

North Glenwood Reconnaissance Level Survey Springfield, Oregon

A. Statement of Project Objectives

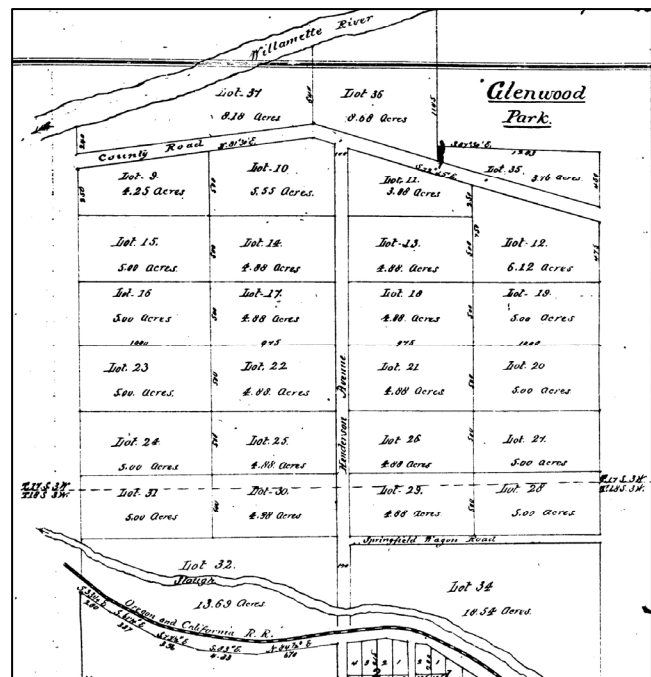
The objectives of this survey are three-fold. First, to provide the residents of Springfield with an assessment of the resources within Glenwood. Second, to provide the City of Springfield with an informational basis for policy and planning decisions regarding the management and protection of resources located within Glenwood. Third, to add to the body of knowledge maintained by the Oregon State Historic Preservation Office with regards to the historic resources within Springfield, Lane County, and the State of Oregon.

