NPS Form 10-900-a
(8-86)

OMB Approval No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 96000999 Date Listed: 9/12/96

Corbett Brothers Auto Storage Garage	Multnomah	OR
Property Name	County	State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

Paul R. Lusignan 9.12.96

Signature of the Keeper Date of Action

==========

Amended Items in Nomination:

Significance:
The appropriate areas of significance are: Architecture, Transportation, and Commerce. [Commerce was inadvertently left off the cover form, but was discussed in the narrative]

Historic Function:
The appropriate historic functions should read: Transportation-road related and Commerce/Trade-warehouse.

This information was confirmed with E. Potter of the OR SHPO.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

999

NPS Form 10-900
(Oct. 1990)

OMB No. 10024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

RECEIVED 2280
AUG 20 1996
NAT. REGISTER OF HISTORIC PLACES
NATIONAL PARK SERVICE

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Corbett Brothers Auto Storage Garage

other names/site number Broadway Garage

2. Location

street & number 630 SW Pine ☒ N/A not for publication

city or town Portland ☒ N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97204

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this ☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. I recommend that this property be considered significant ☐ nationally ☐ statewide ☒ locally. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title Deputy SHPO — Date August 12, 1996

Oregon State Historic Preservation Office
State of Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. (☐ See continuation sheet for additional comments.)

Signature of certifying official/Title — Date

State or Federal agency and bureau

4. National Park Service Certification

I hereby certify that the property is:

☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register
☐ See continuation sheet.
☐ determined not eligible for the National Register.
☐ removed from the National Register.
☐ other, (explain:) _____

Signature of the Keeper — Date of Action 9.12.96

Corbett Brothers Auto Storage Garage
Name of Property

Multnomah, OR
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply)

- ☒ private
- ☐ public-local
- ☐ public-State
- ☐ public-Federal

Category of Property
(Check only one box)

- ☒ building(s)
- ☐ district
- ☐ site
- ☐ structure
- ☐ object

Number of Resources within Property
(Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

N/A

Number of contributing resources previously listed in the National Register

-0-

6. Function or Use

Historic Functions
(Enter categories from instructions)

TRANSPORTATION--road-related (vehicular)

Current Functions
(Enter categories from instructions)

TRANSPORTATION--road-related (vehicular)

~~COMMERCE/TRADE - Business;specialty stores~~

7. Description

Architectural Classification
(Enter categories from instructions)

LATE 19th CENTURY AND EARLY 20th CENTURY

REVIVALS - Mediterranean

Materials
(Enter categories from instructions)

foundation concrete

walls concrete

roof concrete

other

Narrative Description
(Describe the historic and current condition of the property on one or more continuation sheets.)

SETTING

The Corbett Brothers Auto Storage Garage is located on an irregular parcel comprising the north half of block 84, where Burnside, Broadway, Pine and Ankeny meet. As originally configured, this parcel was 100' north-south and 200' east-west. In 1906, to improve traffic at this awkward intersection, the city took the northwest corner of the parcel, giving the block an irregular, slightly trapezoid shape.

Today, the block is located at the north end of the downtown in a vital transportation area. Sixth Avenue runs adjacent to the garage on the east and is the northbound lane of the transit mall. On the west is Broadway, a major southbound automobile artery. To the north is Burnside, the city's primary east-west crosstown artery.

On the east is the U. S. Bancorp Tower. Adjacent to the south is the West One Financial Center, with U.S. Bank located just beyond. To the north are several smaller restaurants and stores, with the Benson Hotel located somewhat cater corner to the southwest and the Vintage Plaza beyond. Across Burnside, to the northeast, is Chinatown and the Skidmore-Burnside Historic District. To the northwest are the North Park Blocks and the 13th Avenue Historic District.

EXTERIOR

The Corbett Brothers Auto Storage Garage was designed by A. E. Doyle in 1925. At the time of construction, it was Portland's first self-service ramp garage. Vehicular access was off Pine Street. Storefronts were located on Sixth, Broadway and Pine.

The building is reinforced concrete. The garage consists of two masses, each five stories tall (and two stories below grade) and each 50 feet wide, one half story apart in height. This design reflected the requirements of the ramp design. The first floor is approximately 20 feet high, to accommodate retail shops on the three street fronts. The remaining four floors are approximately 10' 6" floor to floor. Floor construction is pan joists, and columns are round in section. The exterior surface is reinforced concrete with brush-hammered finish.

The primary facade, 184 feet long, is along Pine. It consists of the central vehicle access bays, approximately 60 feet wide, with a central bank of ramps leading to both the upper and lower floors. At the west end are two storefronts, each approximately 30 feet wide. At the east corner

is another 30-foot wide storefront with two smaller storefronts of about 20 feet sandwiched between the center and end bays. The smaller storefronts reflect the reduced street frontage and Doyle's attempt to provide balance with an unusual and irregular street scape.

As designed, the storefronts were essentially identical, rising two stories in a slight recess of the concrete. The storefront frame is one story and consisted of a traditional storefront window sitting on a tile base with transom lights above. The storefront features a stone surround with stone cable pilasters (with Corinthian capitals) and a flat arch with ogees at each end and a central cartouche. Doyle used the stone cable pilasters frequently to frame the plate glass, while also using decorative wood mullions in the transoms. He also used a small tile to floor the entryway of each store. Above each store front, as the second level, Doyle installed a multi-light steel sash industrial-style casement window; these numbered three with the exception of the two smaller storefronts, where they numbered two. This fenestration pattern is continued on levels three, four and five--except in the outside bay where Doyle reduced the windows to a single window. The roof line features a corbel table.

