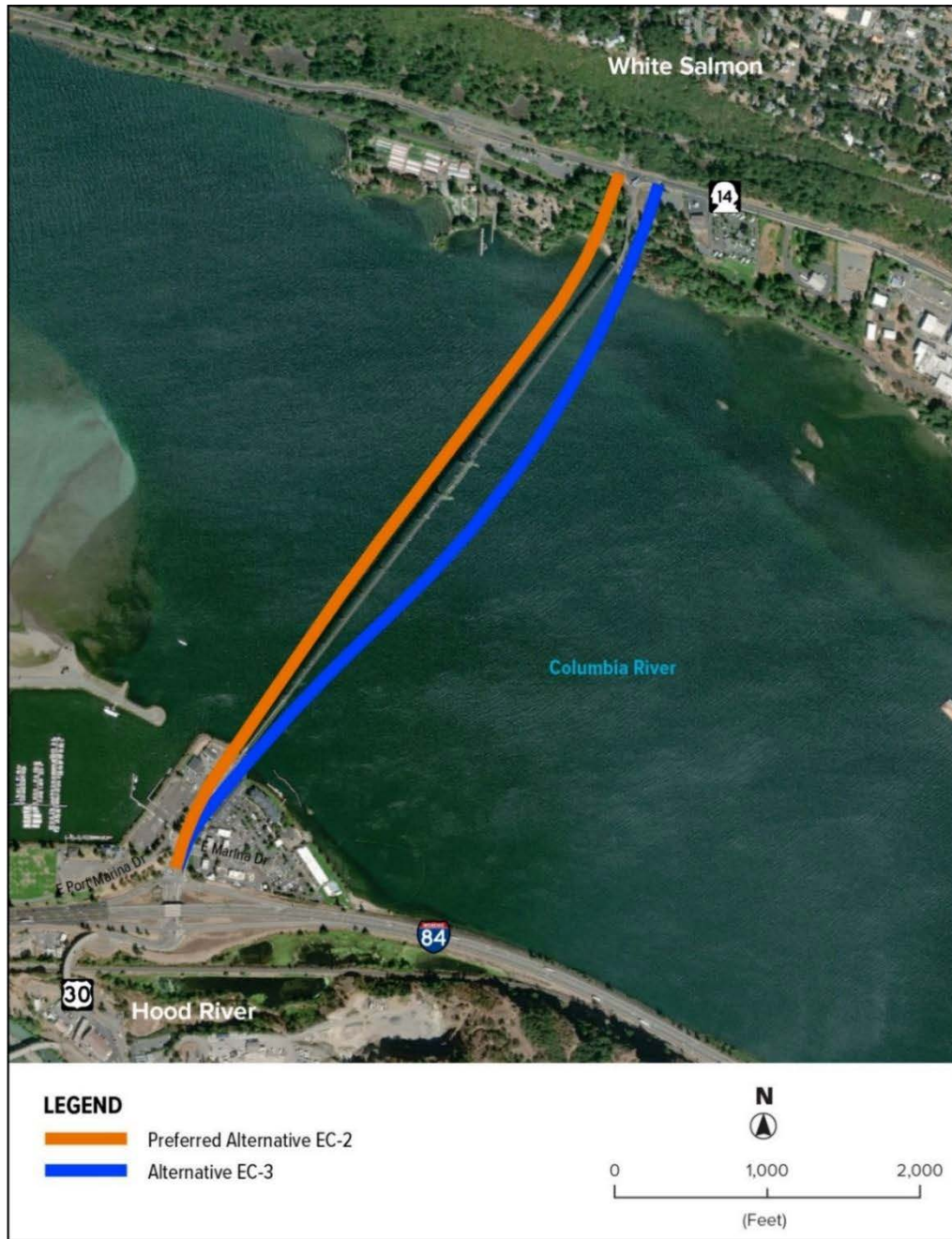


Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3.

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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

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The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

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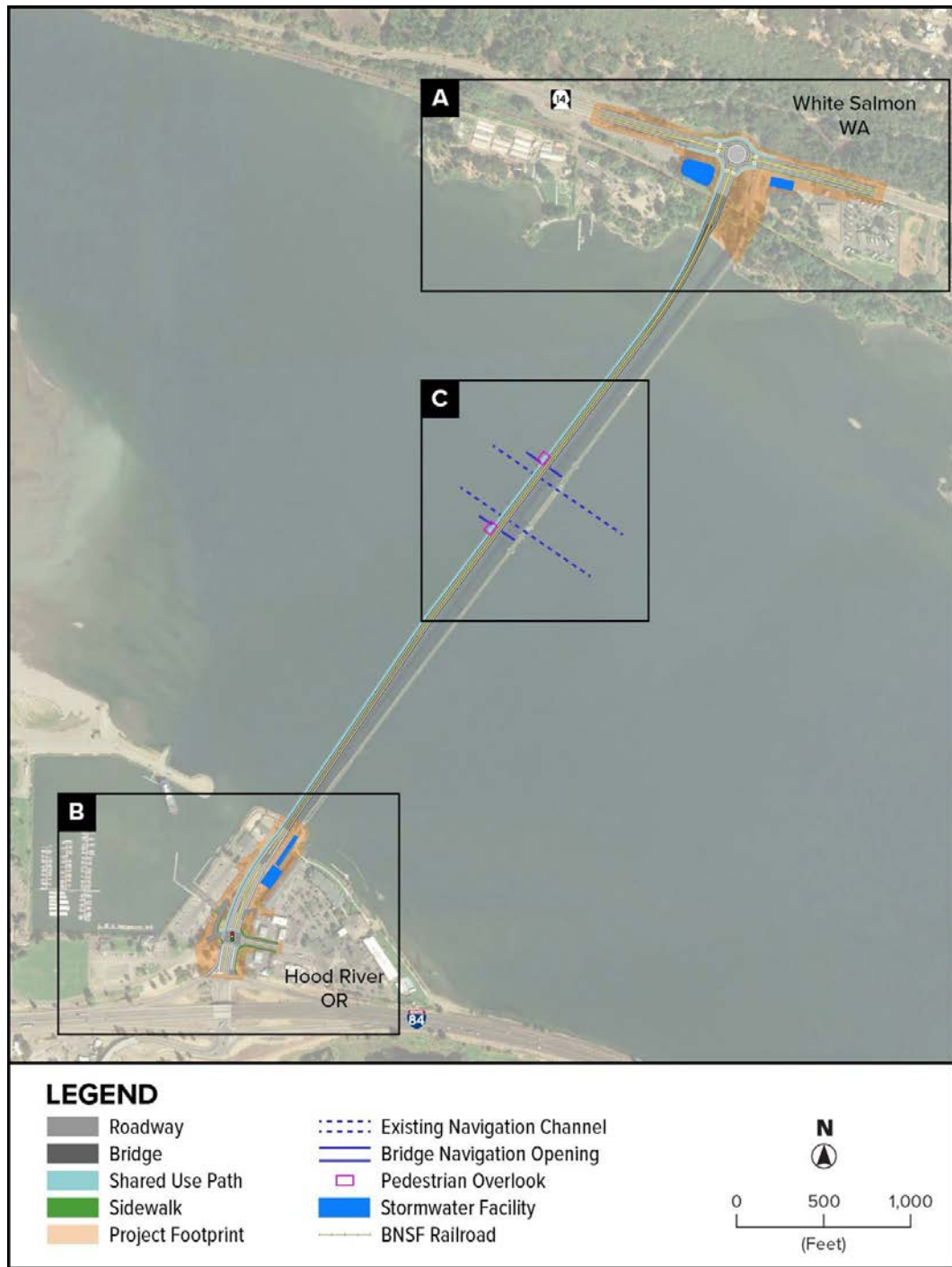


Figure 6. Preferred Alternative EC-2.

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Street Address: 435 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Van Alstine House	
Street Address: 435 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

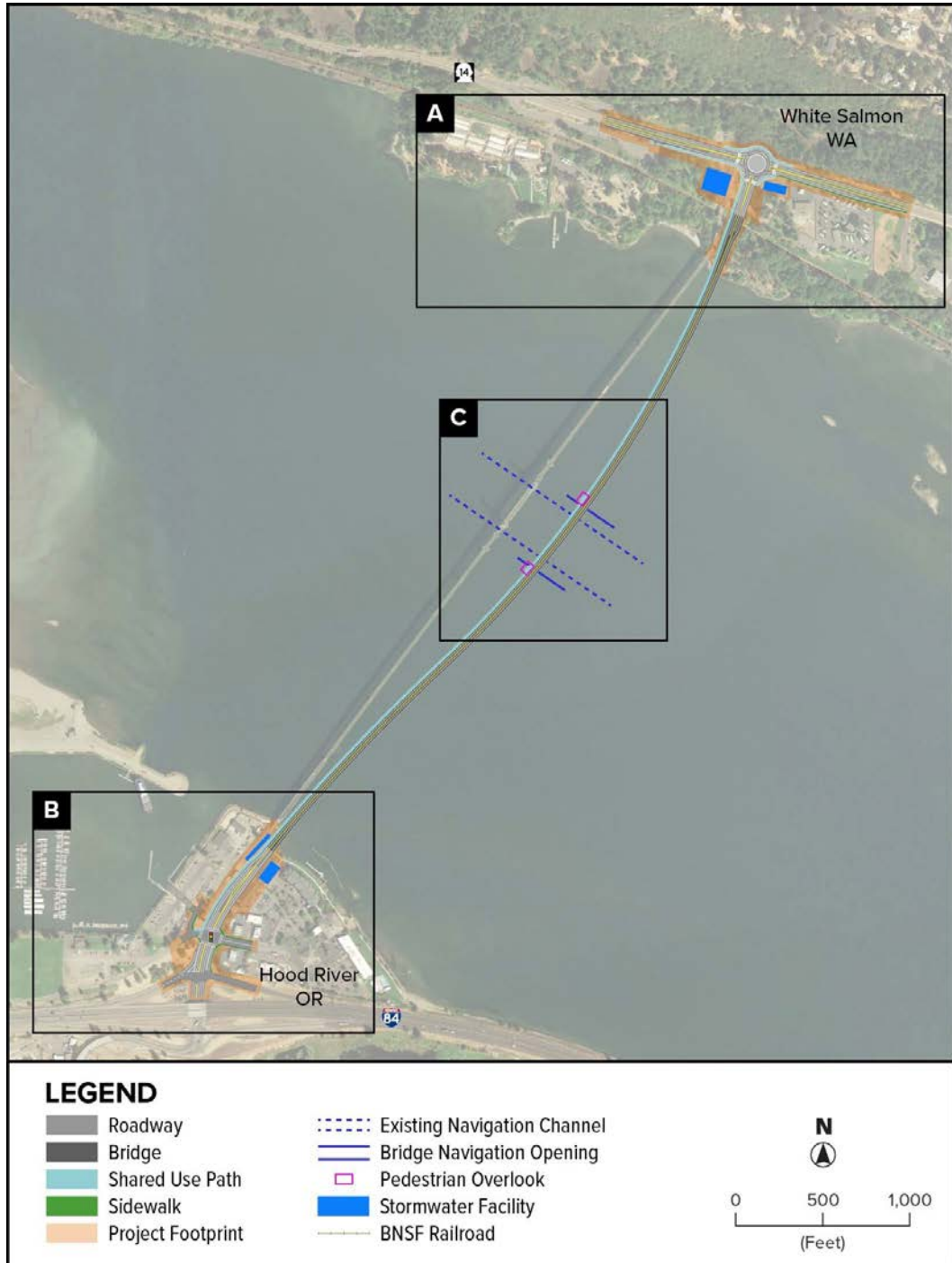


Figure 7. Alternative EC-3.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Van Alstine House	
Street Address: 435 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: Van Alstine House

Street Address: 435 W Jewett Boulevard

City, County: White Salmon, Klickitat County, WA



Figure 8. Van Alstine House, looking southeast towards Hood River Bridge and Mount Hood.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Van Alstine House	
Street Address: 435 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 9. Van Alstine House east and south elevations, looking west.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Van Alstine House	
Street Address: 435 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Evaluation of Effects: No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that the Van Alstine House is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of the Van Alstine House but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 5 through 7 provide an overview of the project area, bridge construction alternatives in the vicinity of the Van Alstine House and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of the Van Alstine House would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from the Van Alstine House. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would not likely result in no effects to the Van Alstine House as it would largely maintain the existing visual environment.

The Project would have no adverse effects upon the Van Alstine House for the following reasons. First, the construction of the Van Alstine House was not necessarily historically associated with construction of the Hood River Bridge. Second, the historic qualities of the setting viewed from the Van Alstine House have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from the Van Alstine House. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the Van Alstine House eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT, and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make the Van Alstine House eligible for the NRHP. A finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Van Alstine House	
Street Address: 435 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.

Section 106 LEVEL OF EFFECT FORM

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 447 W Jewett Boulevard

Street Address: 447 W Jewett Boulevard

City, County: White Salmon, Klickitat County, WA

Preliminary Finding of Effect:

No Effect

No Adverse Effect

Adverse Effect

State Historic Preservation Office Comments:

Concur

Do Not Concur:

No Effect

No Adverse Effect

Adverse Effect

Signed _____

Date _____

Comments:

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on 447 W Jewett Boulevard, located in White Salmon, Washington.

The Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) have determined 447 W Jewett Boulevard was eligible for the National Register of Historic Places (NRHP). This determination has been submitted to the Washington State Historic Preservation Officer (SHPO) for review and concurrence.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no adverse effects to the characteristics that make 447 W Jewett Boulevard eligible for the NRHP and thus a finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project’s purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

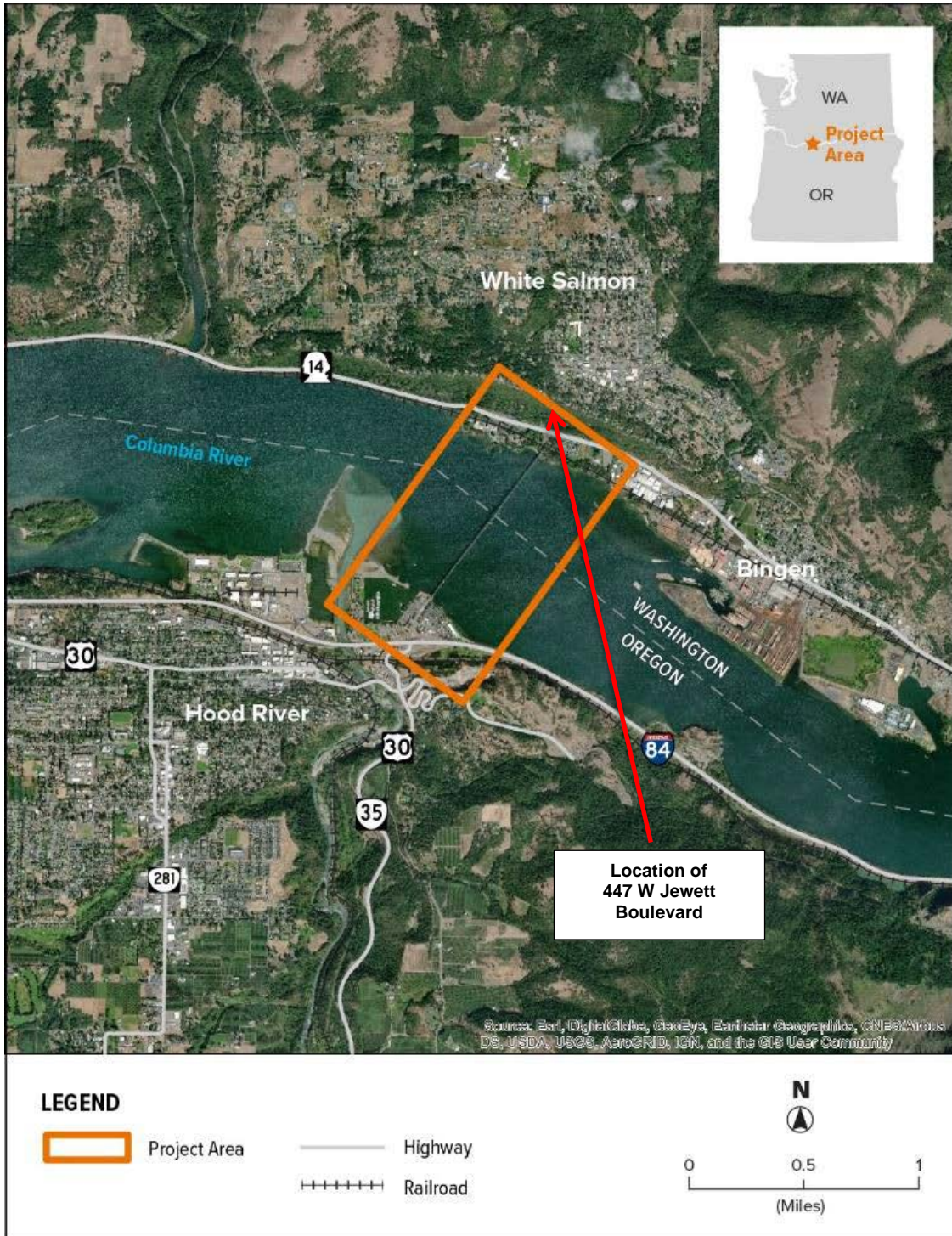


Figure 1. Project area & historic property location.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

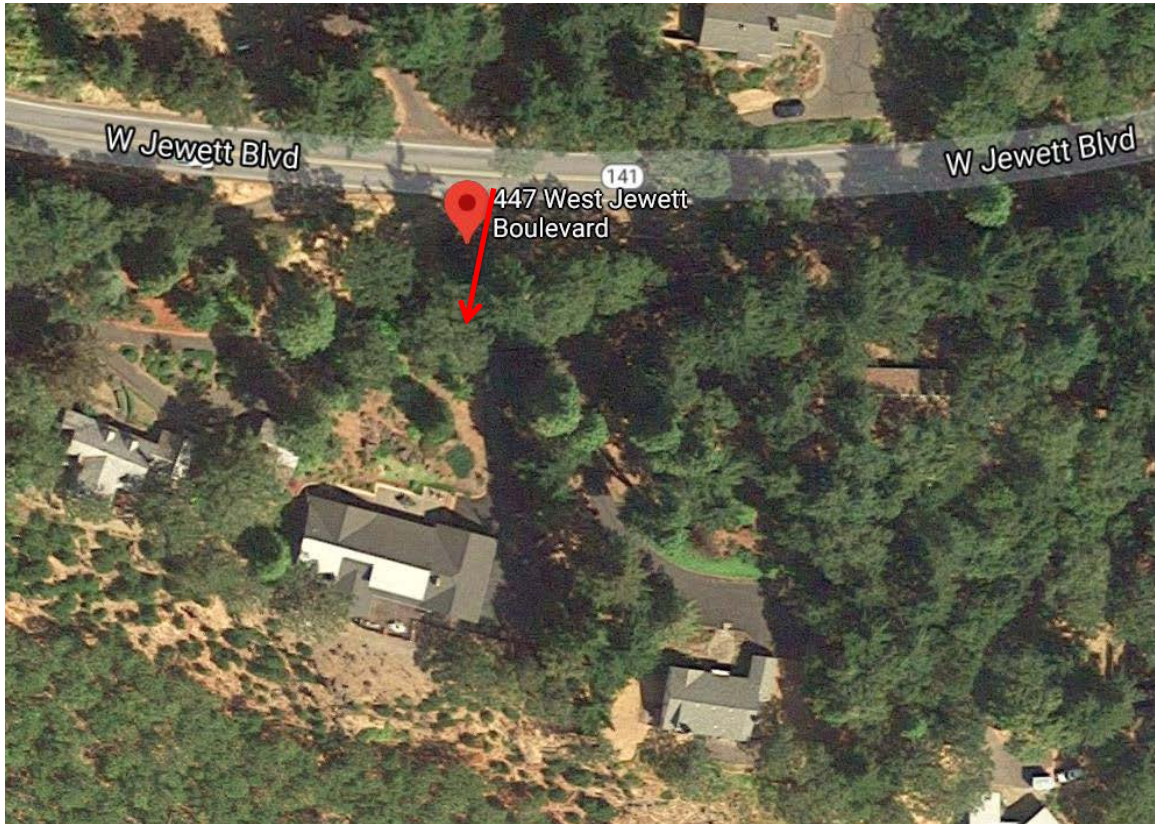


Figure 2. Detailed aerial view (2020) of 447 W Jewett Boulevard, located in White Salmon, Washington (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The property at 447 W Jewett Boulevard, developed in 1940, contains a single-family residence and a two-car detached garage. The house displays elements of the Colonial Revival architectural style, such as the side-gable roof, symmetrical fenestration, accentuated front entrance, and brick detailing. As an adaptation to the sloping parcel and to take advantage of landscape and river views to the south, the house was built with one, one-and-a-half, and two-story sections. Its design is also characterized by its paired gable dormers, horizontal wood board siding, wood shingle roofing, and incorporation of basalt in the foundation and landscaping. The plan is asymmetrical with projecting gable roof sections on the side and rear elevations. The house has two red brick chimneys and a variety of windows including multi-pane wood casement windows with decorative wood shutters. A one-story addition with a flared front-gable roof has been integrated into the east elevation. The south (rear) elevation has an elevated enclosed outdoor patio with large multi-pane wood windows that provide expansive views of the Columbia River Gorge, Hood River Bridge, and Mt. Hood.

The building is eligible for the NRHP under Criterion C in the area of Architecture for embodying the distinctive characteristics of a World War II-era residence with Colonial Revival details that has adapted to the White Salmon bluff's particular topography and heavily incorporated the bluff's natural basalt into the building's design, construction, and landscaping. The house is one of the few remaining examples of mostly unaltered White Salmon bluff residences from the early midcentury. The property is significant at the local level and retains a period of significance that corresponds to the date of construction, 1940.

The property at 447 W Jewett Boulevard, retains integrity of location, design, setting materials, workmanship, feeling, and association. Changes made to the property after the date of its construction include the conversion of the original sundeck into an enclosed room and balcony in 1959-60 and construction of an addition to the east elevation of the residence (date unknown) and a two-car garage and breezeway to the east circa the 1950s (Roche 2020).

Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 3. Photograph of 447 W Jewett Boulevard, looking southeast towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 447 W Jewett Boulevard

Street Address: 447 W Jewett Boulevard

City, County: White Salmon, Klickitat County, WA



Figure 4. 447 W Jewett Boulevard, looking southeast towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 5. 447 W Jewett Boulevard south elevation and enclosed patio, looking northwest.

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupportable by the bridge.

Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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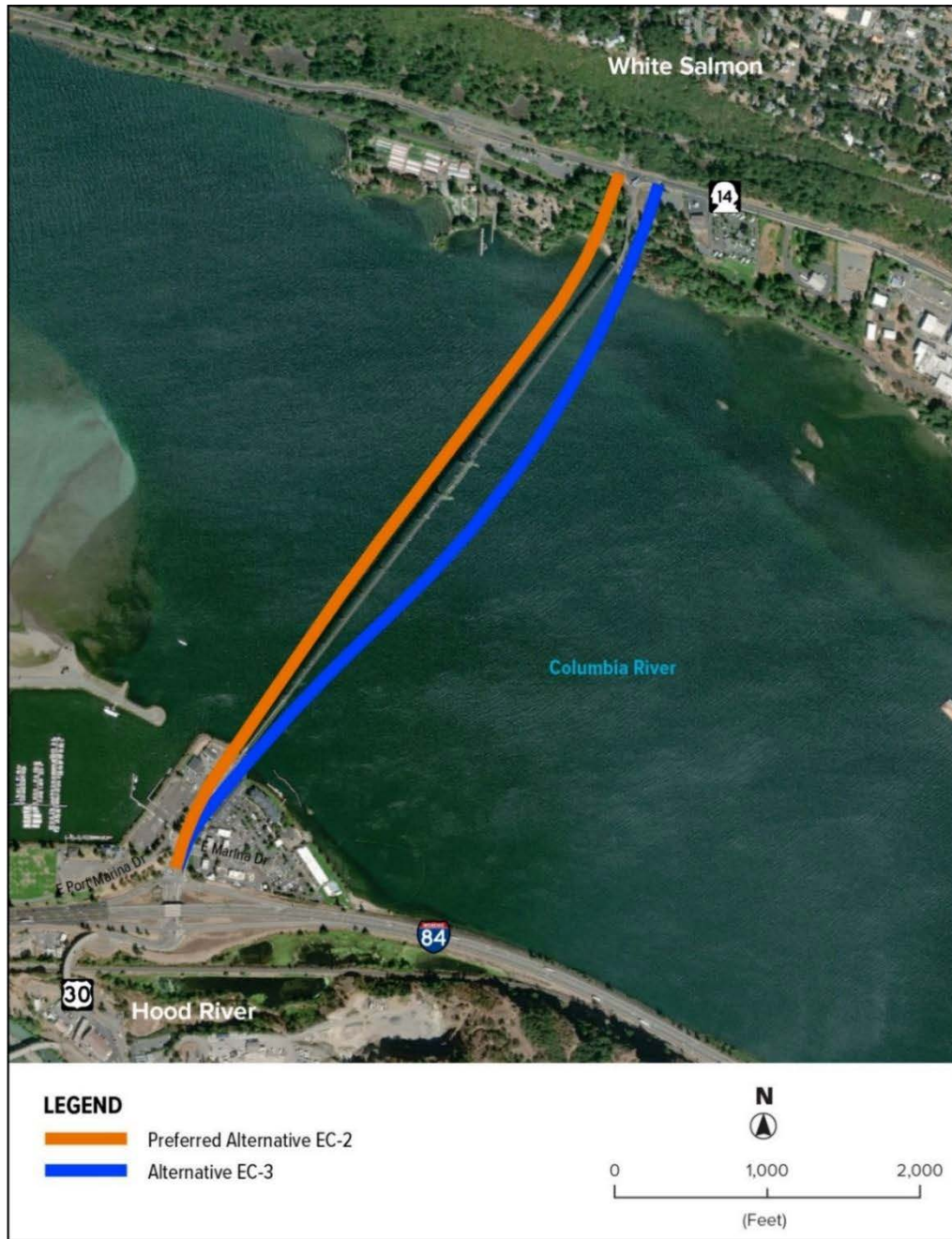


Figure 6. Location of the Preferred Alternative EC-2 and Alternative EC-3.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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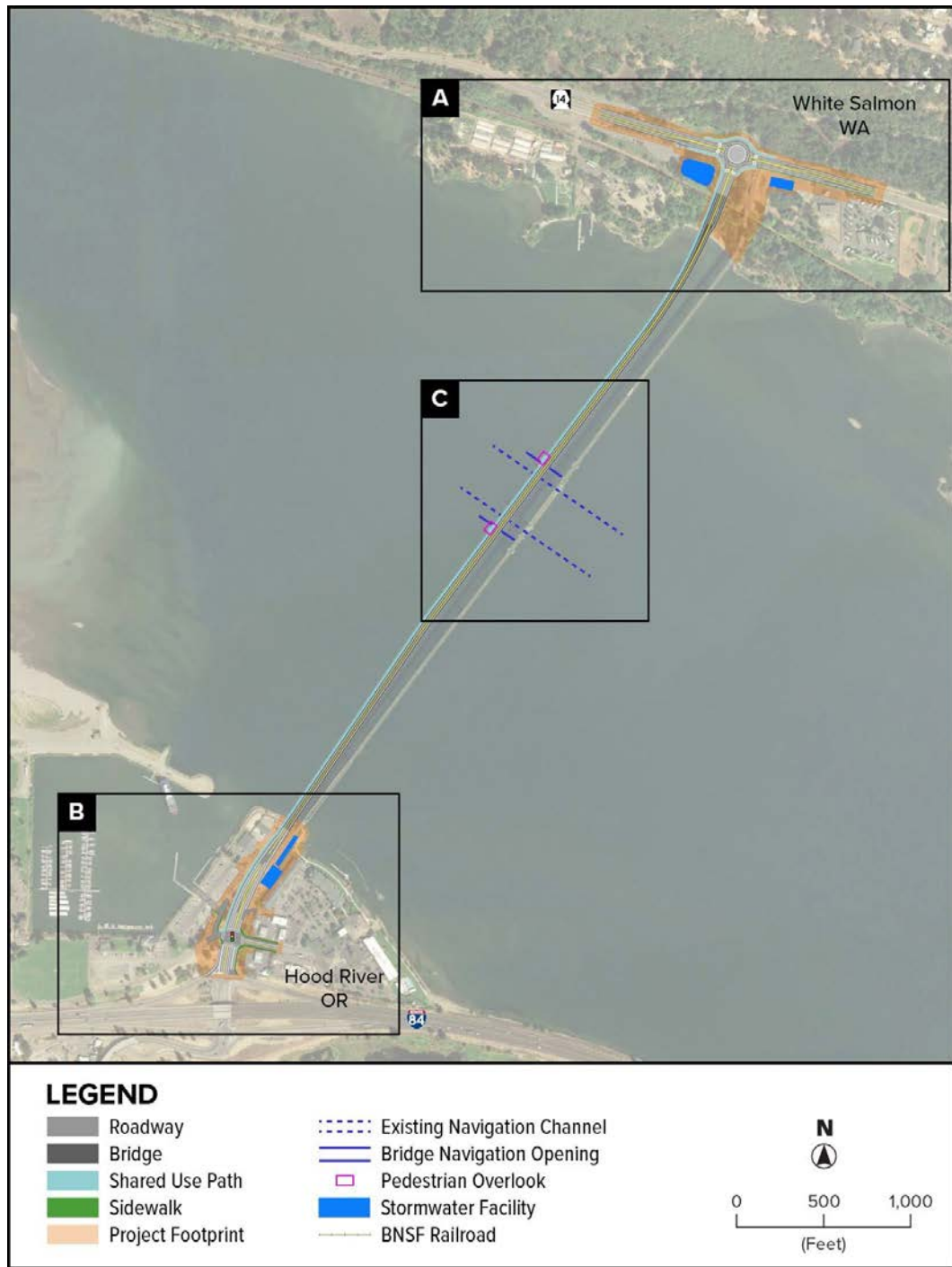