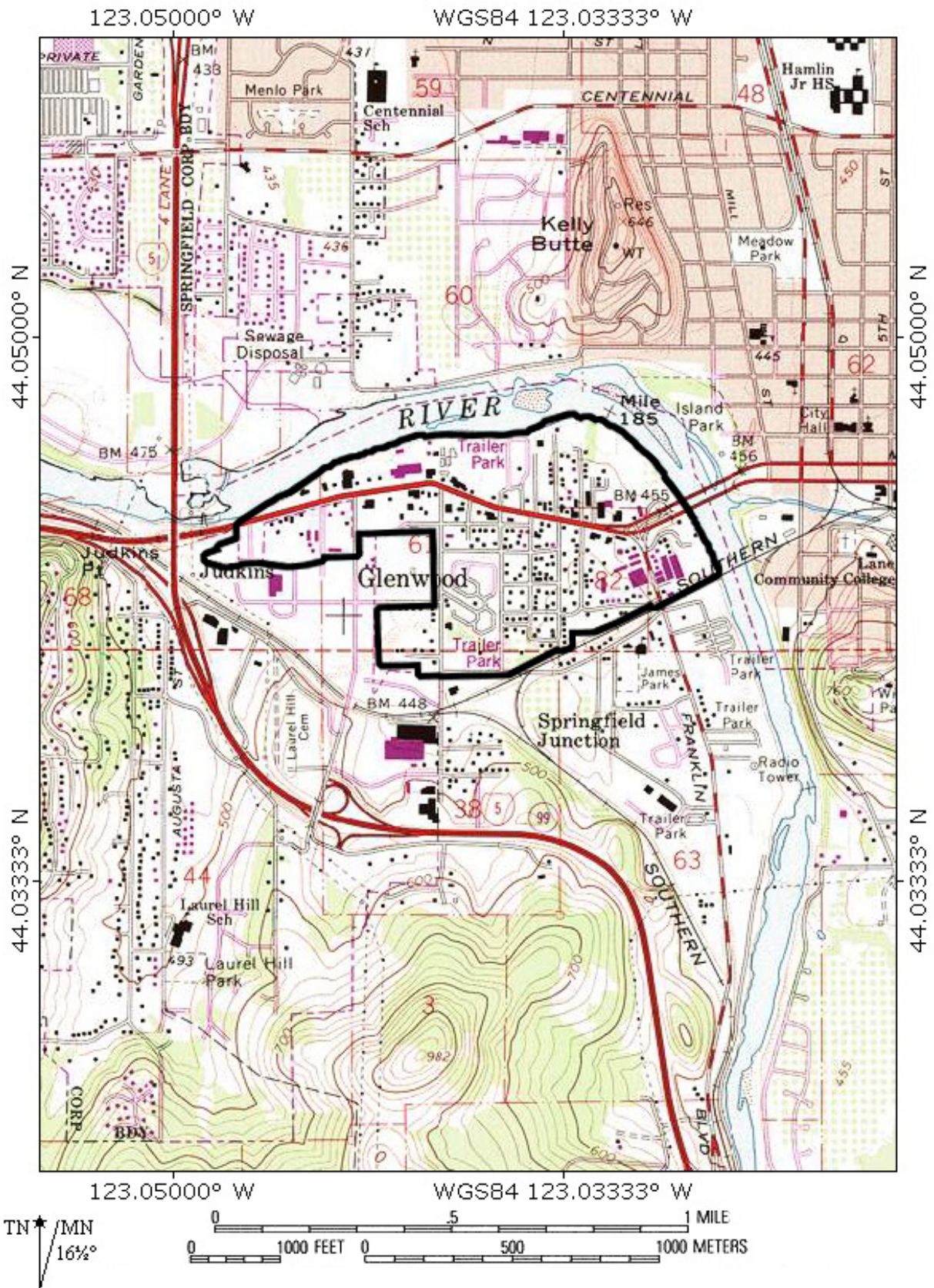


B. Boundary Explanation and Justification

The area of the survey is generally the north portion of Glenwood on both sides of Franklin Boulevard, both sides of McVay Highway from the Springfield bridges to the Union Pacific railroad trestle, and the residential core area from Franklin Boulevard to the Union Pacific railroad tracks in Springfield, Oregon. The area was selected to further investigate properties identified in a 2001 windshield survey and encompasses 270 tax lots with approximately 473 structures. The excluded area to the southwest contains mostly recently constructed light industrial complexes and open space.

Glenwood Park was initially platted in 1888, with an 1890 plat amendment. The area was focused on the still extant Henderson Avenue as the central north-south thoroughfare. The County Road, now Franklin Boulevard, paralleled the river at the north. The only other road in evidence was the Springfield Wagon Road, located where East 18th or 19th





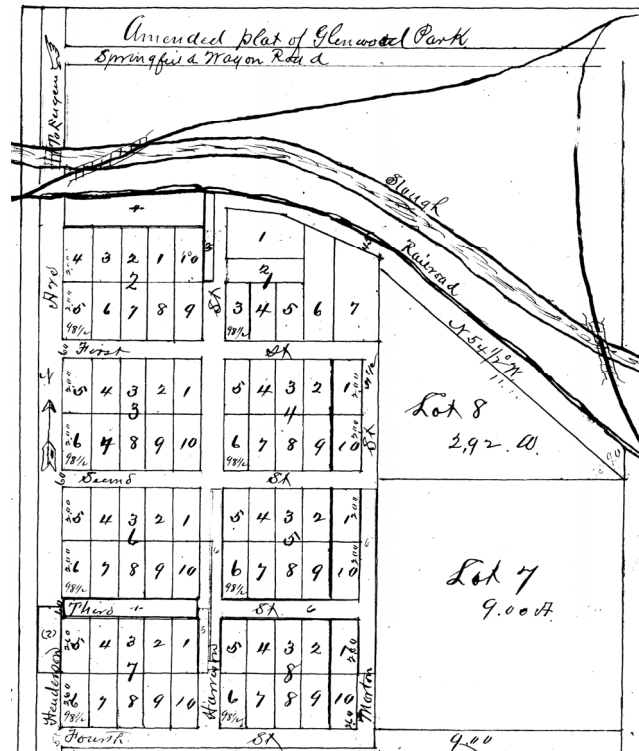
Partial Eugene East, Oregon, 7.5 minute series USGS topographic map (1985) showing the Glenwood Recon Survey area outlined in black.

