



PLANNING & ZONING DIVISION

DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT

DEVELOPMENT SERVICES BUILDING
150 BEAVERCREEK ROAD OREGON CITY, OR 97045

STAFF RECOMMENDATION to HISTORIC REVIEW BOARD

This document represents the Staff Recommendation on a Land Use Application requesting the approval to remove, or demolish, the 1926 historic school house that is the White Building located adjacent to Carus Elementary School. The site is a Historic Landmark and was known as the Carus School.

SECTION 1 – SUMMARY

DATE: December 01, 2022

CASE FILE NO.: Z0523-22-HR

STAFF CONTACT: Joy Fields, jfields@clackamas.us; (503) 742-4510

LOCATION: 14412 S Carus Rd, Oregon City, 97045, located on the southwest corner of the S Carus Rd and Hwy 213 intersection.. Tax Map 32E33B, Tax Lots 00700

APPLICANT: Denise Lapp

OWNER: Canby School District #86

TOTAL AREA: Approximately 0.78 acres in tax lot 700

ZONING: RRFF-5 (Rural Residential Farm Forest 5 Acre) and Historic Landmark Overlay.

CITIZENS PLANNING ORGANIZATION: Hamlet of Beaver Creek

PROPOSAL: The applicant is proposing to remove, or demolish, the 1926 historic school house that is the White Building located adjacent to Carus Elementary School.

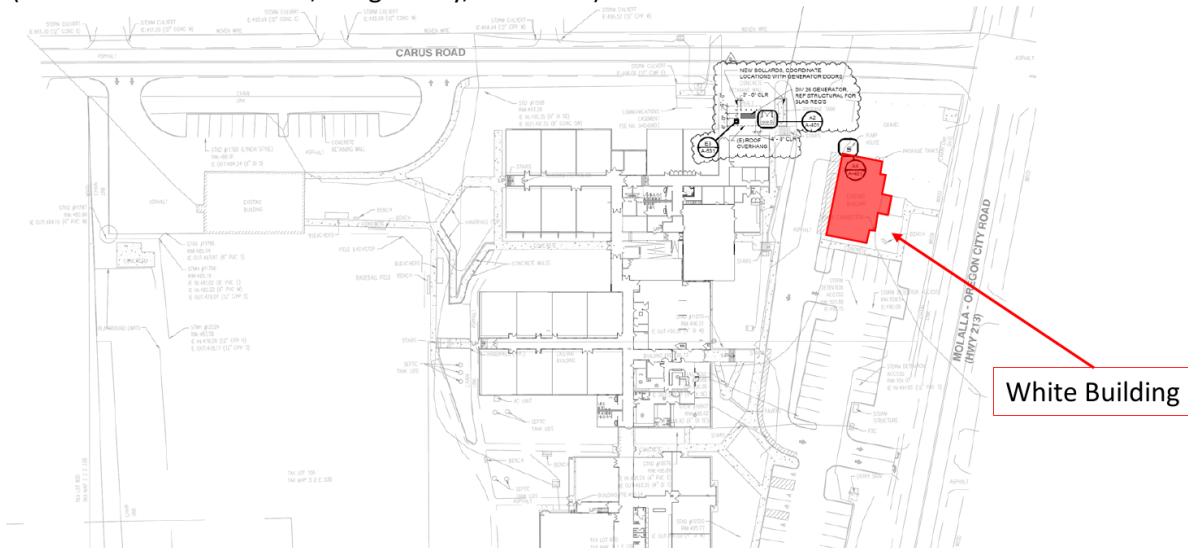
APPLICABLE APPROVAL CRITERIA: This application is subject to Clackamas County Zoning and Development Ordinance (ZDO) Sections(s) 707.05, 707.06(D), and 1307.

Location Map



Site Plan

(14412 South Carus Road, Oregon City, OR 97045)



Site Photographs and Media Release

School House





Inside – To show the degree of deterioration





1/12/22, 1:21 PM

Pamplin Media Group - Carus White Building now up for sale

FONT & AUDIO



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MORE STORIES

Carus White Building now up for sale

John Baker October 14 2021

With an asking price of \$1 and promise of removal, the historic building will be sold or demolished

The Carus White Building is officially up for sale.

On October 11, the Canby School Board authorized the school district to advertise for the sale of the Carus White Building, located on the property of Carus Elementary School, 14412 S. Carus Road in Oregon City.

With the board's approval, the district will list the building for sale with an asking price of \$1 and a requirement that the buyer relocate the building. Sale signs go up this month.

(<https://pamplinmedia.com/images/artimg/00003717050289-0735.jpg>)

If the building remains unsold, it will be demolished.

The old schoolhouse has decayed to the point that it is no longer suitable for use by students and staff. Because of that and the school district's commitment to making the best possible use of its resources and property, the decision has been made to remove the white building from Carus grounds.

Since the building is a historic landmark, the district has been working with a consultant through the process.

Removal of the building will help pave the way for the completion of bond work at Carus, including improved safety at the main entrance, better traffic flow and additional parking.



COURTESY PHOTO: CANBY SCHOOL DISTRICT - The Carus White Building is officially up for sale. It will either be moved by a buyer or it will be demolished.

BACKGROUND:

Excerpts from the 1990 Historic Landmark Designation, based on the Clackamas County Cultural Resource Inventory of 1984 SHPO file #1134:

“now administrative use – new school building behind. Practically no changes to exterior or interior. This is one of 27 schools in Clackamas County extant from the Motor Age (1914-1940). The schools of the early 10th century incorporated design elements of the Craftsman style.

...The Carus School has a projecting gable porch, gable roof and purlins and brackets, more closely resembling a Craftsman/; Bungalow dwelling.”

“The subject property was first deeded to the Clackamas School District Number 29 in 1885 by Isaac and Constance Farr. Known locally as the “White Building,” the school, constructed in 1926, has served the community for several decades as a meeting hall, community center and Sunday School for the Methodist Church across the street.”

“The Carus School is also significant as a fine example of the Bungalow/Craftsman style. Virtually unaltered since construction, the school has many features commonly associated with the stylistic type. The broad gable roof, bargeboards, purlins and braces are all typical features. The porch, a simple gabled projection, is supported by plain posts and enclosed balustrade. The quality of design is rarely found in non-residential buildings.”

The Historic Landmark designation covers 0.78 acres of the 4.75 acre property. The 0.78 acres of designation was calculated in the land use file Z1293-90 as: 199 feet along Hwy 213 by 170 feet along Carus Rd.

Previous land use decisions include:

- A. CU-41-74; Conditional use approval of the school;
- B. DR-10-6-77; Design review and approval of parking lot in the very northeast corner;
- C. 1022-80-C,D; Northwest parking lot authorized under Design Review approval for 20 parking spaces only;
- D. 934-80-V;
- E. Z1293-90-Z (HL); Designation of 0.78 acres and the historic white building as a Historic Landmark;
- F. Z0448-01-C; Courtyard and parking lot modifications;
- G. ZPAC0112-21; The pre-application conference for the removal/demolition of the Historic Landmark and modify the traffic pattern at the school.

The school district is in the process of is selling the building for \$1 with the understanding that the buyer will remove and/or demolish the building by March of 2023. As an alternative to moving the building, the school district has applied for the Historic Review Board to consider the demolition of the building. The school district is pursuing these two options concurrently to ensure the school district can move forward with the land use planning process in case the relocation and sale of the building is unsuccessful. The school district intends to use the additional space to change traffic and parking patterns on the Carus Elementary School site, which will also improve traffic safety at the intersection of Carus Road and Highway 213.

Site Description: The project site is 0.78 acres in area and is located on the west side of Hwy 213 and the south side of S Carus Rd. Access is provided by two existing

driveways, one off of S Carus Rd, and one off of Hwy 213. The site is generally level, devoid of “natural features” and occupied by the White Building and the parking lots associated with a school. The remainder of the property, along with the tax parcel to the south, contain the current Carus Elementary School.

DISCUSSION AND RECOMMENDATION:

The Planning and Zoning Staff finds that, based on the findings below, the subject site is eligible for the demolition of the Carus School/“White Building” after months of preservation planning and attempts at selling the building for relocation. Based on analysis of the ordinance standards, staff recommends approval of the demolition application.

Applicable Criteria And Findings: Sections 707.04(A)(1), 707.06(D) provide the criteria used to determine how the Historic Preservation Overlay zone are applied to Historic Landmarks. Section 1307 provides the process by which the application is reviewed.

Section 707.02 APPLICABILITY

A. Section 707 applies to designated Historic Landmarks, Historic Districts, and Historic Corridors

Finding: The property at 14412 S Carus Rd, Oregon City, 97045 is a designated Historic Landmark. This criterion is met.

Section 707.04 Uses Permitted

A. Primary Uses: A Historic Landmark or properties within a Historic District or Historic Corridor may be used for any use which is allowed in the underlying zoning district, including home occupations, provided such use is not detrimental to the preservation of the historic resource, subject to the specific requirements for the use, and all other requirements of Section 707.

Finding: The use of the property that has Historic Landmark Designation has included many land use reviews and approvals. However, most of the land use modification has been to create, modify, and enlarge the parking lot that surrounds the Historic structure. This criterion is not applicable.

Section 707.05 Historic Review Board

A Historic Review Board shall be established pursuant to Subsection 1307.03 and shall have the following responsibilities:

F. Review and make recommendations on all requests for moving or demolition of a Historic Landmark, subject to Subsection 707.06;

Finding: The applicant is proposing to remove, or demolish a structure that was designated as a Historic Landmark. Thus, the Historic Review Board is reviewing and providing recommendations to staff regarding Z0523-22. This criterion is met.

