

United States Department of the Interior
National Park Service

For NPS use only

National Register of Historic Places
Inventory—Nomination Form

received NOV 27 1985
date entered JAN 7 1986

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic N/A Number of contributing resources: 14
and/or common Beaverton Downtown Historic District Number of non-contributing resources: 10

2. Location

street & number An irregular area of approximately 10 acres bounded by SW Canyon Blvd. on the north, SW East Street and SW Washington Street on the N/A not for publication East, SW Second Street on the south, and SW Watson Street on the west.
city, town Beaverton N/A vicinity of First Congressional District
state Oregon code 41 county Washington code 067

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input checked="" type="checkbox"/> entertainment
<input type="checkbox"/> object	N/A in process	<input type="checkbox"/> yes: restricted	<input type="checkbox"/> government
	N/A being considered	<input checked="" type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial
		<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input type="checkbox"/> transportation
			<input checked="" type="checkbox"/> other: fraternal

4. Owner of Property

name Multiple. Please see property-by-property inventory, item 7.
street & number N/A
city, town N/A N/a vicinity of state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. County Clerk, Washington County Courthouse
street & number 150 N. 1st Avenue
city, town Hillsboro state Oregon 97123

6. Representation in Existing Surveys

title Washington County Cultural Resources Inventory has this property been determined eligible? yes no
date August, 1984 federal state county local
depository for survey records Washington County Museum, 17677 Springville Road
city, town Portland state Oregon 97229

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date <u> N/A </u>
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The city of Beaverton's Downtown Historic District is located in Township one south, Range one west, Section fifteen, in Washington County, Oregon. The district is situated at the juncture of two plats: the First Plat of Beaverton (1868) and Steel's Addition to Beaverton (1881). It encompasses 27 separate tax lots (one building in the district was built across two tax lots but is counted as a single contributing resource). The 10-acre district, which is characterized by masonry commercial buildings constructed between 1914 and 1940, is bisected by SW Farmington Road and the Southern Pacific Railroad right-of-way. There is one residential building in the district which dates from 1887 and reflects the district's earlier rural character. Within the district there are 3 primary significant buildings dating from the earliest period of development; 10 secondary significant buildings dating from Beaverton's major period of growth between 1921 and 1940 (the major historic growth period extended to 1940); 5 historic buildings constructed during the second building phase which do not contribute substantially to the area in their current condition; 4 compatible but non-historic buildings, 1 compatible contributing building, 1 non-compatible building, and 3 vacant parcels. A detailed description of the classification system is given below. Presently, the total number of contributing resources in the district is 14, but the cohesiveness or consistency of the nominated area is upheld by the additional number (9) of non-historic compatible and altered historic buildings.

The commercial buildings within the district face Beaverton's early thoroughfares, SW Broadway Street and SW Watson Avenue. The Cady Building (1914), the focal point of the district, is sited at the intersection of these thoroughfares and SW Farmington Road. The scope and extent of the district are defined by changes in architectural period and character, and patterns of siting. The pedestrian-oriented commercial buildings within the district are of masonry construction with flat roofs and parapets and either cover the entire lot or accommodate parking in the rear yard. The boundaries of the district are defined by new, automobile-oriented commercial buildings, constructed after 1950, many of them of wood frame construction with gable or "mansard" roofs, and sited to provide space for large parking lots in the front yard. The district encompasses approximately 10 square acres.

The public improvements within the district include asphalt streets, concrete sidewalks and curbs, and metal lamp posts which have been painted black. Young Norway Maple, Linden, and Red Oak street trees have been planted along SW Hall, SW Broadway, SW Farmington and SW Watson Streets, and wooden park benches have been placed throughout the district. The vacant parcels are used as asphalt parking lots or public roads. The buildings along SW Broadway, SW Hall, and SW Watson Streets are tightly grouped and have little or no setback from the public right-of-way, a factor which adds to the cohesiveness of the area.

The classification system for buildings within the boundaries of the Beaverton Downtown Historic District is based on building date, architectural style, materials, condition, alterations, building setback and use. Properties within the boundaries of the Historic District are classified into seven categories: 1) Primary Significant; 2) Secondary Significant; 3) Historic Non-Contributing; 4) Compatible Contributing; 5) Compatible Non-Contributing; 6) Non-Compatible Non-Contributing; and 7) Vacant.

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- 1) Primary Significant: Buildings are classified as Primary Significant if they were built before 1921 or reflect the building styles, traditions, or patterns of structures typically constructed before this date. These buildings represent the primary period of construction and development in downtown Beaverton, from initial settlement beginning in the late 19th century to 1920, when the increase in population and use of the Oregon Electric and Southern Pacific commuter service promoted a new wave of construction in the downtown area.
- 2) Secondary Significant: Buildings are classified as Secondary Significant if they were built between 1921 and 1940. These buildings represent the second distinct period of construction and development, from the increase of city improvements and auto traffic to the time, at the end of the Depression, Beaverton's population stabilized prior to the construction of the Sunset Highway. Please see continuation sheet 8-6 for justification of the extended period of significance.
- 3) Historic Non-Contributing: Buildings are classified as Historic Non-Contributing if they were built during either the primary or secondary periods of construction but have been so altered over time that their character defining elements (siding, windows, etc.) have been altered. If their character defining elements were restored, these buildings would be reclassified as Primary or Secondary Significant.
- 4) Compatible Contributing: Buildings are classified as Compatible Contributing if they were built within the historic period of significance, for all practical purposes, are essentially unaltered and continue generally the building patterns of the District.
- 5) Compatible Non-Contributing: Buildings are classified as Compatible Non-Contributing if they were built after 1940 but are compatible architecturally (e.g. scale, materials, siding, use) with the significant structures and the historic character of the District.
- 6) Non-Compatible Non-Contributing: Buildings are classified as Non-Compatible Non-Contributing if they were built after 1940 and are non-compatible architecturally (e.g. scale, materials, siding, use) with the significant structures and the historic character of the District.
- 7) Vacant: Properties are classified as Vacant if there are no buildings sited on them (vacant lots, alleys, parking lots).

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1. ADDRESS: 12625 S.W. Canyon Road
CLASSIFICATION: Vacant
OWNER: City of Beaverton, 4950 S.W. Hall Blvd., Beaverton, OR 97005
ASSESSOR MAP: 1S1 16AA TAX LOT: 4100
PLAT: Steel's Addition LOT: portion of 10 BLOCK: NA
YEAR BUILT: NA STYLE: NA
ALTERATIONS: NA USE: Road

DESCRIPTION: This vacant parcel is called S.W. Watson Avenue; it was one of the early roads included in the Steel's Addition to Beaverton. The asphalt road is now heavily traveled; a major thoroughfare to the Old Downtown area of Beaverton.

2. ADDRESS: 12595 S.W. Canyon Road
CLASSIFICATION: Historic Non-Contributing
OWNER: Heidi Sieberts, 12570 S.W. Canyon Road, Beaverton, OR 97005
ASSESSOR MAP: 1S1 16AA TAX LOT: 4000
PLAT: Steel's Addition LOT: portion of 10 BLOCK: NA
YEAR BUILT: 1934, 1948 remodel STYLE: Half Modern
ALTERATIONS: Major USE: Commercial

DESCRIPTION: This building is one story high and rectangular in plan with a flat roof. It is constructed of brick and concrete block that has been covered with stucco. The windows are single, fixed panes with metal sash. There are entrances to the building on the north, south, and west facades. A canvas awning covers the upper portion of windows on the north and south facades. The building is situated on the northeast corner of S.W. Watson Avenue and S.W. Broadway Street.

This building was originally constructed as a garage; it was first known as Johnson's Garage, and later became Carr's Car Service. Mr. Johnson owned a Ford dealership in Beaverton. The building was altered in 1948, when the whole back section was added, doubling its size. The front of the building was also structurally altered so that it no longer retains character defining architectural design elements from the 1934, when it was constructed. Because of the many structural changes made to the building, it is classified as Historic Non-Contributing within the district.

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3. ADDRESS: 12555, 12575 S.W. Broadway Street
CLASSIFICATION: Historic Non-Contributing
OWNER: Dora E. Stipe, 12575 S.W. Broadway Street, Beaverton, OR 97005
ASSESSOR MAP: 1S1 16AA TAX LOT: 3800
PLAT: Steel's Addition LOT: portion of 10 BLOCK: NA
YEAR BUILT: 1921 STYLE: Commercial
ALTERATIONS: Major USE: Commercial

DESCRIPTION: The former Stipe's garage is a one story building, rectangular in plan with a concrete foundation. It has a flat roof which is hidden by a simple brick and stucco parapet along the front facade. The building is constructed of brick and clay tile brick which has been covered with stucco. Most of the windows in the building are single, fixed panes with metal sash. The apartment on the west facade of the building has six over one double hung sash windows with wooden surrounds. This apartment which appears to have been an older addition to the building has a separate entrance on the west facade. A photograph of the building dated 1923 shows that the front building facade was originally recessed with two pairs of wooden double doors and rows of smaller, fixed, single pane windows. Two gasoline pumps were once located in front of the building, which is situated on the south side of S.W. Broadway Street.

Stipe's garage, constructed by Burt Hocken, is associated with Elmer Stipe and Charles Bernard who started a Chevrolet dealership in Beaverton in 1916, and in 1921, moved their business into the new building on S.W. Broadway Street. The design for the garage was supposedly copied from a garage in Seaside, Oregon. Elmer Stipe later sold the building to Mr. Johnson and Mr. Armstead, who sold the building to Guy Carr in 1940. Carr also had a Chevrolet dealership and stored his cars in the building west of this garage, now Siebert's Furniture. Carr used the garage for his business until 1941, when he had a new showroom and dealership constructed just outside of Beaverton, on Canyon Road. The former Chevrolet garage is now used as an auto repair shop for Beaverton Honda.

