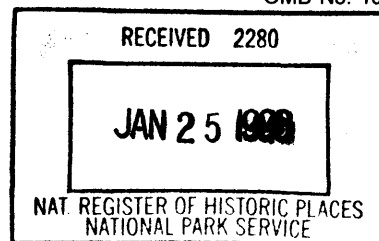


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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

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 Portland Van and Storage Building

other names/site number _____

2. Location

street & number 407 NE Broadway N/A not for publication

city or town Portland N/A vicinity

state Oregon code OR county Multnomah code 051 zip code 97232

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.)

James Hamrick January 5, 1996

Signature of certifying official/Title Deputy SHPO Date

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

Edson R. Beall

2/22/96

Entered in the
National Register

Portland Van and Storage Building

Name of Property

Multnomah County, Oregon
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	0	buildings
		sites
		structures
		objects
1	0	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

N/A

6. Function or Use

Historic Functions
(Enter categories from instructions)

Commerce/Trade: warehouse

Current Functions
(Enter categories from instructions)

Commerce/Trade: warehouse

7. Description

Architectural Classification
(Enter categories from instructions)

Late 19th and Early 20th Century
Movements: Commercial/Industrial
Jacobethan detailing

Materials
(Enter categories from instructions)

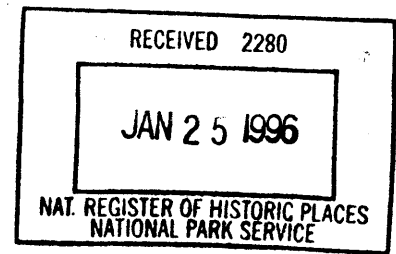
foundation concrete
walls brick, concrete
roof concrete
other

Narrative Description

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

National Register of Historic Places Continuation Sheet

Section number 7 Page 2



The 1926 Portland Van and Storage Warehouse is located at 407 NE Broadway. Specifically, it is located on lots 1-6 and 8-12 of Block 15, Elizabeth Irving's Addition, City of Portland, Multnomah County, Oregon. The five story reinforced concrete frame building was designed by noted Portland architectural firm of Claussen & Claussen as a warehouse and office for the Portland Van and Storage Company. The building is in the LATE 19TH AND EARLY 20TH CENTURY AMERICAN MOVEMENTS--Commercial Style.

The building is eligible for listing in the National Register under Criteria "C," as an outstanding example in the body of work from noted Portland architects, Claussen & Claussen. It is also eligible under Criteria "A" for its association as an early building form.

The building is listed in the Portland Historic Resources Inventory.

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SETTING

The Portland Van & Storage Building was constructed in 1926. At the time of construction, the Broadway streetcar line went past on Broadway, and the Mississippi and Kenton streetcar lines crossed Broadway nearby at Interstate Avenue. The Lovejoy Ramp, at the west end of Broadway Bridge was under construction to be completed in 1928, and East Broadway was about to be widened between Union Avenue and Sandy Boulevard, transforming the street from a tree-lined residential street to a commercial thoroughfare. The area around the Portland Van & Storage Building is very different today, with the streetcars gone, Memorial Coliseum immediately across the street and the Rose Garden nearing completion.

EXTERIOR

The building is approximately 97 feet by 132 feet in plan, with the 97-foot frontage on Broadway, where the southerly 70 feet of the building is five stories high. The rear portion to the north, 62 feet by 97 feet in plan, is only two stories high.

The structure is of reinforced concrete construction, with the 2nd, 3rd, 4th and 5th floors of flat slab construction supported on mushroom columns. At the first and second floors, the columns are octagonal in section. Above the third floor level, columns are square in section. The roof construction is of slab and beam construction, supported on girders running the north/south direction. The roof slabs and beams slope from high points at the east and west walls to drain at a low point at the center of the building.

The two street (south and east) elevations are faced with brick veneer above the first floor, with the brick separated by cast-stone pilasters located at column lines and midway between columns, giving the walls a vertical emphasis. A parapet wall conceals the sloping roof structure. The parapet is also faced with brick, in an elaborate pattern arranged around the cast-stone ornaments of round, square, diamond and cross shapes. A cast stone coping caps the parapet wall. The two non-street facades are both concrete.