707.06 THE REVIEW PROCESS

Section 707.06. D. Moving or Demolition of a Historic Landmark or Contributing Resource:

building identified as a primary, secondary, or contributing structure within a Historic District or Corridor, or designated as a Historic Landmark, shall be intentionally moved or demolished, unless approval is granted pursuant to Subsection 707.06(D). Moving or demolition of a Historic Landmark or Contributing Resource shall be reviewed as a Type II application pursuant to Section 1307. In addition:

1. The applicant shall prepare and submit a plan for preservation of the Historic Landmark prior to filing an application for moving or demolition.

a. The preservation plan shall include a narrative describing how the applicant will accomplish the following:

i. Advertise the resource in local, regional, and historic preservation newspapers of general circulation in the area once per week during the pre-application period and shall provide evidence of such advertising;

ii. Give public notice by placing a sign on the subject property informing the public of intended action which will remove or demolish the structure and including the County department and telephone number to call for further information. The sign shall remain on the subject property until a permit is issued.;

iii. Prepare and make available information related to the history and sale of the subject property to all who inquire;

iv. Provide information regarding the proposed use for the Historic Landmark site; and

v. Keep a record of the parties who have expressed an interest in purchasing or relocating the structure. To ensure that an adequate effort has been made to secure a relocation site, the applicant shall provide a list of property locations and owners who were contacted regarding purchase of a relocation site.

Finding: The Canby School District has applied for a Type II application to remove or demolish the Carus School/White Building from the Historic Landmark Property. The preservation plan submitted by the District included a copy of the two advertisements that they had in local and historic preservation newspapers in 2021. The applicants provided a photo of the sign they posed on the subject property, and provided a copy of the material they created to provided to interested parties related to the history and sale of the subject property. The information provided to potential buyers included the special Conditional uses available to Historic Landmarks. The advertisements also included information about the use of the Historic Landmark site after the removal of the historic structure. The District kept a record of the parties interested in purchasing the White Building and relocating the structure.

These criterion are met.

2. Following receipt of the preservation plan, the Planning Director shall issue a media release to local and state newspapers of general circulation in the County. The media release shall include, but not be limited to, a description of the significance of the Historic Landmark, the reasons for the proposed moving or demolition, and the possible options for preserving the Historic Landmark.

Finding: The Clackamas County Planning and Zoning Division received the Preservation Plan along with the application for the removal/Demolition of the historic structure on November 2, 2022. Working with staff from the Public and Government Affairs Division, a media release was issued. This criterion is met.

3. The review authority for an application to demolish a Historic Landmark or contributing resource within a Historic District or Historic Corridor shall consider the following:

- a. All plans, drawings, and photographs submitted by the applicant;
- b. Information presented at the public hearing concerning the proposed work; proposal;

Finding: The Historic Review Board was provided with a copy of the application for Z0523-22 that included the plans, drawings and photographs submitted by the applicant. This criterion is met.

c. *The Comprehensive Plan;*

HISTORIC LANDMARKS, DISTRICTS, AND TRANSPORTATION CORRIDORS GOAL

- Preserve the historical, archaeological, and cultural resources of the County.

9.C Historic Landmarks, Districts, and Transportation Corridors Policies

9.C.5 *Identify conflicts by analyzing the economic, social, environmental, and energy consequences of land use actions with regard to significant historic resources.*

9.C.6 *Develop policies and programs to protect historic resources and minimize the conflicts.*

9.C.7 *Pursue private and public sources of funding for use by property owners in the renovation and maintenance of historic properties.*

9.C.8 *Pursue options and incentives to allow productive, reasonable use, and adaptive reuse of historic properties.*

Finding: There is currently a conflict between a historic resource and the safety of students, staff, and visitors to a current school. The School District requests to demolish the historic resource to address the safety issues. Because the Carus School/"White Building" has not been used for many years it has fallen into disrepair. To fix the structure, and address the traffic related safety concerns on the school grounds and adjacent intersection would be economically more impactful to the District and ultimately the taxpayers compared with removing/demolishing the structure. Demolishing the historic structure is a significant loss of a cultural resource for the surrounding community and greater Clackamas County. The District has demonstrated that they have tried to sell the historic "White Building" as a way to reduce the economic impact and reduce the loss of a historic resource, by relocating the historic structure. Staff is not aware of any additional efforts, programs, or funding, that could be used to minimize these conflict further. Therefore, it appears that the demolition of the structure is being considered as the last resort.

The applicant did not address the Historic Preservation goals or policies of the Comprehensive Plan. The Comprehensive Plan goals the applicant highlighted in the application were related to traffic safety. As the applicant noted "One of the County's goals is to improve the safety of its system for all users and reduce the number and severity of crashes for future years. Developing facilities to accommodate all modes of travel will help reduce conflicts that lead to safety problems for some users. The adopted Transportation Safety Action Plan calls for a 50 percent reduction of fatal and serious injury crashes by 2022.

This criterion is met.

- d. *The purposes of Section 707 as set forth in Subsection 707.01;*
707.01 PURPOSE Section 707 is adopted to: A. Implement the goals and policies of the Comprehensive Plan for Historic Landmarks, Districts, and Corridors; B. Promote the public health, safety, and general welfare by safeguarding the County's heritage as embodied and reflected in its historic resources; C. Provide for the identification, protection, enhancement, and use of sites, structures, corridors, objects, and buildings within the County that reflect special elements of the County's architectural, archeological, artistic, cultural, engineering, aesthetic, historical, political, social, and other heritage; D. Facilitate restoration and upkeep of historic buildings, structures or other physical objects or geographical areas; E. Encourage public knowledge, understanding and appreciation of the County's history and culture; F. Foster community and neighborhood pride and sense of identity based on recognition and use of cultural resources; G. Promote the enjoyment and use of historic and cultural resources appropriate for the education and recreation of the people of the County; H. Preserve diverse architectural styles reflecting phases of the County's history; and encourage complimentary design and construction impacting cultural resources; I. Enhance property values and increase economic and financial benefits to the County and its inhabitants; J. Identify and resolve conflicts between the preservation of cultural resources and alternative land uses; and K. Integrate the management of cultural resources and relevant data into public and private land management and development processes.

Finding: The historic structure known as the Carus School and the “White Building” has not been used for many years and thus has stopped fostering neighborhood pride and sense of identity through the use of cultural resources. Also, due to ADA access issues and safety concerns, the historic Landmark has not been used to promote the enjoyment and use of historic and cultural resources appropriate for the education and recreation of the people of the County. Therefore, while the designation of the Carus School as a Historic Landmark in 1992 “Provided for the identification, protection, enhancement, and use of sites, structures, corridors, objects, and buildings within the County that reflect special elements of the County's architectural, archeological, artistic, cultural, engineering, aesthetic, historical, political, social, and other heritage”, the structure is no longer supporting the purpose of Section 707 as identified in 707.01.

This land use application is the way that the management of cultural resources has been incorporated into the public development process. This application is also a way that the Historic Review Board can identify and help resolve conflicts between the preservation of cultural resources and the alternate use of the property for current school use.

As the applicant noted in the application, “Demolition of the White Building promotes 707.01.B public safety and general welfare, by allowing for an improved traffic flow at South Carus Road where it intersects Cascade Highway.

This criterion is met.

- e. *The criteria used in the original designation of the Historic Landmark, Historic District, or Historic Corridor in which the property under consideration is situated;*

Finding: As noted in the 1990 application to designate the historic structure known as the Carus School and the “White Building” as a historic landmark, there has been little

change to the actual historic structure. The applicant states that “Since the school was inventoried in 1990, the building has served limited uses. The building's location on the site and separation from the main school building prevents it from meeting necessary safety, ADA, seismic, and other requirements for a public school. With this lack of use, the building is beginning to show signs of deferred maintenance.” Therefore, the structure is no longer of “The quality of design ..rarely found in non-residential buildings”.

This criterion is met.

f. The historical and architectural style, the general design, arrangement, materials of the structure in question, or its appurtenant fixtures; the relationship of such features to the other buildings within the district or corridor; and the position of the building in relation to public rights-of-way and to other buildings and structures in the area;

g. The effects of the proposed work upon the protection, enhancement, perpetuation, and use of the district or corridor which cause it to possess a special character or special historical or aesthetic interest or value;

Finding: The applicant is proposing to remove or demolish the historic structure that has the historical significance and architectural style that led the structure and site to be designated as a Historic Landmark. The proposed work of removing the historic structure and altering the traffic flow at the school will cause it to lose the special character and historical value. However this Historic Landmark is not part of a Historic District or Historic Corridor and thus the removal or demolition of the Carus School will cause a change to a district or corridor. This criterion is met.

h. Whether suspension of the proposed demolition will involve substantial hardship to the applicant, and whether approval of the request would act to the substantial detriment of the public welfare and would be contrary to the intent and purposes of Section 707; and

Finding: The applicant noted in their application that “Suspension of the proposed demolition would create an undue burden on the Canby School District. The District requires this demolition to improve the safety and welfare of its students, parents, and staff.” The location of the Carus School structure is in the middle of the area needed to accommodate safer traffic patterns on the site. The applicant notes that there is no possible method to respond to rising safety concerns and maintain the building its existing location.

In addition, the School District has entered into a Memorandum of Understanding with the State Historic Preservation Office that ensures that though the building will be demolished, aspects of the building will be retained by documenting the thorough history of the building and the preservation of artifacts from the school like the exterior sign. Based on the findings above, approval of the request to allow the removal or demolition of the Carus School, would not be contrary to the intent of the purpose of Section 707.

This Criterion is met.

i. When applicable, the findings of the building official in determining the status of the subject building as a dangerous building under County Code Chapter 9.01, Uniform Code for the Abatement of Dangerous Buildings, and the feasibility of correcting the deficiencies to meet the requirements of the building official rather than demolishing the

building.

Finding: The applicant stated that “the building's location on the site and separation from the main school building prevents it from meeting necessary safety, ADA, seismic, and other requirements for a public school. With this lack of use, the building is beginning to show signs of deferred maintenance. There is a greater value for the students and staff of Carus Elementary School and the surrounding area for the building to be demolished which would allow for a safer traffic pattern along Highway 213.” This Criterion is met.

SUMMARY OF FINDINGS AND RECOMMENDATION

The Planning and Zoning Staff finds that the removal or demolition of the Carus School is in line with the criterion in the ZDO. Based on the above analysis of the ordinance standards, staff recommends approval of the removal or demolition of the Carus School Historic Landmark.



