

Cultural Resource Survey Form

CLACKAMAS COUNTY

T. D. NUMBER _____

PHOTO INFORMATION:

ROLL: LXXXIX
FRAME: 20, 21

STUDY AREA: HV-D
LEGAL: T. 2S R. 2E SEC. 2AC
TAX (LOTS): LOT 2900
ZONE R-7 SIZE 4.32

IDENTIFICATION:

COMMON/HISTORICAL NAME: _____
ADDRESS: 13600 S. E. Sunnyside Road AREA: Sunnyside
CURRENT OWNER: JAMES F. ALLEN USE: Barn
OWNER'S ADDRESS: 10500 S. E. Sunnyside Road, Clackamas 97015
ORIGINAL OWNER: _____ USE: Barn
AREA OF SIGNIFICANCE: TOWN: _____ COUNTY: X CITY: _____ NATION: _____

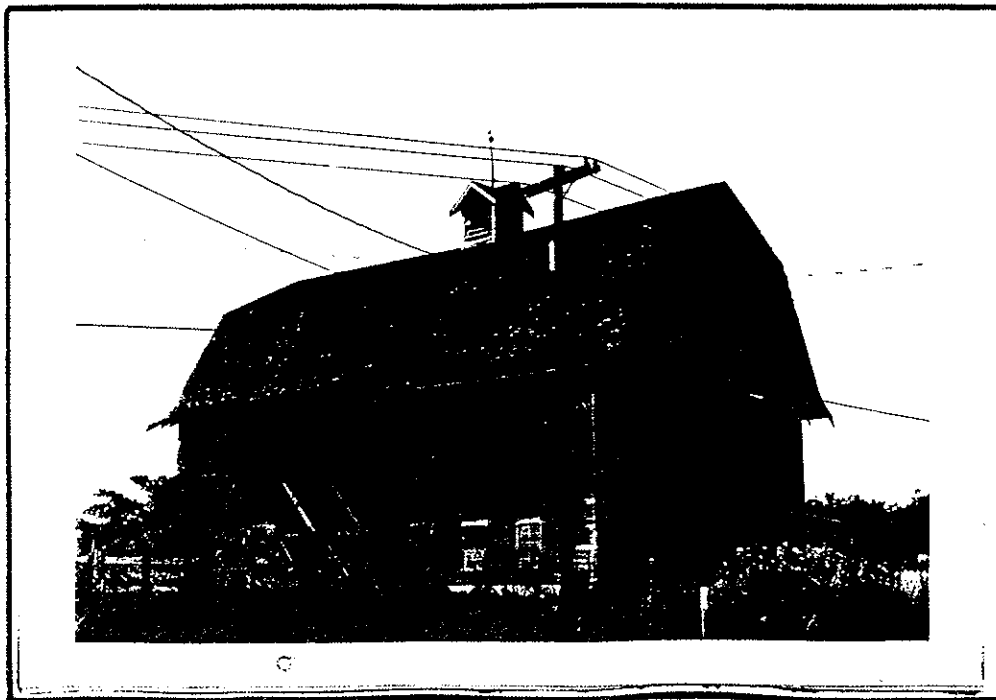
HISTORIC INTEREST:

THEME: Architecture - 20th Century; Agriculture DATE: ca. 1930
DESCRIPTION: _____

ARCHITECTURAL INTEREST:

STYLE: _____ STORIES: _____
DATE: ca. 1930 CONDITION: Good ARCHITECT: _____
SIDING: Shiplap, shingles on south
ROOF: Gambrel with flared eaves and exposed rafters.
DOORS: Sliding end and side wall
WINDOWS: 4/4 double-hung and fixed sash with 4 lights. Bullseye window in gable peak.
MAIN ENTRANCE: _____

NOTES:



BIBLIOGRAPHY:

DATE: August 1984
RECORDER: Altier/Hayden
1031

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HISTORIC RESOURCES INVENTORY 1989-90