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4. ADDRESS: 12505, 12525 S.W. Broadway
 CLASSIFICATION: Secondary Significant
 OWNER: Albert & Eva Rossi, c/o Beaverton Motorcycle
 12520 S.W. Canyon Road, Beaverton, OR 97005
 ASSESSOR MAP: 1S1 16AA TAX LOT: 3900
 PLAT: Steel's Addition LOT: portion of 10 BLOCK: NA
 YEAR BUILT: 1926 STYLE: Craftsman
 ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: The Rossi Building is rectangular in plan, one story high and has a concrete foundation. The building has a mansard roof covered with clay tiles. Beige colored stucco siding covers the exterior of the building; the simple plasters along the south and east facades have a Beaver emblem in relief near the roofline. The word "Beaverton" is spelled out in relief on the upper portion of the east facade. The windows in the building are fixed, single panes, with wooden surrounds. The main entrance to the building is at the corner of S.W. Broadway Street and S.W. West Avenue. A second, smaller entrance is off of S.W. Broadway Street.

This building is associated with August Rossi, a prominent Beaverton citizen. Rossi was born in Italy in 1871, and that same year traveled as an infant with his parents to the United States. The family first settled in California, later moving to Portland and then Beaverton, where they made their home. August was involved in the farming business and eventually acquired 25 acres of land in Beaverton. He and his wife Hattie, whom he married in 1994, had four children; Elva, Frank, Ray and Albert. Rossi, who was a Republican, belonged to the Beaverton Masonic Order, and was City Councilman for a number of years. In 1900 he started his own saloon in a wooden false front building on S.W. Broadway Street in Beaverton. The saloon, a local landmark, was open from 1900 to 1915, when Rossi retired from the business. This building has since been demolished. He was in the process of constructing the Rossi building in 1926, when he died of a heart attack. His children helped finish the construction of the building and it has remained in the Rossi family since. The building as constructed was divided into a number of separate shops. George Thyng had a confectionary store and card room in the western portion of the building for a number of years. Thyng was the Beaverton City Recorder and Justice of the Peace in Beaverton for 20 years.

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5. ADDRESS: 12475 S.W. Broadway Street
CLASSIFICATION: Historic Non-Contributing
OWNER: Albert Rossi, c/o Donald and Dorothy Gartland
2085 S.W. Warwick, Portland, OR 97225
ASSESSOR MAP: 1S1 15BB TAX LOT: 1800
PLAT: Steel's Addition LOT: portion of 8 BLOCK: F
YEAR BUILT: 1937, remodel in 1964 STYLE: Stripped Classical
ALTERATIONS: Major USE: Commercial

DESCRIPTION: This building is one story high, rectangular in plan, and is covered with a flat roof. It is sided with stucco and concrete block; a burgundy colored tile is along the front facade. Single pane, fixed windows with wooden and metal sash are along the front building facade. These windows are somewhat obscured by a metal awning which runs the length of the building, facing south onto S.W. Broadway Street. Though Washington County Tax Assessor records show a 1937 construction date for this building and a remodel date of 1964; the building no longer retains the character of other buildings in the district constructed during the Secondary Period of development.

6. ADDRESS: 12455, 12461, 12464 S.W. Broadway Street
CLASSIFICATION: Compatible Non-Contributing
OWNER: Donald & Jean Walker, c/o Robert Lanphere
12425 SW Broadway, Beaverton, OR 97005
ASSESSOR MAP: 1S1 15BB TAX LOT: 1900
PLAT: Steel's Addition LOT: portion of 8 BLOCK: F
YEAR BUILT: 1941 STYLE: Stripped Classical
ALTERATIONS: Major USE: Commercial

DESCRIPTION: This is a one story building, rectangular in plan, with a flat roof and a concrete foundation. The exterior of the building is sided with stucco and a decorative brown and beige tile. The windows are fixed, single panes with metal sash and surrounds. There is canvas awning along the front facade of the building which faces south onto S.W. Broadway Street.

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7. ADDRESS: Vacant Lot
CLASSIFICATION: Vacant
OWNER: Robert Lanphere, 4425 S.W. Hall Blvd. Beaverton, OR 97005
ASSESSOR MAP: 1S1 15BB TAX LOT: 2000
PLAT: Steel's Addition LOT: 2 BLOCK: F
YEAR BUILT: NA STYLE: NA
ALTERATIONS: NA USE: Vacant lot

DESCRIPTION: This vacant lot is used as a parking area for cars and motor-cycles. It is covered with asphalt. S.W. Broadway Street is south of the lot.

8. ADDRESS: 12425 S.W. Broadway Street
CLASSIFICATION: Historic Non-Contributing
OWNER: Robert Lanphere, 4425 S.W. Hall Blvd., Beaverton, OR 97005
ASSESSOR MAP: 1S1 15BB TAX LOT: 2100
PLAT: Steel's Addition LOT: 1 BLOCK: F
YEAR BUILT: 1935, remodeled 1970 STYLE: Stripped Classical
ALTERATIONS: Major USE: Commercial

DESCRIPTION: This building is one story high, rectangular in plan, and has a flat roof. The foundation is poured concrete. The building is sided with stucco and concrete block. Windows throughout the building are fixed with single panes and metal surrounds. A canvas awning is along the east and south facades of the building, which is situated on the northwest corner of S.W. Hall Blvd. and S.W. Broadway Street. According to Washington County Tax Assessor Records, this building was constructed in 1935, and extensively remodeled in 1970. It no longer retains the character of buildings within the Beaverton Downtown Historic District constructed during the Secondary building period.

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9. ADDRESS: NA
 CLASSIFICATION: Vacant lot
 OWNER: Cathrine Albino, c/o E. G. Stassens, Inc.
 9517 S.W. Canyon Road, Beaverton, OR 97005
 ASSESSOR MAP: 1S1 15BB TAX LOT: 2200
 PLAT: Steel's Addition LOT: 1 BLOCK: E
 YEAR BUILT: NA STYLE: NA
 ALTERATIONS: NA USE: Parking lot

DESCRIPTION: This asphalt parking lot is bounded by S.W. Hall Boulevard to the west and S.W. Broadway Street to the south. It is next to the Film Fair Theater, which is situated to the east.

10. ADDRESS: 12395 S.W. Broadway Street
 CLASSIFICATION: Historic Non-Contributing
 OWNER: Charles Schubert, 12375 S.W. Broadway St., Beaverton, OR
 ASSESSOR MAP: 1S1 15BB TAX LOT: 2300
 PLAT: Steel's Addition LOT: 2 BLOCK: E
 YEAR BUILT: 1925, remodel in 1949 STYLE: Modernistic
 ALTERATIONS: Major USE: Theater

DESCRIPTION: The former Beaver Theater is a rectangular, one story building with a concrete foundation. It has a flat roof that is hidden by a simple stucco parapet. The exterior of the building is sided with a beige stucco. The windows are fixed panes surrounded by glass block with simple, wooden surrounds. The central front entry is recessed and covered by a large, three sided metal marquee which projects from the front building facade. The theater is situated on the north side of Broadway Street, near Hall Blvd.

According to advertisements in the Beaverton Review, the Beaver Theater was constructed in 1925. The grand opening of the theater took place on February 14, 1925; D. A. White was the manager at the time. The theater was first named "The Beaver"; the name was later changed to "The Ritz", and then back to "The Beaver". When it was purchased by John Taggart in 1949, he replaced the original floor with a sloping floor and made other improvements to the interior and exterior of the building. Under the original flooring, Mr. Taggart found an organ pit with parts of the organ intact. The theater was originally used for traveling stage shows until the silent movies became popular. This building would be classified as Secondary Significant, if its original character defining elements were restored.

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11. ADDRESS: 12375 S.W. Broadway Street
CLASSIFICATION: Primary Significant and Secondary Significant
OWNER: Charles Schubert, 12375 S.W. Broadway Street,
Beaverton, OR 97005
ASSESSOR MAP: 1S1 15BB TAX LOT: 2400
PLAT: Steel's Addition LOT: 11 & part of 10 BLOCK: E
YEAR BUILT: 1887, 1925 addition STYLE: Italianate
ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: The former Robinson Residence is a two story building, formally organized, with a hipped roof over the main portion of the structure. There is a hip roof over the two story, three sided bay on the front facade and a shed roof over the front porch, which has been enclosed. The exterior is sided with shiplap and there is a bracketed wooden cornice with decorative panels along the roofline of the building. The windows are one over one double hung sash with lambs tongues and a decorative surrounds. The original porch was replaced by a curvilinear porch in the Eastlake tradition. The latter was enclosed and altered by an addition. There is an entry to the building through this enclosed porch. A major change was made to the building when a brick faced addition, the Beaverton Bakery; was constructed on the front facade in 1925. This addition is one story with a flat roof and fixed glass windows. It is characteristic of the Secondary building period with the district. The former Robinson residence and addition are situated on the north side of S.W. Broadway Street. The older building is sited back off the street with a large metal clock in the front yard.

This building was the residence of Doctor Francis Marion Robinson, who practiced medicine for almost 30 years in the Beaverton area. Dr. Robinson was born in Hillsboro, Oregon in 1848. He studied medicine at Willamette University and graduated from the Department of Medicine in 1885. One year later he started a medical practice in Beaverton and soon thereafter settled into the house on S.W. Broadway Street which was constructed for him in 1887. He married Lottie Banks from Wisconsin in 1889, and they had three children. In addition to being a prominent doctor in Beaverton, Mr. Robinson served as City Councilman and was Mayor of the town in 1903. He died at his home in 1915 at the age of 67.

Although the small commercial building of 1925 is connected to the house, its relationship to the street and its exterior detailing contribute substantially to the continuity of the streetscape on S.W. Broadway. The function, type/style and period of significance of the commercial structure are distinctly different from the residential building to which it is attached. Because building and addition contribute independently to the significance of the district in this case, both are counted as contributing resources.

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12. ADDRESS: 12305, 12323, 12345 S.W. Broadway Street
CLASSIFICATION: Compatible Non-Contributing
OWNER: Charles Schubert, 12375 SW Broadway, Beaverton, OR 97005
ASSESSOR MAP: 1S1 15BB TAX LOT: 2500
PLAT: Steel's Addition LOT: portion of 12 BLOCK: E
YEAR BUILT: 1955 STYLE: Stripped Classical
ALTERATIONS: Minor USE: Commercial

DESCRIPTION: This building is one story high with a flat roof. It has a concrete block foundation and is also sided with concrete block which has been painted a light gray color. The windows are large, fixed, single panes with metal sash. The building is situated on the northwest corner of S.W. Broadway and S.W. East Street in downtown Beaverton.