Figure 7. Preferred Alternative EC-2.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

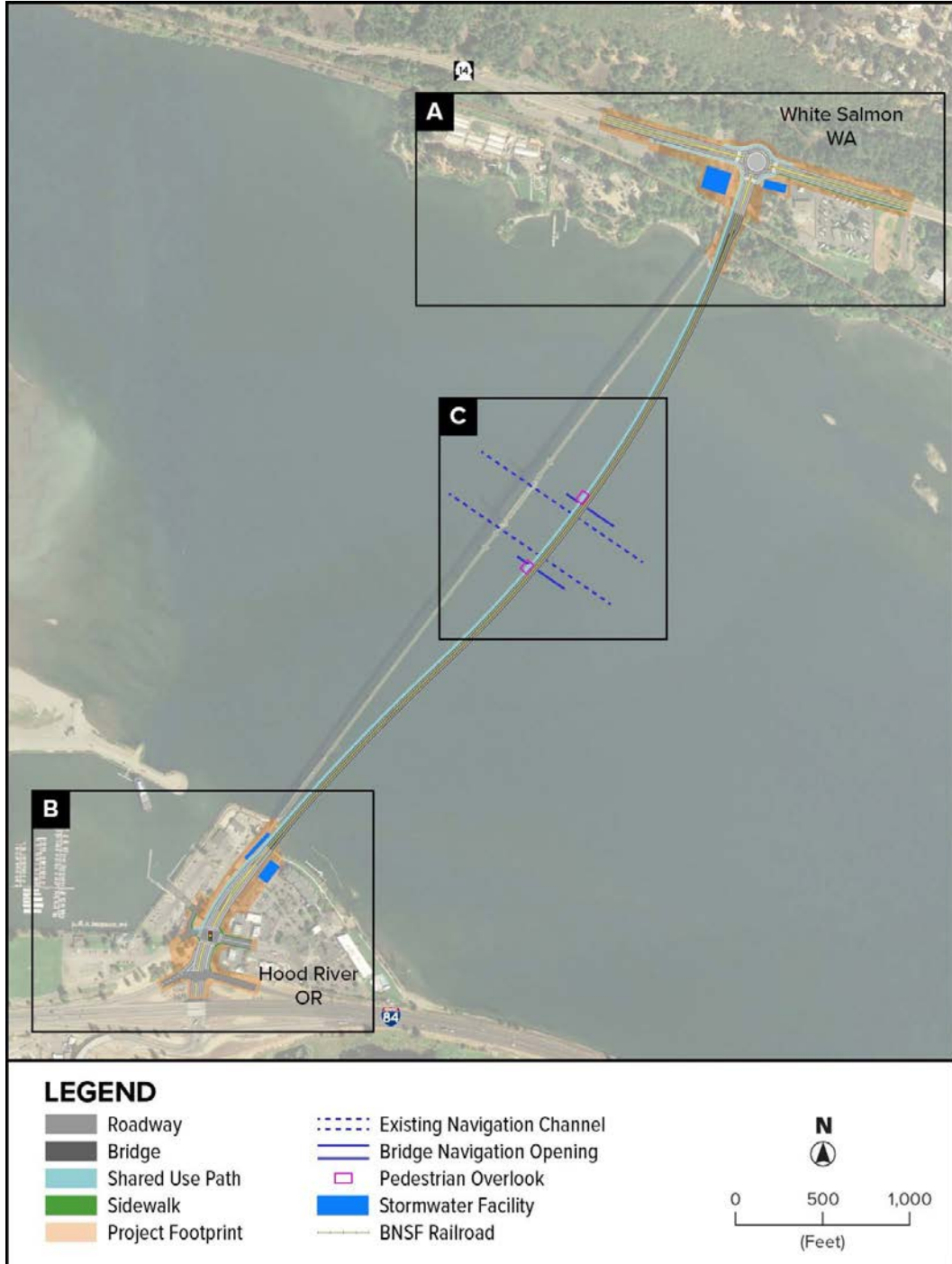


Figure 8. Alternative EC-3.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA



Figure 9. Photograph from 447 W Jewett Boulevard looking southeast towards Hood River Bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Evaluation of Effects: No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that 447 W Jewett Boulevard is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of 447 W Jewett Boulevard but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 6 through 8 provide an overview of the project area, bridge construction alternatives in the vicinity of the 447 W Jewett Boulevard and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of 447 W Jewett Boulevard would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from 447 W Jewett Boulevard. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would not likely result in no effects to 447 W Jewett Boulevard as it would largely maintain the existing visual environment.

The Project would have no adverse effects upon 447 W Jewett Boulevard for the following reasons. First, the construction of 447 W Jewett Boulevard was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 447 W Jewett Boulevard to the bridge are partially obstructed by deciduous and coniferous vegetation along the southern and eastern boundary of the property. Third, the historic qualities of the setting viewed from 447 W Jewett Boulevard have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 447 W Jewett Boulevard. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 447 W Jewett Boulevard eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsdOT, and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make 447 W Jewett Boulevard eligible for the NRHP. A finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 447 W Jewett Boulevard	
Street Address: 447 W Jewett Boulevard	City, County: White Salmon, Klickitat County, WA

Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.
Roche, David. 2020. Interview with Shoshana Jones. June 12.

Section 106 LEVEL OF EFFECT FORM

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA
Preliminary Finding of Effect: <input type="checkbox"/> No Effect <input checked="" type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect	
State Historic Preservation Office Comments: <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect	
Signed _____ Date _____	
Comments:	

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Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on the Spokane, Portland & Seattle Railway (SP&S) segment, located in White Salmon, Washington.

The Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) have determined the SP&S segment was eligible for the National Register of Historic Places (NRHP). This determination has been submitted to the Washington State Historic Preservation Officer (SHPO) for review and concurrence.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no adverse effects to the characteristics that make the SP&S segment eligible for the NRHP and thus a finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

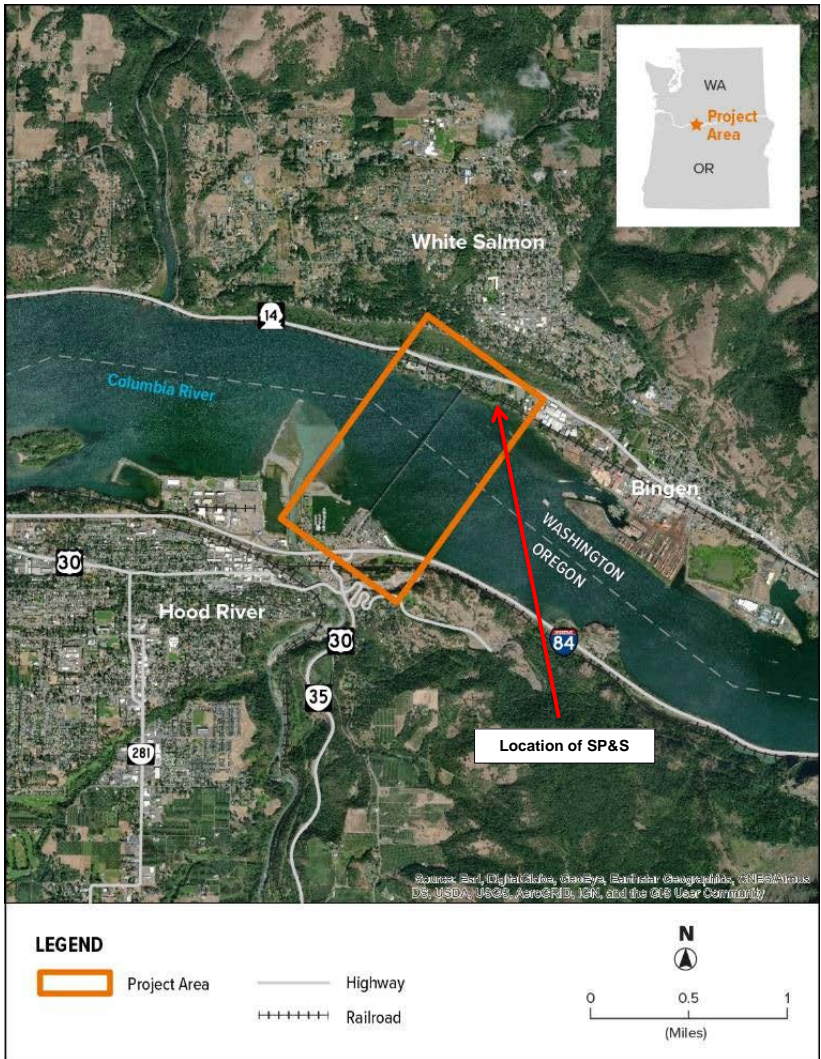


Figure 1. Project area & historic property location.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA



Figure 2. Detailed aerial view (2020) of SP&S, located in White Salmon, Washington (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The approximately 1/3-mile SP&S segment traverses the flatlands along the Columbia River in the Bingen - White Salmon area of Klickitat County, Washington. The segment is part of the larger railway that was completed and placed into operation in 1908. The segment runs parallel between the Columbia River, immediately to the south, and Washington State Highway 14 (Lewis and Clark Highway) to the north. The segment extends in a west-northwest/east-southeast orientation. Around the segment's midway point, it passes beneath the north end of the Hood River – White Salmon Interstate Bridge (Hood River Bridge). Large sections of the rail segment are lined with trees and other vegetation, mostly on the north side, except where the rail passes industrial properties. The segment consists of the single-track main line and the modern steel rails are standard gauge replacements. The rails have a standard profile, resembling a steel I-beam and the railroad ties are modern, pressure-treated replacements. The railroad's grade crossing at South Dock Road has a basic modern signal configuration consisting of a crossbuck and a bell attached to a mast, flashing red lights, and gates that lower before the train arrives.

The railroad segment is eligible for the NRHP under Criterion A in the areas of Commerce and Transportation for its association with the larger SP&S linear resource and its promotion of industrial and commercial growth in communities along the Columbia River Gorge during the early twentieth century and contributions to national defense during World War II. The property is significant at the local and state level and retains a period of significance (1908-1970) that corresponds to its completion in 1908 and 1970 merger to become part of the Burlington Northern Santa Fe Railroad.

The SP&S segment retains integrity of location, design, setting, materials, workmanship, feeling, and association. Changes made to the property after the date of its construction include the replacement of railroad ties and rails, and construction of the grade crossing at South Grade Road (dates unknown).

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA



Figure 3. Photograph of SP&S, looking east towards Hood River Bridge.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: Spokane, Portland & Seattle Railway

Street Address: Linear Resource

City, County: White Salmon, Klickitat County, WA



Figure 4. SP&S, looking west with S Dock Grade Road railroad crossing in foreground.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupported by the bridge.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA



Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

Commented [HRW4]: What happens to the at-grade crossing for S Dock Grade Road. Will it remain at-grade or be grade separated?