The east (Sixth Avenue) and west (Broadway Street) facades are essentially identical excepting that the Broadway facade is curved in the northernmost massing, reflecting the changing street pattern. Each facade on each of the two masses has three storefronts, a larger one flanked by two smaller ones. On the northern mass, the storefronts rise two stories in a slight recess of the concrete. At the second level, in the recess, there is an industrial-type steel sash casement window; one in the outer bays and three on the central bay. Above this level, the outer bays are blank while the three window pattern of the central bay continues on levels three, four and five. The storefronts themselves follow the pattern of the Pine Street storefronts.

On the southern mass, again there are three storefronts: a central one flanked by two smaller ones. Unlike the other storefronts, they are not recessed but flush with the facade. The fenestration pattern follows the northern mass with one window on the out bays and three on the central bay, but unlike the northern mass, Doyle continues this pattern on all of the upper levels.

At the south is a party wall

There is some indication that as originally painted, the exterior was white with the stone trim in creme yellow. The overall effect is in the Mediterranean spirit.

Most of the storefronts have been revamped with modern aluminum frame systems. The most intact storefronts are found on the Broadway facade.

INTERIOR

Above and below level one, the interior consists exclusively of parking spaces with a total of twelve levels. Each level contained parking for approximately 40 cars per level. A central stair and a passenger elevators provided access to the various levels. Parking spaces are aligned perpendicularly off a central aisle on each level. Notable features originally included glass partitions separating the stairs and elevator from the garage. On levels two and three, these partitions have been rebuilt with cinder block; on the other levels, the glass and door have been removed, but the frame remains. The original elevator also is intact.

As constructed, the storefronts provided opportunities for retail. These include barbershops, tailors, restaurants, etc. Over time, these spaces have all been altered substantially over the years, even to the extent at the northeast corner where the interior has been removed in total and the space is now used for parking.

Apart from the storefronts, the interior of the garage is essentially intact.

MAJOR ALTERATIONS

The Corbett Brothers Auto Storage Garage is largely intact with major alterations focused on upgrading the retail spaces.

1948	Design by Pietro Belluschi, the roof level, hidden by the parapet, was opened to parking by extending the ramp to the roof deck, adding a new roof canopy, and black topping the deck. The existing structural system was sufficient to support the added parking.
1958	Interior office spaces adapted for commercial use. Remodeled by Fletcher, Williams.
1961	Storefront at 632 SW Pine altered by Skidmore Owings & Merrill for tenant (Hertz)

Corbett Brothers Auto Storage Garage
Name of Property

Multnomah, OR
County and State

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

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

Criteria Considerations
(Mark "x" in all the boxes that apply.)

Property is:

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

Areas of Significance
(Enter categories from instructions)
ARCHITECTURE
TRANSPORTATION

Period of Significance
1926

Significant Dates
1926

Significant Person
(Complete if Criterion B is marked above)
N/A

Cultural Affiliation
N/A

Architect/Builder
A. E. Doyle

Narrative Statement of Significance
(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography
(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

Previous documentation on file (NPS):

- [ ] preliminary determination of individual listing (36 CFR 67) has been requested
- [ ] previously listed in the National Register
- [ ] previously determined eligible by the National Register
- [ ] designated a National Historic Landmark
- [ ] recorded by Historic American Buildings Survey # _____
- [ ] recorded by Historic American Engineering Record #

Primary location of additional data:

- [ ] State Historic Preservation Office
- [ ] Other State agency
- [ ] Federal agency
- [x] Local government
- [ ] University
- [x] Other

Name of repository:
Oregon Historical Society

CORBETT BROTHERS AUTO STORAGE GARAGE (1926)
630 SW Pine Street
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The Corbett Brothers Auto Storage Garage occupies the entire north half (100 x 200 feet) of the block on the south side of Pine Street, between Broadway and Sixth Avenue at the SW Ankeny tangent, in downtown Portland, Oregon. The garage was configured at its west end to conform to the lot line that was truncated at the north corner to improve traffic safety at a five-way intersection. The design was provided by leading Portland architect A. E. Doyle in 1925, and construction was completed in 1926.

The Corbett Brothers Garage had the distinction of being the city's first self-service ramp garage. It contained retail space on the ground story. The major frontage is presented on Pine Street. It rises to a height of five stories above grade and has two basement stories. Exterior finish of this reinforced concrete building was brush-hammered concrete with stone trim.

The building reads as two parallel sections, both 50 x 200 feet. The northerly section achieves the greater height, but the end elevations of either section have identical exterior treatment. A 60-foot wide vehicle entrance is centered in the Pine Street facade, from which ramps ascend and descend to upper and lower storage levels. On the second story, industrial steel windows are framed by sunk flattened ogee arches. The parking levels are vented by regularly-spaced openings on a squarish module that create a largely static pattern of voids in the upper facades.

Although the architect used the warehouse genre as a paradigm, or point of departure, exterior elevations are organized in the manner of an elongated Italian Renaissance palazzo and finished with a corbeled arcade as a cornice. A few of the individual storefronts are intact on the west elevation along Broadway. They are finely finished with classical surrounds having wagon-vaulted central entry recesses with fanlights and flanking plate glass display windows trimmed with barley-twist colonettes. Other aspects of the shop front design are heavily-mullioned multi-light transoms and ceramic tile bulkheads.