**Clackamas County Planning and Zoning Division
Department of Transportation and Development**

Development Services Building
150 Beavercreek Road | Oregon City, OR 97045

503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

NOTICE OF LAND USE APPLICATION IN YOUR AREA

Date of Mailing of this Notice: 11/17/2022

Notice Mailed To: Property owners within 500 feet of the subject property
Community Planning Organizations (CPO)
Interested Agencies

File Number: Z0523-22

Application Type: Historic Landmark Moving or Demolition

Proposal: HISTORIC LANDMARK DEMOLITION - The applicant is proposing to remove, or demolish, the 1926 historic school house that is the White Building located adjacent to Carus Elementary School. The Historic Review Board will consider this application and make a recommendation at the December meeting.

Applicable Zoning and Development Ordinance (ZDO) Criteria: In order to be approved, this proposal must comply with ZDO Sections ZDO 202, 316, 707, and 1307.. The ZDO criteria for evaluating this application can be viewed at <https://www.clackamas.us/planning/zdo.html>

Applicant: LAPP, DENISE

Property Owner: CANBY SCH DIST #86

Site Address: 14412 S CARUS RD
OREGON CITY, OR 97045

Location: On the southwest corner of the S Carus Rd and Hwy 213 intersection.

Assessor's Map and Tax Lot: 32E33B 00700 **Approximate Property Size:** 1.34

Zoning: RRFF5 - RURAL RESIDENTIAL FARM FOREST 5-ACRE, HL - Historic Landmark

Staff Contact: Joy Fields

E-mail: JFields@clackamas.us

File Number: Z0523-22

Community Planning Organization: The following recognized Community Planning Organization (CPO) has been notified of this application. This organization may develop a recommendation. You are welcome to contact the CPO and attend their meeting on this matter, if one is planned.

HAMLET OF BEAVERCREEK
TAMMY STEVENS (503) 632-3552
TSR@BCTONLINE.COM

If this CPO is currently inactive and you are interested in becoming involved in land use planning in your area, please contact Clackamas County Community Engagement at [503-655-8751](tel:503-655-8751). In some cases where there is an inactive CPO, a nearby active CPO may review the application. To determine if that applies to this application, call or email the staff contact.

How to Review this Application: A copy of the application, all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection at no cost. Copies may be purchased at the rate of \$2.00 per page for 8 1/2" x 11" or 11" x 14" documents, \$2.50 per page for 11" x 17" documents, \$3.50 per page for 18" x 24" documents and \$0.75 per sq ft with a \$5.00 minimum for large format documents. You may view or obtain these materials:

- Online at <https://accela.clackamas.us/citizenaccess/>. After selecting the Planning tab enter the file number to search. Select File Number and then select Attachments from the dropdown list, where you will find the submitted application; or
- By emailing or calling the staff contact.

Decision Process: Following the closing of the comment period, a written decision on this application will be made and a copy will be mailed to you. If you disagree with the decision, you may appeal to the Land Use Hearings Officer, who will conduct a public hearing. There is a \$250 appeal fee.

How to Comment on this Application:

To ensure your comments are considered prior to issuance of the decision, they must be received within 20 days of the date of this notice. Comments may be submitted by email to the staff contact or by regular mail to the address at the top of this notice. Please include the file number on all correspondence, and focus your comments on the approval criteria identified above or other criteria that you believe apply to the decision.

Comments:

Your Name/Organization

Telephone Number

Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at least three (3) business days before the meeting at 503-742-4545 or DRenhard@clackamas.us.

¿Traducción e interpretación? | Требуется ли вам устный или письменный перевод? |
翻译或口译? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?



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Department of Transportation and Development**

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503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

LAND USE APPLICATION

DEEMED COMPLETE

ORIGINAL DATE SUBMITTED: 11/2/22

FILE NUMBER: Z0523-22-HR

APPLICATION TYPE: HISTORIC LANDMARK DEMOLITION

The Planning and Zoning Division staff deemed this application complete for the purposes of Oregon Revised Statutes (ORS) 215.427 on: 11/14/22

Joy Fields, jfields@clackamas.us

Staff Name

Sr. Planner,

Title

Comments:

While applicable boxes are not checked on page 18 of the application, the narrative below the Yes box indicates the answer to the question is yes. The remaining items required for a complete application have been submitted.

Check one:

☐

The subject property is located inside an urban growth boundary. The 120-day deadline for final action on the application pursuant to ORS 215.427(1) is:

☒

The subject property is not located inside an urban growth boundary. The 150-day deadline for final action on the application pursuant to ORS 215.427(1) is:

4/13/23



Planning and Zoning
Department of Transportation and Development
Development Services Building
150 Beaver Creek Road | Oregon City, OR 97045
503-742-4500 | zoninginfo@clackamas.us
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STAFF USE ONLY

RECEIVED

Nov 2 2022

Clackamas County
Planning & Zoning Division

Z0523-22-HR

Staff Initials:

File Number:

GENERAL LAND USE APPLICATION

Application Fee: \$ 0

APPLICANT INFORMATION

Applicant name: Denise Lapp, Canby School District	Applicant email: denise.lapp@canby.k12.or.us	Applicant phone: 503-266-0020	
Applicant mailing address: 1130 S Ivy Street	City: Canby	State: OR	ZIP: 97013
Contact person name (if other than applicant): Peter Meijer, Peter Meijer Architect (PMA)	Contact person email: peterm@pmapdx.com	Contact person phone: 503-517-0283	
Contact person mailing address: 2232 SE Clinton Street	City: Portland	State: OR	ZIP: 97202

PROPOSAL

Brief description of proposal:

Preservation Plan for the removal/demolition of a Clackamas County Landmark.

SITE INFORMATION

Site address: 14412 South Carus Road, Oregon City, OR 97045	Comprehensive Plan designation: R	Zoning district: RRFF-5
Map and tax lot #: Township: 3S Range: 2E Section: 33B Tax Lot: 700 Township: Range: Section: Tax Lot: Township: Range: Section: Tax Lot:	Land area: 4.63 acres	
Adjacent properties under same ownership: Township: Range: Section: Tax Lot: Township: Range: Section: Tax Lot:		

Printed names of all property owners: Denise Lapp, Canby School District	Signatures of all property owners: 	Date(s): 10/28/22
I hereby certify that the statements contained herein, along with the evidence submitted, are in all respects true and correct to the best of my knowledge.		
Applicant signature: 	Date: 10/28/22	

A. Contact Planning and Zoning

This General Land Use Application form may be used to request County land use approval when Planning and Zoning has no other application form for the type of request.

To determine if you should use this form, and to know what to include with it, contact Planning and Zoning at **503-742-4500** or zoninginfo@clackamas.us. You can also find information online at the Planning and Zoning website: www.clackamas.us/planning.

B. Turn in all of the following:

- ☒ **Complete application:** Respond to all approval criteria relevant to your proposal and include it with this completed application form. Make sure all owners of the subject property sign the first page of this application. Applications without the signatures of *all* property owners are incomplete.
- ☒ **Application fee:** Contact Planning and Zoning for the cost of this application. Payment can be made by cash, by check payable to "Clackamas County", or by credit/debit card with an additional card processing fee using the [Credit Card Authorization Form](#) available from the Planning and Zoning website. Payment is due when the application is submitted. Refer to the adopted [Fee Schedule](#) for refund policies.
- ☒ **Site plan:** Provide a site plan (also called a plot plan) if relevant to your proposal. A [Site Plan Sample](#) is available from the Planning and Zoning website. The site plan must be accurate and drawn to-scale on paper measuring no larger than 11 inches x 17 inches. The site plan must illustrate all of the following (when applicable):
 - Lot lines, lot/parcel numbers, and acreage/square footage of lots;
 - Contiguous properties under the same ownership;
 - All existing and proposed structures, fences, roads, driveways, parking areas, and easements, each with identifying labels and dimensions;
 - Setbacks of all structures from lot lines and easements;
 - Significant natural features (rivers, streams, wetlands, slopes of 20% or greater, geologic hazards, mature trees or forested areas, drainage areas, etc.); and
 - Location of utilities, wells, and all onsite wastewater treatment facilities (e.g., septic tanks, septic drainfield areas, replacement drainfield areas, drywells).
- ☒ **Any additional information relevant to the application type**

Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or drenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? | Требуется ли вам устный или письменный перевод?
翻译或口译? | Cần Biên dịch hoặc Phiên dịch? | 번역 또는 통역?



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www.clackamas.us/planning

STAFF USE ONLY

Land use application for:

HISTORIC PROPERTY

ALTERATION, NEW CONSTRUCTION, MOVING, and/or
DEMOLITION

Application Fee: (None)

Staff Initials:

File Number:

APPLICANT INFORMATION

Applicant name: Denise Lapp, Canby School District	Applicant email: denise.lapp@canby.k12.or.us	Applicant phone: 503-266-0020	
Applicant mailing address: 1130 S Ivy Street	City: Canby	State: OR	ZIP: 97013
Contact person name (if other than applicant): Peter Meijer, Peter Meijer Architect (PMA)	Contact person email: peterm@pmapdx.com	Contact person phone: 503-517-0283	
Contact person mailing address: 2232 SE Clinton Street	City: Portland	State: OR	ZIP: 97202

PROPOSAL

Brief description of proposal: Preservation Plan for the removal/demolition of a Clackamas County Landmark.	Pre-application conference file number:
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SITE INFORMATION

Site address: 14412 South Carus Road, Oregon City, OR 97045	Comprehensive Plan designation: R	Zoning district: RRFF-5
Map and tax lot #: Township: 3S Range: 2E Section: 33B Tax Lot: 700 Township: Range: Section: Tax Lot: Township: Range: Section: Tax Lot:	Land area: 4.63 acres	
Adjacent properties under same ownership: Township: Range: Section: Tax Lot: Township: Range: Section: Tax Lot:		

Printed names of all property owners: Denise Lapp, Canby School District	Signatures of all property owners: 	Date(s): 10/28/22
I hereby certify that the statements contained herein, along with the evidence submitted, are in all respects true and correct to the best of my knowledge.		
Applicant signature: 	Date: 10/28/22	



Planning and Zoning
Department of Transportation and Development
Development Services Building
150 Beaver Creek Road | Oregon City, OR 97045
503-742-4500 | zoninginfo@clackamas.us
www.clackamas.us/planning