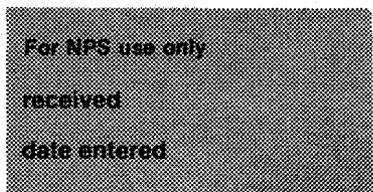
13. ADDRESS: 12400, 12406 S.W. Broadway Street
CLASSIFICATION: Secondary Significant
OWNER: Louis Gilbert c/o Gallagher & Owens
1238 N.W. Glisan, Portland, OR 97209
ASSESSOR MAP: 1S1 15BB TAX LOT: 4700
PLAT: Unplatted LOT: NA BLOCK: NA
YEAR BUILT: 1937 STYLE: Modernistic
ALTERATIONS: Minor USE: Commercial

DESCRIPTION: This is a one and one half story building with a flat roof and a concrete foundation. The roof is obscured by a curved, stucco parapet on the east corner of the building. The exterior is sided with stucco and concrete block. The curved, main entry to the building is at the east end, facing the intersection of S.W. Broadway Street and Hall Blvd. A curved awning covers the double door entry.

According to local informants, this building was constructed to house Kiel's grocery store. Otto Kiel and Frances Holbrook rented a space for a grocery on S.W. Broadway Street in 1936. One year later in 1937, Kiel purchased the property on the corner of S.W. Hall and S.W. Broadway Street and the building was constructed in that year by the Camplain Construction Company. Kiel and Holbrook stayed in business at this location until 1948, when the Kiels moved their store to the Dalles. Otto Kiel's son, Ron, now owns the Kiel's chain of stores throughout the Portland and Beaverton area. At one time, this building was called the Twentieth Century Market and later the Thrifty Market.

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14. ADDRESS: 12412, 12424 S.W. Broadway Street
 CLASSIFICATION: Secondary Significant
 OWNER: Lambert Snow, c/o Betty Dent
 12412 SW Broadway, Beaverton, OR 97005
 ASSESSOR MAP: 1S1 15BB TAX LOT: 4800
 PLAT: Unplatted LOT: NA BLOCK: NA
 YEAR BUILT: 1926 STYLE: Art Deco
 ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: This building is one story high, rectangular in plan, and three bays wide across the front facade. It has a concrete foundation and a flat roof which is hidden by a parapet along the north, front facade. There is a decorative swag design in relief along the parapet. The building has been constructed of brick which has been covered with stucco and painted beige. The windows are single, fixed panes with metal sash and wood surrounds. There are three storefronts along the north facade. The mezzanine windows have been covered over and the doors and storefront windows replaced. According to a historic photograph, this building was the "Thrifty Market" during the 1930's. A hardware store was at one time located in the west end of the building, which faces north onto S.W. Broadway Street.

15. ADDRESS: 12436, 12440 S.W. Broadway Street
 CLASSIFICATION: Compatible Non-Contributing
 OWNER: Errol and Lucy Ross, c/o Lee and Bae
 12436 S.W. Broadway, Beaverton, OR 97005
 ASSESSOR MAP: 1S1 15BB TAX LOT: 4900
 PLAT: Unplatted LOT: NA BLOCK: NA
 YEAR BUILT: c. 1950 STYLE: Commercial
 ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: This building is one story high, rectangular in plan, and covered with a flat roof. It has a concrete foundation and is sided with rough textured stucco. The windows are single fixed lights with metal surrounds. The windows on the mezzanine level have been filled in, and plywood has been added to the front facade. The building faces north onto S.W. Broadway Street.

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16 & 17 ADDRESS: 12444, 12448, 12460, 12472, 12484, 12496, 12576, 12550, 12520
S.W. Broadway Street

CLASSIFICATION: Primary Significant - Counted as a single contributing resource

OWNER: Elizabeth Gillingham, 12484 S.W. Broadway Street,
Beaverton, OR 97005

ASSESSOR MAP: 1S1 15BB TAX LOT: 5000, 5001 (occupies 2 tax lots)

PLAT: Unplatted LOT: NA BLOCK: NA

YEAR BUILT: 1916 STYLE: Craftsman

ALTERATIONS: Minor USE: Commercial

DESCRIPTION: The Fisher Building is two stories, rectangular in plan, and three bays wide across the front facade. It has a flat roof and is sided with red common bond brick. There is a decorative metal and wooden cornice along the front facade above the second story windows. These windows are one over one and four over one double hung wooden sash, grouped in pairs. The windows on the first story are single, fixed panes with wooden surrounds. The single pane mezzanine windows have been boarded over, and filled in with stucco. There are three gabled porch stoops with tile roofing and decorative wooden brackets over the major entries to the building. There are nine individual storefronts in addition to the gabled entries along this facade. A photograph of the building, dated about 1921, shows the building very similar to how it appears today, except for the west wing, which is missing. The major portion of the building, constructed in 1916, was built on a portion of tax lot No. 5000; soon thereafter an east wing was built on tax lot No. 5001. The west wing of the building was constructed on tax lot No. 5000, soon after 1921. The original building and the additions appear unified in scale, building style and materials. The Fisher Building faces north onto S.W. Broadway Street, in the center of the old downtown area. The Southern Pacific Railroad tracks are directly behind the south facade of the building.

This building is associated with Edward Earl Fisher, a prominent Beaverton politician. He was born in Beaverton, the son of J.N. and Della C. Fisher, and was educated in Washington County. He later attended Portland Business College and taught school for twenty years before he entered into politics. Fisher was mayor of Beaverton for five terms in 1906-07-08, 1933, and 1951. He became owner and editor of the Beaverton Reporter and changed the name of the paper to the Beaverton Owl. He also served as State Representative in 1921, and State Senator from 1929-31. Fisher grew horseradishes and iris on a farm outside the City in his later years. He died in Beaverton at the home of his sister in 1961.

Edward Fisher had this building constructed in 1916, but was forced to sell it, because of financial difficulties, to Reglo Rossi sometime later. Reglo Rossi owned the building for many years, and it has remained in the Rossi family. Elizabeth Gillingham, the granddaughter of Reglo now owns the building. Reglo Rossi was the uncle of August Rossi, who owned large parcels of land in Beaverton and had the Rossi Building across S.W. Broadway Street constructed in 1926. The second story of the Fisher Building was used as offices; Doctor Welch and Doctor Talbert, the dentist, had their office upstairs for over 50 years. The second story of the building is currently used for apartments. During the 1920's, the post office was located in the east section of the building; later the greyhound bus station was in the center of the building. The variety of small shops which were established on

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the building's first floor are continued in the array of shops occupying the place today.

18. ADDRESS: 12590, 12570 S.W. Broadway Street
 CLASSIFICATION: Compatible Non-Contributing
 OWNER: Bruce Steele, c/o Smith
 4700 S.W. Elm Lane, Portland, OR 97221
 ASSESSOR MAP: 1S1 15BB TAX LOT: 5100
 PLAT: Unplatted LOT: NA BLOCK: NA
 YEAR BUILT: 1951 STYLE: Stripped Classical
 ALTERATIONS: Minor USE: Commercial

DESCRIPTION: This building is wedge shaped, one story high and has a flat roof. The foundation is concrete and the walls are constructed with concrete block that has been covered with a rough textured stucco. The windows are single fixed panes with metal sash. There is a decorative clock which has been painted on the west end of the building. The structure is on the corner of S.W. Watson and S.W. Broadway Streets.

19. ADDRESS: 4500 S.W. Watson Avenue
 CLASSIFICATION: Secondary Significant
 OWNER: Stella, George & Carolyn Berry c/o MaGee, 4500 S.W. Watson Ave.
 Beaverton, OR 97005
 ASSESSOR MAP: 1S1 16AD TAX LOT: 300
 PLAT: First Plat of Beaverton LOT: 3 & 4 BLOCK: 6
 YEAR BUILT: 1923 STYLE: Spanish Colonial
 ALTERATIONS: Minor USE: Commercial

DESCRIPTION: The former Bank of Beaverton is a one and one half story building, rectangular in plan with a red tile gable and hip roof over the original portion of the building. A flat roof covers the south wing, a later addition. The exterior is sided with stucco and segmental arched metal sash windows of six and nine lights line the north and south facades. The segmental arched entry, which faces onto S.W. Watson Street is embellished with decorative stucco work, wrought iron grillwork and a green marble veneer on either side of the double wooden doors which lead into the entryway. According to a photograph in the Oregon Journal, the south addition to the building was constructed by 1954. This addition included a drive-up tellers window for banking convenience.

The Bank of Beaverton, founded in 1910 was first constructed as a wood frame building, located on S.W. Broadway Street across from the present location of Beaverton Pharmacy. W.E. Peg, the Mayor of Beaverton was president of the bank, and Ray Bolger was the cashier. A few years later, Doy Gray purchased the bank and moved it to the southwest corner of S.W. Watson Avenue and S.W. Farmington Road in the Cady Building. Gray became bank cashier in 1915. He had the new Bank of Beaverton constructed on the southeast corner of S.W. Watson Avenue and S.W. Farmington Road in 1923. Gray owned the bank until 1933, when it was closed and did not reopen until 1934. Jay Gibson was responsible for reopening the bank under the name of the First Security Bank. He operated the bank until 1953, when it was purchased by the United States Bank of Portland. This building was used as a bank until the new U.S. Bank building was constructed on the corner of S.W. Farmington Road and S.W. Hall in 1964.

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20. ADDRESS: 4510, 4520 S.W. Watson Avenue
CLASSIFICATION: Non-compatible Non-contributing
OWNER: Donna Clohessy, 14744 N.W. Forestel Loop, Beaverton, OR 97005
ASSESSOR MAP: 1S1 16AD TAX LOT: 400
PLAT: First Plat of Beaverton LOT: portion of 5 & 6 BLOCK: 6
YEAR BUILT: 1954 STYLE: Northwest Regional
ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: This wood frame building is rectangular in plan with a low pitched gable roof with large exposed purlins. It has large single pane, fixed windows with wood and metal surrounds. The building faces west onto S.W. Watson Avenue.