Street is now. Then as now, the railroad (then the Oregon and California Railroad) ran through the plat, paralleling a slough. The lots to the north of the tracks were large, generally around five acres each, unless the presence of a road or natural feature dictated a slightly larger or smaller parcel. Two lots along the river, between it and the County Road, were around eight acres, with a third measuring slightly less than four acres. The lots between the County Road and the railroad were arranged in orderly rectangles two deep to either side of Henderson Avenue, an arrangement that is all but invisible in the modern Glenwood.

Though the area to the south of the tracks is outside of the survey area, it is worth noting that it contained an area that was obviously platted for a subdivision of small single-family or worker houses. This area to the east of Henderson Avenue was further refined in the 1890 plat amendment and featured 80-lots measuring 98-1/2 by 200 feet in eight orderly blocks. Circulation in this subdivision was to be provided by 1st, 2nd, 3rd, and 4th Streets running east and west; and Henderson, Harrison and Morton running north and south.

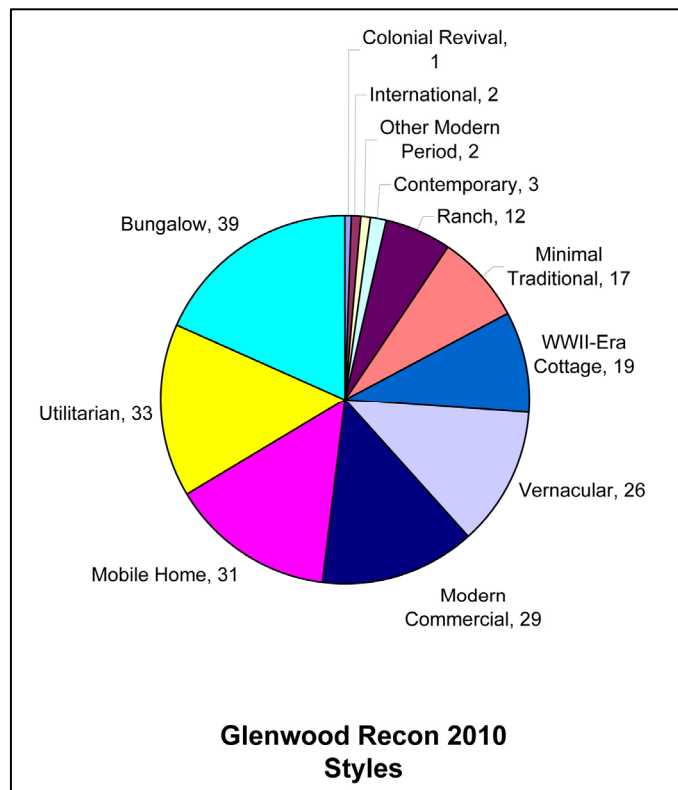
Glenwood appears to have developed slowly, largely due to the Willamette's frequent flooding in the early historic period. Car camps proved to be an ideal form of settlement, because they could be easily moved to unflooded areas.