HISTORIC NAME: OTT, EDWARD, BARN
COMMON NAME:
PROPERTY ADDRESS: 13600 SE Sunnyside Road, Clackamas OR 97015
OWNER: Allen, James F.
OWNERS ADDRESS: 9727 SE King Way, Portland, OR 97266
RESOURCE TYPE: Building
PRESENT USE: Residential
ORIGINAL USE: Farm complex
THEME: Culture; agriculture
ARCHITECT/BUILDER: Unknown
COUNTY: Clackamas
QUAD: Oregon City
T/R/S: 2/2E/2AC
TAX LOT: 2800
ADDITION: N/A
BLOCK: N/A
LOT: N/A
LOT SIZE: 4.32 Acres
ZONE: R-7

SETTING: This is a transitional area bridging the agricultural area to the east and the more residential/commercial area to the west. Most houses in the vicinity are not from the historic period and new housing developments are in evidence to the west. The subject house sits on a flat lot on the south side of SE Sunnyside Rd., a two-lane thoroughfare.

NOTEWORTHY LANDSCAPE FEATURES: Remnants of mature orchard, e. of the barn, adjacent to right-of-way

NON-CONTRIBUTING FEATURES: Deteriorated shed; non-historic home

RECORDED BY: Koler/Morrison
DATE: January 1990

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GAMBREL BARN

DATE BUILT: 1915-16

STYLE: Gambrel

PLAN TYPE/SHAPE: Rectangular

NO.OF STORIES: 2

FOUNDATION MATERIAL: Concrete

BASEMENT: None

ROOF FORM AND MATERIALS: Gothic gambrel w/ composition shingles

WALL CONSTRUCTION/STRUCTURAL FRAME: Wood/Unknown

PRIMARY WINDOW TYPE: Four-over-four double-hung sash and four-light fixed sash

EXTERIOR SURFACING MATERIALS: Dropped siding w/ cornerboards, and shingles, s. elev.

DECORATIVE FEATURES: Cupola with intersecting gable roof and square openings, flared eaves and exposed rafters, gable-end Bull's eye window

OTHER: Side-wall, four-panel overhead-sliding door w/ cross braces; single, end-wall overhead sliding door

CONDITION: Good

EXTERIOR ALTERATIONS (DATE): Partially resingled (n.d.)

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STATEMENT OF SIGNIFICANCE

Address: 13600 S.E. Sunnyside Road
Historic Name: OTT, EDWARD, BARN

The Ott Barn is located one-quarter mile east of the Sunnyside crossroads. It may be evaluated as a early 20th century barn.

HISTORICAL BACKGROUND

Early development of the Happy Valley-Damascus area can be attributed to the proximity of the Barlow Road; the westernmost link of the Oregon Trail. The northern alignment of the Barlow Road, established by the 1850s, followed the north side of the Clackamas River and entered Oregon City via the present city of Gladstone. Early settlers were few and widely scattered and included Issac Capps and Chevalier Richardson, who settled claims in the Rock Creek and Damascus areas, respectively.

Despite the seemingly heavy traffic through the study area, few early pioneers filed donation land claims. However, by the 1870s pioneers began to settle in the Happy Valley-Damascus area. Three factors are believed to have caused this development pattern. Oregon City held a strong attraction; many people stayed in this "urban" place and worked in the commercial or industrial establishments there. Pioneers interested in farming sought arable and accessible land near and along the navigable waterways, which were more dependable thoroughfares than the muddy, rutted roads of the period. Lastly, the topography of the Happy Valley area is hilly and therefore not well suited to the common agricultural practices of the mid-19th century. The population of the county at this time was primarily made of English, Irish and German emigrants, many of whom had lived in the Missouri, Mississippi or Ohio river valleys prior to moving westward to Oregon. These settlers chose first the level land and later developed the more hilly uplands areas.

Mid-19th century dwellings were often of log or simple wood-frame construction. Many buildings exhibited an influence of the Classical Revival style of architecture, although generally this influence was limited to symmetrical facade arrangements, and suggestions of a cornice at the eave line and corner boards.