The brick is red clinker, laid in common bond with dark colored mortar. The color of the units range from dark red to black, and is laid with deformed units projecting, creating a handsome rough-textured wall. A fire escape is located in the next to last bay on the east wall of the five story portion of the building, accessed by two steel-sash casement windows. On the Broadway elevation a steel

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sash casement window is located at each floor in the east and west bays.

At street level, the building features Tudor-arched window openings in each bay of the five-story portion, with wood sash divided by mullions. The main entrance of the building on Broadway also has a Tudor-arched opening with elaborate cast-stone detailing, and a pair of glazed wood doors, ornamented with square metal bosses. At the two-story portion of the building, there are two steel roll-up doors for loading at the south end, and a wood overhead door in the north bay. The entire wall at the street level is stuccoed, scored to simulate stone jointing, and painted off-white to match the cast-stone.

INTERIOR

Customers entered through the main doorway off North Broadway. This doorway leads to an elaborate central lobby and office area. This lobby features a terrazzo floor, plaster moldings at walls and ceiling, an elaborate simulated fireplace and a two-story atrium with large wrought iron chandelier, suspended from a cast plaster rosette in the ceiling. Rooms are separated by large arches repeating the Tudor theme of the exterior. A large concrete vault with a steel security doors adjoins the lobby. A contemporary photograph shows massive marble counters to the right (east) of the entry, creating an office area. To the left of the entryway are two restrooms (one men's, one women's) and access to storage areas to the west.

Two elevators and a stairway provided access through the building. An electric passenger elevator ran from the lobby to the fifth floor. It has its original metal cab, collapsible inner gate and hinged metal-clad door at each floor. At the rear of the lobby is an access door leading to the storage areas to the west and to the freight elevator. This elevator is located at the rear of the five story section, is approximately 10 feet by 20 feet in size and in original condition. Adjoining this elevator is an enclosed concrete stairway from the first floor to the roof. At the roof level are penthouses for the two elevators and stair. At the roof, adjoining the freight elevators penthouse, is a large reinforced concrete platform on concrete columns, apparently once intended for a large water tank.

Early newspapers accounts state that the building featured individual partitions created by hollow clay tile. These were used by patrons to provide a heightened level of security and privacy for the storage of valuable household goods. While a few of these remain, most interior partitions have been removed. Scaring from these at the ceiling and floor is visible. Today, most of the first two floors have been partitioned into individual storage lockers using modern wood panels and doors. The

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upper three floors are open, occupied by steel shelving arranged in rows. Primary doors separating the interior spaces are original.

Name of Property

8. Statement of Significance

Applicable National Register Criteria

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

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

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)

Commerce

Architecture

Period of Significance

1926-1945

Significant Dates

1926

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Claussen and Claussen

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
- Local government
- University
- Other

Name of repository:

Oregon Historical Society

Portland Van and Storage Building

Multnomah County, Oregon

Name of Property

County and State

10. Geographical Data

Acreage of Property 1.18 acres

Portland, Oregon-Washington 1:24000

UTM References

(Place additional UTM references on a continuation sheet.)

1	1 0	5 2 5 7 6 0	5 0 4 2 1 4 0
	Zone	Easting	Northing
2			

3			
	Zone	Easting	Northing
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, and Robert Mawson

organization Heritage Investment Corporation date July 25, 1995

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

city or town Portland state Oregon 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 Weston Holding Company, L.L.C.

street & number 2154 NE Broadway telephone 503/284-2147

city or town Portland state Oregon zip code 97212

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.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

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PORTLAND VAN AND STORAGE BUILDING (1925)

407 N Broadway
Portland, Multnomah County, Oregon

COMMENTS OF THE STATE HISTORIC PRESERVATION OFFICE

The Portland Van and Storage Building, located on the north side of NE Broadway at Benton Avenue, near the east end of the Broadway Bridge in downtown Portland, Oregon, is a five-story storage building of reinforced concrete having street elevations faced with brick and detailed in cast stone trim elements. The street elevations are composed as sparsely fenestrated Jacobethan facades befitting a site near the central business district.

The building was built for Portland Van Lines, a leading motor transport company, and opened for use in 1926. Its design was provided by the firm of Claussen and Claussen, which produced a number of fine apartment buildings of moderate scale in the Jacobethan style in the same period. Some of the familiar late medieval vocabulary used to articulate the industrial building includes a cast stone ground course with an arcade of large, heavily-mullioned Tudor arched openings, an ogee-arched entrance on NE Broadway having enriched, splayed jambs framed with salomonica colonnettes, and a straight-topped parapet with frieze of quatrefoil motifs. Most novel is the architects' device for breaking up the largely windowless upper walls with continuous decorative vaulting shafts alternating in height between the top of the parapet wall and the bottom of the frieze.