STAFF USE ONLY

Land use application for:

HISTORIC PROPERTY

ALTERATION, NEW CONSTRUCTION, MOVING, and/or
DEMOLITION

Application Fee: (None)

Staff Initials:

File Number:

APPLICANT INFORMATION

Applicant name: Denise Lapp, Canby School District	Applicant email: denise.lapp@canby.k12.or.us	Applicant phone: 503-266-0020	
Applicant mailing address: 1130 S Ivy Street	City: Canby	State: OR	ZIP: 97013
Contact person name (if other than applicant): Peter Meijer, Peter Meijer Architect (PMA)	Contact person email: peterm@pmapdx.com	Contact person phone: 503-517-0283	
Contact person mailing address: 2232 SE Clinton Street	City: Portland	State: OR	ZIP: 97202

PROPOSAL

Brief description of proposal: Preservation Plan for the removal/demolition of a Clackamas County Landmark.	Pre-application conference file number:
--	---

SITE INFORMATION

Site address: 14412 South Carus Road, Oregon City, OR 97045	Comprehensive Plan designation: R	Zoning district: RRFF-5
Map and tax lot #: Township: <u>3S</u> Range: <u>2E</u> Section: <u>33B</u> Tax Lot: <u>700</u> Township: _____ Range: _____ Section: _____ Tax Lot: _____ Township: _____ Range: _____ Section: _____ Tax Lot: _____		Land area: 4.63 acres
Adjacent properties under same ownership: Township: _____ Range: _____ Section: _____ Tax Lot: _____ Township: _____ Range: _____ Section: _____ Tax Lot: _____		

Printed names of all property owners: Denise Lapp, Canby School District	Signatures of all property owners:	Date(s):
I hereby certify that the statements contained herein, along with the evidence submitted, are in all respects true and correct to the best of my knowledge. Applicant signature:		Date:

A. Complete a pre-application conference:

You must attend a pre-application conference with Planning and Zoning staff before filing this application. [Information about the pre-application conference](#) process and a request form are available from the Planning and Zoning website. **There is no charge for the pre-application meeting.**

B. Review applicable land use rules:

This application is subject to the provisions of [Section 707, Historic Landmark \(HL\), Historic District \(HD\), and Historic Corridor \(HC\)](#) of the [Clackamas County Zoning and Development Ordinance](#) (ZDO).

It is also subject to the ZDO's definitions, procedures, and other general provisions, as well as to the specific rules of the subject property's zoning district and applicable development standards, as outlined in the ZDO.

C. Turn in all of the following:

- ☒ **Complete application form:** Respond to all the questions and requests in this application, and make sure all owners of the subject property sign the first page of this application. Applications without the signatures of *all* property owners are incomplete. **There is no charge for this application.**
- ☒ **Site plan:** Provide a site plan (also called a plot plan). A [Site Plan Sample](#) is available from the Planning and Zoning website. The site plan must be accurate and drawn to-scale on paper measuring no larger than 11 inches x 17 inches. The site plan must illustrate all of the following (when applicable):
 - Lot lines, lot/parcel numbers, and acreage/square footage of lots;
 - Contiguous properties under the same ownership;
 - All structures, fences, roads, driveways, parking areas, landscaping, and easements, each with identifying labels and dimensions;
 - Setbacks of all structures from lot lines and easements;
 - Significant natural features (rivers, streams, wetlands, slopes of 20% or greater, geologic hazards, mature trees or forested areas, drainage areas, etc.); and
 - Wastewater treatment facilities (e.g., septic tanks, septic drainfield areas, replacement drainfield areas, drywells).
- ☐ **Exterior materials list:** Provide a list of exterior materials pertinent to the application request.
- ☒ **Building elevation diagrams (or photos):** Attach drawings of all affected structures. The drawings must indicate dimensions (height, length, width, and area) and be to-scale. They must show each side of the structure and any windows, doors, or other appurtenances. Photos may be used in lieu of drawings for small projects, but dimensions must also be indicated on the photos.
- ☒ **Floor plans:** Attach detailed, accurate, and to-scale floor plans of all affected structures. Label all rooms according to use, show all of their dimensions, include the square footage of each room, and identify all doors and partition walls.
- ☐ **Evidence of severe deterioration (for major alterations):** If the proposal includes a major alteration involving the replacement of a severely deteriorated distinctive feature, provide documentary, physical, or pictorial evidence of the deterioration.
- ☒ **Evidence of submitted preservation plan (if moving or demolishing):** If the proposal includes moving or demolishing a primary, secondary, or contributing structure or elements within a Historic District or Historic

Corridor, or moving or demolishing a structure/element designated as, or contributing to, a Historic Landmark, you must provide evidence of having already prepared and submitted the preservation plan detailed in ZDO Subsection 707.06(D)(1) to Planning and Zoning ahead of a media release. The preservation plan shall have included a narrative describing how the applicant will accomplish the following:

- Advertising the resource in local, regional, and historic preservation newspapers of general circulation in the area once per week during the pre-application period and providing evidence of such advertising;
- Giving public notice by placing a sign on the subject property informing the public of intended action which will remove or demolish the structure and including the County department and telephone number to call for further information, with the sign remaining on the subject property until a permit is issued;
- Preparing and making available information related to the history and sale of the subject property to all who inquire;
- Providing information regarding the proposed use for the Historic Landmark site; and
- Keeping a record of the parties who have expressed an interest in purchasing or relocating the structure, and ensuring that an adequate effort has been made to secure a relocation site by providing a list of property locations and owners who were contacted regarding purchase of a relocation site.

Note: Pursuant to [ZDO Subsection 1307.07\(C\)\(2\)](#), the Planning Director or designee may modify the preceding list of submittal requirements. Please consult the information provided in your pre-application conference.

D. Describe the proposal:

1. What Historic Landmark, Historic District, or Historic Corridor is being proposed for alteration, new construction, moving and/or demolition?

Name and description of historic property:

The White Building is a circa 1926 schoolhouse located adjacent to Carus Elementary School at 14412 S. Carus Road. The Craftsman style building includes lap siding, gabled porch, decorative truss, and glazed door with transom and sidelights above an exposed concrete basement.

2. Describe all of the proposed alterations of, and/or development on, the subject historic property:

The proposed scope of work includes the removal/demolition of the White Building.

The building's removal is necessary to improve a hazardous traffic situation that occurs every school day at drop off and pick-up. The White Building divides the existing surface parking lot and prevents a safe traffic pattern.

3. Check the box next to the type(s) of alterations/development proposed, and complete the associated additional section(s) of this application that follow.

- ☐ **Minor alteration:** This is an alteration to restore portions of the exterior to the *original historic appearance* while performing repairs. Examples include: adding gutters and downspouts; repairing or providing a compatible new foundation that does not result in raising or lowering the building elevation; a change in material to match the original type of material on a structure or grounds; a change in type of roof material in character with the original roofing material; and replacing storm windows or doors.
(No additional questions to answer)
- ☐ **Major alteration:** This is an alteration that exceeds the scope of a minor alteration but does not include the development of a new structure.
(Answer additional questions in Part E on Page 6)
- ☐ **New construction:** This is the development of any *new structure* on a lot with a historic designation or in a Historic District or Historic Corridor, including construction of a new detached garage, barn, shed, or other accessory building.
(Answer additional questions in Part F on Page 11)
- ☐ **Moving:** This is the relocation of a primary, secondary, or contributing structure within a Historic District or Historic Corridor, or of a structure designated as, or contributing to, a Historic Landmark.
(Answer additional questions in Part G on Page 13)
- ☒ **Demolition:** This is the demolition of a primary, secondary, or contributing structure within a Historic District or Historic Corridor, or of a structure designated as, or contributing to, a Historic Landmark.
(Answer additional questions in Part H on Page 16)

E. For major alterations:

If you are proposing a major alteration to a Historic Landmark, or to a primary, secondary, or contributing structure within a Historic District or Historic Corridor, accurately answer the following questions in the spaces provided. Attach additional pages, if necessary.

1. Explain how the property be used for its historic purpose or is being placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment:

N/A

2. How will the historic character of the property be retained and preserved, and how will the removal of historic materials or alteration of features and spaces that characterize the property be avoided?

N/A

3. Each property shall be recognized as a physical record of its time, place, and use. How will proposed changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, not be undertaken?

N/A

4. Most properties change over time. How will those changes that have acquired historic significance in their own right be retained and preserved?

N/A

5. How will the proposed alteration preserve distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize the historic property?

N/A

6. Will the proposed alteration include the replacement of a deteriorated distinctive feature?

☐ NO

- ☐ YES. (In the box below, describe why the replacement is necessary because of the severity of the deterioration, and explain how the new feature will match the old in design, color, texture, and other visual qualities and, where possible, materials.)

N/A

7. Will you use any chemical or physical treatments such as sandblasting?

☐ NO

- ☐ YES, but they are appropriate, will be undertaken using the least damaging or gentlest means possible, and will not cause damage to historic materials for the following reasons:

N/A

8. Will any significant archeological resources be affected by the project?

☐ NO

☐ YES, but they will be protected and preserved, or must be disturbed and mitigation measures will be undertaken, as described in the box below:

N/A

9. a. Is any new addition, exterior alteration, or related new construction proposed?

☐ NO (*No additional questions*)

☐ YES, but it will not destroy historic materials that characterize the property; will be differentiated from the old; and will be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment for the following reasons:

N/A

- b.** If you propose new additions or adjacent or related new construction, explain how the development will be undertaken in such a manner that, if removed in the future, the essential form and integrity of the historic property, including historic plant materials, and its environment would be unimpaired:

N/A

F. For new construction:

If you are proposing new construction on a property with a Historic Landmark designation, in a Historic District, or in a Historic Corridor, accurately answer the following questions in the spaces provided. Attach additional pages, if necessary.

1. How is the design of the proposed structure compatible with the design of the Historic Landmark building(s) on the subject site, or in the subject Historic District or Historic Corridor, considering scale, style, height, and architectural detail, materials, and colors?