Commented [KER5R4]: It will remain at grade.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

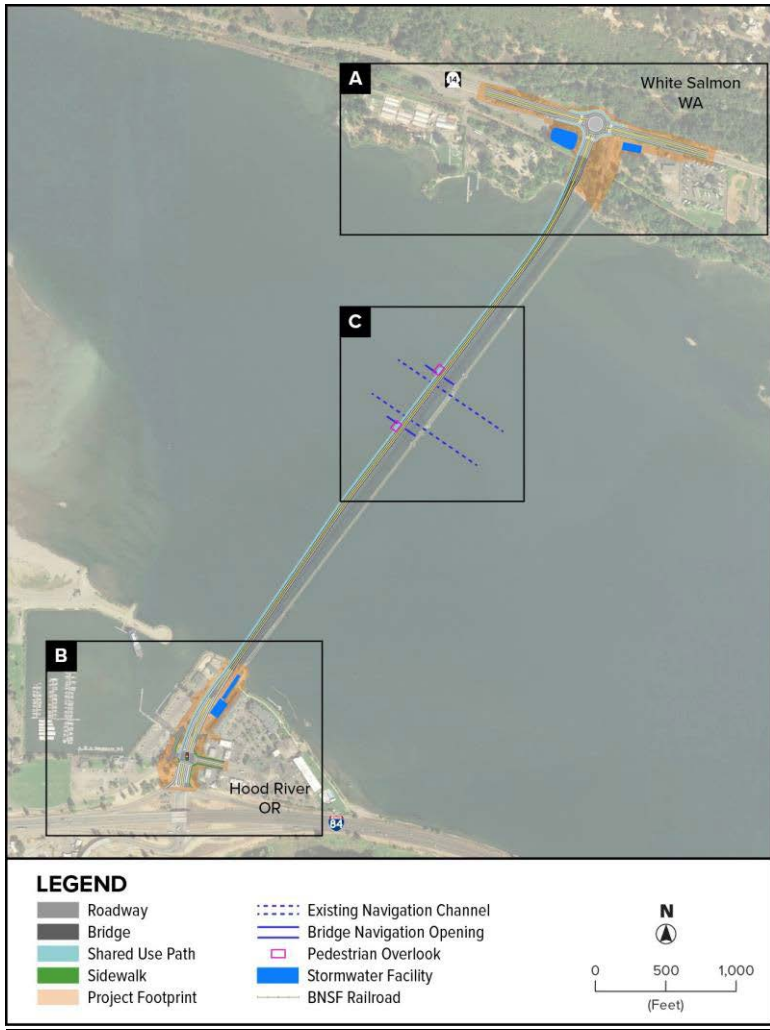


Figure 6. Preferred Alternative EC-2.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
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Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

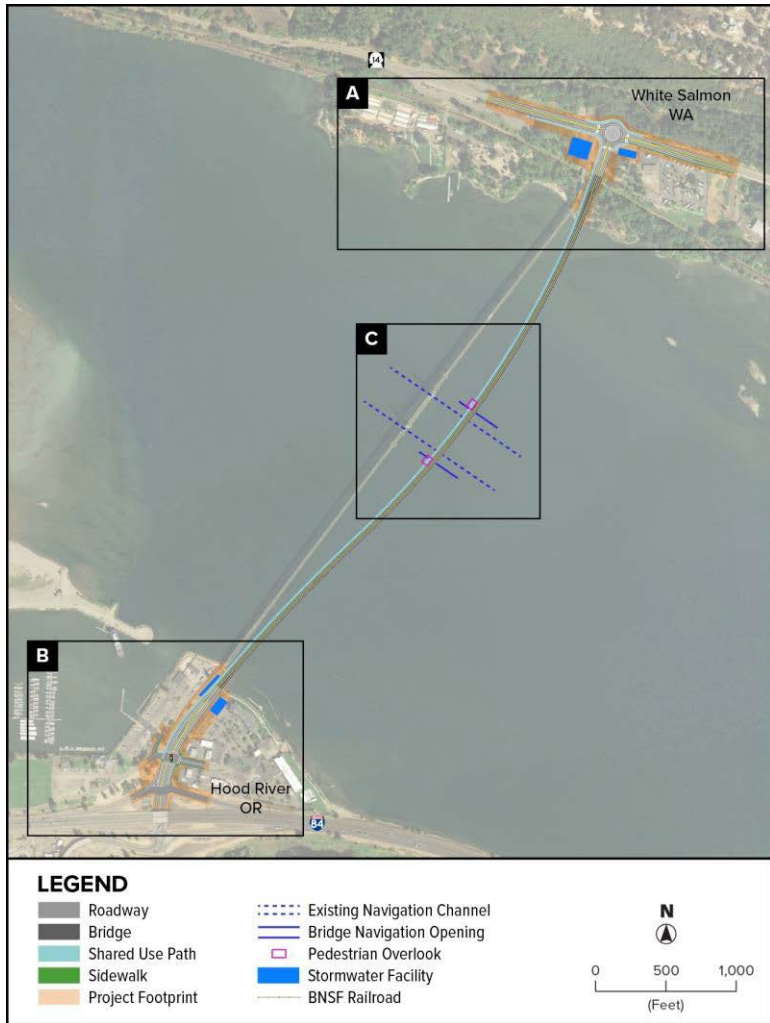


Figure 7. Alternative EC-3.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA



Figure 8. Photograph from SP&S looking southeast with Hood River Bridge in background.

Evaluation of Effects: No Adverse Effect

The FHWA, in conjunction with ODOT, has ~~determined~~concluded with the determination that the SP&S segment is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of the SP&S but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 3 through 8 provide an overview of the project area, bridge construction alternatives in the vicinity of the SP&S segment and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of the SP&S segment would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from the SP&S segment and cross over the railroad at a different location. The new bridge soffit over the tracks would have a 23'-4" minimum vertical clearance, piers would be located at least 25'-0" from the centerline of the tracks with extra distance for track curvature, and the location of new Hood River Bridge would be further west. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. Other temporary impacts would include a requirement for temporary construction easement across the BNSF right-of-way, designated crossing for work vehicles, workers, equipment, and materials, the use of overhead cranes and drilled shaft equipment located within the BNSF easement, formwork over the

Commented [HRW6]: Wouldn't this sentence be more accurate if it said that the DAHP has concurred with FHWA, in conjunction with ODOT, that the SP&S segment is eligible for the NRHP?

Commented [WT7R6]: This is the language used in previous FOEs

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**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

tracks with 21'-0" minimum vertical clearance, a 8'-0" high fence across the BNSF right-of-way where pedestrians have access, and demolition coordination with BNSF to minimize service delays. The No Action Alternative would likely result in no effects to the SP&S segment as it would largely maintain the existing visual environment.

The Project would have no adverse effects upon the SP&S segment for the following reasons. First, the construction of the SP&S predates the construction of the Hood River Bridge. Second, views from SP&S to the bridge are partially obstructed by vegetation along the southern boundary of the property. Third, the historic qualities of the setting viewed from the SP&S segment have been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from the SP&S. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the SP&S segment eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make the SP&S segment eligible for the NRHP. A finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Spokane, Portland & Seattle Railway	
Street Address: Linear Resource	City, County: White Salmon, Klickitat County, WA

Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

Preliminary Finding of Effect: <input type="checkbox"/> No Historic Properties Affected <input checked="" type="checkbox"/> No Historic Properties Adversely Affected <input type="checkbox"/> Historic Properties Adversely Affected	
State Historic Preservation Office Comments: <input type="checkbox"/> Concur <input type="checkbox"/> Do Not Concur: <input type="checkbox"/> No Historic Properties Affected <input type="checkbox"/> No Historic Properties Adversely Affected <input type="checkbox"/> Historic Properties Adversely Affected	
Signed _____	Date _____
Comments: 	

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on the Columbia River Highway National Historic Landmark District, in general, and the Hood River Loops, in particular, which are located in Hood River, Oregon.

In 1984, the Columbia River Highway Historic District was added to the National Register of Historic Places (NRHP) (Smith 1984). In 2000, much of the Columbia River Highway, including the Hood River Loops, received designation from the Secretary of the Interior as a National Historic Landmark (NHL) (Hadlow 2000). The Hood River Loops were identified as a distinct feature of the district in both evaluations. A field assessment completed as a part of this finding affirms that this segment remains a contributing segment of the NR-listed Columbia River Highway historic district and the NHL district.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no adverse effects to the characteristics that make the Columbia River Highway eligible for the NRHP or that contribute to its status as an NHL and thus a finding of **No Historic Properties Adversely Affected** pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA



Figure 1. Project Area

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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Figure 2. Detailed aerial view (2019) of the Hood River Loops, located in Hood River, Oregon. (Courtesy of earthexplorer.usgs.gov.)

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

Identification and Description of the Historic Resource

Constructed between 1913 and 1922, the Columbia River Highway National Historic Landmark District is located in the state of Oregon, along the south side of the Columbia River between the cities of Troutdale and The Dalles. The Columbia River Highway travels along and around the basalt cliffs of the Columbia River Gorge and provides views of alcoves featuring waterfalls and streams, fruit orchards, and the Columbia River. The Columbia River Highway is constructed of packed earth, gravel, Warrenite bitulithic asphalt, and reinforced concrete. The district features multiple bridges, masonry guard walls, and wood guard fences. The Columbia River Highway consists of 55 miles of the original 73.8-mile route. The Hood River Loops are positioned along the cliffs of the Columbia River Gorge near the east end of Hood River. This feature of the Columbia River Highway consists of a series of curves spanning more than 300 feet with sections of wood guard fencing. Consistent with other loop features on the Columbia River Highway, the Hood River Loops' grade is five percent or less and includes a minimum 100-foot turning radii. Other notable loops on the Columbia River Highway include the Figure-Eight Loops east of Crown Point, in Multnomah County, and the Rowena Loops east of Mosier, in Wasco County.

The Columbia River Highway Historic District is listed in the NRHP as a district under Criteria A and C. It is also designated as a National Historic Landmark (NHL) under Criteria 1 and 4. The Columbia River Highway is significant for exemplifying modern highway development in the 20th century and advancing road designs. These advancements include maintaining grade and curve standards, the implementation of comprehensive drainage systems, and design of dry and mortared masonry walls, reinforced concrete bridges, and asphaltic concrete pavement. The Columbia River Highway NHL District is also significant for exemplifying American landscape architecture as the first scenic highway in the country and as the "most important contribution to the fields of civil engineering and landscape architecture by Samuel C. Lancaster" (Hadlow 2000,44). The district is significant at the national level and retains a period of significance that spans from its initial construction in 1913 to the completion of Toothrock Tunnel in 1937.

Much of the Columbia River Highway retains integrity of location, setting, design, materials, workmanship, feeling, and association. Sections of the Columbia River Highway between Warrendale and Hood River were demolished in the 1950s, 1960s, and 1970s for the construction of the water-level route that became Interstate 84. Overall, the highway's alignment in Multnomah, Hood River, and Wasco counties follows the design standards that Samuel C. Lancaster developed for the highway segments in Multnomah County. Roy A. Klein, the Oregon State Highway Department's locating engineer developed the Hood River Loops using Lancaster's design standards for grade and curvature. The remaining pieces of highway in the NHL district, including the Hood River Loops, also retain their character defining features including masonry walls, wood fences, bridges, viaducts, tunnels, and loops. (See Figures 3 and 4).

The Columbia River Highway NHL District is narrow and linear shaped. It runs 73.8 miles, the length of the original highway from the Sandy River to The Dalles. The nominated highway within that 73.8-mile distance is 51 of the extant 55 miles. The NHL district is divided into three discontinuous segments. Segment 1 includes the road and contributing features from the Sandy River to Warrendale (Historic Mile Post 14.2 to 38.5). Segment 2 includes the road and contributing features from Tanner Creek to Cascade Locks (HMP 41.7 to 45.8). Segment 3 includes the road and contributing features from Hood River to The Dalles (HMP 65.8 to 88.4). The Hood River Loops are in Segment 3, at HMP 67.07 to 67.6.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA



Figure 3. Photograph of the Columbia River Highway's Hood River Loops, looking north towards Hood River Bridge.



Figure 4. Detail of loops' elevation change and railing. Looking west.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupportable by the bridge.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
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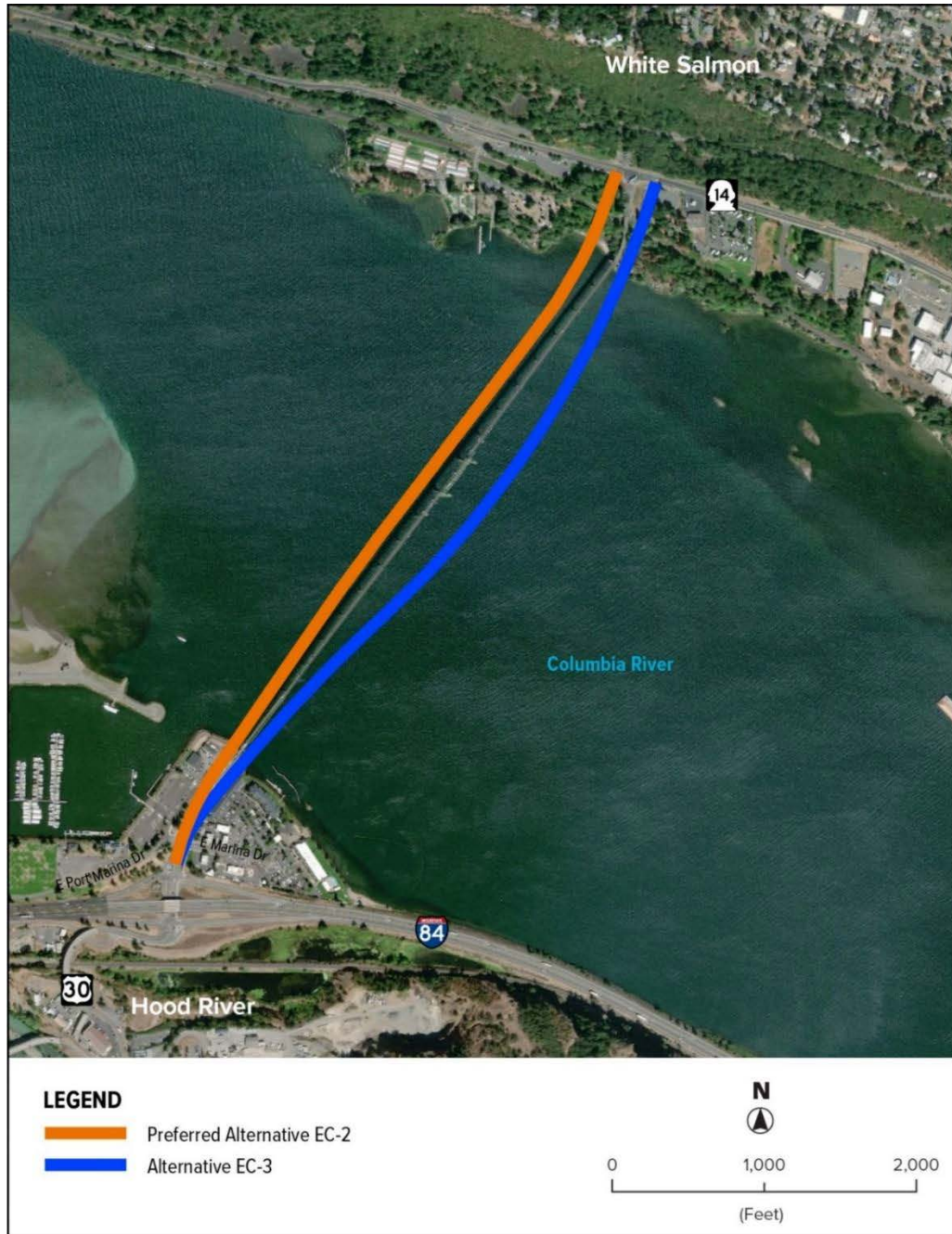


Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge..