The ground story entrance foyer and office interior are as finely detailed -- all in concrete -- in the late medieval/early Renaissance idiom as one of Claussen and Claussen's apartment house lobbies. The program includes terrazzo floors, marble bases, Tudor archways, acanthus leaf corbels, enriched cornice molding, and a decorative Jacobethan fireplace. The foyer and office spaces were seen and used regularly by householders.

The building cubage is composed as a 97 x 70-foot five-story volume with a two story wing on the north measuring 97 x 62 feet. Mushroom columns support concrete slabs of the upper stories. The entire structural framework was desinged to carry heavy live loads.

The property meets National Register Criterion A in the area of commerce as a prominent, well-preserved landmark of the moving and storage industry which illustrates the growth phenomenon of Portland's East Side after the opening of the Broadway Bridge [1913] and other crossings of

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 2

the Willamette River which allowed street car lines to be extended from the core area into new suburbs. The building also represents a state-of-the-art service facility aimed at capturing trade through high-capacity, high-style office and comfort appointments, and individual vaults for storage of personal valuables. After 1952, Portland Van Lines' successor, the Seattle-based Bekins Van Lines, maintained its local operations in the building through 1980. Historically, the building may be seen as one half of a competition between the two leading Portland moving and storage companies. The Security Storage Company's building was located at the west end of the Steel Bridge. While the competitor facility also stands, the old Portland Van and Storage Company headquarters is superior as an example of finely-detailed historic period design applied to warehouse construction. As such, it also meets National Register Criterion C for local significance in the area of architecture.

The nominated area stops short of encompassing an entire block. At the southwest corner of the block, that 30 x 100-foot portion of Lot 7 not lying within the public right of way is separately held and occupied by a single-story storefront building.

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SETTING

The Portland Van and Storage Warehouse is located at the northwest corner of NE Broadway and NE Benton. Located in the Elizabeth Irving Addition at the east end of the Broadway Bridge, this warehouse is centrally located on the near east side. Immediately to the west along Broadway was the steel bridge, and downtown. Immediately to the south was Ralph B. Lloyd's "city within a city" development in Holliday Park. Immediately to the northeast was the development of Irvington.

The land was originally part of Captain William Irving's Donation Land Claim of 640 acres. Captain Irving was a sea captain and shipbuilder from Ohio who came to Portland in 1849. In 1851, at the age of 36, Captain Irving married Elizabeth Jane Dickson and settled down to a more domestic way of life, plying the steamboat traffic of the Willamette rather than the high ocean seas. He settled on a parcel which ran from what is now Irvington to the river. In 1858, he sold his steamboat interests and moved to British Columbia. He built the first steamboat in British Columbia and became a leader in developing the Fraser River trade. When Irving died in 1872, the majority of the land claim was sold to Portland businessmen Ellis B. Hughes, John W. Brazee, and David B. Thompson.

In the late 1880s, Union Bridge Company of Utica, New York constructed the first steel bridge on the west coast. Owned by the Oregon Railway and Navigation Company and the Union Pacific Railway, the bridge had a lower deck exclusively for railroad use and an upper deck for pedestrian and street car traffic. While this stimulated some commercial activity, the area within Elizabeth Irving's Addition remained largely undeveloped.

In the decades following the 1905 Lewis & Clark Exposition, however, Portland experienced extraordinary growth and change. The city's population nearly tripled in two waves of growth that stretched from 1905 to 1913 and 1917 into the mid-1920s. The times had never been so prosperous as in the decade following the Exposition. The volume of banking transactions tripled, the rate of employment growth outpaced population, and building construction boomed.

New bridges, road improvements and expanded streetcar systems allowed downtown to grow, secondary commercial sections to prosper and residential suburbs to develop. In the first decades of the 20th century, Portland refurbished the Burnside Bridge and Steel Bridge, while replacing the Morrison Street. Automobile ownership in the city expanded from 1 in 13 in 1918 to 1 in 5 in 1925. Burnside Street was widened, while Sandy Road went from hard packed dirt in 1912 to a widened and paved boulevard. And the multitude of trolley lines were consolidated into a single line operated

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by the Portland Railway, Light and Power Company.