21. ADDRESS: 4550, 4580, 4590 S.W. Watson Avenue
CLASSIFICATION: Secondary Significant
OWNER: Western Savings & Loan
4333 N.E. Sandy Blvd., Portland, OR 97123
ASSESSOR MAP: 1S1 16AD TAX LOT: 500
PLAT: First plat of Beaverton LOT: portions of 5 & 6,
all of 7 & 8 BLOCK: 6
YEAR BUILT: c. 1925 STYLE: Modernistic
ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: Dr. Mason's Building is a one story structure, irregular in plan with a flat roof. The exterior of the building is sided with red stretcher bond brick, and the windows are single pane fixed lights which wrap around the curved front facade. Brick coursing and glass block are used as decorative elements on this facade. The recessed entry to the building faces the corner of S.W. Watson Avenue and S.W. First Street. A compatible addition was constructed onto the rear of the structure about 1968.

This building is associated with Dr. C.E. Mason, one of Beaverton's notable physicians. Dr. Mason came to Beaverton to start his practice in 1917. He practiced for over 50 years and is remembered for participating in many home births throughout the area. Dr. Mason purchased this lot for his 13 room clinic on the corner of S.W. First and S.W. Watson in 1925, and the building was constructed soon thereafter. His sons, David and Herbert, both doctors, have continued to practice in this building, which was enlarged in 1968. In addition to Dr. Mason's services as a doctor in the community, he served on the Beaverton School Board for 18 years.

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22. ADDRESS: 12590 S.W. First Street
 CLASSIFICATION: Secondary Significant
 OWNER: Bethene Armstrong, Trustee, 6465 SW 179th
 Beaverton, OR 97005

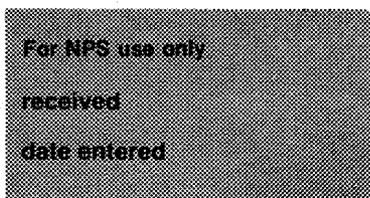
ASSESSOR MAP: 1S1 16AD	TAX LOT: 4900
PLAT: First Plat of Beaverton	LOT: 3 & 4 BLOCK: 6
YEAR BUILT: 1940	STYLE: Half Modern
ALTERATIONS: Moderate	USE: Commercial

DESCRIPTION: The West Coast Telephone Company Building is a one story structure, L shape in plan, covered with a flat roof. It is sided with red common bond brick which has been stuccoed over on the rear facade. The windows throughout the building are single, fixed, lights in bays of six, and louvered windows. Both stretcher and header bond brick corbelling is above and below these windows. The recessed entrance to the building faces the intersection of S.W. Watson Avenue and S.W. First Street. A low semi-circular roof covers the two door entrance. Brick additions to the west and south building facades were constructed in c. 1948. This building was constructed for the West Coast Telephone Company in 1940 and was used by the company until 1954, when a new district office was built. In 1963, the West Coast Telephone Company was bought out by the General Telephone Company.

The Scholls Telephone Company was the first company in Beaverton, located in the old Spraner Building, which still stands on S.W. Farmington Road. This company was owned by J. W. Raynard. About 1928, he sold the Scholls Company to the Oregon Telephone Company and in 1930 it became the West Coast Telephone Company. In 1940 West Coast Telephone was moved from the Spraner Building temporarily to a Queen Anne style building which stands on lot 2, next to the new telephone building. The new building was completed later that year. The district office of West Coast Telephone at that time was in Forest Grove. Each city had a "wire chief" and a "chief operator"; Len Short was the "wire chief" for Beaverton and Martha Bernardini was the "chief operator". Though West Coast Telephone Company converted to a wireless system in 1941, Mrs. Bernardini stayed with the company until 1968. She was employed with the telephone company in Beaverton for thirty-five years, and still resides in the area.

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23. This number has been assigned to a property which was subsequently deleted.

24. ADDRESS:	4950 S.W. Watson Avenue	
CLASSIFICATION:	Secondary Significant	
OWNER:	Beaverton Masonic Temple	
ASSESSOR MAP:	1S1 16AD	TAX LOT: 5000
PLAT:	First Plat of Beaverton	LOT: 5 & 6 BLOCK: 6
YEAR BUILT:	1939	STYLE: Half Modern
ALTERATIONS:	Minor	USE: Masonic Lodge

DESCRIPTION: The Beaverton Masonic Temple is a rectangular building, two stories high and covered with a flat roof. It is sided with rough faced red stretcher bond brick. The rear of the building is wider and taller than the front portion of the building and is sided with smooth faced stretcher bond brick. On top of the flat roof of the main portion of the building is a hipped roof attachment, sided with weatherboard. The front facade is three bays wide; the middle bay projects slightly. Two brick pilasters capped by wooden pendants flank the segmental arched recessed entry. The front double doors have six wooden panels and a transom of five lights. On the second floor, above the entry are three diamond shape leaded glass windows. The other windows in the building are one over one double hung sash with stretcher bond coursing along the lintels and header bond coursing along the sills.

The Beaverton Masonic Temple, or Lodge #100 A. F. and A.M., was designed by the Portland architectural firm, Barrett and Logan, in 1939. Robert Barrett was admitted to the Portland Chapter of the American Institute of Architects in 1949. His partner, Thayne Logan, applied for Chapter membership in 1927. In April of 1939, the Beaverton Masons had voted in favor of the new \$12,000.00 temple which was to be situated on the corner of S.W. Watson Avenue and S.W. Second Street. A sketch of the proposed temple completed by the architects shows it nearly identical to finished temple, with only minor changes in the windows on the front facade of the building. The Beaverton Masons were granted their charter on June 11, 1891 when their membership totaled ten. By 1939, membership had increased to 125 members; Jones B. Downing was the master of the Lodge at this time. Support for the new lodge came from some of the more notable members of the Beaverton community who owned businesses along S.W. Broadway and S.W. Farmington Road. All members of the Beaverton Masonic Order, they included: August Rossi, associated with the Rossi Building (No. 4); Dr. F.M. Robinson, whose home was located on S.W. Broadway Street (No. 11); Earl Fisher and Fred Willis Cady, both former Mayors of Beaverton (Nos. 16, 17 & 29); and Guy Carr, former owner of the Stipes Garage (No. 3), who currently owns a Chevrolet dealership on Canyon Road.

While it did not fulfill a commercial purpose in the historic period of significance, the Masonic Temple is included in the district because it contributes substantially to the continuity of the brick masonry building pattern of the nominated area and because it was a development of business leaders whose commercial properties are closely juxtaposed within the district.

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25. This number has been assigned to a property which was subsequently deleted.

26. This number has been assigned to a property which was subsequently deleted.

27. ADDRESS: 4550, 4575, 4595 S.W. Watson Ave., 12625 S.W. First Street
CLASSIFICATION: Compatible Contributing
OWNER: Roguebrook Corporation and Franklin Service Corp.,
11090 S.W. Allen Blvd., Beaverton, OR 97005
ASSESSOR MAP: 1S1 16AD TAX LOT: 1200
PLAT: First Plat of Beaverton LOT: portion 7 & 8 BLOCK: 7
YEAR BUILT: c. 1940 STYLE: Stripped Classical
ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: This simple, one story building is rectangular in plan with a flat roof. It has a concrete foundation and is finished with stucco on the exterior. It has fixed, single pane windows with metal surrounds. The building is situated on the southwest corner of S.W. Watson Ave. and S.W. First Street. This site was previously the location of a livery stable and hardware store.

28. ADDRESS: 4545, 4555 S.W. Watson Ave.
CLASSIFICATION: Secondary Significant
OWNER: U.S. National Bank
309 S.W. 6th St., Portland, OR 97204
ASSESSOR MAP: 1S1 16AD TAX LOT: 1100
PLAT: First Plat of Beaverton LOT: portion of 1 & 2,
and 7 & 8 BLOCK: 7
YEAR BUILT: 1924 STYLE: Commercial Style
ALTERATIONS: Moderate USE: Commercial

DESCRIPTION: This building is one story high and rectangular in plan. It has a stepped brick parapet which obscures the flat roof which covers the building. To the north, on the same tax lot is a narrow, one story building similar in design and style, which shares a common wall with this building. Both buildings are sided with extruded brick; the first building, to the south, a pink color, and a beige color on the small building to the north. The main building to the south has single fixed windows with metal sash and two entry glass doors also with metal surrounds. The building to the north also has large single pane fixed glass windows and one entry door; the door and windows have wood surrounds. The mezzanine windows in both buildings have been covered over with plywood and a metal awning has been added to the south building.

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The main building, to the south was once the location of the Beaverton Post Office, and may have been originally constructed for this reason. According to a 1916 Sandborn Fire Insurance Map of Beaverton, one of the locations of the post office previous to this time was in the Cady Building, on the corner of S.W. Watson Avenue and S.W. Farmington Road. A later map indicates that by 1921, the post office was moved to the Fisher Building on S.W. Broadway Street. The Beaverton Post Office was started in 1872; George W. Betts was named the first Postmaster. Willis L. Cady would have been the postmaster at the time the post office was in this location on S.W. Watson Street, as he served from 1923 to 1934. Sometime during the 1940's, the post office was moved to a new building on S.W. First Street, between S.W. Watson and S.W. Angel Avenues. This building was next occupied by Roger's Bakery. The smaller beige brick building to the north was occupied by Mannings' Market; Mr. Manning later expanded his market into the Cady Building to the north.