The location of the White Building will be redeveloped with a surface parking lot for improved student and driver safety through a new on-site vehicle circulation pattern.

2. How is the location and orientation of the new structure on the site consistent with the typical location and orientation of similar structures on the site or within the subject Historic District or Historic Corridor, considering setbacks, distances between structures, location of entrances, and similar siting considerations?

N/A

3. Does your proposal include changes to yard areas, including planters, fences, ponds, walkways, and landscape materials?

☐ NO

☐ YES, but those changes, which are described in the box below, will be compatible with the overall historic setting for the following reasons:

N/A

4. Explain how the new structure will be used and, if for a commercial use, how that use will be of a scale appropriate to serve properties surrounding the historic overlay:

N/A

G. For moving:

If you are proposing to move a building identified as a primary, secondary, or contributing structure within a Historic District or Corridor, or designated as a Historic Landmark, accurately answer the following questions in the spaces provided. Attach additional pages, if necessary.

1. Explain how relocation is the only alternative for preservation of the Historic Landmark or contributing resource:

N/A

2. Identify the proposed relocation site and explain: how the relocation site will not greatly reduce the historical and/or architectural significance of the Historic Landmark or contributing resource; how the new site is a contextually appropriate setting; and whether the new site is in the same neighborhood as the current site:

N/A

3. Explain how the designated resource cannot reasonably be used in conjunction with the proposed use:

N/A

4. Explain how the continued location of the landmark or contributing resource on the proposed development site precludes development on the site which would provide a greater community benefit:

N/A

5. Explain how the designated landmark or contributing resource is structurally capable of relocation:

N/A

6. Explain how the loss of the landmark or contributing resource will not affect the integrity of the designated Historic District or Historic Corridor, if applicable:

N/A

7. Explain how adequate effort has been made to seek a relocation site within the Historic District or Historic Corridor, if applicable:

N/A

H. For demolition:

If you are proposing to demolish a primary, secondary, or contributing structure within a Historic District or Corridor, or designated as a Historic Landmark, accurately answer the following questions in the spaces provided. Attach additional pages, if necessary.

1. Explain how the demolition is consistent with the Comprehensive Plan:

The current vehicle access to Carus Elementary School causes a back-up on South Carus Road.

One of the County's goals is to improve the safety of its system for all users and reduce the number and severity of crashes for future years. Developing facilities to accommodate all modes of travel will help reduce conflicts that lead to safety problems for some users. The adopted Transportation Safety Action Plan calls for a 50 percent reduction of fatal and serious injury crashes by 2022.

2. Explain how the demolition is consistent with the purposes of ZDO Section 707, as set forth in [Subsection 707.01](#):

Demolition of the White Building promotes 707.01.B public safety and general welfare by allowing for an improved traffic flow at South Carus Road where it intersects Cascade Highway.

3. Explain how the demolition is consistent with the criteria used in the original designation of the Historic Landmark, Historic District, or Historic Corridor:

Using the Criteria from Section 707.02.B.1-3, the White Building was listed primarily for being one of twenty-seven remaining schools from the Motor Age (1914-1940) and for its Craftsman design.

Since the school was inventoried in 1990, the building has served limited uses. The building's location on the site and separation from the main school building prevents it from meeting necessary safety, ADA, seismic, and other requirements for a public school. With this lack of use, the building is beginning to show signs of deferred maintenance.

4. Explain what effect, if any, the demolition will have upon the protection, enhancement, perpetuation, and use of any Historic District or Historic Corridor which cause it to possess a special character or special historical or aesthetic interest or value:

The White Building is not affiliated with a Historic District or Historic Corridor. Demolition of the building will improve the traffic flow and safety of an arterial roadway.

5. Would suspension of the proposed demolition involve substantial hardship to you, the applicant?

☐ NO

☐ YES, for the following reasons:

Suspension of the proposed demolition would create an undue burden on the Canby School District. The District requires this demolition to improve the safety and welfare of its students, parents, and staff.

6. Explain how the designated resource cannot reasonably be used in conjunction with the proposed use of the subject property:

In order to improve traffic safety at the school, and the surrounding roads, especially during drop off and pick-up, the White Building will need to be demolished to accommodate a new traffic pattern.

7. Explain how the continued location of the landmark or contributing resource on the proposed development site precludes development on the site which would provide a greater community benefit:

There is no possible method to respond to rising safety concerns and maintain the building its existing location. By removing the White Building there will be traffic improvements on Carus Road and Cascade Highway with will benefit the community as a whole.

8. Explain how the loss of the landmark or contributing resource will not affect the integrity of the designated Historic District or Historic Corridor, if applicable:

The White Building is not part of a Historic District or Historic Corridor.

Nonetheless, because the building is owned by the Canby School District, the building's demolition will be mitigated in accordance with a Memorandum of Agreement between the School District and the Oregon State Historic Preservation Office. (SHPO). See Exhibit A.

9. Explain how adequate effort has been made to seek a relocation site within the Historic District or Historic Corridor, if applicable:

The White Building is not part of a Historic District or Historic Corridor.

Nonetheless, in accordance with the Preservation Plan, the sale of White Building was advertised in local newspapers, a national real estate website, and with a large sign along Highway 213. All of these are documented in the appendix of the Preservation Plan.

10. Explain how approval of the demolition would not act to the substantial detriment of the public welfare or be contrary to the intent and purposes of [ZDO Section 707](#):

Approval of this demolition application will not be a substantial detriment to the public welfare. The demolition of the White Building is necessary to improve traffic patterns and safety for students, school staff, and any other drivers at the intersection of Highway 213 and South Carus Road.

The intent and purposes of ZDO Section 707 outline the ways that the retention of the county's history. Though the building will be demolished, aspects of the building will be retained per the School District and State Historic Preservation Office's Memorandum of Agreement, (Exhibit A), which includes a thorough history of the building and the preservation of artifacts from the school like the exterior sign.

11. Has a building official provided findings determining the status of the subject building as a dangerous building under County Code Chapter 9.01, *Uniform Code for the Abatement of Dangerous Buildings*, and the feasibility of correcting the deficiencies to meet the requirements of the building official rather than demolishing the building?

☐ YES, and those findings are attached.

☒ NO, for the following reasons:

Since the school was inventoried in 1990, the building has served limited uses. The building's location on the site and separation from the main school building prevents it from meeting necessary safety, ADA, seismic, and other requirements for a public school. With this lack of use, the building is beginning to show signs of deferred maintenance.

There is a greater value for the students and staff of Carus Elementary School and the surrounding area for the building to be demolished which would allow for a safer traffic pattern along Highway 213.

FAQs

When is a Historic Property Alteration, New Construction, Moving and/or Demolition permit required?

Zoning and Development Ordinance (ZDO) [Subsections 707.06\(C\) and \(D\)](#) allow County-designated Historic Landmarks or structures in Historic Districts or Corridors to be altered, moved, or demolished, and for new construction to occur on lots with a historic designation, subject to standards and only after approval of a County land use permit. **There is no charge for the permit application.**

What is the permit application process?

Permits for the alteration, development, moving, or demolition of historic property are subject to a "Type II" land use application process, as provided for in [Section 1307](#) of the ZDO. Type II decisions include notice to owners of nearby land, the Community Planning Organization (if active), service providers (sewer, water, fire, etc.), and affected government agencies. Applications for the moving or demolition of a Historic Landmark, or for a major alteration to the exterior of a Historic Landmark or a primary, secondary, or contributing structure in a Historic District or Historic Corridor, require review by the County's Historic Review Board. If the application is approved, the applicant must comply with any conditions of approval identified in the decision. The Planning Director's decision can be appealed to the County Land Use Hearings Officer.

How long will it take the County to make a decision about an application?

The County makes every effort to issue a decision on a Type II land use application within 45 days of when we deem the application to be complete. State law generally requires a final County decision on a land use permit application in an urban area within 120 days of the application being deemed complete, and within 150 days for a land use permit in a rural area, although there are some exceptions.

Who can help answer additional questions?

For questions about the County's land use permit requirements and this application form, contact Planning and Zoning at **503-742-4500** or zoninginfo@clackamas.us. You can also find information online at the Planning and Zoning website: www.clackamas.us/planning.

Clackamas County is committed to providing meaningful access and will make reasonable accommodations, modifications, or provide translation, interpretation or other services upon request. Please contact us at 503-742-4545 or drenhard@clackamas.us.

503-742-4545: ¿Traducción e interpretación? | Требуется ли вам устный или письменный перевод?

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Prior to filing for a demolition permit a Preservation Plan needs to be submitted to the County. Section 707-06.D.1 and 2 stipulate what is included in the Preservation Plan.

The Preservation Plan must include the following:

- Advertise the resource in local, regional, and historic preservation newspapers of general circulation in the area once per week during the pre-application period of 60 to 90 days and shall provide evidence of such advertising;
 - The building's sale was listed locally through Pamplin Media and was published the week of October 11, 2021.
 - The White Building's listing was shared nationally through circacldhouses.com which specializes in real estate listings for historic properties. The listing was published on November 1, 2021.
 - See Appendix 1 for copies of their respective advertisements.
- Give public notice by placing a sign on the subject property informing the public of intended action which will remove or demolish the structure and including the County department and telephone number to call for further information. The sign shall remain on the subject property until a permit is issued;
 - A sign measuring four feet wide and three feet tall was placed on the fence facing the Cascade Highway the week of October 11, 2021.
 - See Appendix 2 for a photo of the for sale sign which was posted the week of October 11, 2021.
- Prepare and make available information related to the history and sale of the subject property to all who inquire;
 - Informational documents were prepared for the Canby School District to share with potential buyers.
 - See Appendix 3 for a copy of the flyer shared with potential buyers.
- Provide information regarding the proposed use for the Historic Landmark site; and
 - The building listings and for sale sign at the property both indicated that if the building was not purchased and relocated that it would be demolished.
- Keep a record of the parties who have expressed an interest in purchasing or relocating the structure. To ensure that an adequate effort has been made to secure a relocation site, the applicant shall provide a list of property locations and owners who were contacted regarding purchase of a relocation site.
 - The Canby School District kept a record of interested buyers during the advertising period.
 - See Appendix 4 for a list of interested buyers.