Like their residential counterparts, agricultural buildings from the period were generally simple buildings. Due to the nature of farming practices, barns and sheds were low-profile, broad buildings.

After the Civil War (1865-1883), the area experienced slow but steady growth. The Barlow Road continued to be an important roadway, operating as a toll road through the first decade of the 20th century. Phillip Foster's Place, at present-day Eagle Creek, east of the study area.

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was an important point on the Barlow Road. Foster, who was a partner in the Barlow Road enterprise, sheltered traveling pioneers on the last leg of the trip. The road connecting Foster's Place with the road to the Columbia River, present day 82nd Avenue, as well as Milwaukie and Portland was established during the mid-19th century.

Communities sprung up along the early roadways throughout the historic period. Damascus, at the intersection of the Barlow Road and the road to Foster's Place, was one of those towns. The name Damascus apparently has biblical roots. A post office was established in Damascus in 1867 by Henry Pedigo. John S. Fisher was the first postmaster.

During the period following the Civil War, the construction of the Oregon-California Railroad may be considered the single most important event in the Happy Valley-Damascus area. In the late 1860s two factions set out to construct the line from Portland to Sacramento. One group selected the east side of the Willamette and the other took the west side. Whichever group reached the upper Willamette Valley first was to win the right to complete the line south. The east side line ran from Portland southward, skirting around Milwaukie and continuing south toward Oregon City, through the present community of Clackamas. The east side group won the competition and completed the line over the latter decades of the 19th century.

The town of Clackamas, originally named Marshfield, was platted in 1869-1870. The town grew up around the railroad stop and featured a post office and a number of businesses that catered to the farmers who populated the hinterlands.

During this period subsistence farming was the norm throughout the county, as well as in the Happy Valley-Damascus vicinity. Livestock and cereal grains were raised. Lumber complemented the rural economy. Kitchen gardens were essential. Towards the end of the period oats began to surpass wheat as the number one crop and potatoes attained the rank of number three crop. Increasing numbers of livestock corresponded with an increase in hay production. The total number of acres in cultivation tripled during the period. Further, improvements in farm practices and building technology caused changes to agricultural buildings.

Dwellings from the period were simple wood-frame buildings; many showed an influence, albeit watered down, from the Gothic Revival style of architecture. This type is commonly referred to as the Vernacular or Western Farmhouse style. In contrast to earlier dwellings the buildings of this period had a vertical emphasis; windows were taller and roof pitch was steeper. Drop siding was the most popular exterior wall material although some buildings were clad with the more primitive lap siding. Windows had multiple lights or panes. The windows of earlier buildings (circa 1860) typically had six lights or panes in each sash. As window glass became more readily available panes became larger and the number became fewer. By the end of the period four lights per sash were common.

In general agricultural building continued to be low, broad buildings. However, beginning in

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the 1870s barns began to be taller to accommodate machinery, such as hay fork lifts.

During the Progressive Era (1884-1913) the population of Clackamas County tripled from 9,260 to almost 30,000, pushing the new comers to develop the hilly land well away from the river and the Barlow Road. By the turn-of-the-century wagon roads or "market roads" crossed the county, facilitating the transference of farm products to loading points along the railroad or to urban markets.

Interurban railroads also sought to fill the demand for better commuter and freight transportation, and entrepreneurs took advantage of the situation. Boring, named for the long time resident W.H. Boring, was one of towns which was established along an interurban railroad line. Boring Junction was platted in 1903, the year the interurban railroad line was constructed between Portland and Estacada. Estacada, located east of the Happy Valley-Damascus study area, was billed as a recreational spot, as well as the site of the power company dam on the Clackamas River.

While the Vernacular style continued to be the most popular architectural style in the Happy Valley-Damascus area between 1883 and 1913, in rare instances more elaborate styles were constructed. Some rural folk adapted modest forms of the highly decorative eclectic styles, such as the Queen Anne and Eastlake, popular in cities during the latter years of the 19th century. The availability of machine made ornament, such as turned posts and balustrades, jigsaw brackets, and patterned shingles, allowed a modicum of decorative treatments to be used on even the most remote farmhouse.