These camps would eventually form the nuclei of Glenwood's mobile home parks, according to long-time locals, the most likely case being Ponderosa Village on Franklin Boulevard. The community began to solidify and experienced a growth spurt around 1935, when a four-room school was established on Franklin Boulevard, to the south of the survey area. In the 1940s James Park, near the school, became part of the newly established Willamalane Parks and Recreation District. At the time Glenwood had a reported 1,800 residents which supported three groceries. Changes following 1950 saw the destruction by fire of one of the major groceries and the closure of the Glenwood School in the 1960s. The remaining agricultural lands were gradually shifted in use to industrial or residential, as was the case with Davidson Bean Yard, now Midway Manor Mobile Home Court. A significant factor in the development of Glenwood's recent character has been its unincorporated status which has attracted experimental and individualistic inhabitants. Property boundaries are often unapparent in the field with many creative, vernacular structures hidden amongst the trees.

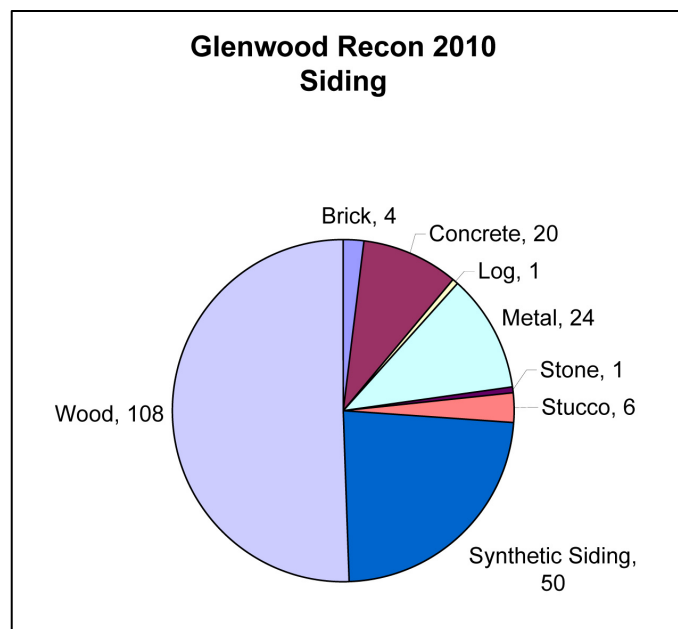


C. Survey Results

The architectural survey area contains 473 structures on 270 tax lots. The 473 structures are tied to 214 addresses which provide the basis for analysis. In Glenwood’s case the multiple structures per tax lot not only represent a residence and its garage, but also industrial concerns with multiple buildings and two mobile home parks with dozens of residences. The 214 addresses represent 149 domestic structures, 53 commercial enterprises, eight related to industry and one each devoted to transportation, religion, recreation, and health care. Many of the resources in this neighborhood have undergone a great deal of alteration and even fewer remain from Glenwood’s earliest days, but some retain their physical integrity. Of the 214 addresses, 50 (23%) can be considered contributing resources while 84 (39%) are too altered to be contributing and 80 (37%) are out of period (i.e. built after 1960).