The storage levels are intact. The roof was reinforced for roof-top parking in 1948. Retail spaces have been remodeled. A perspective rendering of the design for the garage published in

The Oregonian for October 25, 1925, shows that the original concept was only four stories in height and decidedly more atmospheric as a Mediterranean scheme with a tile hip roof, central tower block with double-arch entry, loggia-type outlook, and pyramidal cap.

The garage meets National Register Criteria A and C in the areas of transportation, commerce and architecture. The application asserts that the growth of Portland's central business district was fueled by a sharp rise in automobile use from the 1910s onward. Service stations and garages were developed in response. The Corbett Brothers' driver self-service ramp feature was an innovation locally, and it called for a certain abount of space to achieve functional grades and turning space. The ramp garage was more convenient for drivers than the vertical lift storage building which required patrons to wait in line while an attendant retrieved cars in rotation. This was a project that was well received as a means of helping to alleviate congestion on the streets. The garage originally was managed by National Portland Garages.

A. E. Doyle (1877-1928) was a native of California and was raised in Portland, where he was educated in public schools and trained as an apprentice in the office of the preeminent local architects, Whidden and Lewis. Doyle commenced his independent practice in 1907 with W. B. Patterson and James G. Beach as partners in the period 1908-1915. Continuing to the time of his death in 1928, he shaped the character of Portland's skyline with outstanding office towers, stores, hotels, civic buildings, and theaters. A project which closely followed on the Corbett Brothers Auto Storage Garage was the Public Service Building Garage of 1927, which strengthened the popularity of self-serve auto storage.

SETTING

The Corbett Brothers Garage is located on the north half of block 84. Up to the end of the 19th century, the block and the area was largely residential. In 1889, it was comprised of 15 generally 2-story frame houses. By 1908, the block began to see some development with frame houses adapted for repair shops and a large frame building occupying most of the southeast corner.

For the two decades following the Lewis and Clark Exposition of 1905 and prior to construction of the garage, Portland grew at an unprecedented rate. Population grew rapidly. Bridges connected the east and west banks of the Willamette River. Streetcars connected suburbs with the central business district. Money was available for development. In 1910 alone, $20 million of new construction began, mostly office buildings and warehouses.

Many of these new buildings were located on the northern and western side of the downtown and bordered the Corbett parcel. Examples include the 1907 Wells Fargo Building, 1917 U.S. Bank Building, and 1924 Bank of California, all along Fifth Avenue just south of the garage. Along Broadway, directly across from the parcel were several office and retail buildings; these included the 1910 Lowengart, 1908 Fenton and 1909 Beck Buildings. Further to the south were the 1913 Oregon (now Benson) Hotel and 1909/1894 Imperial Hotels (now Vintage Plaza). Across Burnside, on Broadway just to the north was the 1915 Board of Trade Building.

Fueling growth in the Central Business District was the automobile. Its growth was explosive. In the United States, production went from 7,000 vehicles in 1901 to 181,000 in 1910. By 1929, annual production rose to 4,455,000. No longer a hobby or luxury, the car was becoming a necessity. It was the way to get around. The car gave people a way to live far from work, while delivering them to their downtown offices at their convenience.

That growth was true for Portland as for the United States. Extensive use of the car created crises of severe proportions for the central business district. One major problem was parking. What to do with the car once it delivered its occupants downtown? Parking was the number one issue facing the City Commission on Public Works. It was in this context that the Corbett Brothers decided to invest in Portland's first ramp garage.

HISTORY OF THE BUILDING

On Sunday, October 25, 1925, both the Oregonian and the Oregon Journal featured in their real estate section the planned construction of an enormous garage. As designed by A. E. Doyle for the Corbett Brothers, the garage was a Mediterranean scheme that ran the width of the block with tile roof and belvedere. The Spanish Colonial style was just reaching its zenith in Portland with Carl Linde designing numerous apartment buildings and residences in the genre and with the completion of the John Bennes' Hollywood Theater. The reinforced concrete garage was to be four stories tall with ground floor retail and would hold 500 automobiles. Construction cost was $250,000 with financing handled by the Strong & MacNaughton Trust Company. Initial plans called for the garage to be on the south side of the block

Construction was anticipated to begin on January 15, 1926. A unique feature was the "driveuserv" or ramp arrangement whereby patrons would park their own vehicles. "Economy in time to patrons and in operating expense to garage owners is affected by use of the ramp in preference to elevators for handling autos." According to Portland garage operator, D.C. Bates, the parking garage alleviated downtown traffic congestion. He estimated on-street parking at 24 vehicles per block; a 500-car garage would provide the parking equivalent to over 20 city blocks. The advantage of the ramp garage over the elevator garage was efficiency. An elevator garage could handle one car per minute while a ramp garage could handle 25 in the same time.

Before construction began, the Corbett Brothers moved the project to the north side of the block and scaled down its design, making it less expensive with more garage and less storefront. Work progressed satisfactorily with construction completed by midsummer. Upon opening, it was managed by National Portland Garages. Later operators included Imperial Garages and Hotel Garages. Over the years, the management of the facility has changed though not the function. Portland's first ramp garage designed by its premier architect continues as a model of efficiency.

A. E. DOYLE - ARCHITECT

The architect for the Corbett Brothers Auto Storage Garage was Doyle and Associates, headed by premier Portland architect A. E. Doyle.