In 1909, the voters authorized construction of the new Broadway Bridge. At a cost of \$1.6 million, the bridge opened on April 22, 1913. The northernmost bridge on the Willamette, it immediately stimulated growth in northeast Portland by providing streetcar and automobile access. In the words of E. Kimbark MacColl, "the opening in 1913 of the Broadway Bridge, Portland's fourth, 'caused the greatest shifting of land values and business ever seen in a city of Portland's size in a short time'." More to the point,

During the 1920s, the automobile was proving to be a leveler of property values. Its ability to produce street congestion not only limited traffic flow but also restrained the tendency of central business district property to increase in price. Its mobility, on the other hand, made possible a greatly widened radius of commutation that raised the value of outlying city and suburban acreage. Much of the argument for waterfront improvement, and for new bridge approaches, was based on the realization that if downtown congestion were not relieved, the central business district would not remain the geographic center of Portland's commercial life. The population center had already moved to the East Side and business was moving with it.

Much of that business development was happening on the near north side. In 1920, Ralph Lloyd hit his first oil gusher and began amassing a fortune. And with that fortune, he looked to Portland and his dream of a "city within a city." He continued to buy the still vacant land in Holliday's Addition and started building. The first building was Portland's first Sears Roebuck, located on a grassy field at Union Street. The second structure was a block-long glass and concrete food/drug store/beauty parlor on Broadway between 12th and 13th.

The balance of population shifted permanently from the west side of the Willamette to the east side. East side growth filled in existing neighborhoods such as Irvington and Hollywood. Often adjacent to streetcar lines, neighborhood commercial centers developed; Sandy Boulevard became known as "the shrieking symbol of an automobile city."

East side real estate developers purchased whole farms and developed the parcels as entire neighborhoods. Rose City Park, Ladd's Addition, and Alameda all focused on providing quality new homes to business and professional families. Laurelhurst was laid out in 1909 with curving streets and a \$3000 minimum value for its homes.

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It was in this new era of mobility, of booming real residential markets, and of thriving business enterprise that Portland Van and Storage moved into their new facility.

HISTORY OF THE BUILDING

The Portland Van and Storage Warehouse was built in the summer and fall of 1925. Observers had the opportunity to view what amounted to a battle of the buildings between the two dominate van and storage companies in the city, Portland Van and Storage and Security Storage.

On April 26, 1925, Security Storage announced plans to construct a five story reinforced concrete warehouse for its clients. Designed by Chester A. Hotaling, the building was conveniently located at the west end of the Steel Bridge. Hotaling, and his partner Luther Lee Dugan, were noted for lavish designs such as the Elks Temple and for reinforced concrete auto related buildings such as the Burnett Motors headquarters at 220 NW Broadway. The proposed building would cost \$350,000 with storage for furs, jewels, rugs, furniture as well as household goods. With 104,000 square feet, the building would have cold storage and mothproof units, and would be constructed to allow vans to drive inside for loading and unloading.

Over the next several months, both the Oregon Journal and Oregonian featured periodic updates announcing the progress of construction. By November, the Oregonian featured nearly weekly notices.

The Portland Van and Storage Building story paled by comparison. The Oregonian featured but one article announcing the construction. On September 6, 1925, Portland Van and Storage announced a five story, reinforced concrete structure to be designed by Claussen & Claussen. The state-of-the-art building featured individual vaults for trunks, silverware and jewelry. It also featured individual rooms of varying sizes for storing furniture and household goods. Partitions would be hollow brick tile. The office, lobby and restroom would be finished in stone with marble floors and bases. Doors would be metal. The building would have no woodwork. W. C. Arthur & Sons served as the general contractor. In understated fashion, Portland Van Lines president, R. A. Chapin, announced, the building would be "a new step in service."

The Journal featured both buildings in its December 6, 1925 issue featuring the premier developments of 1925.

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On February 21, 1926, the Journal announced the building was opened.