At the turn-of-the-century innovative American styles, such as the Craftsman-Bungalow, of architecture originated. The designers of this type rejected the machine-made ornament of the late Victorian period and instead, embraced a hand-crafted appearance and a more natural use of materials. This building type became the most popular through the early decades of the 20th century.

Agricultural buildings changed dramatically during the Progressive Era. By the turn-of-the-century barns had become quite tall. Most barns were equipped with devices to raise hay to a second or third floor or loft. Barns were designed in a variety of shapes, including Gambrel and Gothic Gambrel.

During the Motor Age (1914-1940) transportation improvements and growth in population continued to fuel agricultural activity. By the 1920s specialized crops, such as fruit and nut cultivation, and dairying began to supplant general farming in the Happy Valley-Damascus vicinity.

Another interurban railroad line effected the development of the Happy Valley-Damascus study area in the early years of the 20th century. In 1915, Stephen S. Carver began to promote an interurban railroad line from Oregon City to south side of the Clackamas River.

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At the point the line crossed the river, Carver platted a town named for himself. This river crossing, known during the 19th century as Baker's Ferry, later Baker's Bridge and still later as Stone, became the Carver's townsite.

Horace Baker held the donation land claim for the area south of the river and operated the ferry until the early 1880s. The derivation of the name Stone has been explained two ways. According to Lewis McArthur, noted historical geographer, the name was established because of large boulders in the river. Another legend suggests that the place was named for Livingston Stone, first supervisor of the fish hatchery established here in the latter part of the 19th century. The fish hatchery was the first in Oregon and the second in the United States. In 1903, the hatchery was relocated to a point on the river south of Clackamas.

Throughout the county the Craftsman-Bungalow style continued to be the most popular style, although some period revival styles buildings were constructed. After World War I, it was the influence of European architecture that inspired architects and builders to construct in the English Cottage and Tudor Revival styles. Concurrently, the Colonial Revival gained popularity. This style, as the name suggests, illustrated a strong sense a national pride.

Changes in agricultural buildings continued. Large barns were still constructed, but the most notable change was the introduction of buildings for large-scale specialized farming, such as dairying.

During the Depression the population remained constant and the towns remained as agricultural centers, but little construction occurred. Summer houses, built on the banks of the Clackamas River are the notable exception to the rule.

Since World War II, the Happy Valley-Damascus area has witnessed dramatic changes. Most noteworthy is the conversion of agricultural land to suburban residential subdivisions. The construction of the Interstate 205 freeway on the eastern periphery of the study area and the construction of the Clackamas Town Center/Promenade, etc. have stimulated a host of suburban development.

SUBJECT PROPERTY

In 1891 Florian Ott and his wife purchased the subject property which they owned until 1908, when they sold to their son Edward J. Ott. He held the property for nearly 50 years; in 1957 the ownership of the property was transferred to another member of the family. It was finally sold out of the family in 1975.

The Ott Gambrel barn is an excellent example of the Gambrel barn, illustrating the changes in farming technology and architecture. The advent of the big barn in Clackamas County is seen shortly before the turn-of-the-century when the introduction of internal combustion engines made the upper floor(s) of barns suddenly useful. Machines allowed farmers to farm a greater

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land area and to store/shelter in one large building where previously several buildings would have been needed.

Beginning in the first decade of the 20th century a new form was introduced into the county. The earliest known examples of the type were constructed in 1909. This may be attributed to the influence of the Lewis and Clark Exposition (Portland 1905-06) which promoted innovation in agriculture as well as other aspects of life on the western frontier.

The distinctive gambrel roof covers a larger attic area than a gable roof barn of similar dimensions. Other features include the Bull's eye window in the gable end. The cupola is decorative and functional. It acts a vent for heat that would otherwise collect and possibly cause a fire. This type of barn is commonly associated with dairying, a major activity during the early decades of the 20th century in the study area.