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 67. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

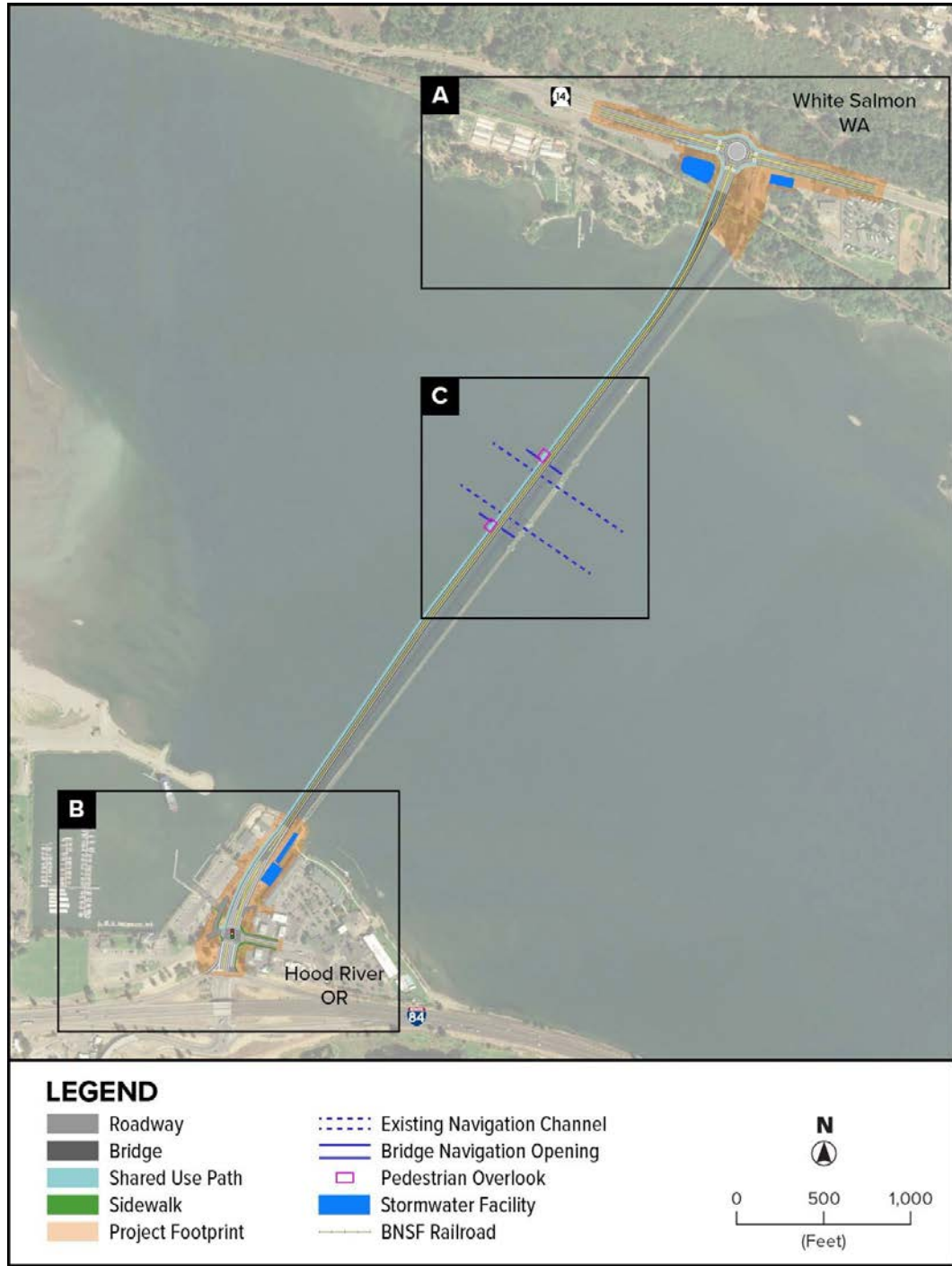


Figure 6. Preferred Alternative EC-2.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

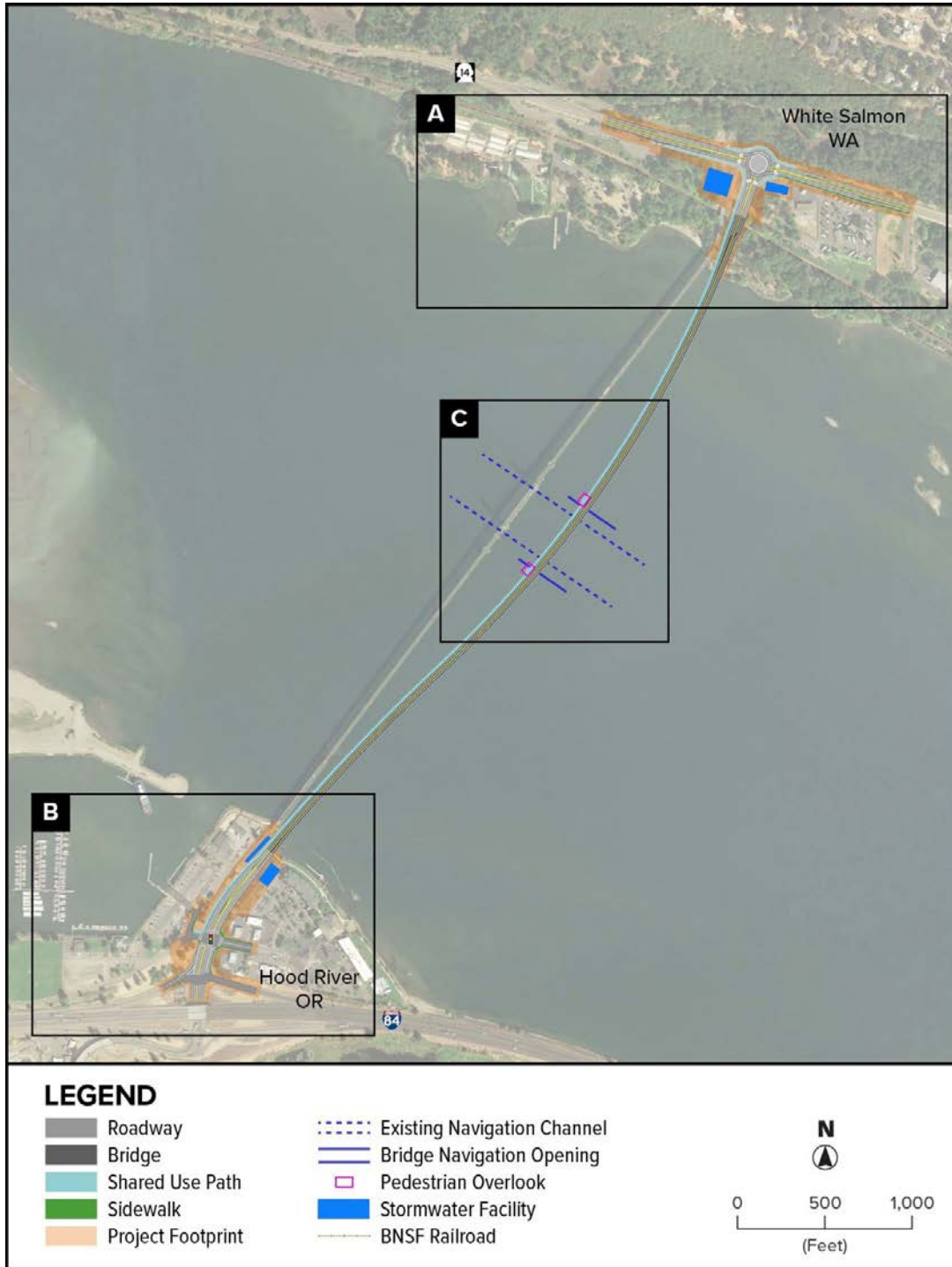


Figure 7. Alternative EC-3

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
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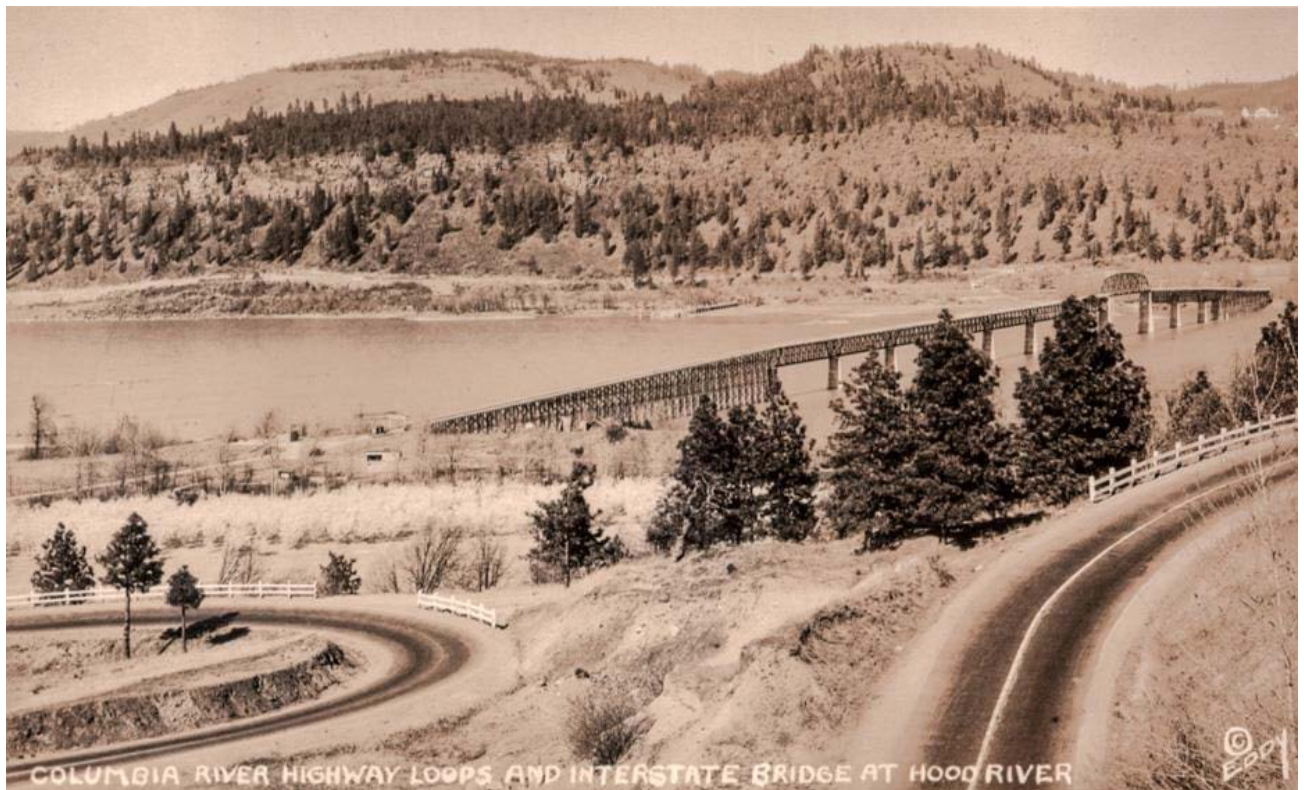


Figure 8. 1920s Eddy postcard depicting the Hood River Bridge from the Columbia River Highway's Hood River Loops looking north towards Washington State. This photograph predates the bridge's 1938 vertical lift span modification. (Courtesy of Historic Hood River, Compare with view in Figure 10. <http://historichoodriver.com/index.php?showimage=2377>.)

OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA



Figure 9. The Columbia River Highway's Hood River Loops, looking east.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA



**Figure 10. The Columbia River Highway’s Hood River Loops, looking east.
Compare with historic view in Figure 8.**

OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

Evaluation of Effects: No Historic Properties Adversely Affected

The FHWA, in conjunction with ODOT, has determined that Columbia River Highway Hood River Loops remains listed in the NRHP and is a part of Segment 3 of the Columbia River Highway NHL Historic District. Evaluating the Level of Effect for the proposed undertaking on the historic bridge requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include (iv) Change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of the Hood River Loops but these changes would have no adverse effects upon the characteristics that make the Hood River Loops a contributing part of the Columbia River Highway NHL Historic District. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 5 through 7 provide an overview of the project area, bridge construction alternatives in the vicinity of the Columbia River Highway Hood River Loops and illustrating the historical characteristics of the Loops. The figures illustrate how temporary and permanent potential impacts to the general setting of the Columbia River Highway would occur. Potential permanent and/or operational impacts consist of the of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from the Columbia River Highway Hood River Loops. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would not likely result in effects to the Hood River Loops as it would largely maintain the existing visual environment. There would therefore be no effect to the Columbia River Highway NHL Historic District.

The Project would have no adverse effects upon the Columbia River Highway Hood River Loops for the following reasons. First, the construction of the Hood River Loops was not necessarily historically associated with construction of the Hood River Bridge. Second, the roadway connecting the Hood River Loops with the bridge has been significantly altered due to modern road realignments thus reducing their physical relationship to one another. Third, views from the Hood River Loops to the bridge are intermittent due to the weaving layout of the roadway and due to deciduous and coniferous vegetation located on the river-side of the roadway. Fourth, the historic qualities of the setting viewed from the Hood River Loops has been altered by increased industrial activities since it was constructed. Fifth, the project would not have any physical impacts upon the spatial organization, circulation, topography, vegetation that nor would it adversely affect the "control points" or "beauty spots" that relate to the waterfalls, rock formations, alcoves, sided canyons or scenic vistas identified as significant components of the Hood River Loops in the Columbia River Highway NHL Historic District nomination. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment visible from the highway. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the Columbia River Highway NHL Historic District, including the Hood River Loops eligible for NHL designation. This level of effect applies both to Segment 3 of the Columbia River Highway NHL Historic District and the district as a whole.