29.	ADDRESS:	12620, 12650, 12602, 12610 S.W. Farmington Road
	CLASSIFICATION:	Primary Significant
	OWNER:	William Freeman, c/o Michael & Doris Lang 7800 S.E. 105th Ave., Portland, OR 97266
	ASSESSOR MAP:	1S1 16AD
	PLAT:	First Plat of Beaverton
	YEAR BUILT:	1914
	ALTERATIONS:	Minor
		TAX LOT: 600
		LOT: portion of lots 1, 2, 7 & 8
		BLOCK: 7
		STYLE: Richardsonian/Romanesque
		USE: Commercial

DESCRIPTION: The Cady Building is two stories and rectangular in plan, covered with a flat roof which is obscured by a brick parapet. Below the parapet is a simple metal cornice, with wooden brackets which is also between the first and second stories. The exterior of the building is sided with brick, painted beige. The second story windows are one over one double hung sash with wood surrounds, grouped in pairs. Many of the window openings on the second story are segmentally arched, with single fixed panes. Square window bays are on either side of the central, arched, entry which leads to the second floor of the building. The mezzanine windows have been boarded over. The building was divided into several sections, or shops when it was first constructed in 1914. The eastern most section of the building which has an arched entry off of S.W. Farmington Road and originally housed the Bank of Beaverton until the new bank building was constructed across the street. There was a general merchandise store, post office and hardware store in the other sections of the building; the separate entrances to these businesses were also off of S.W. Farmington Road. The Cady Building is very similar in appearance to how it looked in a 1916 photograph which appeared in the Beaverton Times. Some of the window openings have been boarded over and a rear addition has been made to the

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building, which is sited on the southwest corner of S.W. Watson Avenue and S.W. Farmington Road.

This building is associated with Fred Willis Cady, for whom it was named. He was the son of A. B. Cady of Elmira, New York and was born on September, 1861 in Omro, Wisconsin. Fred lived with his family in Kansas and Portland until his marriage in 1890 to Mamie Hills. He attended public school and business college in Portland. For several years he was in the boot and shoe business with his father. In 1893, Cady arrived in Beaverton and engaged in the general merchandise business. His first store was located on SW Broadway Street, close to the old Stipe's garage in a wooden building that no longer remains. In 1914 he had the extant building erected at the SW corner of Farmington and Watson Streets. The first general store was known as the Cady-Anderson Store. Later Mr. Pegg, the town mortician, bought Mr. Anderson's interest and it became The Cady-Pegg Company until 1921, when Cady became more involved in his real estate business.

In addition to being a successful merchant and real estate dealer, F. W. Cady served as postmaster for more than twenty years, and as Mayor of Beaverton for several terms. He was a member of the Congregational Church, Beaverton Masonics, and United Artisans. The Cadys had three children, Ruth H. (Mrs. John Bankis of Portland), Willis L. and Barbara Cady Buffam. In July 1925, F. W. Cady died of complications stemming from an automobile accident in Portland. His wife Mary (Mamie) survived him until her death on 17 November, 1931. Three Cady houses still stand in Beaverton; the home of Fred Willis, his father A. B. Cady, and son Willis. Fred Willis Cady's uncle, Mason P. Cady was also a Beaverton merchant and was Mayor of Beaverton in 1917. Fred's son, Willis, also served as the postmaster of Beaverton during the 1920's.

30. ADDRESS: 12670 S.W. Farmington Road
CLASSIFICATION: Secondary Significant
OWNER: Patricia Ramsey, 12670 S.W. Farmington Road, Beaverton, 97005
ASSESSOR MAP: 1S1 16AD TAX LOT: 700
PLAT: First Plat of Beaverton LOT: portion of 3 BLOCK: 7
YEAR BUILT: c. 1921 STYLE: Commercial
ALTERATIONS: Minor USE: Commercial

DESCRIPTION: This building is one story, rectangular in plan, and is covered with a flat roof which is obscured by a corbelled brick parapet. The exterior is sided with extruded header bond brick which has been painted a deep red. The windows on the front facade are fixed glass with wooden surrounds; the mezzanine windows have remained intact. Segmentally arched windows of one over one double hung sash are

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along the east facade of the building. The rear facade has been covered with stucco and houses an apartment. The building is situated on the south side of S.W. Farmington Road.

This building is associated with John Kamberger, who had a confectionary shop in Beaverton. According to local informants, his shop was in the front of the building, and his family lived in the back. Kamberger is listed in the Oregon, Washington and Idaho State Gazeteer as a confectioner from 1921-1932. He may have had his business in the wooden building at this location, prior to the construction of the brick building. Sandborn Fire Insurance Co. maps dated 1916 and 1921 show a wooden building in this location, thus the brick building was constructed after 1921. At one time, Mr. J. Raynard, the owner of the Scholls Telephone Company, also owned this building and rented it to the Kambergers. After Mr. Kamberger was no longer in business, the building was occupied by the Beaverton Electric Store, which was owned by Mr. Unis.

8. Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/ humanitarian
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1800-1899	<input checked="" type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> transportation
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> other (specify)
		<input type="checkbox"/> invention		

Specific dates 1887-1940 **Builder/Architect** Largely anonymous; Barrett and Logan, architects, Beaverton Masonic Temple

Statement of Significance (in one paragraph)

The Beaverton Downtown Historic District in Beaverton, Washington County, Oregon, is locally significant under National Register criterion "a" as a well-preserved and environmentally distinct area which reflects the development of the city's commercial center in the period between the First and Second World Wars. Owing to peculiar characteristics of plat and thoroughfare development, a sustained internal vista is provided along SW Broadway and SW Farmington Road and is a focal feature of the ten-acre district. Most of the standing resources of the district were built between 1914 and 1940 and are typically brick masonry buildings of one and two stories. Continuity of setback and scale as well as building material, and the functional relationship of the commercial properties are strong factors contributing to the cohesiveness of the district. Beaverton, while an early-settled farming community in an historic agricultural setting, has experienced massive development since the War years because of its proximity to metropolitan Portland. Sprawling strip development generated by an ever-increasing mobile population characterizes Beaverton outside of its tiny historic nucleus. The Downtown Commercial Historic District is one of the few areas in the city which remains oriented to pedestrian traffic. (Please see 8-6.)

Beaverton, once a quiet farming community built on low beaver-dam swamp land, now a city with a population of 33,450 citizens, developed as a speculation town due to the railroad interests during the late 1860s. The First Plat of Beaverton was completed in 1868, and the town soon thereafter became a major terminal on the new Willamette Valley Railroad line which later became the Southern Pacific Railroad. The population of the town increased from 100 to 500 citizens in 1880, and Steel's Addition to the City was platted the following year. Though the incorporation of the City occurred in 1894, government policy was slow to develop; the first city ordinances were not passed until 1905. Another large population increase in Beaverton occurred in 1921; the community had become more accessible due to the daily Oregon Electric and Southern Pacific commuter services and the popularity and accessibility of the automobile. Within the next few decades, Beaverton grew into a sophisticated city with concrete sidewalks, a new city library, airport, and an expanding commercial center. Though many of the early wood frame buildings which once lined SW Broadway and SW Watson Streets have been replaced by masonry buildings constructed from 1914 to 1940, the Downtown Beaverton Historic District continues to convey its sense of "central place." The Southern Pacific and Oregon Electric Railway tracks still bisect the district, and the street patterns and density of buildings have not changed since the commercial area was first platted in 1868. Primarily, buildings dating from the period 1914 to 1940 remain, creating a unified core downtown district which echos its past history.

"In its natural state, the Beaverton section of the Tualatin Valley was a heavily wooded, gentle lowland. But through the beaver's construction of dams and canals, the terrain had become packed by marshes and ponds. On the main stream, Beaver Creek, the beavers had built a large, shallow lake which stretched for miles."¹ The French Canadians started trapping the beavers for their pelts in 1830; over 100,000 animals were trapped every year. Because of the over-trapping that occurred, the beavers in this area were extinct by the year 1844. The beaver ponds and lakes, however, remained. Though the Tualatin and Atfalatu Indians lived near the beaver dams prior to white settlement, they chose not to settle in the Beaverton area, as the ground was too marshy. It was not until the late 1840s when white settlers, Augustus Fanno, Lawrence Hall, Thomas Denney, Samuel Stott, Peter Spencer and others came to the area, that the potential for rich farmland was discovered as the swamps were drained.

9. Major Bibliographical References

Please see continuation sheet.

10. Geographical Data

Acreeage of nominated property 10.07 acres

Quadrangle name Beaverton, Oregon

Quadrangle scale 1:24000

UTM References

A

1	0	5	1	5	5	1	0	5	0	3	7	0	3	0
Zone		Easting				Northing								

B

1	0	5	1	5	5	1	0	5	0	3	6	7	3	0
Zone		Easting				Northing								

C

1	0	5	1	5	2	0	0	5	0	3	6	7	3	0
Zone		Easting				Northing								

D

1	0	5	1	5	2	0	0	5	0	3	7	0	3	0
Zone		Easting				Northing								

E

Zone		Easting				Northing								

F

Zone		Easting				Northing								

G

Zone		Easting				Northing								

H

Zone		Easting				Northing								

Verbal boundary description and justification The Beaverton Downtown Historic District encompasses 10.07 acres between SW Canyon Boulevard and SW Second Street on the north and south; SW East and SW Watson Streets on the east and west in Beaverton, Washington County, Oregon. The nominated area, embracing all the historic property relating to the development of the city's commercial center in the period between the First and Second World Wars, is more particularly described as follows

List all states and counties for properties overlapping state or county boundaries

state	N/A	code	county	N/A	code (continued)
state	N/A	code	county	N/A	code

11. Form Prepared By

name/title Kimberly Demuth and Judith Rees, consultants

organization City of Beaverton Planning Department date March 14, 1985

street & number 4950 SW Hall Blvd. telephone (503) 644-2191

city or town Beaverton state Oregon 97005-2027

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

national state local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title Deputy State Historic Preservation Officer date November 7, 1985

For NPS use only

I hereby certify that this property is included in the National Register

date 1/7/86

Keeper of the National Register

Attest:

date

Chief of Registration

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Some of the earliest settlers to the Beaverton area included Lawrence Hall and Augustus Fanno. Hall left with his family from Independence, Missouri in 1845, heading west to Oregon. They arrived at Fort Vancouver, and eventually met David Hill, a classmate of Lawrence's, at his claim near the present day Hillsboro. Lawrence spent the winter of 1846-47 with the Hills and staked his donation land claim of 640 acres on the north side of the present city, in the spring of 1847. His claim was not filed, however, until November 25, 1850 in Oregon City. Hall left the area from 1847-48, during the Cayuse War, and returned around 1850. Augustus Fanno and his family came to Oregon from Missouri in 1845. They arrived in Oregon City in 1846, and settled a claim in the Beaverton area by 1847. Fanno's 640 acre claim extended to just south of present day Progress. Highway #217 now diagonally divides the claim in half. Augustus drained the beaverdams from portions of his claim and planted crops of onions for commercial use. When he retired, his two sons took over the production of the onion farm which grew to become the largest in the state. Augustus Fanno married Rebecca Jane Denney in 1851, shortly after the death of his first wife, Martha. Rebecca was the sister of Thomas Denney, for whom Denney Road is named and who filed a donation land claim adjacent to Fanno's land. The Denney family was from Indiana, as was a large group of pioneers from Indiana who settled in Oregon due to their support of General Joseph Lane. Lane had held the position of Indiana State Legislator prior to moving to Oregon.