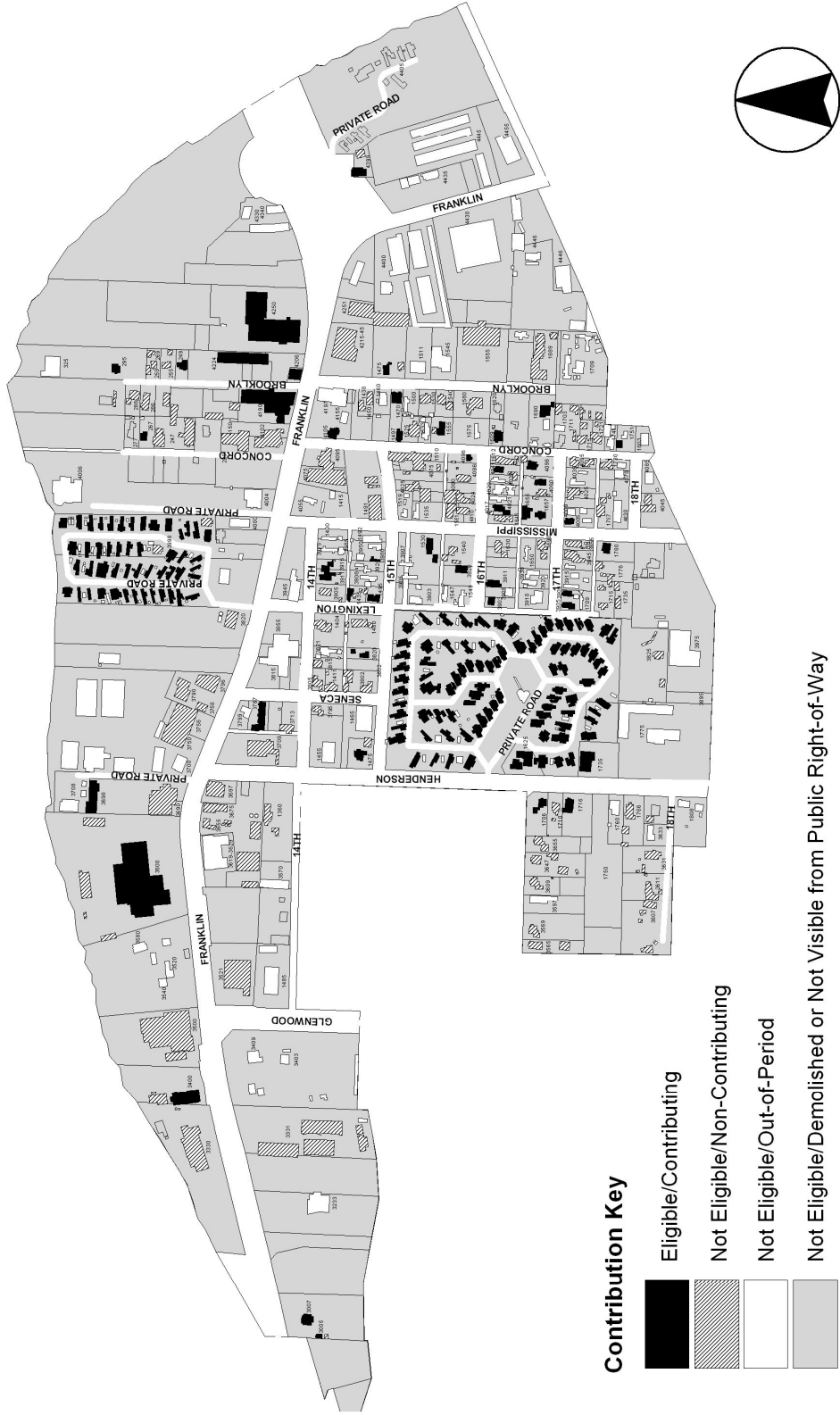


Stylistically, 39 buildings can be classified as Bungalows, 33 as Utilitarian (mostly industrial and storage structures), 31 as Mobile Homes (on individual lots rather than in parks), 29 as Modern Commercial, 26 as Vernacular, 19 as World War II Era Cottages, 17 as Minimal Traditional, 12 as Ranch, three as Contemporary, two as “Other Modern Period,” two as International and one as Colonial Revival. In terms of exterior cladding materials, wood dominated with 108 examples. Other types found include synthetic siding (50), metal (24), concrete (20), stucco (6), brick (4), and one each of stone and log.



Glenwood Historic Resource Survey

Prepared by Historic Preservation Northwest - 12/17/2010



The period of significance for Glenwood appears to be 1888 to 1960. This expanse of time reflects the development of the area and conveys the range of domestic architectural trends in the neighborhood. The boundaries of the surveyed area are outlined, as they are on an accompanying aerial photo.