Coordination and Public Output

FHWA, in coordination with ODOT, WSDOT, and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make the Columbia River Highway eligible for the NRHP. A finding of **No Historic Properties Adversely Affected** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Columbia River Highway National Historic Landmark District	
Street Address: Historic Columbia River Highway No. 100 HMP 67.07 to 67.6	City, County: Hood River, Hood River, OR White Salmon, Klickitat, WA

Sources

Hadlow, Robert W. 2000. "Columbia River Highway Historic District, National Historic Landmark Nomination." NRIS #83004168. Portland: Oregon Department of Transportation.

Smith, Dwight A. 1984. "Columbia River Highway Historic District: Nomination of the Old Columbia River Highway in the Columbia Gorge to the National Register of Historic Places, Multnomah, Hood River, and Wasco Counties, Oregon." NRIS #83004168. Salem: Oregon Department of Transportation, Highway Division, Technical Services Branch, Environmental Section.

**OREGON INVENTORY OF HISTORIC PROPERTIES
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: 2495 Old Columbia River Drive

Street Address: 2495 Old Columbia River Drive City, County: Hood River, Hood River County, OR

Preliminary Finding of Effect:
 No Historic Properties Affected No Historic Properties Adversely Affected Historic Properties Adversely Affected

State Historic Preservation Office Comments:
 Concur Do Not Concur: No Historic Properties Affected
 No Historic Properties Adversely Affected
 Historic Properties Adversely Affected

Signed _____ Date _____

Comments:

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on the property located at 2495 Old Columbia River Drive in Hood River, Oregon.

The Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) have determined 2495 Old Columbia River Drive was eligible for the National Register of Historic Places (NRHP). This determination has been submitted to the Oregon State Historic Preservation Officer (SHPO) for review and concurrence.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no adverse effects to the characteristics that make 2495 Old Columbia River Drive eligible for the NRHP and thus a finding of **No Historic Properties Adversely Affected** pursuant to 36 CFR 800.4(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, Washington State Department of Transportation (WsDOT), and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR



Figure 1. Project Area & Historic Property Location

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR



Figure 2. Detailed aerial view (2020) of 2495 Old Columbia River Drive, located in Hood River, Oregon. (Courtesy of Google Earth Pro 2020.)

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR

Identification and Description of the Historic Resource

Built in 1930, the property at 2495 Old Columbia River Drive (also listed as 2440 Old Columbia River Drive in tax records) is situated on the north and south side of Old Columbia River Drive near the east end of Hood River, Oregon. The 15.78-acre property is located a few hundred feet to the north and east of a residential neighborhood. The streetscape consists of Old Columbia River Drive's narrow shoulders and wood utility poles. The farmstead/ranch is located in a saddle between two hills with distant views of the Columbia River Gorge. The property comprises one single-family residence and four agricultural buildings set back approximately 500 feet from Old Columbia River Drive (Figure 3). The residence is located on the south side of the central driveway and is surrounded by several trees. The residence has a rectangular plan and a complex roof system finished with what appears to be asphalt shingles. To the east of the residence, on the south side of the driveway, is a one-story storage shed with vertical wood board siding and a gable roof. On the north side of the driveway are three barns of varying sizes. Each barn includes a rectangular plan, vertical wood board siding, and gable roofs that appear to be finished with corrugated metal panels. No property access was granted as part of the 2020 survey.

Although no property access was granted as part of the 2020 survey, the property appears to express character-defining features of a small, early twentieth-century ranch/farmstead that appears to retain the characteristics of that property type. Therefore the property was evaluated as eligible under NRHP Criterion C as it appears to be one of the few small ranch/farmsteads remaining from the early twentieth century in the vicinity east Hood River. The property is significant at the local level and retains a period of significance that corresponds to the date of construction in 1930.

The property at 2495 Old Columbia River Drive retains integrity of location, design, setting, materials, workmanship, feeling, and association.



Figure 3. Photograph of 2495 Old Columbia River Drive, looking north towards Hood River Bridge.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupportable by the bridge.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
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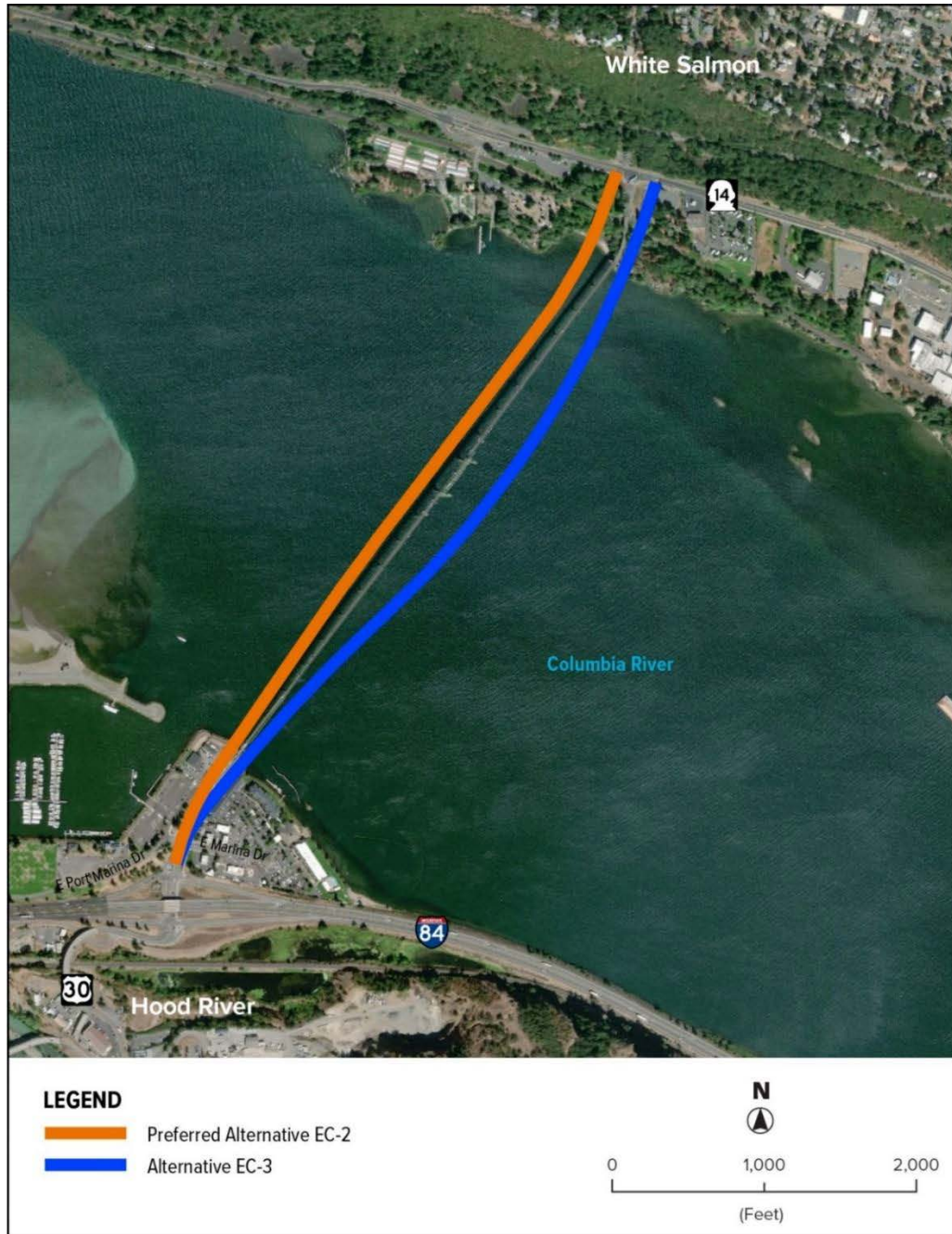


Figure 4. Location of the Preferred Alternative EC-2 and Alternative EC-3

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 5. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

**OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
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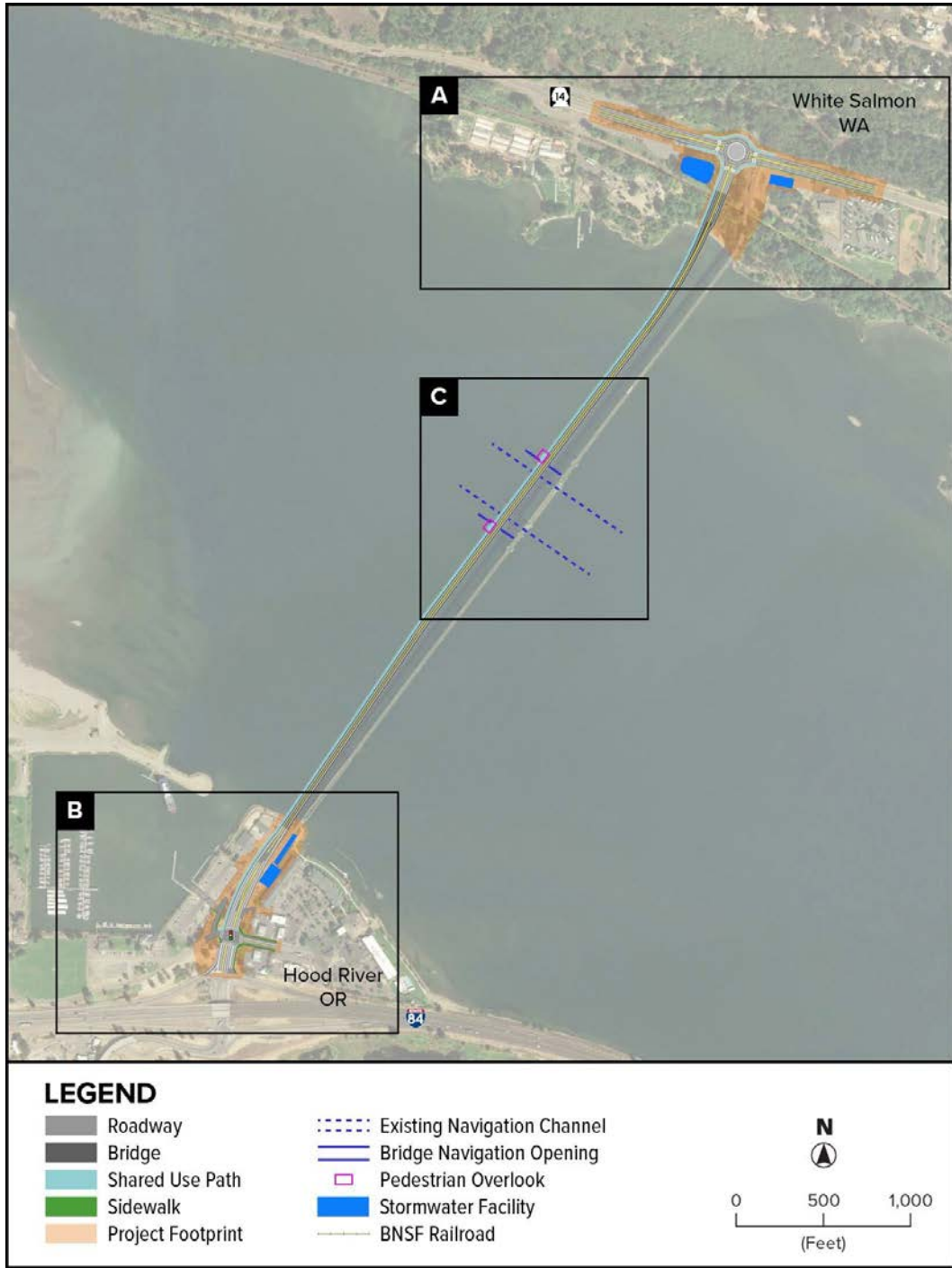


Figure 5. Preferred Alternative EC-2.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
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Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 6).

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
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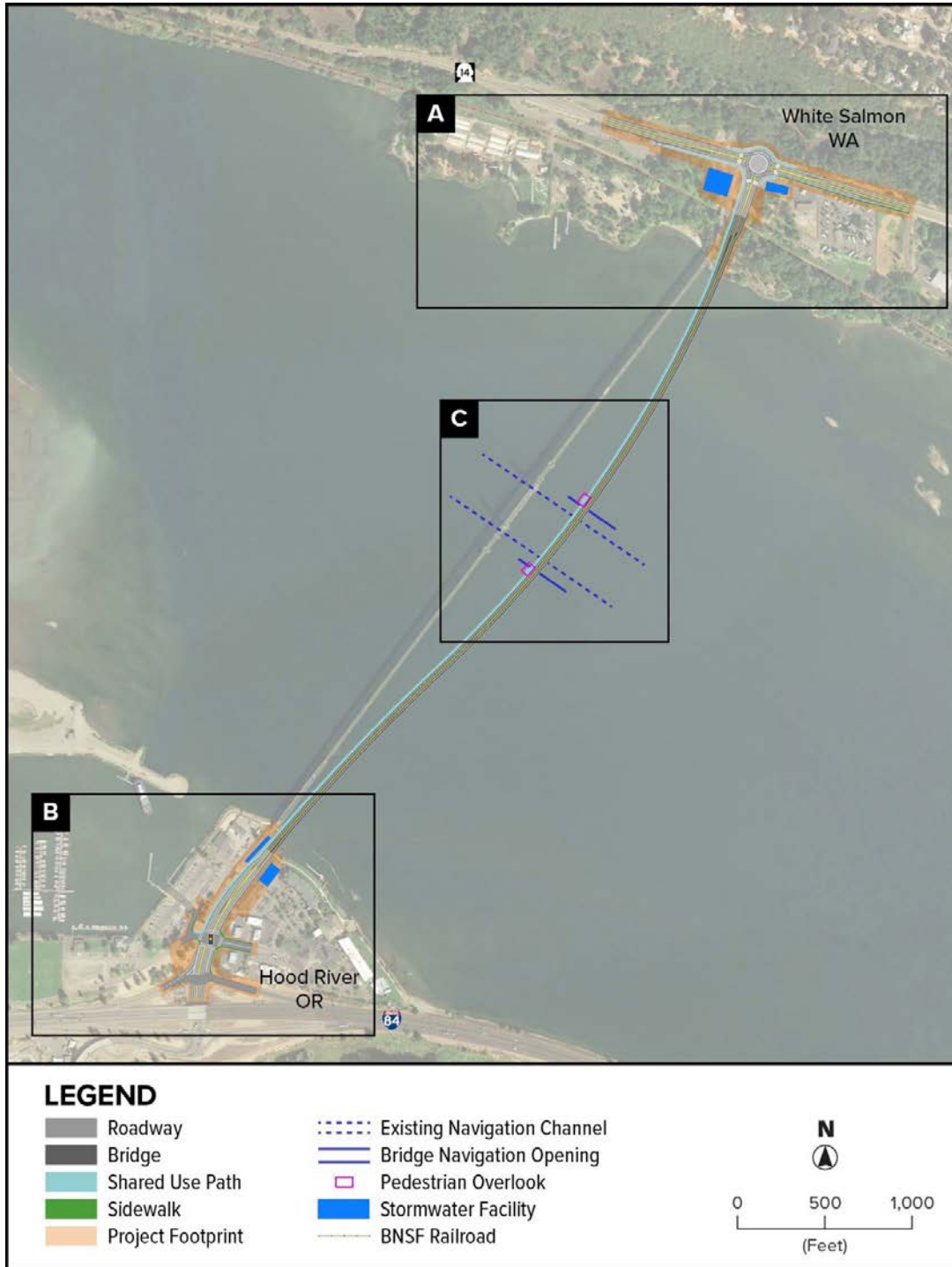


Figure 6. Alternative EC-3

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR

	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR

Evaluation of Effects: No Historic Properties Adversely Affected

The FHWA, in conjunction with ODOT, has determined that 2495 Old Columbia River Drive is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on 2495 Old Columbia River Drive requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of 2495 Old Columbia River Drive but these changes would have no adverse effects upon the characteristics that make 2495 Old Columbia River Drive eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 4 through 6 provide an overview of the project area, bridge construction alternatives in the vicinity of 2495 Old Columbia River Drive and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of the 2495 Old Columbia River Drive would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from 2495 Old Columbia River Drive. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would not likely result in effects to 2495 Old Columbia River Drive as it would largely maintain the existing visual environment.