Other early pioneer families who arrived in Beaverton included Samuel Stott and Peter Spencer. The Stotts arrived in Beaverton in 1851, and settled their claim soon thereafter. They built a cabin on their claim where Beaverton High School now stands. Raleigh Stott, one of Samuel's four sons, was the first child to grow up in what is now the city center of Beaverton. He later served as Judge for the district court of Multnomah County from 1873 until his death in 1901. The Peter Spencer family also settled their claim in 1851. The northern boundary of the Spencer claim stretched almost to Farmington Road in what is now the Hyland Avenue district.

Though the Beaverton area was quite inhabited by 1851, there were no organized businesses, schools, churches or roads. The Samuel Stotts occupied a farm in the center of the future town. Circuit riders who were based in Forest Grove fulfilled the settlers' religious needs, and supplies were purchased in Hillsboro. People traveled on horseback on rough roads, cut through the woods. The breakthrough for settlers in Beaverton and Portland was the development of Canyon Road in 1851. "Portland businessmen saw the great need for a road between Tualatin Valley farms and Portland docks...these businessmen wanted the stimulus of Tualatin Valley trade and valley farmers wanted a closer outlet for their produce."² The charter to build Canyon Road was given to the Portland and Valley Plank Company in 1850 and the laying of the first plank in the road took place on September 27, 1851. Due to the unfortunate financial difficulties of the company, only a portion of the road was laid with planks; to where Sylvan is now; the rest of the road was laid with corduroy logs. Canyon Road remained a "corduroy road" for many years, proving difficult for more than one team of horses or vehicles to pass. The effectiveness of this early road was thus somewhat lost, until it was improved and paved in 1930.

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Beaverton developed in the late 1860's as a speculation town due to the interests of Ben Holladay, Joseph Gaston and Joshua Welch. "The Federal railroad land-grant act of July 25, 1866, laid the basis for railroad financing in Oregon and California, but because of rivalry among Oregon communities, dissension over routes and over the beneficiary rights of the railroad companies delayed construction."³ The original incorporators of the Oregon Central Railroad Company split into two competing groups; promoters of the "West Side" route, and the "East Side" route. Residents from Beaverton favored the West Side route, as the community lay in the center of this proposed railroad line. The Oregon Central Railroad Company (West Side) began plans for construction of the line after receiving approval from the State Legislature. Joseph Gaston headed the West Side effort. A second Oregon Railroad Company, the East Side Route, incorporated in 1867. The West Side Charter was declared void by the Legislature and the East Side adopted the name Oregon Central in order to gain the land grant. The rivalry continued until 1870, when a financier, Ben Holladay, bought the East and West Side companies and changed the name to the Willamette Valley Railroad Company. The railroad was constructed through Beaverton enroute to California on December 18, 1871.

The railroad interests inspired Joshua Welch, a speculator, to develop plans for the city of Beaverton in 1868. "He pictured the new town as a terminal on the California railroad - a refueling point for trains carrying passengers and goods between Portland and the population centers of California."⁴ The First Plat of Beaverton was filed at the office of the Washington County Deeds and Records on December 25, 1868. Others who helped Welch mark out the lots and blocks in Beaverton were George W. Betts, Charles Angel, W. P. Watson and John Henry. The first structure to be built was located on the corner of S.W. Angel Street and S.W. Farmington Road. George Betts had this building erected according to his agreement with Holladay that if he constructed a legal structure, he was to be given a townsite. The building was soon thereafter sold to Jesse M. Griffith, who opened a store there. Welch's dream of the speculation town was beginning to come true. Beaverton received its name because of the large body of beaverdam land still remaining in the area.⁵

The first train came through Beaverton on December 21, 1871. Because of the poor condition of Canyon Road at this time, the trains became the most reliable form of transportation in the valley. There were two buildings in the town; the log store belonging to Griffith, and a new wood frame, one-story school-house on S.W. Broadway Avenue near the present site of the drug store, formerly the Safeway Store. The schoolhouse was located very near the tracks. Griffith sold his store to A. J. Hamilton on March 1, 1872, and he established the first post office there; George W. Betts was named the postmaster. Murphy's Oregon Business Directory, 1873, lists Beaverton for the first time as having "a post office in a prosperous farming neighborhood".⁶

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A tremendous amount of growth occurred in Beaverton between the 1880's and 1890's in part due to the result of a large wind storm on January 9, 1880. The storm, which lasted a few hours, scattered rain and snow throughout the area, causing severe damage and flooding to many Portland homes. In Beaverton, the resulting storm proved to be beneficial. Some of the roofs were blown off farmhouses, but the major change to the area was caused by large trees which fell in the uncleared land of the town and surrounding farms. Because the town was built on marshy land, much of the uncleared land became accessible, enhancing growth of the city. The felled timber provided an excellent source of lumber for new construction. The 1880 Pacific Coast Business Directory listed five businesses for Beaverton. Steel's Addition to the City was platted in 1881, containing 49 acres divided into large lots. This addition was made prior to incorporation. Another event that increased the growth of the city was the formation of the Drainage District, on April 22, 1882, which continued until 1908. The District constituted legal action by Beaverton farmers against flooding caused by the swampy topography of the area, originally created by the beavers. The draining of the area which had been started by Augustus Fanno and Samuel Stott, now continued under the direction of John Henry, an early Beaverton farmer. He and others dynamited the beaver dams such that the water could flow naturally into Beaverton Creek. Henry's efforts led to the formation of a District, and ditches were constructed to steer water to Beaver Creek. Farmers oversaw these ditches which were enlarged and hardened each year until 1908 when the system was no longer needed.

Beaverton had developed into a small but prosperous community by the year 1891. The Oregon, Washington and Idaho State Gazeteer describes Beaverton as follows: "A station on the S.P. (West Side division) Washington County, 11 miles southwest of Portland, the banking point, and 9 miles southeast of Hillsboro, the County seat. Population 500, supporting Congregational, Methodist and Seventh Day Adventist churches. Shipments, timber, cord wood and garden produce...mail daily." The biggest political issue within the town in 1891 was that of incorporation. Beaverton had grown, but was not officially considered a town, which was disturbing to the business community. The farmers were against the incorporation because they feared higher taxes and continual expansion of the city limits. The issue of incorporation was widely publicized in the Beaverton Chronicle, the first Beaverton newspaper, started in 1891, owned by Oscar Thayer. This paper was followed by the Beaverton Review. Earl Fisher bought the paper in 1912 and changed the name to the Beaverton Owl.

On February 10, 1893, after much discussion, the proceedings for the incorporation of Beaverton began, and soon it became a city. The first mayor elected was Alonzo B. Cady, a leading local merchant who had moved to Beaverton from Kansas with his family in 1892. Alonzo Cady eventually went into partnership in general merchandising with his son, Fred W. Cady, who continued the business after Alonzo's

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retirement. The Cady building still stands on the corner of S.W. Watson and Farmington (No. 29). One of the members of the first Beaverton City Council was Francis M. Robinson, a prominent doctor, whose residence still stands on S.W. Broadway Street (No. 11).

Though Beaverton was incorporated in 1894, the first city ordinances were not passed until 1905, when Earl Fisher was the mayor. At the time the ordinances were concerned with "(1) regulating elections; (2) prohibiting riding bicycles on sidewalks in Beaverton; (3) imposing licenses on dogs; (4) preventing and regulating animals running at large".⁸ The Beaverton grade school, constructed in 1910, was one of the city improvements that took place soon after the passage of the first ordinances in 1905. School had formerly been held in a wood frame building on S.W. Broadway Street which is no longer standing. The new building served the residents of Beaverton until 1937, when the Merle Davies School and Beaverton High School were completed. The first Beaverton volunteer fire department was organized in 1914, one year after the city water system was in effect. One of the reasons for this city development was the fires that had plagued Beaverton, like many of the other small cities that had developed in the Willamette Valley. The first city hall, known by local residents as the "Incubator", was one of the buildings that had been lost due to a fire.

Additional changes which promoted the growth of Beaverton occurred in 1916. Road conditions were poor at this time and in June of this year, two of Beaverton's prominent citizens, M. P. Cady and L. L. Gilbert, travelled to Hillsboro to gather County support for road signs and road improvements. Sidewalks were constructed in front of the one room city hall, and signs were erected to mark the SP & S and Oregon Electric Railroad crossings. The new high school was also dedicated in this year, and the first carload of new Ford automobiles, that were brought to Beaverton by train, had all been sold by Otto Erickson, the local Ford dealer.

By 1921, Beaverton had developed more of its own identity, it continued to thrive as a farming community and a trading center. The population had increased from 500 to 900 citizens by this year. The 1921-22 Oregon, Washington and Idaho State Gazeteer for Beaverton lists several feed and produce companies, a lumber company, the Commercial Hotel, restaurants, a garage, drug store, general store, confectionary, real estate and lawyers offices, a physician, dentist, barber, postmaster, blacksmith, shoemaker and undertaker. The largest number of votes were cast in the city election of 1921. The city was well established, bisected by the Oregon Electric and Southern Pacific railroad tracks. The commercial area, centered on S.W. Broadway Street, S.W. Farmington Road, and S.W. Watson Avenue, was a mixture of wooden false front commercial buildings and a few brick buildings. The beginning of the 1920's marks a significant change in architectural character and building style; the second building period within the district. Most of the wood frame structures were replaced by masonry buildings, still extant, however, the street pattern and

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configuration of buildings changed little. Elmer Stipe opened his Chevrolet garage on S.W. Broadway Street in 1921, a sign of the increasing dependence of the City on the automobile over the next few decades. Though both the Oregon Electric and Southern Pacific Railroad lines ran through Beaverton, the use of the automobile aided the City's relationship to Portland as a suburban community. Automobile dealers such as Guy Carr, who still owns a Chevrolet dealership on Farmington Road in Beaverton, followed the family traditions of his father-in-law, Otto Erickson, who brought the first Fords to the City in 1913.