APPENDIX 1

Advertisements from Pamplin Media and Circa Old Houses



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MORE STORIES

Carus White Building now up for sale

John Baker October 14 2021

With an asking price of \$1 and promise of removal, the historic building will be sold or demolished
The Carus White Building is officially up for sale.

On October 11, the Canby School Board authorized the school district to advertise for the sale of the Carus White Building, located on the property of Carus Elementary School, 14412 S. Carus Road in Oregon City.

With the board's approval, the district will list the building for sale with an asking price of \$1 and a requirement that the buyer relocate the building. Sale signs go up this month.

(<https://pamplinmedia.com/images/artimg/00003717050289-0735.jpg>)

If the building remains unsold, it will be demolished.

The old schoolhouse has decayed to the point that it is no longer suitable for use by students and staff. Because of that and the school district's commitment to making the best possible use of its resources and property, the decision has been made to remove the white building from Carus grounds.

Since the building is a historic landmark, the district has been working with a consultant through the process.

Removal of the building will help pave the way for the completion of bond work at Carus, including improved safety at the main entrance, better traffic flow and additional parking.



COURTESY PHOTO: CANBY SCHOOL DISTRICT - The Carus White Building is officially up for sale. It will either be moved by a buyer or it will be demolished.

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For more information, contact Anthony Riederer at Clackamas County: 503-742-4528 or ARiederer@clackamas.us (<mailto:ARiederer@clackamas.us>).

Building Information and History:

The Craftsman style schoolhouse is two stories and 4,720 square feet in size. Details include lap siding, exposed rafters, purlins and brackets, wood double-hung windows and a gabled porch.

It was first deeded to Clackamas School District Number 29 by Isaac and Constance Farr. The building ceased to be used as a school in the 1970s and was then used for administrative offices from roughly the 1970s until the early 2000s.

In 2005, the white building was left vacant and boarded up.

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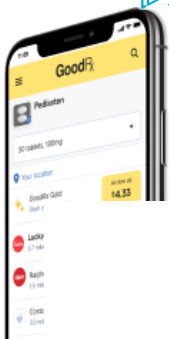
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CIRCA

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Carus White Building

\$1

14412, South Carus Road, Carus, Oregon City, Clackamas County, Oregon, 97045, United States



Contact Information



Cornertstone1
ccunningham@cornerstonemgi.com

Description

Building Information

This c. 1926, two-room schoolhouse was completed in the craftsman style. Details include lap siding, exposed rafters, purlins and brackets, wood double hung windows

gabled porch with enclosed balustrade and decorative truss. The main entry is paneled with transom and sidelights. The building is two-stories and 4,720 square feet.

Building History

The schoolhouse was first deeded to the Clackamas School District Number 29 in 1885 by Isaac and Constance Farr. Known locally as the "White Building, the building ceased to be used as a school in the 1970s, and it was used for administrative offices from roughly the 1970s until the early 2000. The White Building was left vacant and boarded up in 2005. The front entry was gated off and the rear staircase was removed circa 2018.

At the time of construction of the subject building there were approximately 140 school buildings in Clackamas County. The almost half were one room buildings. Roughly one-quarter were two room schoolhouses. The remaining one-third had three or more classroom.

Purchase Information

- Asking price \$1
- Buyer pay to relocate the building
- If relocated within Clackamas County, the buyer agrees to apply within 90 days of relocation to the County for designation as a Historic Landmark, to be protected under the provisions of Section 707. This only applies if the building is relocated within Clackamas County.
- If relocated within Clackamas County and receive Historic Landmark status, the building will have access to conditional uses that may otherwise not be permitted. (see Section 707.04.B.2 of the Clackamas County Zoning and Development Ordinance).

-

Contact Information

Canby School District Contact

503-266-7861

Clackamas County Planning and Zoning Division Contact

Anthony Riederer 503-742-4528 ARiederer@clackamas.us

Detail

Property ID:331189	Bathrooms:2
Price:\$1	Year Built:1926
Square Footage:4720	Property Type:Single-Family
Bedrooms:2	Property Status:For Sale

Features

- ✔ [A House Converted From Something Else \(a Church, Lighthouse, Mill, etc.\).](#)

Property images











APPENDIX 2

Photograph of For Sale Sign on Cascade Highway



White Building (14412 S Carus Road, Oregon City, OR)
Preservation Plan
March 28, 2022



APPENDIX 3

Flyer Shared with Potential Buyers





CANBY

SCHOOL DISTRICT

Building Information

This c. 1926, two-room schoolhouse was completed in the craftsman style. Details include lap siding, exposed rafters, purlins and brackets, wood double hung windows, gabled porch with enclosed balustrade and decorative truss. The main entry is paneled with transom and sidelights. The building is two-stories and 4,720 square feet.

Building History

The schoolhouse was first deeded to the Clackamas School District Number 29 in 1885 by Isaac and Constance Farr. Known locally as the "White Building, the building ceased to be used as a school in the 1970s, and it was used for administrative offices from roughly the 1970s until the early 2000. The White Building was left vacant and boarded up in 2005. The front entry was gated off and the rear staircase was removed circa 2018.

At the time of construction of the subject building there were approximately 140 school buildings in Clackamas County. The almost half were one room buildings. Roughly one-quarter were two room schoolhouses. The remaining one-third had three or more classroom.

Purchase Information

- Asking price \$1
- Buyer pay to relocate building
- If relocated within Clackamas County, the buyer agrees to apply within 90 days of relocation to the County for designation as a Historic Landmark, to be protected under the provisions of Section 707. This only applies if the building is relocated within Clackamas County.
- If relocated within Clackamas County and receive Historic Landmark status, the building will have access to conditional uses that may otherwise not be permitted. (see Section 707.04.B.2 of the Clackamas County Zoning and Development Ordinance).

Contact Information

Canby School District Contact

Denise Lapp 503-266-0020 denise.lapp@canby.k12.or.us

Clackamas County Planning and Zoning Division Contact

Anthony Riederer 503-742-4528 ARiederer@clackamas.us



APPENDIX 4

List of Interested Buyers/ Process Update





CANBY
SCHOOL DISTRICT

Director of Finance, Denise Lapp

1130 S Ivy Street • Canby • OR • 97013 • 503-266-0020

October 6, 2022

Clackamas County Transportation & Development
Joy Fields, Senior Planner
150 Beaver Creek Road
Oregon City, OR 97045

Joy,

The following is a summary of the steps the Canby School District has taken in regards to the removal of the Carus White Building:

In September of 2021, the District met with Clackamas County to discuss their need to remove the building from their property as part of the 2020 bond program to further develop the site and increase parking and safety.

We were informed that to officially remove the historic designation on the school's property, we would need to complete certain steps to satisfy the Historic Review Board. The building would need to be offered for sale publicly, apply for demolition of the building to the Historic Review Board, and resolve any issues with SHPO.

The district hired MIG, Inc. to handle the land use application portion and Peter Meijer Architect (PMA) to assist with the Historic Review Board and SHPO.

In October of 2021, the District publicly advertised the property and marked the property for sale with two signs at the site. We received 33 inquiries which resulted in two potential offers to purchase and move the building to a new location. We are currently working with the primary buyer to complete the necessary requirements of the sale and moving of the building, with a deadline of March 2023 in order to stay on schedule for construction in the summer of 2023.

PMA worked with SHPO on an MOA which both parties have agreed to and signed. The District is in process of fulfilling the MOA requirements in the time frame allotted.

Since the sale is still pending, the District would like to begin the application process for the demolition of the building and bring it before the Historic Review Board in November. They can then move forward with the land use planning process for the site development. Should the sale go through, the district would update the Historic Review Board. If the building is moved to a location in unincorporated Clackamas County, the new owner will begin the process of registering the building with Clackamas County.

If any additional information is needed, please feel free to reach out. Thank you!

Sincerely,

Denise Lapp
Director of Finance

Canby School District Board of Directors

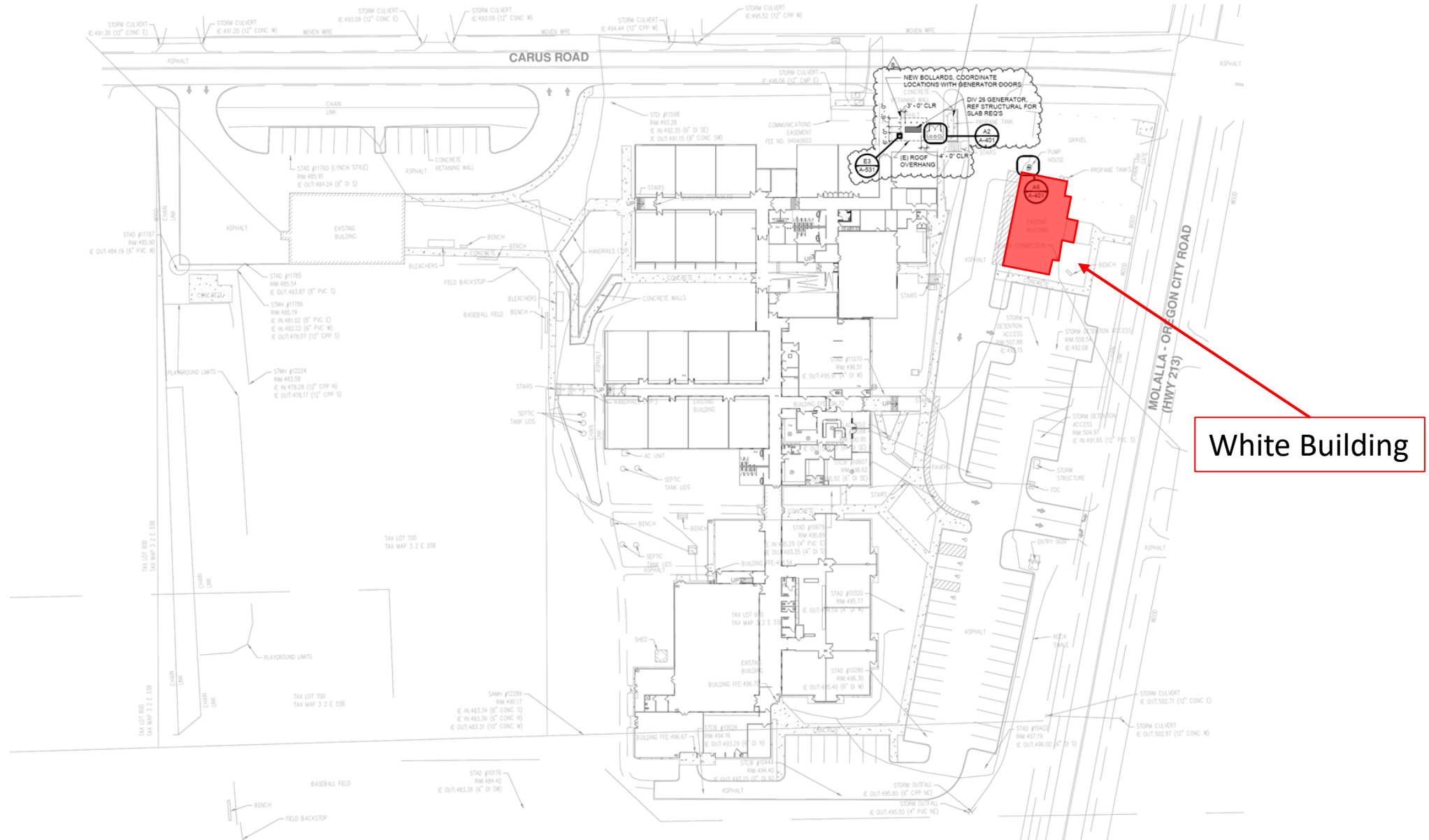
Stefani Carlson • Dawn Depner • Sara Magenheimer • Tom Scott • Rob Sheveland • Sherry Smith • Shelley Vissers