Born in California in 1877, Doyle arrived with his family in Portland five years later. Educated in the city's public schools, he learned a great deal about construction from his father who was a

carpenter and building contractor. When he was 14, Albert went to work as an apprentice in the architectural firm of Whidden & Lewis. At the time (1891), William Whidden and Ion Lewis had been partners for only three years but were responsible for the design of many of the city's fine classical buildings. While Doyle was with them, the firm produced structures such as the Public Library (1891), Packer-Scott Warehouse (1891-92) and Portland City Hall (1894). After ten years with the firm, Doyle attended the College of Architecture at Columbia University for approximately two years. His interlude in New York City also entailed employment in the office of architect Henry Bacon, the designer of the Lincoln Memorial. After Columbia, Doyle spent time at the American School of Architecture in Athens where he reflected upon the ruins of classical Greece and Rome. He then returned to the office of Whidden & Lewis in 1906 to watch the rise of one of Portland's first skyscraper, the Wells Fargo Building (which is now a part of U.S. National Bank).

Doyle opened his own office in 1907 and within a year took on as his partner W. B. Patterson, a construction supervisor. It was then that Doyle received his first major commission: a ten-story addition to the Meier & Frank department store. Originally, he designed the addition to match the old building but the owner of the store talked Doyle into changing the design to match the white terra cotta commercial palaces found in Chicago. Identical Doyle-designed additions were built in 1915 and in the early 1930s to complete the present block. This building is listed in the National Register of Historic Places.

For the next ten years, Doyle's office had a dominant influence over Portland's downtown skyline. During this time, he produced buildings such as the Selling Building, 1910; the Oregon Hotel (Benson Hotel), 1911; the Central Public Library, 1913; the Northwestern National Bank (American Bank) Building, 1913; the Morgan Building, 1913; Pittock Block, 1914; and U.S. National Bank, 1917 and 1925.

Doyle's office went through a number of corporate name changes during this period, first to include Patterson and then to include engineer James G. Beach. Beach, a son-in-law to Simon Benson, had become a partner at the time the Oregon Hotel project began. By 1915, both Patterson and Beach had both left the office and Doyle began operating under his own name.

Of Doyle's designs during this early period, the Benson drinking fountain has been one of the most influential. Northwest Magazine states that "a Benson fountain is an epitome in miniature of Doyle's design talent: wholly practical, timeless in its traditional motif, and a balanced, tasteful

work of art." These bronze fountains, first designed in 1913, are still being cast today for the city.

On his own, Doyle's designs continued to influence Portland's skyline. Buildings such as the Broadway Theater, Portland's grandest of the time; the Terminal Sales Building, 1926; and the Bank of California Building, 1926, are among these. Outside of Portland's center city Doyle designed the shingled beach cottages of "Lakecliff," which is west of Hood River, and some of the Tudor-style buildings on the campus of Reed College.

Doyle died in 1928 just as the long building boom was about to end, but not before he had made a permanent mark on Portland architecture. As a result of his apprenticeship with Whidden & Lewis, classroom training at Columbia, and travel in Europe, Doyle had become a master at designing buildings in the classical architectural styles. His love of traditional design, however, did not limit his use of building materials; for instance, the Benson Hotel, American Bank Building, and Morgan Building all featured the popular new building material of the time, glazed terra-cotta. Most of Doyle's buildings have survived to this day and it is fair to say that no one else has had such a lasting or widespread effect on Portland's city scape.

THE AUTOMOBILE COMES TO PORTLAND

Few inventions revolutionized day-to-day life as has the automobile. At first, it was a tinker's toy. Usually the product of wagon makers and bicycle shops, it ran on steam, electricity, or gasoline. The first practical car is credited to Gottlieb Daimler and Carl Benz in Germany in 1885.

Charles and Frank Duryea of Springfield, Massachusetts made the first American gasoline automobile. On September 20, 1893, Frank drove a four horsepower, one cylinder car for a distance of 200 feet. In 1897, Winton Motor Carriage Company of Cleveland became the first production manufacturer of automobiles. Their car was a two-cylinder, ten horsepower vehicle that could travel as fast as 15 miles per hour. In 1898, the Winton Carriage Company made 22 cars. That same year, the first automobile, the Locomobile, arrived in Portland. Henry Wemme brought it by rail from Massachusetts.

Between 1901 and 1910, the automobile became a primary component of American culture. Production rose from 7,000 in 1901 to 181,000 in 1910. To demonstrate reliability, manufacturers sponsored cross country trips. In 1903, Sewell K. Crocker of Tacoma, Washington and Dr. H. Nelson Jackson of Burlington, Vermont drove the first transcontinental

automobile trip. From San Francisco to New York, the trip took 64 days. 1905 saw the first transcontinental road race, from New York to Portland. Two curved dash Oldsmobiles named "Old Scout" and "Old Steady" made the 4,000 mile trip in 44 days. They arrived in Portland on June 20 at the opening of the National Good Roads Association Convention at the Lewis and Clark Exposition.

The incredible growth in production continued through the next decade. Cars were transformed from luxury to necessity. In 1908, Portland had 30 dealerships. They sold cars named Auburn, Buick, Cadillac, Oldsmobile, Pierce-Arrow, Studebaker, Winton and Ford. At the time, there were over 250 different car makers in the United States. However, that also was the year Henry Ford introduced the Model T. Built in an hour and half on an assembly line, the "T" cost $850. Ten years later, Ford had reduced the cost to a mere $360. The car was affordable to anyone. Production was high enough that dealers stocked parts and mechanics began to be "part changers." In 1908, Ford had 9% of total automobile sales. Ten years later, it had 48%.