At the time of construction, Portland Van Lines was twenty years old. In 1905, the year of the Lewis & Clark Exposition, the business opened at 29-31 Fifth Avenue North in the Old Town using horse-drawn wagons. In 1910, they moved to the corner of 13th and Everett. In 1917, they expanded with a stable at 16th and Raleigh and a second storage facility at 15th and Kearney. In 1925, they opened a district warehouse at 11th and Lovejoy and turned the stable into a garage

In 1926, Portland Van Lines moved to its new location and new building, demonstrating a conviction that motorized transport held the future of its industry. Indeed, the motor truck was a relatively new phenomenon. It was invented as late as 1896 by the German automotive pioneer Gottlieb Daimler. The first American-built truck came in 1898, produced by the Winton Company. However, it was the demands for mechanized transport in World War I that brought the motor truck into common use both in the United States and Europe. By the 1920s, they were firmly established as the major means of freight conveyance.

Portland Van Lines remained at its location until 1952, when Bekins Van Lines--a Seattle-based moving company--bought them out. Bekins remained until relocating to Beaverton in the 1980s.

CLAUSSEN & CLAUSSEN

H. Fred Claussen, with his brother William E. Claussen, practiced architecture in Portland from 1908 to 1942. He was born in Chicago about 1880 and was educated there. In 1908, he came to Portland with his William and established the firm of Claussen and Claussen in the Macleay Building. The firm relocated after completion of the Buyers Building and remained until William Claussen's death. Fred Claussen received license number 45 under the "grandfather" clause when Oregon began licensing architects in 1919. He was a member of the Portland Architectural Club in 1909 and 1910. Fred Claussen died in 1942.

William E. Claussen continued to practice architecture after his brother's death. He received license number 46 under the "grandfather" clause in 1919. William Claussen died in 1953.

Their practice ranged from residences to apartments to hotels, from schools to office buildings to warehouses. Longtime prominent contractor, Guy Jollivette of Reimers and Jollivette said that Claussen & Claussen were very proud of their details, and that if you wanted to please them you

National Register of Historic Places Continuation Sheet

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would carry out the details exactly as shown.

COMPARATIVE ANALYSIS OF THE ARCHITECTURE OF CLAUSSEN & CLAUSSEN

Claussen & Claussen had a busy practice and were architects for a number of important Portland buildings. Like many of the architects in the period of booming population, much of their practice focused on apartment buildings. They are represented in the National Register with two buildings: The 1912 Bretnor Apartments, located at 931 NW 20th Avenue, and the Brown Apartments of the same vintage. Both were built in the style of Streetcar Era Apartments. In addition to these two, Claussen & Claussen designed the 1911 Wilmar Apartments (2260 NW Everett Street) and the 1914 Alter Apartments (2087 NW Overton Street), also in the style of Streetcar Era Apartments. By 1915, the brothers expanded their design repertoire, building the Wilfred Apartments (demolished) in the Spanish Colonial Revival Style.

By the early 1920s, Claussen & Claussen were designing apartments in a variety of genres. They kept the Streetcar Era style in the 1924 Newton Apartments (1217 SW 11th Avenue), the 1925 Apartments at 4025 SE Hawthorne, and the 1929 DeLano Apartments (1509 NE 10th Avenue). But they produced the Lovejoy Apartments (2060 NW Lovejoy) in 1923, the 1924 Hendrickson Apartments (22nd & NW Glisan), the 1924 Murphy Apartments (2634-38 NE Broadway) and the 1925 Palace Court Apartments (2207 NW Flanders) all in the Spanish Colonial Revival Style. They also worked in the Twentieth Century Classical framework, designing the Cunningham Apartments (932 N. Fremont) in 1923 and the Roosevelt Hotel (now Roosevelt Plaza Apartments)(1005 SW Park Avenue) in 1925. They also produced an English Cottage style in 1925 in the apartments at 1403-11 SE 26th Avenue, as well as the Art Moderne 1929 Par Regent Apartments.

Only one known example of residential architecture exists: An English cottage built for Frank Waller in 1924, located at 3032 NE Regent.

By contrast, Claussen & Claussen commercial designs are relatively limited, mostly in the 20th Century Classical Style. Their 1928 Buyers (Loyalty) Building (317 SW Alder) is listed on the National Register. The same year, they produced the Adcox Trade School (demolished) and the Alderway Building located at 711 SW Alder Street. Circa 1912, they designed the utilitarian Holman Transfer Building (now demolished), followed ten years later, with the Laurelhurst School (1923; 840 NE 41st Avenue). The same year, they designed Red Men Hall, a lodge/retail structure at 900-16 SE Hawthorne.