D. Recommendations

This architectural survey examined 270 tax lots and found 473 structures. These 473 structures were tied to 214 addresses with many grouped in mobile home courts. Many of the resources in this neighborhood have undergone a great deal of alteration and addition. The combined total of 164 (76%) of non-contributing plus non-period structures versus 50 (23%) for potentially contributing structures makes it unlikely that Glenwood could become a National Register Historic District. Of the 50 potentially contributing resources, most would only be eligible for listing as part of a larger context, such as a District or Multiple Property Submission. They appear to lack the distinction for individual listing on the National Register, barring the discovery of their association with a significant person or event. However, 11 resources do have the potential for individual listing and warrant further examination.

Residential structures that warrant further examination for individual listing:

- 295 North Brooklyn Street
- 1475 South Brooklyn Street
- 1690 South Brooklyn Street
- 3007 Franklin Boulevard
- 1780 Mississippi Avenue

Commercial or industrial structures that warrant further examination for individual listing:

- 3600 Franklin Boulevard (Myrmo & Sons)
- 3698 Franklin Boulevard
- 4206 Franklin Boulevard (Blue Cross Animal Hospital)

Other Resources that warrant further examination for individual listing:

- 3787 Franklin Boulevard
- 3998 Franklin Boulevard (Ponderosa Village)
- 1625 Henderson Avenue (Midway Manor)

Residential Structures

The house at 295 North Brooklyn Street dates to circa 1930 and is typical of Depression era single family construction. It combines features of an English Cottage with the Colonial Williamsburg Revival style, particularly with its gabled dormers. With the exception of a rebuilt entry-deck, all of its architectural features appear to be intact and unaltered. Two other structures in the study area were built during the same period, and have similar massing, but both have integrity issues. The house at 4105 Franklin Boulevard is currently boarded-up and vacant. According to some reports, it served as office space for a nearby 1970s Texaco Gas Station. The house at 1475 Henderson

now serves as offices rather than as a residence. It has fully replaced windows and its landscaping primarily consists of asphalt.

The vernacular residence at 1475 South Brooklyn Street dates to circa 1895 and appears to be the oldest structure in the survey area. It is a simple, front gabled house clad in drop siding. A gabled, open entry porch may be an early alteration, a replacement of a larger front porch. An auxiliary building to the north of the main house is a non-contributing resource.

The house at 1690 South Brooklyn dates to circa 1915. It has a hipped roof with hipped dormers and is clad in drop siding. The currently uninhabited residence is part of a larger complex that includes a circa 1915 pump house, as well as more modern structures including some of the semi-permanent mobile homes and trailers that are characteristic of Glenwood. The current (2010) owner of the property believes that the main house may be the product of a plan book and that it may have been moved to the site from a frequently flooded site closer to the river.

There are two circa 1921 Craftsman style buildings at 3007 Franklin Boulevard, the main bungalow and a small auxiliary building in the same style that has been converted to residential use. While the buildings themselves are not particularly unusual, their setting is. The property is located at the extreme western edge of the survey area and is isolated from the residential core of Glenwood. The wooded lot sits below Franklin Boulevard's grade and is flanked by a vacant lot on the west, an industrial lot to the south, and the University of Oregon's motor pool to the east. There are also a few other Craftsman Bungalows within the residential core that are essentially intact and worth noting. These are: 1609 Concord Avenue (circa 1935), 1751 Concord Avenue (circa 1930), 1530 Mississippi Avenue (circa 1930), and 1657 Mississippi Avenue (circa 1937).

The Vernacular house with Arts and Crafts influences at 1780 Mississippi Avenue dates to circa 1915. It is unusual within the Glenwood context, both in size as well as design. The large house is a full two stories in height, with a complex hipped roof. The façade's second story is organized into two square pavilions that flank a centered balcony. This entire assembly then projects over a wrap-around porch on the first level of the building.