Another business which was promoted during this time was the short lived Premium Picture Company, founded by Dr. G. E. Watts of Portland. He had studios built on Erickson Avenue in 1922. The film company had been founded by Watts and J. J. Fleming in 1921. Many of the local residents, intrigued by the filming process, worked as extras for several of the movies. The company unfortunately went bankrupt in 1924, and the Yates Aircraft Company took over the site, moving later to what became known as Bernard Airport, now the Beaverton Mall. By 1939, the airport had become the busiest commercial strip in the State.⁹

The 1930's were busy years for city improvements in Beaverton. A regular city fire department was added to the payroll in 1931. Concrete sidewalks were constructed throughout the city and the city library was built in the same year, funded by the WPA. The population increased to 1138 citizens as recorded in the 1931-32 State Gazeteer. Much of the growth in population that occurred was in the residential area of Beaverton, and it became known as the "City of Homes".

Fortunately, the Downtown Beaverton Historic District does still retain its historic character due to the remaining street patterns, architecture and building configuration, all of which represent the City's development since it was first platted in 1868. Due to the effects of the Depression, the growth of the city and new construction dropped in the late 1940's. However, the construction of the Sunset Highway in 1948 once again boosted the growth of north Beaverton. The rapid post-war development has had a dramatic effect on the physical changes that have occurred in much of the old commercial area. Many of the buildings constructed during the second building phase were "modernized" or razed to make way for the expansion of the the business community, which included more than 250 firms. The construction of the Tektronix plant in 1956 paved the way for the future light industrial developments in and near Beaverton, which has grown from a small farming community to a busy city.

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The historic period of significance of Beaverton's Downtown District is extended beyond the normal cut-off date of 50 years ago, to 1940. The exceptional significance of the district in the context of the suburban Beaverton of today justifies the minor extension of five years.

Beaverton's Downtown Historic District, an area of approximately ten acres, is a distinct entity surrounded by strip development on the north, east and west and by a residential neighborhood in transition on the south. Buildings within the district illustrate nearly the full span of growth of the community's commercial center from the 1880s onward, but the preponderance are "second generation" buildings representing an exceptional phase of Beaverton history, the explosive population growth of the period between the World Wars which brought about the first major commercial upbuilding. The district encompasses all that remains of the city's historic nucleus. The masonry buildings of one and two stories ranging in date from 1914 to 1940 provide a consistency of scale, building material, density, and continuity of placement that is unique in the city.

Because of its proximity to metropolitan Portland, Beaverton is experiencing development on a massive scale. The Downtown Historic District is the last place remaining to convey a sense of "central place."

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- 1 "Original Topography Created by Beavers", Valley Times, Beaverton, OR, July 8, 1965.
- 2 "Plank Road Replaces Valley, Portland Path", Valley Times, Beaverton, OR, August 5, 1965.
- 3 "Inventory of the County Archives of Oregon, No. 34, Washington County", Prepared by the Oregon Historical Records Survey Division of Professional and Service Projects, Work Project Administration, Portland, OR, November 1940, p. 99.
- 4 ~~"Speculation", Valley Times, Beaverton, Oregon, August 12, 1965.~~
- 5 McArthur, Lewis, Oregon Geographic Names, 4th ed., Oregon Historical Society, Portland, Oregon, 1974, p. 50, 51.
- 6 Betts First Postmaster Back in '72", Valley Times, Beaverton, Oregon, March 21, 1968, P. 11.
- 7 Oregon, Washington, Idaho State Gazeteer, Portland, R. L. Polk & Co., 1891-92, p. 190.
- 8 Valley Times, Vol. 48, Beaverton, Oregon, March 21, 1968, p. 1.
- 9 Valley Times, Beaverton, Oregon, March 10, 1966.

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The Oregonian. Portland, Oregon. April 14, 1961.

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The Valley Times. Beaverton, Oregon. March 10, 1966.

The Valley Times. Beaverton, Oregon. Diamond Jubilee Issue, 1893-1968.
March 21, 1968.

OTHER SOURCES

Oral Histories from: Rose Merlo Biggi, Louise Merlo Botteri, Barbara Cady Buffam, Guy Carr, Alice and Albert Rossi, Dora Stipe, Rose Weed Thompson, Harvey Williams, and Alfreda Austin Wooden.

Interviews with: Bethene Armstrong, Martha Bernardini, Guy Carr, Mrs. Ronda Cole, Elizabeth Gillingham, Mrs. Holland, Mrs. Frank McBride, Al Rigert, Shirley and Charles Schubert, Sollie Siebert, and Elaine Wesser.

Photographs from the: Beaverton City Library Collection, Oregon Historical Society and Washington County Museum.

Sandborn Fire Insurance Co. Map, Beaverton, Oregon, 1916, 1921.

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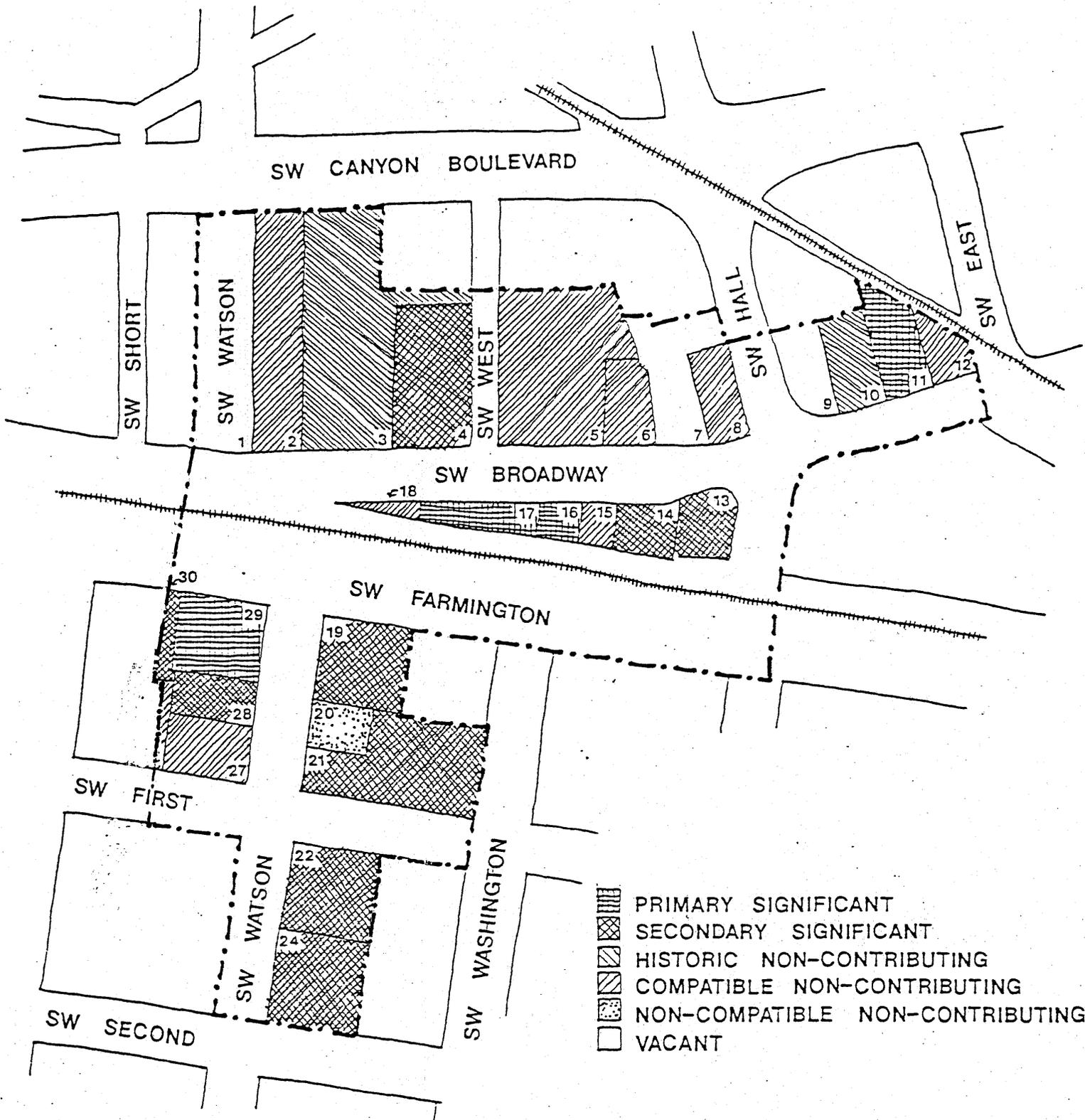
Page

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LEGAL DESCRIPTION: Beaverton National Register Nomination