Production of cars grew to over four million by the end of the 1920's. Nationally, one in five households owned a car by the end of the 1920's. In Portland, that average was one in four.

But as cars entered day to day life, new problems arose. Roads were often cited as the primary problem. The complaint occurred mostly outside the city where the roads were dust and mud. The campaign for good roads had begun with the bicycle craze in the mid-1890's. Other than congestion with horses, carriages, pedestrians and cars, most in-town road surfaces were fine. Nonetheless, the Good Roads Movement and horrific congestion created pressure for wide, hard surfaces in town. In the 1910's, major portions of Burnside, Morrison, Hawthorne, Ankeny and Grand were macadamized. By 1915, the city had paved and installed sidewalks on most major arterials.

As the automobile became more common, the most obvious problem was fueling. Until 1910, solutions were ad hoc and ineffective. Many car owners installed gasoline storage tanks and pumps in their private garages. Often, fueling was done with a long hose running out to the street. Obviously, as the car population grew, so did congestion. This lead to the service station, typically a corner paved lot with pumps, offices and a shed. The American Gasoline Company created the first in the United States in 1910 and it has served as the prototype since.

A more difficult problem was parking. Initially and logically, the horseless carriage was stored in

stables next to horse-drawn carriages. In Portland, one example is the 1888 United Carriage Company Building on SW Broadway at Taylor, which was later used for many years for automobile parking. In the earlier year, when considered toys for touring, automobiles were also stored at all purpose garages often associated with the original dealers. In 1906, the Portland City Directory lists "Garages" for the first time. The listing found a single garage located at the northwest corner of Burnside and 15th.

Increasingly, auto storage garages answered the demand for parking. Often, these were simple one or two story brick utilitarian buildings, independently operated. Typically, a patron would deliver his car to the entry whereupon an attendant would park the vehicle. Examples of garages still standing include the 1913 A. J. McClure-designed one-story garage on SW 12th, the 1919 Whitehouse-designed one-story garage on NW 10th, the 1919 Jacobberger-designed two-story Autorest Garage on SW 10th, and the 1923 Strong and MacNaughton-designed two-story parking building on SW Yamhill. Sometimes too, parking combined with warehousing on upper floors. An example is found with the Gay Lombard Building on NW Eighth.

In 1923, Sutton & Whitney designed the Imperial Garage. When built, it was the first multi-level parking garage in the city. It also was something of an anomaly for its successful attempt to hide its function. Using one over one sash windows, the Imperial took on the appearance more of an office building than garage.

A major innovation in the design and business of parking facilities was the ramp garage. With self-service parking, the patron drove along ramps and parked his own vehicle. The only attendant required was a cashier. While elevator garages could park only one car per minute, a ramp-style garage could park 25 cars in the same time period.

It was in this context that Doyle designed the Corbett Brothers Auto Storage Garage in 1925. Unlike previous storage units, where attendants parked the patron's vehicle, Doyle designed the Corbett Brothers garage as a "self-serve" ramp garage. Patrons would receive a ticket and be directed to drive their vehicles up (or down) a ramp to find their own parking place.

The efficiency and profitability became apparent quickly and other parking garages soon followed. Doyle repeated the formula for the Public Service Garage (1927) at SW 5th between Salmon and Taylor. In 1928, the Bates-Motoramp Garage was built at SW Park, between Taylor and Salmon. Portland's first public owned parking garage was the 1933 Public Market Building on the

waterfront. Its upper two floors and roof level could accommodate 600 cars. The garage was a success, but the market failed. The unsatisfied demand for parking eventually took over the entire market building, as well as other old buildings like the New Market Theater and the Weinhard Building. Today, "valet" parking is an abnormality, reserved for hotels, restaurants and the like; virtually all parking structures are ramp-design for self service convenience.

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Whiffen, Marcus. American Architecture Since 1780: A Guide to Styles. (Cambridge: The MIT Press, 1969)

Wright Automobile Supplies Catalogue (1906).

Corbett Brothers Auto Storage Garage
Name of Property

Multnomah, OR
County and State

10. Geographical Data

Acreage of Property less than 1 acre (0.46 acres)

Portland, Oregon-Washington 1:24000

UTM References
(Place additional UTM references on a continuation sheet.)

	Zone	Easting	Northing
1	10	525290	5040830
2			
3			
4			

☐ See continuation sheet

Verbal Boundary Description
(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification
(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title John M. Tess, President

organization Heritage Investment Corporation date November 25, 1995

street & number 123 NW Second Avenue, Suite 200 telephone (503) 228-0272

city or town Portland state OR zip code 97209

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps

A **USGS map** (7.5 or 15 minute series) indicating the property's location.

A **Sketch map** for historic districts and properties having large acreage or numerous resources.

Photographs

Representative **black and white photographs** of the property.

Additional items
(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name Downtown Developers % Morris Galen

street & number 715 SW Morrison telephone (503) 221-1440

city or town Portland state OR zip code 97204

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 *et seq.*).