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The 1926 Portland Van and Storage Building represents for the Claussen brothers both a stylistic departure, a new building form, and a major East side building. It is their only known work using Tudor Revival elements and clinker brick. It is also their only known extant warehouse-type facility. And it was and is a major structure at the eastern end of Broadway Bridge. What is particularly noteworthy about the building is the concentration to materials, detail, and image that is usually unnecessary for a storage facility. Given the competition of the Security Storage Building and the upscale patrons of the company, style and image were essential. Claussen & Claussen delivered in an uncommon design for a common use.

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Section number 9 Page 2

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Oregon Historical Society, Vertical Files: "Broadway Bridge".

Oregon Historical Society, Vertical Files: "Hollywood District".

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The Oregonian

The Oregon Journal

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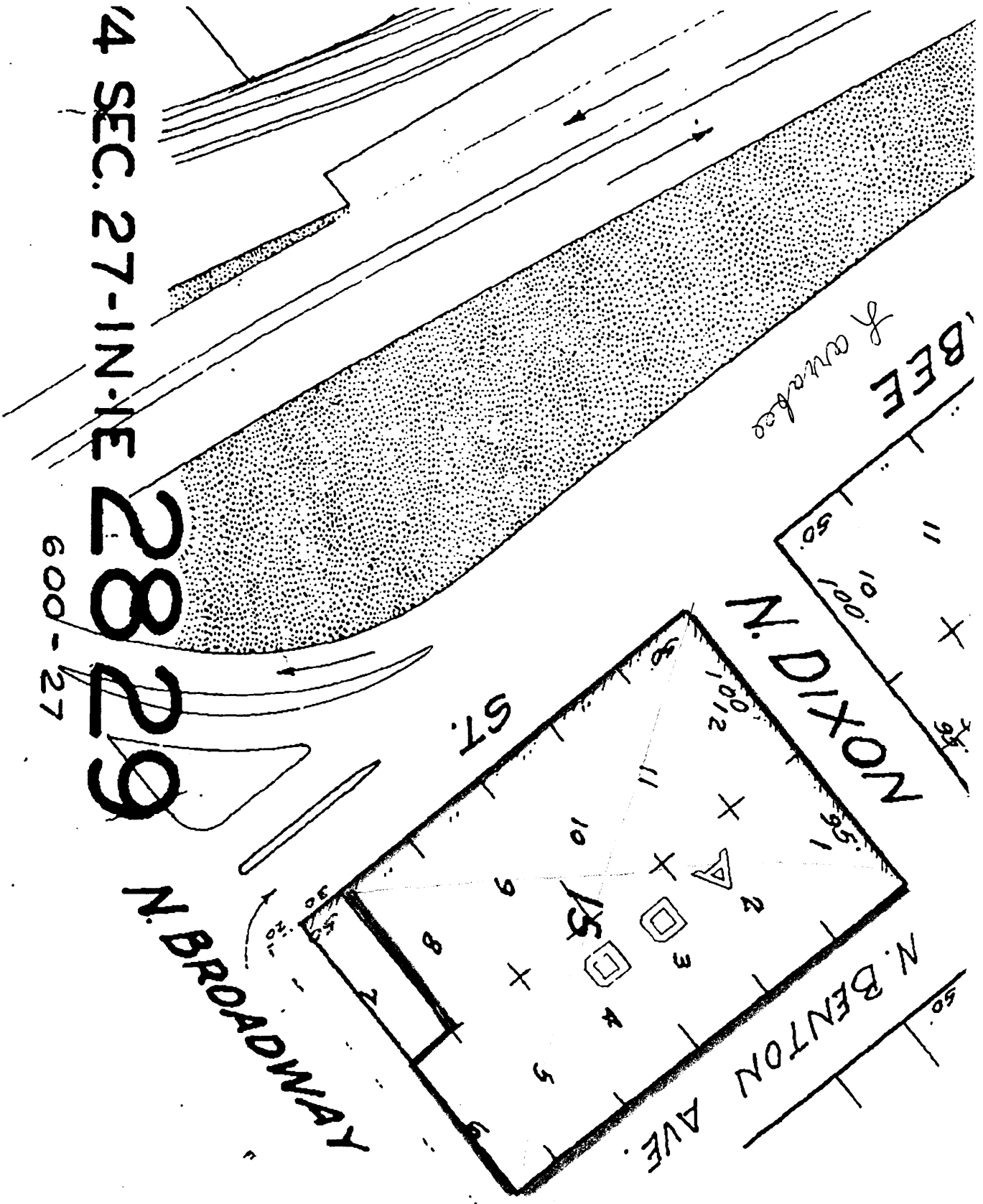
Section number 10 Page 2

VERBAL BOUNDARY DESCRIPTION

The Portland Van and Storage Building is located on Lots 1-5, Lot 6 excepting part in street, and Lots 8-12 of Block 15, Elizabeth Irving's Addition to the City of Portland, Multnomah County, Oregon.