APPENDIX 5

Site Plan

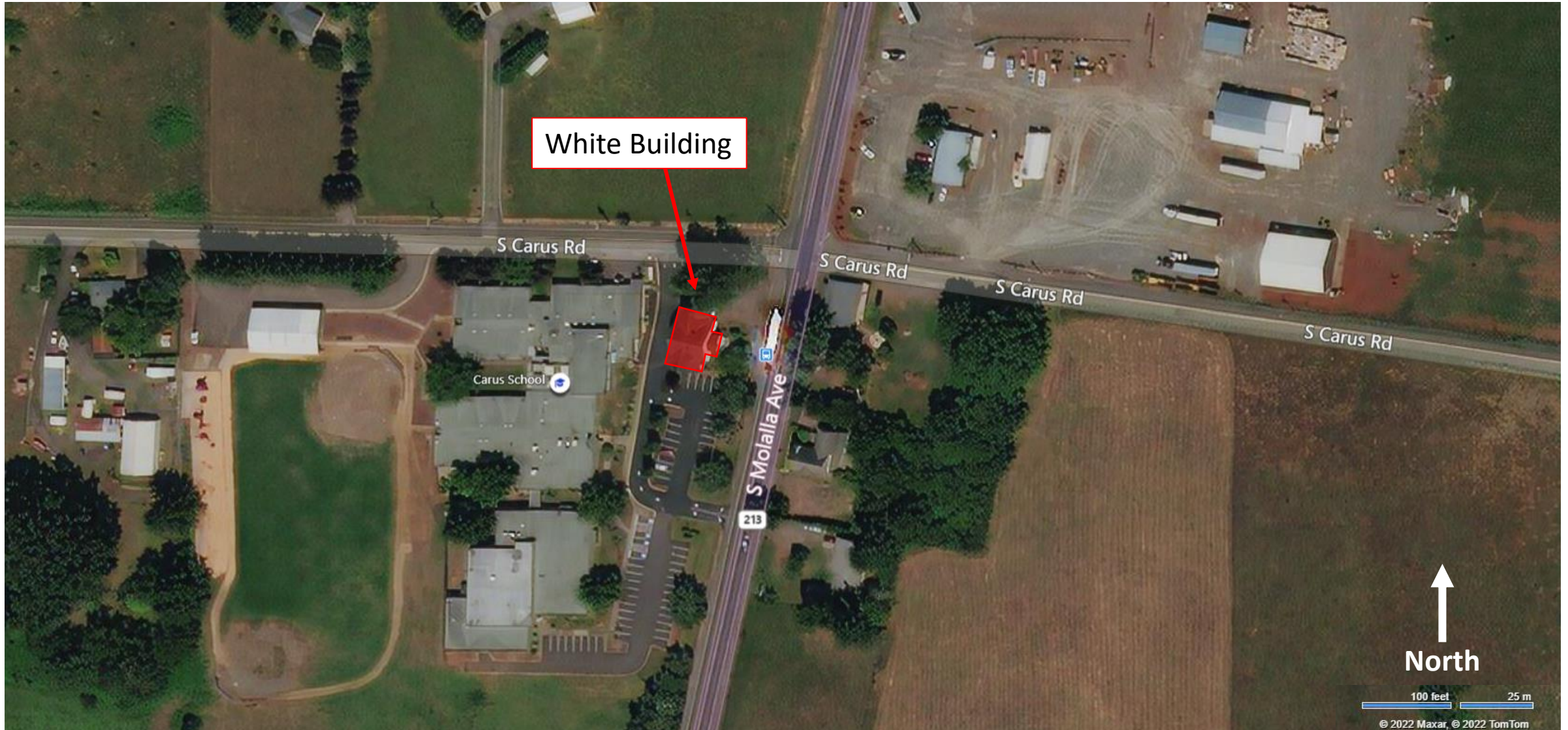


White Building (14412 South Carus Road, Oregon City, OR 97045)



Site Plan

White Building (14412 South Carus Road, Oregon City, OR 97045)



White Building (14412 S Carus Road, Oregon City, OR)
Preservation Plan
March 28, 2022

APPENDIX 6

1989-1990 Historic Resources Inventory Form



CLACKAMAS COUNTY

HISTORIC RESOURCES INVENTORY 1989-90

HISTORIC NAME: CARUS SCHOOL NUMBER 29
COMMON NAME: "The White Building"
PROPERTY ADDRESS: 14412 S. Carus Road
OWNER: School District Number 29
OWNERS ADDRESS: 14412 S. Carus Road, Oregon City, OR 97045
RESOURCE TYPE: Building
PRESENT USE: Office
ORIGINAL USE: School
THEME: Culture and education
ARCHITECT/BUILDER: Unknown
COUNTY: Clackamas
QUAD: Oregon City
T/R/S: 3S 2E 3B
TAX LOT: 700
ADDITION: N/A
BLOCK: N/A
LOT: N/A
LOT SIZE: 4.75 Acres
ZONE: RRFF-5

SETTING: The subject property sits at the intersection of Carus Road and Molalla Avenue. The surrounding area is characterized by rolling hills and agricultural uses. A few houses dot the parameters of the area. The subject property is a few hundred yards west of the Hunter Farm (SHPO #1132) and across Highway 213 from the Carus Church (SHPO #1133).

NOTEWORTHY LANDSCAPE FEATURES: Mature deciduous trees; mature coniferous trees

NON-CONTRIBUTING FEATURES: Non-historic school

RECORDED BY: Koler/Morrison
DATE: January 1990

SHPO NO.: 1134



SCHOOL

DATE BUILT: c. 1926
 STYLE: Bungalow/Craftsman
 PLAN TYPE/SHAPE: Asymmetrical
 NO. OF STORIES: 1
 FOUNDATION MATERIAL: Concrete
 BASEMENT: Yes, raised
 ROOF FORM AND MATERIALS: Intersecting gable w/ composition shingles
 WALL CONSTRUCTION/STRUCTURAL FRAME: Wood w/ stud
 PRIMARY WINDOW TYPE: Four-over-one double-hung sash, some in pairs
 EXTERIOR SURFACING MATERIALS: Lap siding w/ corner and rake boards; water table
 DECORATIVE FEATURES: Exposed rafters; purlins and brackets and barge boards
 OTHER: Single-bay, gable porch w/ enclosed balustrade and decorative truss, e. elev.; paneled and glazed door w/ transom and sidelights
 CONDITION: Good
 EXTERIOR ALTERATIONS (DATE): Exterior stairs added, w. elev. (n.d.)

STATEMENT OF SIGNIFICANCE

Address: 14412 S. Carus Road
Historic Name: CARUS SCHOOL NUMBER 29

The Carus School is located in Carus and 50 feet west of Highway 213. The School may be evaluated as an example of an early 20th century school building.

HISTORIC BACKGROUND

Development of the Oregon City-Beavercreek area can be attributed to two factors: Oregon City was an early settlement of the Hudson's Bay Company and later the western terminus of the Oregon Trail.

In 1829, John McLoughlin, Chief Factor for the Hudson's Bay Company, claimed the land that would become Oregon City. McLoughlin envisioned a great industrial development at site, made possible by the presence of the waterfalls of the Willamette River. He blasted a millrace through the basalt on the east side of the falls and established a sawmill and flour mill in 1832.

After the events at Champoege, westward migration of American pioneers secured control of the Oregon Country for the United States. In the early 1840s, the Barlow Road was cut from The Dalles directly to Oregon City, giving pioneers a direct route to the area. In 1844 Oregon City was incorporated and the following year McLoughlin retired. In 1848, Oregon was granted the status of American Territory and Oregon City was named as the capital, holding the title until 1852.

Agricultural activity was further stimulated by several events. This first was the discovery of gold in California, which fostered demand for Oregon products, such as flour, wheat and timber. Two years later in 1850, Congress passed the Donation Claim Act, enabling white males over 21 years of age to claim 320 acres of land. If married, their wives could claim an additional 320 acres. Settlers were required to file their claim at Oregon City, enhancing the desirability of Oregon City as a destination.

Early settlers clustered on arable land around Oregon City. Donation land claimants include George Abernethy, James Winston, Hiram Straight, Ezra Fisher, William Holmes, L.D.C. Latourette, Samuel O. Francis, M.M. McCarver, S.S. White, Samuel Vance, Robert Caufield, Andrew Hood, Joseph Spinks, Benjamin Mails and William Armpriest.