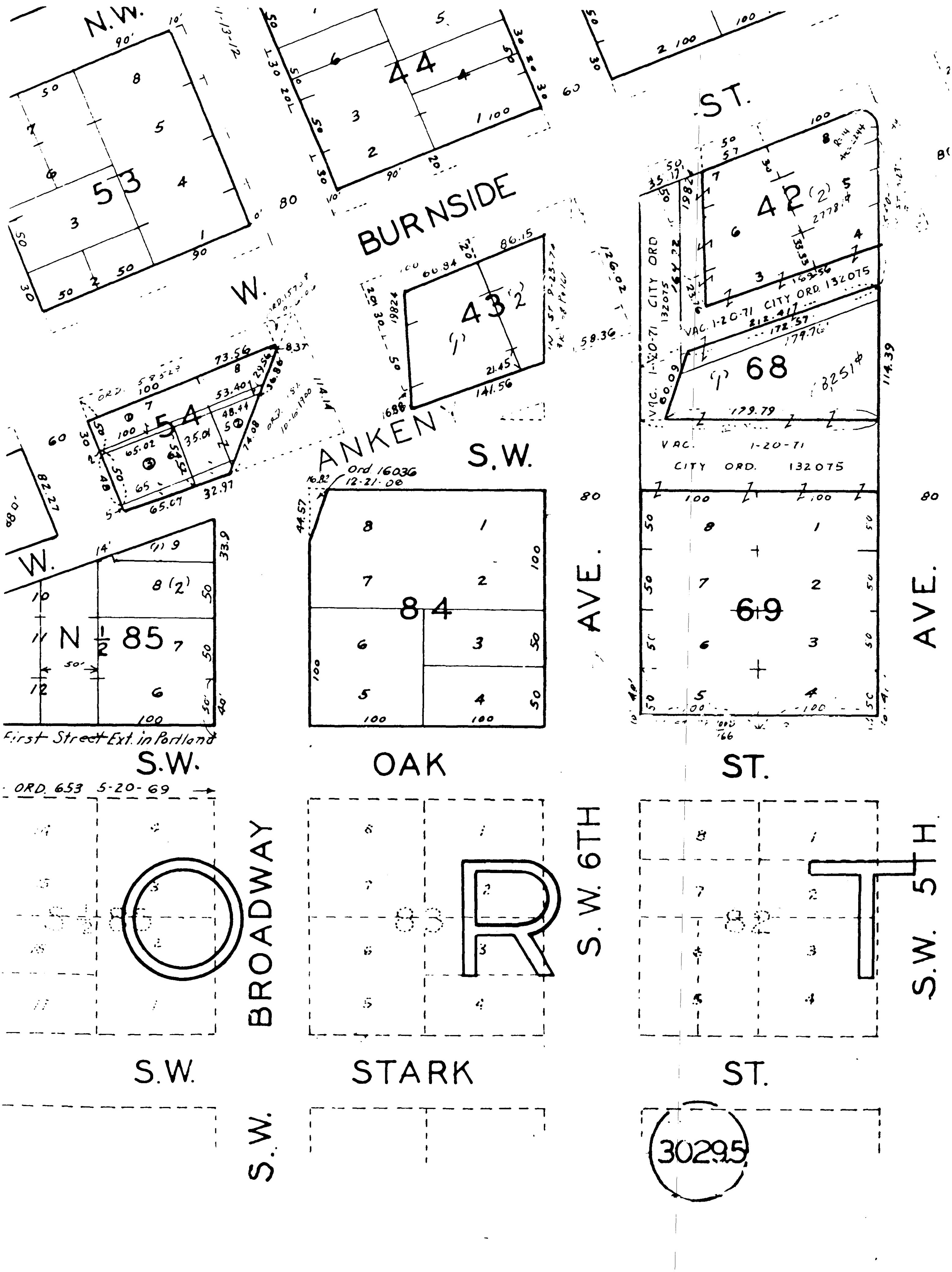
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