Beginning at the northeast corner of Lot 3, Block 6 in the Plat of Beaverton, Book 1, Page 1, as recorded in Washington Deeds and Records, Washington County, Oregon, thence south to the northwest corner of Lot 7, Block 6, thence east to the northeast corner of Lot 8, Block 6, thence south along the west side of S.W. Washington Avenue to the northeast corner of Lot 1, Block 19, thence west along the south side of S.W. First Street to the northeast corner of Lot 3, Block 19, thence south to the southeast corner of Lot 6, Block 19, thence west along the north side of S.W. Second Street to the southeast corner of Lot 8, Block 18, thence north along the west side of S.W. Watson Avenue to the northeast corner of Lot 1, Block 18, thence west along the south side of S.W. First Street to the northwest corner of Lot 2, Block 18, thence north on a prolongation of the west side of Lot 2, Block 18 to the southeast corner of Lot 6, Block 7, thence west 10 feet along the north side of S.W. 1st Street, thence north on a line parallel to the east side of Lot 6, Block 7 to the northern edge of Lot 6, Block 7, thence west 25 feet along the north side of Lot 6, Block 7, thence north on a line parallel to the west side of Lot 6, Block 7 to the south side of Farmington Road, thence north to a point where the north side of S.W. Broadway intersects with the west side of S.W. Watson Avenue, thence north along the west side of S.W. Watson Avenue to the south side of S.W. Canyon Road, thence east 212 feet along the south side of S.W. Canyon Road, thence south 0 20' east 92.38 feet, thence north 89 40' east 100 feet to the west side of S.W. West Avenue, thence north 86 47' east 163.05 feet to the west side of Lot 4, Block F in Steel's Addition to Beaverton, Book 1, Page 23, as recorded in Washington County Deeds and Records, Washington County, Oregon, thence west 33.5 feet along the south side of Lot 4, Block F to the west side of S.W. Hall Boulevard, thence south along the west side of S.W. Hall Boulevard to the northeast corner of Lot 1, Block F, thence east 52 feet to the southwest corner of Lot 3, Block E, thence east 108 feet along the south side of Lot 3, Block E, thence north 15 25' west 35 feet to the south side of the Oregon Electric Railroad right-of-way, thence south 66 22' east 150 feet along the south side of the Oregon Electric Railroad right-of-way to the west side of S.W. East Avenue, thence south 85 feet along the west side of S.W. East Avenue to the south side of S.W. Broadway Street, thence west 198 feet along the south side of S.W. Broadway Street, thence 52.28 feet on a 38-foot radius to the east side of S.W. Hall Boulevard south of S.W. Broadway Street, thence along the east side of S.W. Hall Boulevard to the south side of S.W. Farmington Road, thence west along S.W. Farmington Road to the point of beginning in Beaverton, Washington County, Oregon.

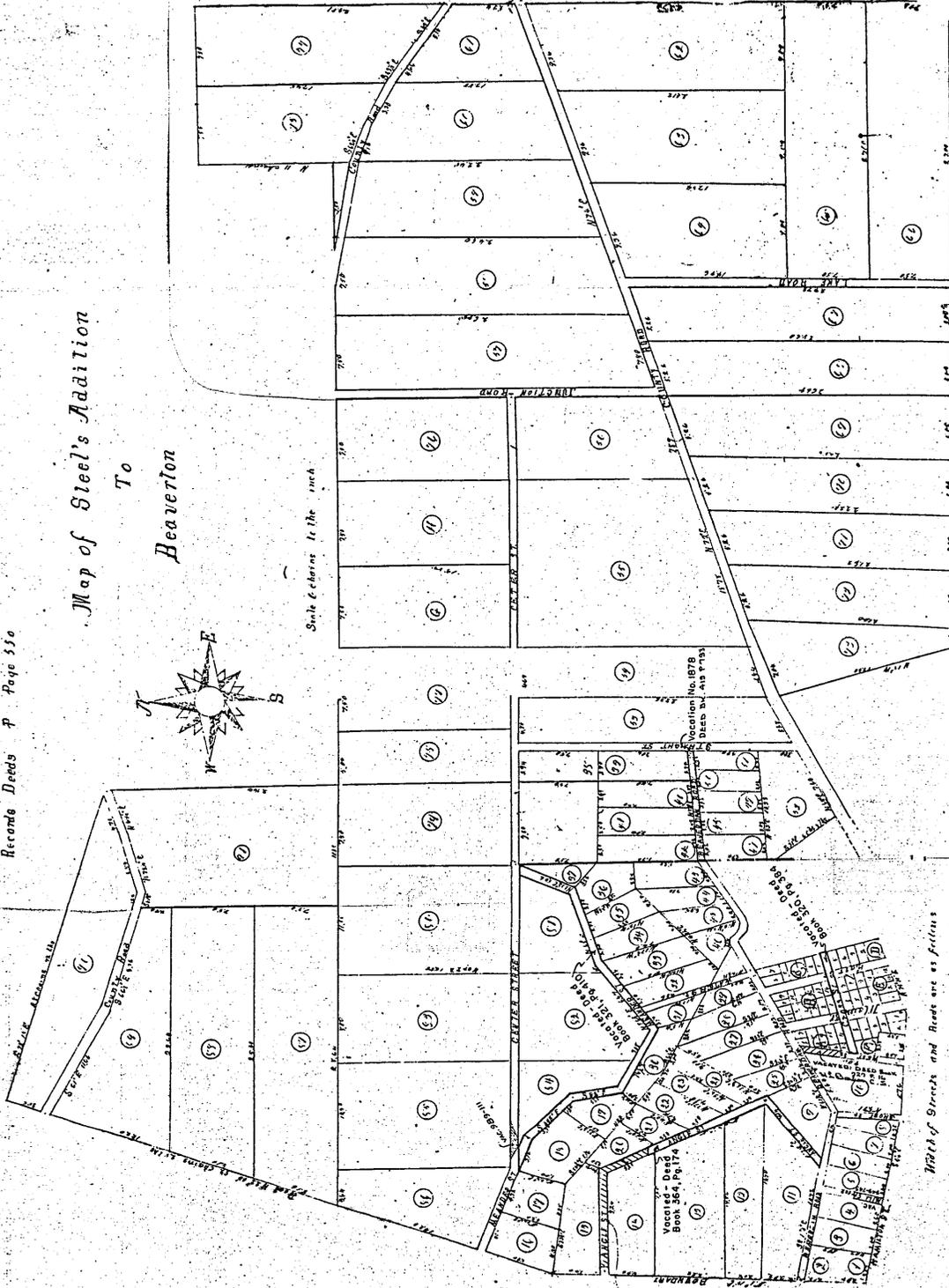
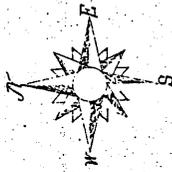
DOWNTOWN BEAVERTON HISTORIC DISTRICT



-  PRIMARY SIGNIFICANT
-  SECONDARY SIGNIFICANT
-  HISTORIC NON-CONTRIBUTING
-  COMPATIBLE NON-CONTRIBUTING
-  NON-COMPATIBLE NON-CONTRIBUTING
-  VACANT

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Map of Steel's Addition To Beaverton

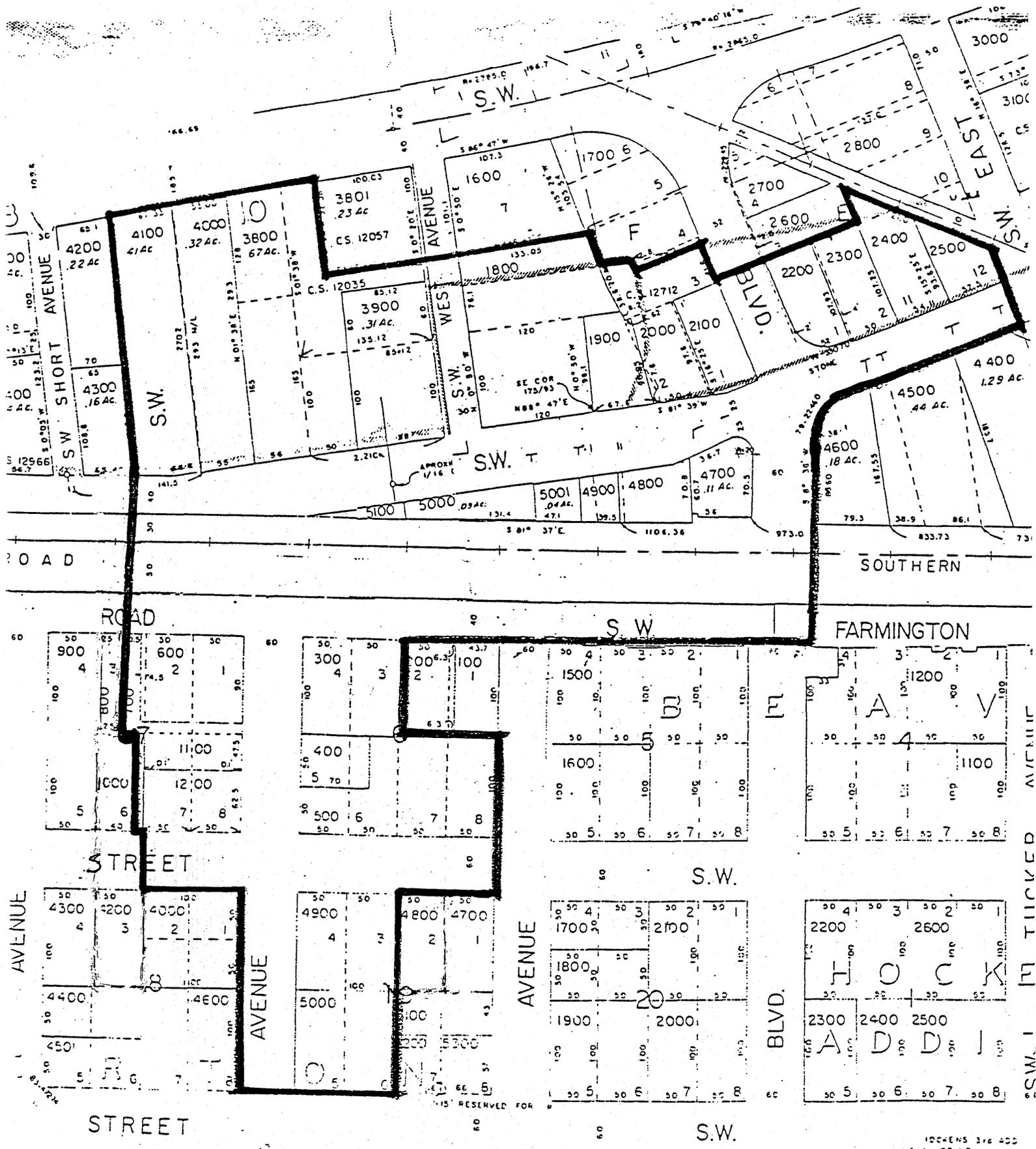


North of Streets and Road are as follows

Beaverton Road	1st	Water Street	20
Swick Street	11	Centre	19
Short	10	East	18
Mill	9	Main	17
West	8	Cross	16

Filed in Record Book No. 1237
C. H. Cook

WALTER D. DEW, JR. 712 N. 487
PLAT SURVEYOR



Downtown Beaverton Historic District: Tax Lot Map