DATE: June 28, 2012

FROM: Sarah Jalving, Cultural Resources Specialist
Historic Resources

SUBJECT: Section 106 4C Programmatic Agreement Memo
Finding of No Effect
Woodburn Interchange Project
City of Woodburn
Marion County, Oregon
Key Numbers 15739 and 12518
Federal Aid Number S140(041) and S140(009)

The Woodburn Interchange is located on Interstate 5 (I-5) at milepost (MP) 271.85 in Marion County, Oregon (Figure 1). The overcrossing roadway is Oregon Highway 214 (OR 214) east of the interchange and Oregon Highway 219 (OR 219) west of the interchange. The proposed project consists of reconstruction of the northbound and southbound highway ramps and widening of the overcrossing, as well as related improvements along the OR 214 and OR 219 approaches to accommodate the reconfigured interchange. The project also includes construction of a public transit center at the northwest corner of OR 214 and Evergreen Road. The proposed changes are intended to address existing operational and safety deficiencies that are anticipated to worsen with continued growth in Woodburn and the Willamette Valley as a whole.

Tama Tochihara, Heritage Research Associates Inc. (HRA), re-surveyed the project area on July 24, 2011. The majority of the current APE was originally covered in a survey of the Woodburn I-5 interchange vicinity conducted by CH2M Hill in 2003 (Ballantyne 2004) and a survey of the proposed public transit center/Evergreen Road extension conducted by Heritage Research Associates, Inc. (HERITAGE) in 2009 (Carlisle and Tochihara 2009).

Following revision of the APE in 2011, HERITAGE re-surveyed the entire project area in order to examine newly added sections and to inventory any resources that had reached historical age (45 years and older) since the original surveys (Figure 2). A supplementary review of the Oregon State Historic Preservation Office (SHPO) database and the National Register database was completed, which did not identify any previously documented historic resources in the APE.

This survey identified three clusters of relatively recent residential developments within and adjacent to the API. Portions of two of these developments are 45 years of age and older (Table 1).

The project area has been heavily developed and most of the construction is recent. However, there are housing developments and neighborhood complexes bordering the project area that were constructed between 1961 and 1973 (see Table 1). On the east end of the project area, just
north of OR 214, is a large senior housing community called “Woodburn Senior Estates.” Most of the residences in this planned community were constructed in the early to late 1960s, and many were remodeled in the 1990s. A similar housing community is present on the west side of the project area, north of OR 219, in which most of the houses were constructed from 1969 to 1972. A third cluster of houses in the APE along Oregon Way was built in the late 1960s and early 1970s.

None of the resources in these housing developments is eligible for the National Register of Historic Places due to insufficient age and/or alterations. In all, there are no historical resources within or adjacent to the APE that appear to be eligible for the National Register of Historic Places.

According to the Programmatic Agreement Regarding Implementing Section 106 of the National Historic Preservation Act for the Federal-Aid Highway Program in Oregon executed December 23, 2011, the proposed project does not require formal SHPO review on the project level, but will be reviewed by SHPO with the Programmatic Agreement’s annual report. The HRA Cultural Resources Staff, who meet the requirements of 36 CFR Part 61, Appendix A in the fields of history or architectural history reviewed the project using the standards set forth in Section 106 of the National Historic Preservation Act (16 USC 470f).

Because there were no potentially significant historical resources identified within the APE, ODOT internal review of the findings and preliminary application of Section 106 Criteria for Identification and Evaluation of Historic Properties [36 CFR 800.4(d)] indicates a finding of “No Historic Properties Affected” for the proposed Woodburn Interchange Project based on the findings outlined above.

ODOT internally reviewed the proposed undertaking under Stipulation 4C of the Programmatic Agreement dated December 23, 2011. Sarah Jalving is the lead Cultural Resources reviewer for this project. For more information, contact her at 503.986.6926 or sarah.a.jalving@odot.state.or.us.

June 28, 2012

ODOT Qualified Cultural Resources Specialist Date

Copies to:
Christopher Bell, ODOT Cultural Resources Program Coordinator
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Donna Hinze, Region Environmental Coordinator
Key No. 15739 & 12518, File Type E: Cultural Resources
SHPO PA Tracking File
### Table 1: Historical Resource Analysis

<table>
<thead>
<tr>
<th>Map ID</th>
<th>Property Name/Address</th>
<th>Map/Tax Lot</th>
<th>Construction Date/Resource Type</th>
<th>National Register Status</th>
<th>Photograph of Resource</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Woodland Senior Estates</td>
<td>T5S R2W</td>
<td>1961-1967 Ranch Style Houses, side gable with composite shingles, replacement vinyl windows, horizontal siding, attached garage</td>
<td>Not eligible due to alterations; majority of units are not eligible due to insufficient age</td>
<td></td>
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<tr>
<td></td>
<td>1400-2036 Rainier</td>
<td>Section 12</td>
<td></td>
<td></td>
<td></td>
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<td></td>
<td>Tax Lots #s various</td>
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<td></td>
<td></td>
<td></td>
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<tr>
<td>2</td>
<td>781-994 Oregon Way</td>
<td>T5S R2W</td>
<td>1966-1973 Ranch Style Houses, side gable with composite shingles, replacement vinyl windows, horizontal siding, attached garage</td>
<td>Not eligible due to insufficient age and alterations</td>
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</tr>
<tr>
<td></td>
<td>Section 12</td>
<td></td>
<td></td>
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<tr>
<td>3</td>
<td>3113 to 3596 Myrtle Street</td>
<td>T5S R2W</td>
<td>1969-1972 Ranch Style Houses, side gable with composite shingles, replacement vinyl windows, horizontal siding, attached garage</td>
<td>Not eligible due to insufficient age and alterations</td>
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<td></td>
<td>Section 11</td>
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Figure 1. Location of the proposed Woodburn Interchange project (Woodburn USGS 7.5-min. quadrangle, 1985).
Figure 2. Overview of the proposed project area showing previous survey coverage and clusters of historical resources. (not significant)