VERBAL BOUNDARY DESCRIPTION

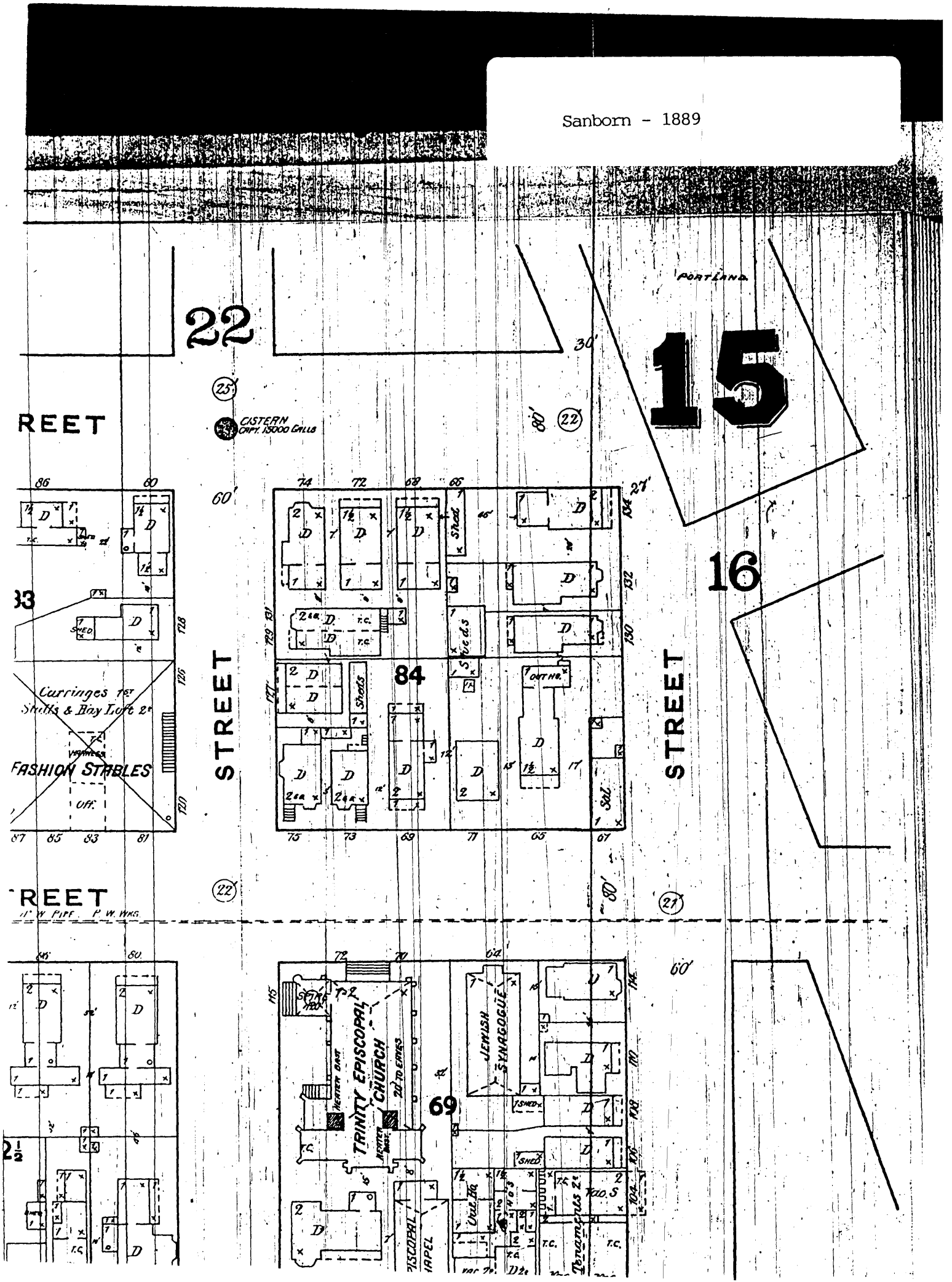
The Corbett Garage is located on Lots 1, 2, 7 and 8 of Block 84, City of Portland, Multnomah County, Oregon.

BOUNDARY JUSTIFICATION

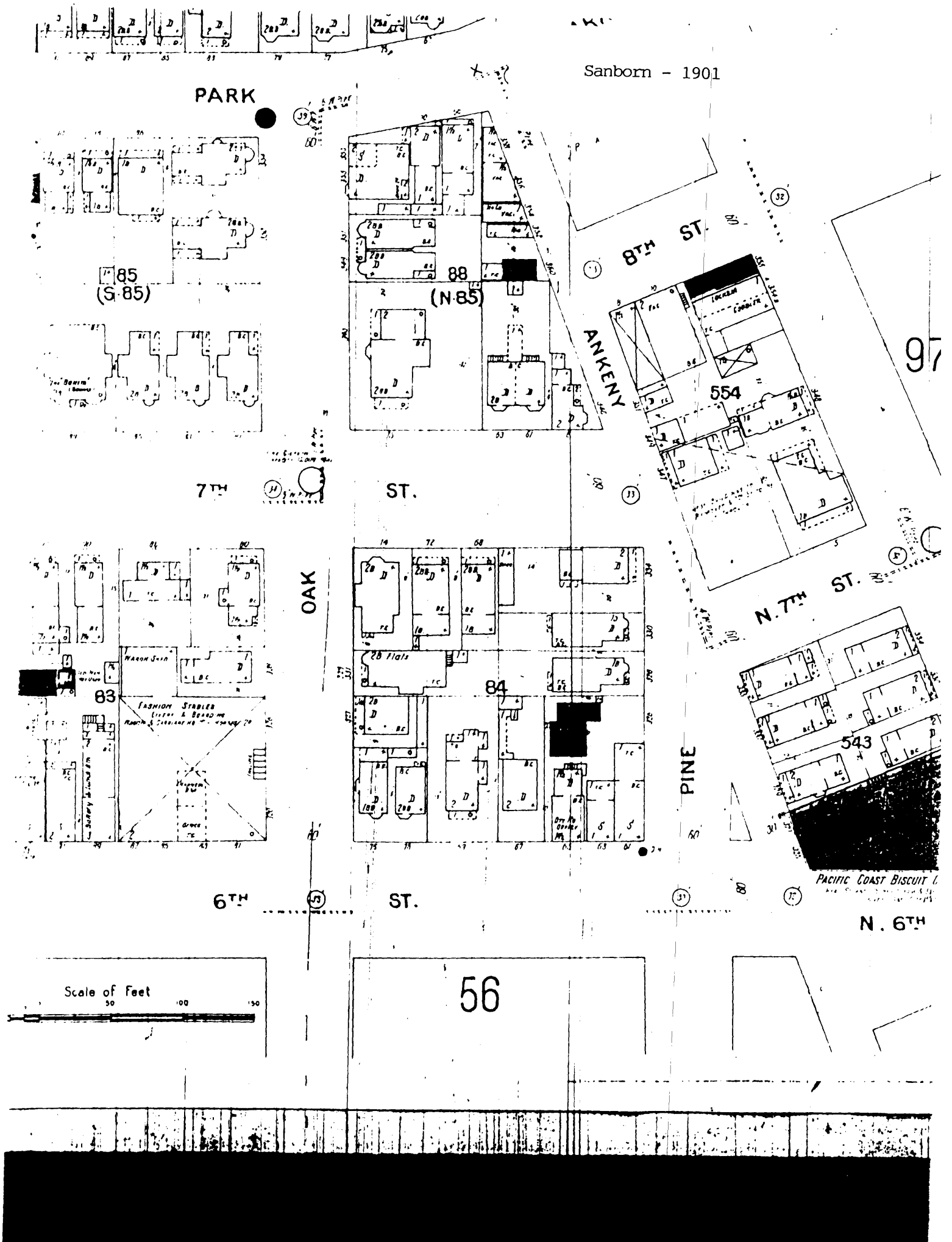
The boundary is the legally recorded boundary lines for the building for which National Register status is being requested.