The Project would have no adverse effects upon 2495 Old Columbia River Drive for the following reasons. First, the construction of 2495 Old Columbia River Drive was not necessarily historically associated with construction of the Hood River Bridge. Second, views from 2495 Old Columbia River Drive to the bridge are limited to the north end of the property and obstructed by deciduous vegetation. Third, the historic qualities of the setting viewed from 2495 Old Columbia River Drive has been altered by increased industrial activities and residential development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from 2495 Old Columbia River Drive. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make 2495 Old Columbia River Drive eligible for NRHP designation.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT, and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make 2495 Old Columbia River Drive eligible for the NRHP. A finding of **No Historic Properties Adversely Affected** pursuant to 36 CFR 800.4(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

OREGON INVENTORY OF HISTORIC PROPERTIES
Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: 2495 Old Columbia River Drive	
Street Address: 2495 Old Columbia River Drive	City, County: Hood River, Hood River County, OR

Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.

Section 106 LEVEL OF EFFECT FORM

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: Oregon Railway & Navigation Company Segment	
Street Address: Linear Resource	City, County: Hood River, Hood River County, OR

Preliminary Finding of Effect:		
<input type="checkbox"/> No Effect	<input checked="" type="checkbox"/> No Adverse Effect	<input type="checkbox"/> Adverse Effect
State Historic Preservation Office Comments:		
<input type="checkbox"/> Concur	<input type="checkbox"/> Do Not Concur:	<input type="checkbox"/> No Effect <input type="checkbox"/> No Adverse Effect <input type="checkbox"/> Adverse Effect
Signed _____		Date _____
Comments:		

Provide written description of the project, and its potential effects on the subject property per 36 CFR 800. Include maps, drawings, and photographs as necessary to effectively describe and discuss the project. Use continuation sheets as needed.

Introduction

This statement of finding discusses the effect of the proposed Hood River-White Salmon Interstate Bridge Replacement Project (Project) on the Oregon Railway & Navigation (OR&N) railroad segment, located in Hood River, Oregon.

The Federal Highway Administration (FHWA) and Oregon Department of Transportation (ODOT) have determined the OR&N segment was eligible for the National Register of Historic Places (NRHP). This determination has been submitted to the Oregon State Historic Preservation Officer (SHPO) for review and concurrence.

It is the finding of FHWA, in concurrence with ODOT, that the Project will result in no adverse effects to the characteristics that make the OR&N railroad segment eligible for the NRHP and thus a finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is appropriate.

This statement of finding is made pursuant to the requirements of the National Historic Preservation Act of 1966 (36 CFR Part 800), Executive Order 11593, and the National Environmental Policy Act.

Project Description

The Port of Hood River (the Port) plans to replace the Hood River-White Salmon Interstate Bridge, which connects Hood River County, Oregon and Bingen/White Salmon, Klickitat County, Washington. The Project, funded in part by the FHWA, ODOT, WsDOT, and the Port is located between Hood River, Oregon, and Bingen/White Salmon, Washington. Logical termini for the Project are at the highway connections to the north at Washington State Route (SR) 14 and Exit 64 on Interstate 84 (I-84) to the south in Oregon. The Hood River Bridge approaches tie into the federal, state, and local transportation facilities within the city limits of White Salmon and within the urban growth boundary of the City of Hood River. The existing bridge is owned and maintained by the Port and provides a critical connection for residents and visitors to the Columbia River Gorge National Scenic Area (CRGNSA). The Project's purpose is to rectify current and future transportation inadequacies and deficiencies associated with the existing bridge. Once the replacement bridge is constructed and open for use, the existing Hood River Bridge would be removed.

Section 106 LEVEL OF EFFECT FORM Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Oregon Railway & Navigation Company Segment	
Street Address: Linear Resource	City, County: Hood River, Hood River County, OR



Figure 1. Project area & historic property location.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Oregon Railway & Navigation Company Segment	
Street Address: Linear Resource	City, County: Hood River, Hood River County, OR



Figure 2. Detailed aerial view (2020) of OR&N segment, located in Hood River, Oregon (Courtesy of Google Earth Pro 2020).

Identification and Description of the Historic Resource

The OR&N segment in the Hood River area of Hood River County, Oregon, runs in an east-west orientation parallel to the Columbia River and Interstate 84 that are immediately to the north. The segment, completed in 1882, begins on the east side of the Hood River tributary and extends to the east along a gravel pit at the Hood River Sand, Gravel and Ready-Mix Company site. The segment is part of the larger 431-mile OR&N mainline that connected Portland with Huntington, Oregon when completed and placed into operation in 1884. The single-track main line features modern standard gauge steel rails that have a standard profile resembling a steel I-beam. The railroad ties are modern pressure-treated wood replacements. A gravel track ballast covers the standard width berm that is bordered with trees and other vegetation.

The railroad segment is eligible for the NRHP under Criterion A in the areas of Commerce and Transportation for its association with the larger OR&N linear resource and its promotion of industrial and commercial growth in communities along the Columbia River Gorge during the late nineteenth and early twentieth century. The property is significant at the local level and retains a period of significance (1882-1930) that corresponds to its completion in 1882 and the beginning of the abandoning of OR&N lines in the 1930s.

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Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
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Street Address: Linear Resource	City, County: Hood River, Hood River County, OR

The OR&S segment retains integrity of location, design, setting, materials, workmanship, feeling, and association. Changes made to the property after the date of its construction include the replacement of railroad ties and rails (dates unknown).



Figure 3. Photograph of OR&N segment, looking east.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

Agency/Project: Federal Highway Administration and Oregon Department of Transportation
Hood River—White Salmon Interstate Bridge Replacement Project
FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280

Property Name: Oregon Railway & Navigation Company Segment

Street Address: Linear Resource

City, County: Hood River, Hood River County, OR



Figure 4. OR&N segment, view from above.

**Section 106 LEVEL OF EFFECT FORM
Continuation Sheet**

Agency/Project: Federal Highway Administration and Oregon Department of Transportation Hood River—White Salmon Interstate Bridge Replacement Project FHWA Fed.-Aid No. 0000(268), ODOT Key No. 21280	
Property Name: Oregon Railway & Navigation Company Segment	
Street Address: Linear Resource	City, County: Hood River, Hood River County, OR

Avoidance Alternatives Considered

No-Action Alternative

Under the No-Action Alternative, the bridge would retain its existing condition and configuration. Routine operations would continue, supported by ongoing maintenance. The bridge would retain its present alignment, type, ownership, vehicle lanes, speed limit, 80,000-lb vehicle weight restriction, and 14-foot, 7-inch height limit. The bridge would continue to have no pedestrian or bicycle facilities. The bridge would continue to be tolled for all vehicles with a toll booth on the south end of the bridge and electronic tolls collected through the Port's Breezeby system. The horizontal clearance for marine vessels would remain 246 feet, narrower than the navigation channel width of 300 feet. The vertical clearance would remain 57 feet when the lift span is down and 148 feet when raised; vessels would still be required to request bridge lifts in advance. The lift span section would continue using gate and signals to stop traffic for bridge lifts.

The No-Action Alternative would result in the bridge remaining seismically vulnerable without a cost-effective way to conduct a seismic retrofit. No stormwater detention or water quality treatment would be provided for the bridge. Stormwater on the bridge would continue to drain directly into the Columbia River through the steel-grated deck. The bridge would continue to connect to SR 14 on the Washington side at the existing signalized SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would continue to transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The bridge would continue to cross over the Burlington Northern Santa Fe (BNSF) Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. Bicyclists and pedestrians seeking to cross the river would continue to use alternate means of transportation.

Based on findings in the Supplemental Draft Environmental Impact Statement (EIS), implementation of the No-Action Alternative would result in one of two outcomes:

1. End of bridge lifespan: assumes that the existing Hood River Bridge would remain in operation through 2045 and be closed sometime after 2045 when maintenance costs would become unaffordable. At that time, the bridge would be closed to vehicles, and cross-river travel would use a detour route approximately 21 miles east on SR 14 or 23 miles east on I-84 to cross the Columbia River using The Dalles Bridge (US 197). Alternatively, vehicles could travel 25 miles west on SR 14 or 21 miles west on I-84 to cross the Columbia River via the Bridge of the Gods. Upon bridge closure, the lift span would maintain a raised position to support large vessel passage; or
2. Catastrophic event: an extreme event prior to 2045 could damage the bridge or render it inoperable, such as an earthquake, landslide, vessel strike, or other unbearable load unsupported by the bridge.

Section 106 LEVEL OF EFFECT FORM
Continuation Sheet

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Figure 5. Location of the Preferred Alternative EC-2 and Alternative EC-3.

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Preferred Alternative EC-2

Alternative EC-2 was identified as the Preliminary Preferred Alternative in the Draft EIS and reconfirmed as the Preferred Alternative in the Supplemental Draft EIS based on public input and a review of the build alternatives. Alternative EC-2 would construct a replacement bridge west of the existing bridge and subsequent removal of the existing bridge. Under Alternative EC-2, the replacement bridge's main span would be approximately 200 feet west of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 123 feet west of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be in roughly the same location at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon.

The replacement bridge would be a 4,412-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 13 piers in the Columbia River. The Port may continue to own and operate the replacement bridge; however, other options for ownership and operation of the replacement bridge could include other governmental entities, a new bi-state bridge authority, and a public-private partnership, depending on the funding sources used to construct the replacement bridge. There would be one 12-foot travel lane in each direction and an 8-foot shoulder on each side. A 12-foot-wide shared use path would be separated from traffic by a barrier on the west side. In the center of the bridge the shared use path would widen an additional 10 feet in two locations to provide two 40-foot-long overlooks over the Columbia River and west into the heart of the Columbia River Gorge.

The design speed for the bridge would be 50 mph with a posted speed limit of 35 mph. Vehicles would no longer be limited by height, width, or weight. Vehicles exceeding 80,000lbs could use the bridge with approved trip permits. Tolls for vehicles would be collected electronically, without the need for toll booths. Vertical clearance for marine vessels would be a minimum of 80 feet. The horizontal bridge opening for the navigation channel would be 450 feet, greater than the existing 300-foot-wide federally recognized navigation channel. Centered within this 450-foot opening would be a 250-foot wide opening with a vertical clearance of 90 feet. The replacement bridge would cross the navigation channel at a roughly perpendicular angle, similar to that of the existing bridge.

The bridge would be designed to be seismically sound under a 1,000-year event and operational under a Cascadia Subduction Zone earthquake. Stormwater generated by new impervious surfaces on the bridge and improved roadways would be collected and piped to detention and treatment facilities on both sides of the bridge. On the Washington side, separate stormwater facilities would be used for the roadways and the bridge. The bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly west of the existing SR 14/Hood River Bridge intersection. On the Oregon side, the southern end of the bridge would transition to Button Bridge Road, connecting to the local road network at the existing signalized Button Bridge Road/E. Marina Way intersection north of I-84. The private driveway on Button Bridge Road north of E. Marina Way may be closed under this alternative. Like the existing bridge, the replacement bridge would cross over the BNSF Railway tracks on the Washington side and over the Waterfront Trail along the Oregon shoreline. The new shared-use path would connect to existing sidewalks along the south side of SR 14 in Washington and to roadway shoulders (for bicyclists) on both sides of SR 14 at the new roundabout with marked crosswalks, as shown in Figure 6. On the Oregon side, the shared use path would connect to existing sidewalks, bicycle lanes, and local roadways at the signalized Button Bridge Road/E. Marina Way intersection.