The Ott Gambrel barn was constructed in 1915 or 1916. It retains integrity of design and materials, however, the dwelling that presumably accompanied the barn and shed was replaced in 1942 according to tax assessor records. Farm complexes with this type of barn sometimes had other subordinate outbuildings, such as milk houses or other storage buildings. Here, only a smaller barn is extant.

The smaller barn is in poor condition, having lost much of its original fabric. It is believed to have been constructed prior to the turn-of-the-century and presumably was built by Florian Ott. The interior structure has not been examined; should framing members be hand-hewn the date of construction may be revised to sometime earlier than 1890.

Barns constructed prior to 1880 are relatively rare in the County. Western Oregon barns are subject to deterioration due to the climate. A deterioration was hastened by a major wind storm of the 1880s, known as "the Big Blow".

A remnant of an orchard is extant near the right-of-way. Edward Ott was known for his 25 acre filbert orchard. According to his nephew Louis Ott it was one of the first filbert orchards in the immediate area.

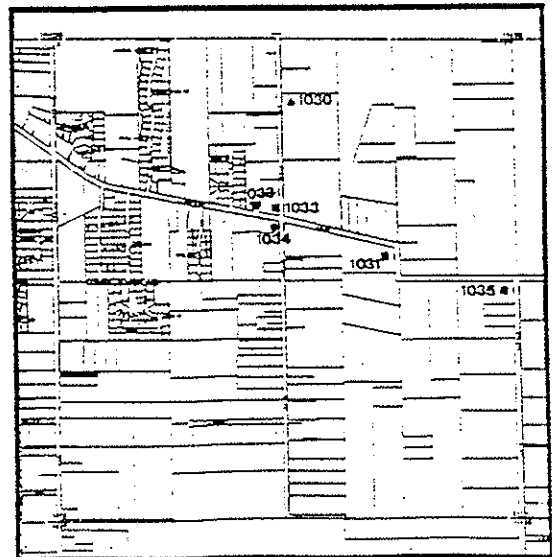
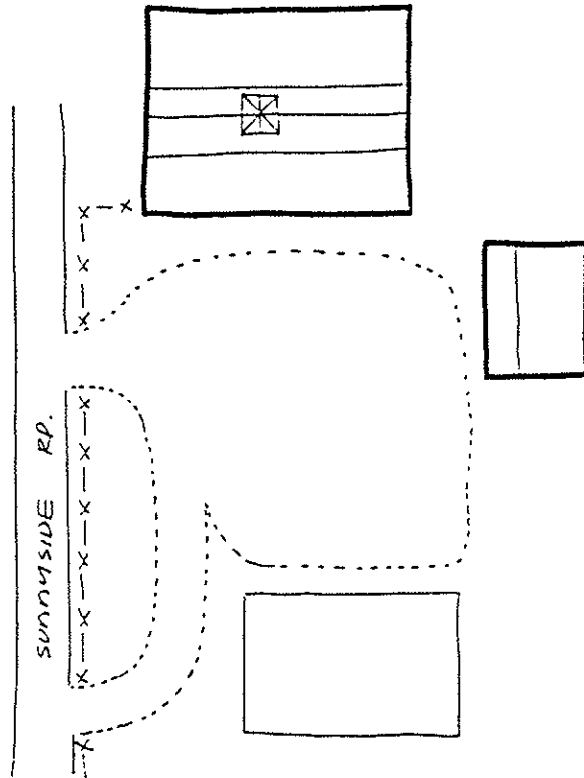
The barn is a highly visible landmark in the Sunnyside area. The barn is one of four large barns on the Inventory in the Happy Valley-Damascus study area. Further, it is one of a few barns in the north Clackamas County area, including the Milwaukie, Gladstone and Clackamas vicinities.

Bibliography: Clackamas County Cultural Resource Inventory, 1984
Ott, Louis, unrecorded interview w/ Jinx Faulkner. February 1990.
TICOR Title Company records, Oregon City, OR.

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SITE PLAN AND VICINITY MAP

Address: 13600 S.E. Sunnyside Road
Historic Name: OTT, EDWARD, BARN



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