Commercial or Industrial Resources

The Myrmo & Sons complex at 3600 Franklin Boulevard dates to circa 1965. Though it currently falls short of the 50-year guideline for National Register listing, it will become eligible in the next few years. The complex consists of an International style office building, the primary reason for its potential eligibility, connected to a large, flat roofed shop, plus some utilitarian outbuildings. Myrmo & Sons was founded in Eugene in 1925 to support the logging industry and continues to provide services to logging, industrial, manufacturing, and trucking concerns. The company has been at its current location for many years, though it is uncertain if it has been at this site since its inception. There are no buildings dating to the 1920s at the site.

The industrial shop at 3698 Franklin Boulevard dates to circa 1940. The building is set at the rear of its lot. The front of the lot is occupied by a commercial showroom, a two

story concrete industrial building (which is split between 3698 Franklin and 3690 Franklin) and a small residence. The front buildings, particularly the showroom and residence have been substantially altered and are unlikely to be National Register eligible. According to the current occupant of the house, the site was once a tannery and then later a construction business. The potentially eligible shop building at the rear is currently (2010) occupied by Intercity Engineering. It is two-stories in height with a narrower second floor set over a pent roof. The first floor has large banks of multi-pane windows while those on the second are primarily 2/2 wood double-hung sashes. The southeast corner of the building is cut away to accommodate huge wooden hinged doors. The primary exterior cladding material is wood lap, with vertical boards on a slightly newer addition at the west.

The Blue Cross Animal Hospital at 4206 Franklin Boulevard dates to circa 1944. The structure is unusual in that it consists of two Quonset huts side by side. The two arched volumes are linked by a false front on the south, but can be seen as separate vaults on the north. The two vaults are covered with asphalt composition shingles that reach to within five feet of ground level. The façade is finished in materials that are characteristic of the late 1940s and 1950s, including stone veneer, board and batten, and asbestos shingles. The Blue Cross Animal Hospital sign attached to the center of the façade is loosely Populuxe in style and should be considered a character defining element.

Other Resources

The auto court, now in use as an apartment building, at 3787 Franklin Boulevard dates to circa 1930. The building is L-shaped and detailed in a Craftsman manner, with small gabled entry porches marking the entrances to five individual units. The foot of the L is located at the west end of the building, is slightly larger, and possibly once contained the office for the court. It also has the most alterations, with some siding and window replacement. Despite these, the structure remains eligible for its rarity.

Like the Myrmo & Sons office, the Ponderosa Village and Midway Manor mobile home courts fall slightly short of the 50 year age guideline for the National Register but will become potentially eligible soon. Both date to the 1960s. Ponderosa Village at 3998 Franklin Boulevard has a simple linear arrangement. The grounds contain two 1930s residences, both not eligible due to extensive alterations as well as approximately 49 mobile homes of various dates. By contrast, Midway Manor is much more planned, with a looping road arrangement focused on a central park area with a recreation structure. In addition to this newer (circa 1980s) building there is also an International style house that serves as the Manor's management hub as well as approximately 86 mobile homes. Of the two courts, Midway Manor appears to be the more likely candidate for National Register listing due to its landscape design. As an age-restricted complex, the individual mobile homes also appear to be more lightly used, with more original features intact.

E. Explanation of Fieldwork Techniques

For this reconnaissance survey project the survey area was defined by the City of Springfield as the north portion of Glenwood on both sides of Franklin Boulevard (north), both sides of McVay Highway from the Springfield bridges to the Union Pacific railroad trestle (east), and the residential core area from Franklin Boulevard to the Union Pacific railroad tracks (south). This project followed the latest "Guidelines for Conducting Historic Resource Surveys in Oregon" of the Oregon State Historic Preservation Office. The survey was also conducted in compliance with the Secretary of the Interior's Standards for Preservation Planning.

Sources:

"Glenwood Park 1888 Plat Map," online at <http://apps.lanecounty.org/SIDO/ViewFile.aspx?type=SI&id=41016>, accessed 10/29/2010.

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