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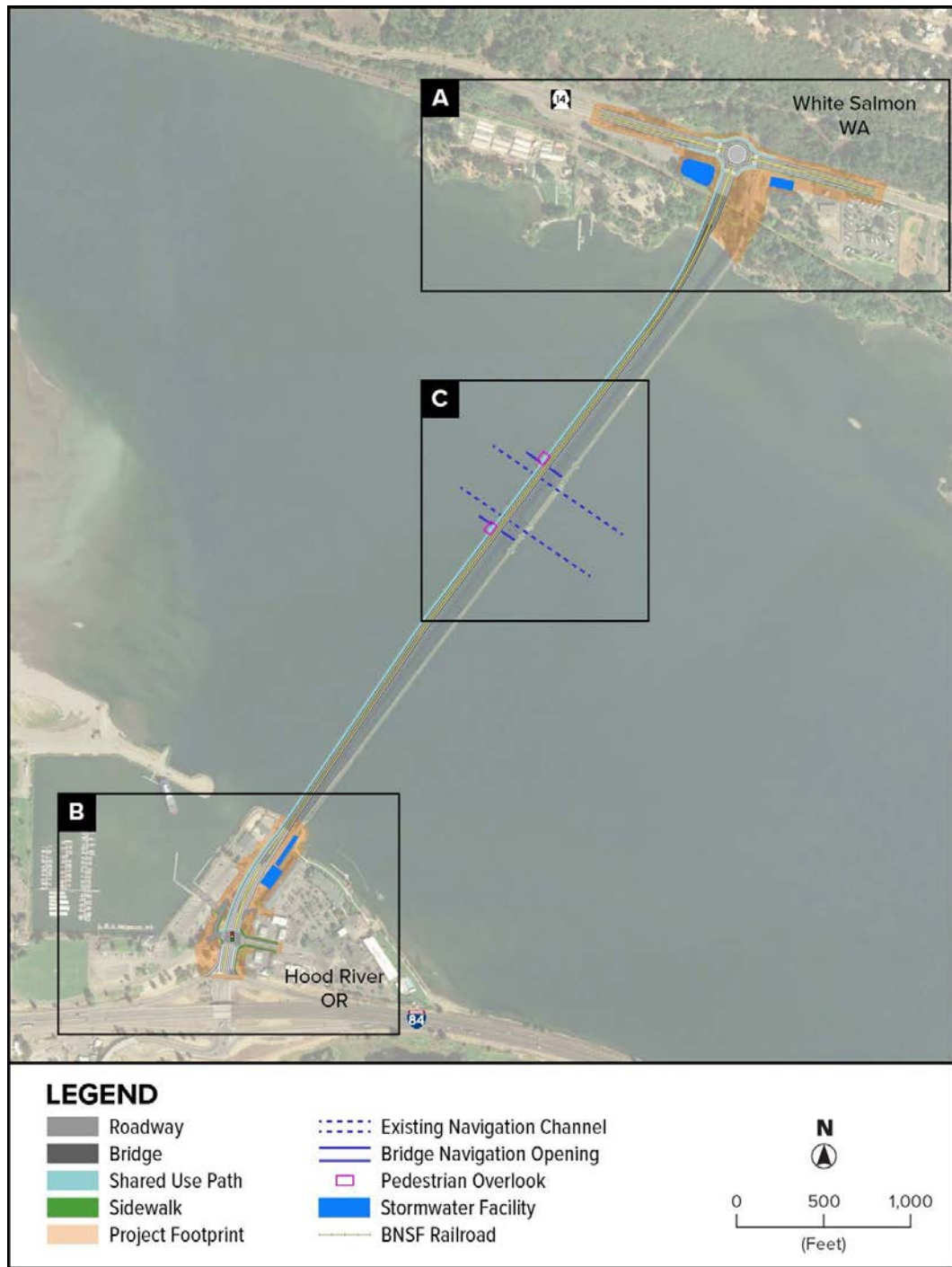


Figure 6. Preferred Alternative EC-2.

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Alternative EC-3

Alternative EC 3 would construct a replacement bridge east of the existing bridge. Like Alternative EC-2, the existing bridge would be removed following construction of the replacement bridge. Under Alternative EC-3, the replacement bridge would be the same as the Alternative EC-2 bridge, except for the following. The main bridge span would be approximately 400 feet east of the existing lift span. The bridge terminus in White Salmon, Washington, would be located approximately 140 feet east of the existing SR 14/Hood River Bridge intersection, while the southern terminus would be roughly the same as the existing terminus at the Button Bridge Road/E. Marina Way intersection in Hood River, Oregon. The bridge would be a 4,553-foot fixed-span segmental concrete box girder bridge with a concrete deck and no lift span. The bridge would have 12 piers in the Columbia River. Connections to roadways would generally be the same as Alternative EC-2, but the bridge would connect to SR 14 on the Washington side at a new two-lane roundabout slightly east of the existing SR 14/Hood River Bridge intersection. On the Oregon side, improvements would extend slightly further south to the Button Bridge Road/I-84 on and off ramps. The private driveway on Button Bridge Road north of E. Marina Way would be closed. Connections to bicycle and pedestrian facilities would generally be the same as Alternative EC-2, but the roundabout intersection with SR 14 on the Washington side would be located approximately 264 feet further east than under Alternative EC-2 (Figure 7).

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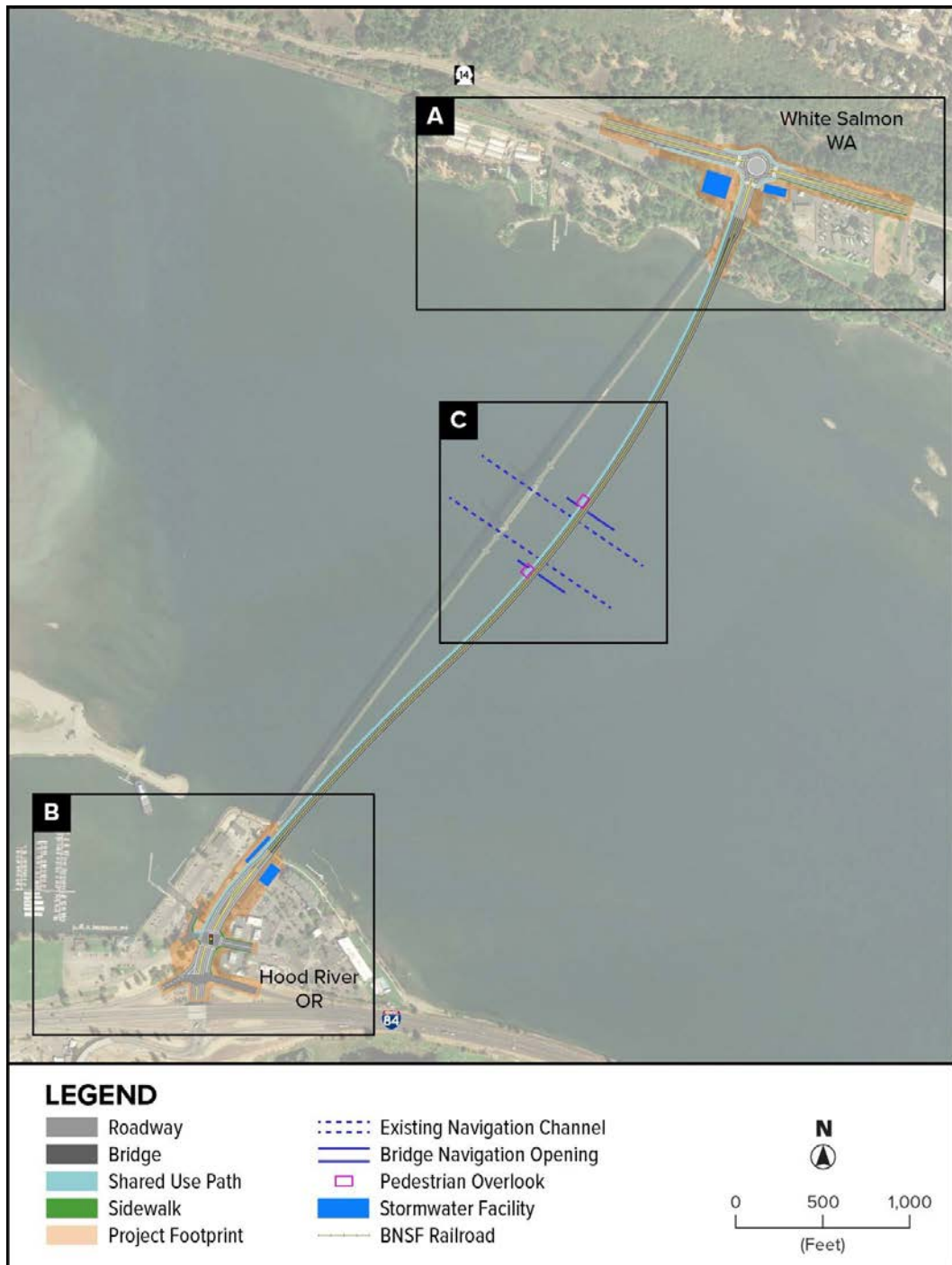


Figure 7. Alternative EC-3.

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	No Action Alternative	Preferred Alternative EC-2	Alternative EC-3
Bridge alignment	No change	WA: Slightly west of existing OR: Slightly west of existing	WA: Slightly east of existing OR: Slightly east of existing
Bridge structure			
Bridge type	Steel deck truss bridge with vertical lift span	Segmental concrete box girder bridge (fixed span)	
Total number of piers (in water / on land)	28 (20 / 8)	13 (13 / 0)	13 (12 / 1)
Structure length	4,418 feet	4,412 feet	4,553 feet
Travel lanes	9-foot 4.75-inch lanes	12-foot lanes	
Roadway shoulders	No shoulders	8-foot shoulders	
Vehicle height limit	14 feet-7 inches	None	
Shared Use Path	None	12-foot wide, only on west side with overlooks	
Bridge deck	Steel-grated	Concrete	
Vehicle Gross Weight Limit	80,000 pounds (lbs.); no trip permit allowance for overweight vehicles	> 80,000 lbs., with approved trip permit	
Design speed	Unknown	50 miles per hour (mph)	
Posted speed	25 mph	35 mph	
Toll collection	Toll booth on Oregon side	Electronic tolling/No toll booth	
Stormwater treatment	None	Detention and water quality treatment	
Navigation clearance	246 feet horizontal by 57 feet vertical when bridge is down and up to 148 feet vertical when lifted	450 feet horizontal x 80 feet vertical (maximum horizontal opening) 250 feet horizontal x 90 feet vertical (centered within maximum vertical opening)	
SR 14/Hood River Bridge intersection	Signalized intersection	Roundabout slightly west of existing intersection; SR 14 raised approximately 2 feet above existing road level	Roundabout slightly east of existing intersection; SR 14 remains at existing road level
Button Bridge Road/E. Marina Way intersection	Signalized intersection	Signalized intersection	
Anticipated construction duration	None	2.5 years to 3 years	

Table 1. Comparison of Alternatives.

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Figure 8. Photograph of OR&N segment looking north with Hood River Bridge in background.

Evaluation of Effects: No Adverse Effect

The FHWA, in conjunction with ODOT, has determined that the OR&N railroad segment is eligible for the NRHP. Evaluating the Level of Effect for the proposed undertaking on the property requires application of the Criteria of Adverse Effect as set forth in 36 CFR 800.5. Examples of adverse effects enumerated in 36 CFR 800.5(a)(2) that would result from the Project include a (iv) change of the character of the property's use or of physical features within the property's setting that contribute to its historic significance; and (v) introduction of visual, atmospheric or audible elements that diminish the integrity of the property's significant historic features. Project Alternatives E-2 and E-3 (build alternatives) will involve altering the setting of the OR&N but these changes would have no adverse effects upon the characteristics that make the property eligible for the NRHP. Since no federal funds would be expended under the No Action Alternative, Section 106 of the NHPA would not apply.

Figures 3 through 8 provide an overview of the project area, bridge construction alternatives in the vicinity of the OR&N railroad segment and illustrating the historical characteristics of the property. The figures illustrate how temporary and permanent potential impacts to the general setting of the OR&N segment would occur. Potential permanent and/or operational impacts consist of the replacement of Hood River-White Salmon Interstate Bridge that would alter the view of the bridge from the OR&N railroad segment. Temporary changes would consist of the visual intrusion and construction-related noise and atmospheric impacts from equipment and temporary structures. Short-term noise levels for construction activities are expected to range from approximately 70 to 100 A-weighted decibels (dBA) due to construction activities and possible increased traffic. Noise and atmospheric effects would be minimized through the implementation of construction best management practices. The No Action Alternative would likely result in no effects to the OR&N segment as it would largely maintain the existing visual environment.

The Project would have no adverse effects upon the OR&N railroad segment for the following reasons. First, the construction of the OR&N predates the construction of the Hood River Bridge. Second, views from OR&N to the bridge are partially obstructed by vegetation, buildings and structures. Third, the historic qualities of the setting viewed from the OR&N segment

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have been altered by increased industrial activities, construction of an interstate highway, and residential and commercial development since it was constructed. Lastly, the alignments of the proposed Project would be similar to the alignment of the existing bridge and would not obscure, fragment, or significantly contrast with the existing visual environment as observed from the OR&N. The Project features, construction-related activities, and facility operation, therefore, would not adversely affect the characteristics that make the OR&N segment eligible for the NRHP.

Coordination and Public Output

FHWA, in coordination with ODOT, WsDOT and the Port of Hood River, are consulting with the Oregon and Washington SHPOs. That consultation is ongoing. Meetings with Section 106 compliance teams at each SHPO are anticipated to review and provide comments on the Project historic resource identification efforts and assessment of potential Project effects. The NEPA analysis is still being conducted. The Supplemental Draft EIS will be available for public review and comment for 45 days. ODOT has notified several consulting parties including the Oregon State Historic Preservation Office, Historic Columbia River Highway Advisory Committee, History Museum of Hood River County, City of Hood River Landmarks Review Board, Washington Department of Archaeology and Historic Preservation, Washington State Department of Transportation, Klickitat County Historical Society, Gorge Heritage Museum/Western Klickitat County Historical Society, Washington Trust for Historic Preservation, Robert K. Krier, Historic Bridge Foundation, Bureau of Indian Affairs, Columbia River Inter-Tribal Fish Commission, Confederated Tribes of the Umatilla Indian Reservation, Confederated Tribes of the Warm Springs Reservation of Oregon, Confederated Tribes and Bands of the Yakama Nation, Nez Pierce Tribe, Confederated Tribes of the Grand Ronde Community of Oregon, Confederated Tribes of Siletz Indians, and Cowlitz Indian Tribe.

Conclusion

It is the determination of FHWA, in coordination with ODOT, that the replacement of the Hood River Bridge would result in no adverse effects to the characteristics that make the OR&N railroad segment eligible for the NRHP. A finding of **No Adverse Effect** pursuant to 36 CFR 800.5(d)(1) is therefore appropriate. Consultation is progressing and the views of the public are being considered during Project planning.

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Sources

Google Earth Pro. 2020. Google Earth Pro (Version 7.1.7) [Software]. Mountain View, California: Google Inc.