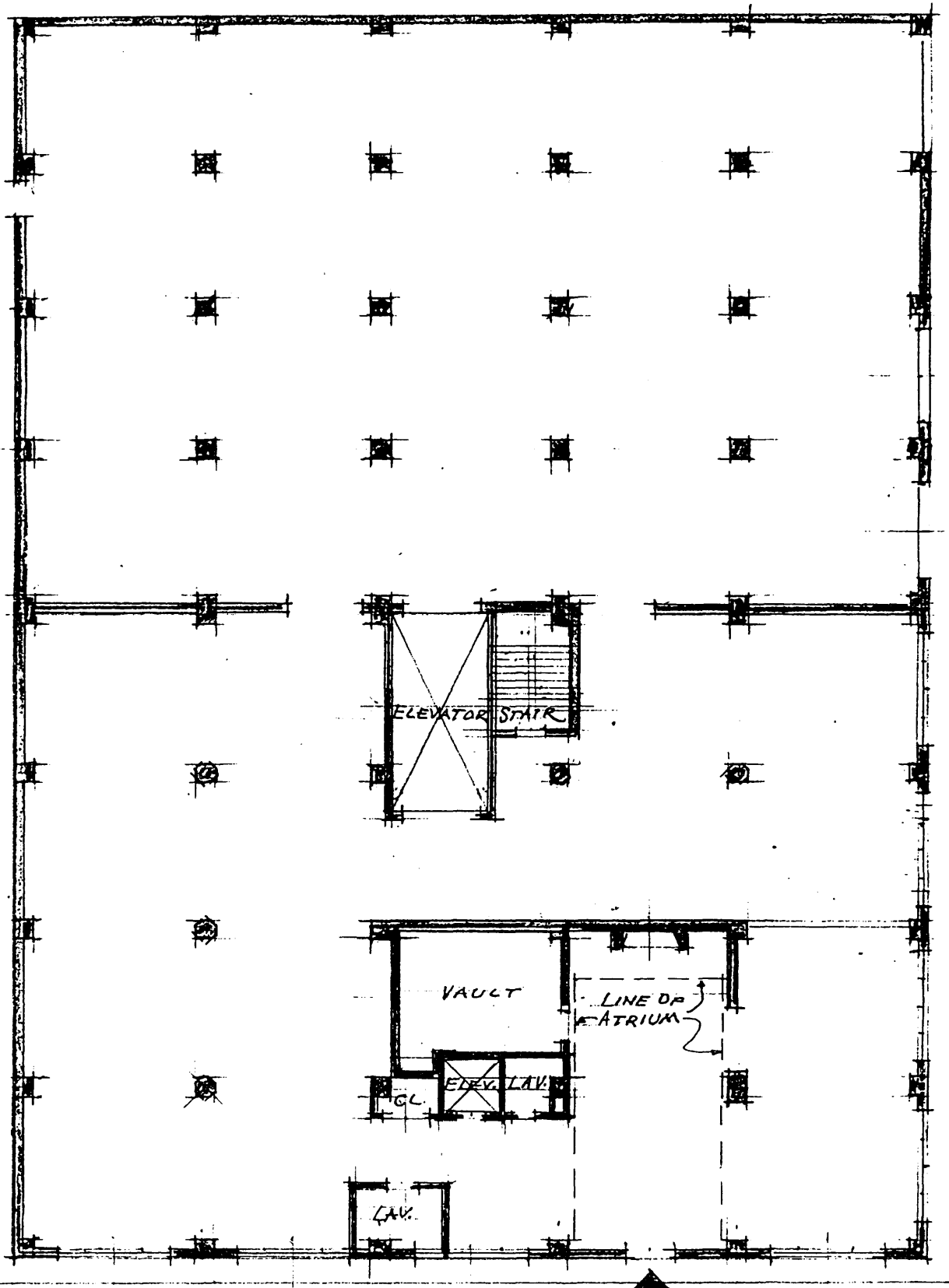
BOUNDARY JUSTIFICATION

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



1/4 SEC. 27-1N-1E
 2829
 600-27

D.L.A.F. APRIL '52

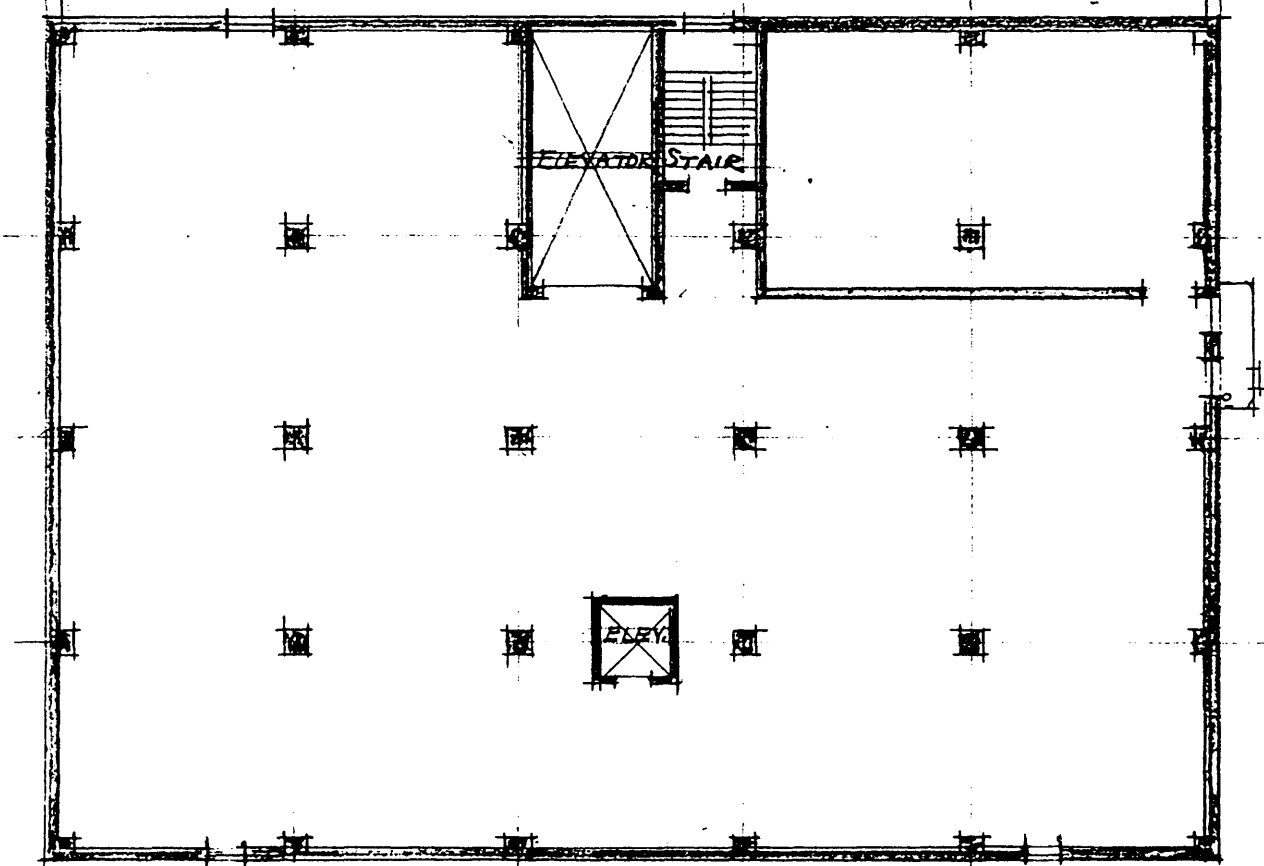


N.E. BROADWAY

FIRST FLOOR (2ND FLOOR SIMILAR)
 SCALE $\frac{1}{16}'' = 1'-0''$

PORTLAND VAN & STORAGE BUILDING

ROOF OVER 2ND FLOOR



N. E. BROADWAY

FIFTH FLOOR (3RD & 4TH FLOORS SIMILAR)

SCALE: 1/16" = 1'-0"

PORTLAND VAN & STORAGE BUILDING