N.W.
BURNSIDE
ST.
W.
53
44
42
43
54
68
84
N 1/2 85
69
ANKENY
S.W.
AVE.
VAC. 1-20-71
CITY ORD. 132075
Ord 16036
12-21-06
First Street Ext. in Portland
S.W.
OAK
ST.
ORD. 653 5-20-69
BROADWAY
S.W. 6TH
S.W. 5TH
S.W.
STARK
ST.
S.W.
3029.5

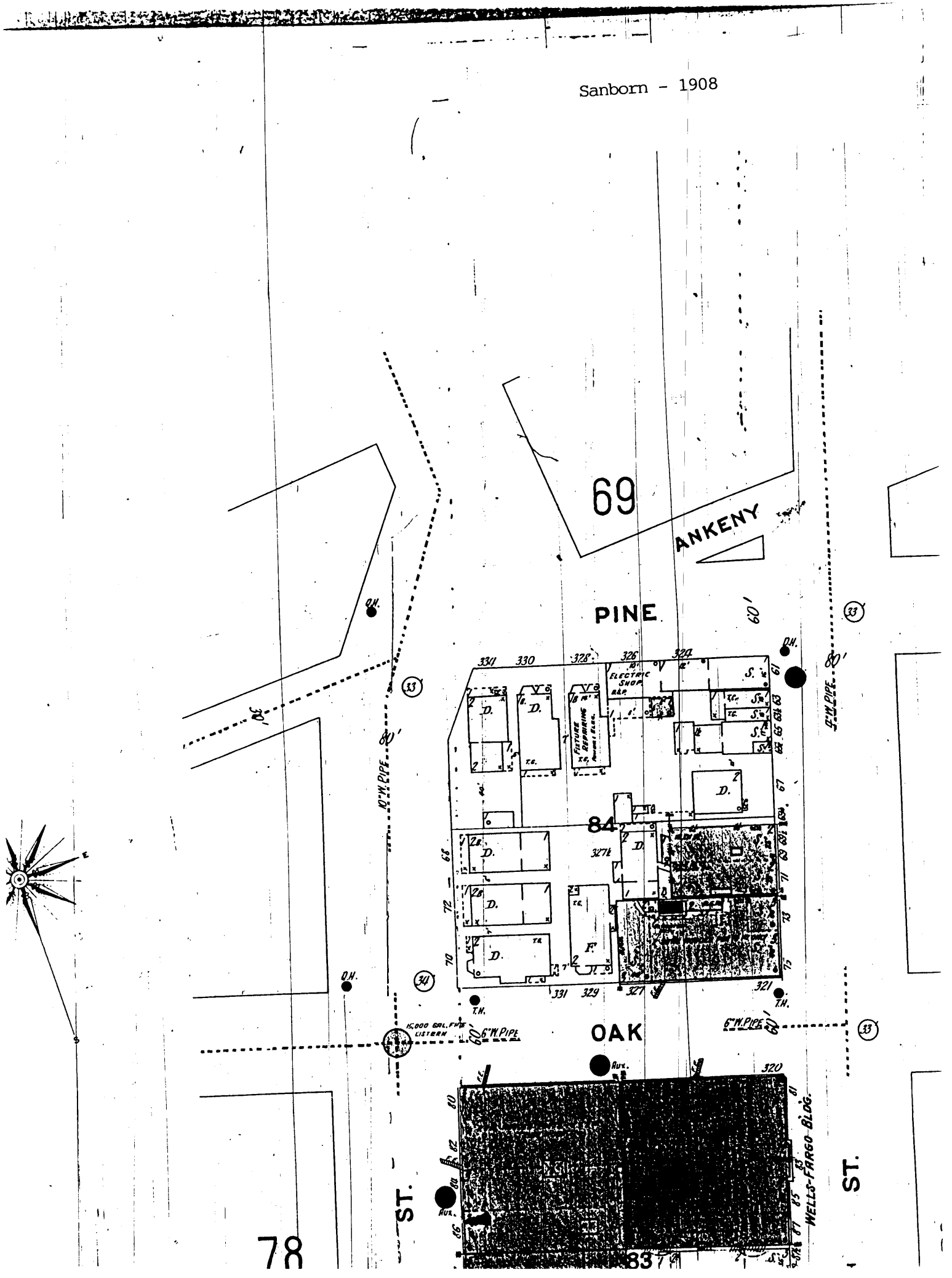
Sanborn - 1889



Sanborn - 1901



Sanborn - 1908



INCLUDING
APRIL 1924

Sanborn - 1950