The population of the county at this time was primarily made of English, Irish and Germans, many of whom had lived in the Missouri, Mississippi or Ohio river valleys prior to moving westward to Oregon. These settlers first chose the level land

and later developed the more hilly uplands areas, thus explaining the development pattern of the Beavercreek area. By 1880, the population around the present day crossroads of Beavercreek and Kamrath formed the German Evangelical Reformed Church, later renamed the 10 O'clock Church. Another ethnic group coalesced around the Welsh Bryn Seion Church at about the same time.

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 grew steadily. The Barlow Road continued to be an important roadway, operating as a toll road through the first decade of the 20th century.

Paper production, which would become the primary industry in Oregon City, was initiated with the inception of the first paper mill in 1866. Technical problems caused the plant to close, but a second plant opened, in Park Place, in 1868. Known as Clackamas Paper Manufacturing, this facility operated until the early 1880s.

Communities sprung up along streams where water power allowed industrial development. A post office was established in the early 1850s, at the confluence of Beaver and Parrot creeks, now known as New Era. The New Era Rolling Mill was established in 1868, continuing operation until 1935. The origin of the name New Era is unclear, however, some relate it to the Spiritualist Camp, founded in 1873, located near the mill site.

During the period following the Civil War the Oregon-California Railroad may be considered to be one of the most important elements in Clackamas County history. 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 south, skirting around Milwaukie and continuing south toward Canby and through Oregon City. The east side group won the competition and completed the line over the latter decades of the 19th century. Barlow, a station on the railroad line south of Oregon City, was one the communities generated as a result of the presence of the railroad. Paper Mill, another station, became known as Park Place in later years.

After 1865, subsistence farming was the norm throughout the county, as well as in the Oregon City-Beavercreek vicinity. Livestock and cereal grains were raised and logging 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 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, barns and sheds continued to be low, broad buildings. However, beginning in the 1870s, barns began to be built taller, in response to new technologies, such as hay fork lifts.

During the Progressive Era (1884-1913), the population of Clackamas County tripled, jumping 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. Redland, an agricultural center, just east of the study area, had a post office from 1892 until 1902.

The paper mill in Park Place relocated in the early 1880s, but the old facility was quickly reused for another industry: furniture manufacturing. Floods of the 1890s caused the demise of the plant, but furniture making continued in Park Place, until the early years of the 20th century. The Park Place Addition was platted in 1888 and included a small commercial district, near the railroad depot. Many of the residents, however, worked in Oregon City or at the St. Agnes Baby Home and Orphanage at Park Place.

Interurban railroads sought to fill the demand for better transportation, and entrepreneurs took advantage of the situation. In 1890, George and James Steel began construction on the Eastside Railway, which connected Portland with Oregon City. The line was completed in 1893, the first electric interurban railroad in the United States. The line operated until after World War II.

While the Vernacular style continued to be the most popular style in the Oregon City-Beavercreek area, between 1883 and 1913, in rare instances, more elaborate styles were constructed. 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 of architecture, such as the Craftsman-Bungalow, came into being. The designers of this type rejected the machine-made ornament and instead embraced a hand-crafted appearance and natural materials. This building type would become 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 began to be designed in a variety of styles, including Gambrel and Gothic Gambrel. Fruit and nut production gained prominence in the Progressive Era.

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 Oregon City-Beavercreek vicinity.

Two other interurban railroad lines effected the development of the Oregon City-Beavercreek study area during the Motor Age. In 1915, Stephen S. Carver began promotion of an interurban railroad line from Oregon City to south side of the Clackamas River. At the point the line crossed the river, Carver platted a town named for himself. Horace Baker held the donation land claim for the area south of the river and operated the ferry until the early 1880s.

Town of Carver was previously known as Stone. The derivation of this name 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 there 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.

In 1908, the Clackamas Southern Railroad, an interurban railroad, was proposed to link Oregon City, Beavercreek, Mulino, Liberal, Molalla, Monitor and Mt. Angel. The line was to be financed by

shares purchased by farmers, who inhabited the corridor to be served by the railway company. Those without the financial capability to purchase shares labored to construct the roadbed or laid the tracks. By 1913, investors had contributed sufficient capital to construct this railroad to Beavercreek.

Financial troubles caused the incorporators to reorganize and the railroad was renamed the Willamette Valley Southern in 1914. The following year track was laid to Mt. Angel. Logs, cordwood, lumber and farm products were hauled and passenger service was also available during the early years of operation. The line began to falter due to competition with automobiles. By 1930 service extended only as far as Monitor. Passenger service was discontinued in 1936 and three years later the line was bankrupt.

Improvements in transportation caused other changes in the development of the Oregon City-Beavercreek vicinity. The first was an increase in recreational activities. Interurban railroads made it possible for urban dwellers to travel to the country for fishing, hiking and camping. Automobiles allowed many others to do the same. Automobiles also made it possible for the more people to commute to town. In the Oregon City-Beavercreek study area, dwellings along the Clackamas River show the effects of this trend.

The construction of the Super Highway, also known as the Pacific Highway and now known as Highway 99E, may be considered to be the most important transportation activity in the Oregon City-Beavercreek study area during the Motor Age. The highway was notable for its method of construction, as well as for its scope. The Pacific Highway runs from the Canada to Mexico. Special auto-related property uses came into being as a result of the construction of the highway. These uses included restaurants and taverns, as well as fruit stands. The intermittent rock walls which flank the highway were constructed by the Work Progress Administration during the Depression.

Throughout the county the Craftsman-Bungalow style continued to be the most popular style during this time period, although some Period Revivals style buildings were constructed. After World War I, European architecture inspired architects and builders to construct in the English Cottage and Tudor Revival styles. Concurrently, the Colonial Revival gained popularity. This style reflected the building tradition of the American colonists and illustrated a strong sense a nationalistic pride.

In the early 20th century agricultural buildings continued to evolve. Large barns were still constructed, but the most notable change was the introduction of buildings for large-scale specialized farming, such as dairying. Dairying, egg production and truck farming are commonly associated with agricultural activity near urban centers, such as the area south of Oregon City.

During the Depression the population remained quite constant, but little construction occurred. Summer houses, built on the banks of the Clackamas River, are the notable exception to the rule. Numerous wealthy Portland citizens were attracted to the scenic beauty of this river and could afford the services of architects and skilled craftsmen.

Since World War II the Oregon City-Beavercreek area has witnessed dramatic changes. Most noteworthy is the conversion of agricultural land to suburban residential subdivisions.

SUBJECT PROPERTY

The subject property was first deeded to the Clackamas School District Number 29 in 1885 by Isaac and Constance Farr. Known locally as the "White Building," the school, constructed circa 1926, has served the community for several decades as a meeting hall, community center and Sunday School for the Methodist Church (SHPO #1133) across the street. This pattern, whereby the school building served the community in numerous capacities, is typical in western Oregon. The school building has continued to be used by the community through the present. Today it is the administration office for the Carus School system.

At the time of construction of the subject building there were approximately 140 school buildings in Clackamas County. The almost half were one room buildings. Roughly one-quarter were two room schoolhouses. The remaining one-third had three or more classrooms. Available records do not clearly indicate how many were built during the Motor Age (1914-1940); however, there are 27 schools listed on the county inventory which date from the Motor Age. The Carus School is one of two schools in the Oregon City-Beavercreek study area which date from this period. The Carus School is significant as an example of the building type.

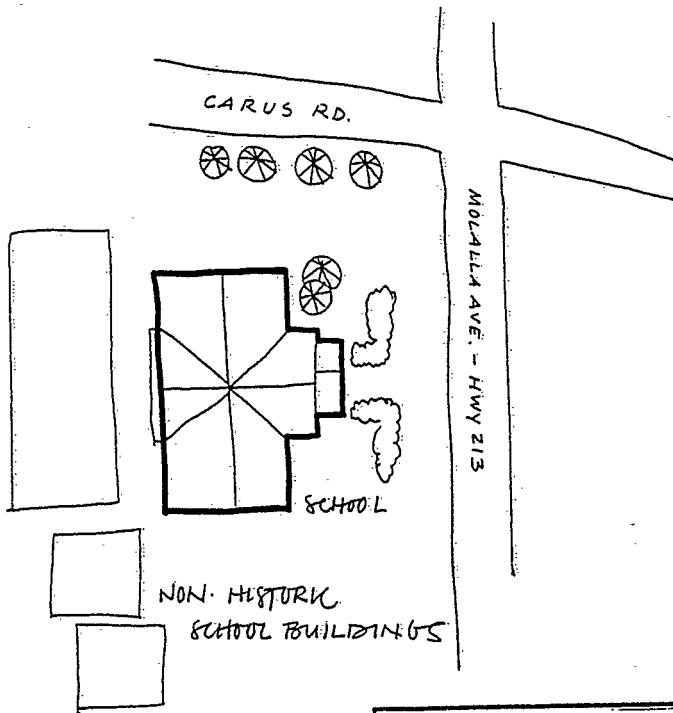
The Carus School is also significant as a fine example of the Bungalow/Craftsman style. Virtually unaltered since construction, the school has many features commonly associated with the stylistic type. The broad gable roof, bargeboards, purlins and braces are all typical features. The porch, a simple gabled projection, is supported by plain posts and enclosed balustrade. The quality of design is rarely found in non-residential buildings.

Bibliography: Clackamas County Cultural Resource Inventory,
1984.
Ticor Title Company, Oregon City, OR.

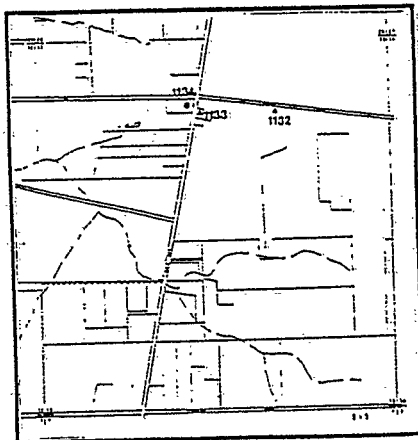
SITE PLAN AND VICINITY MAP

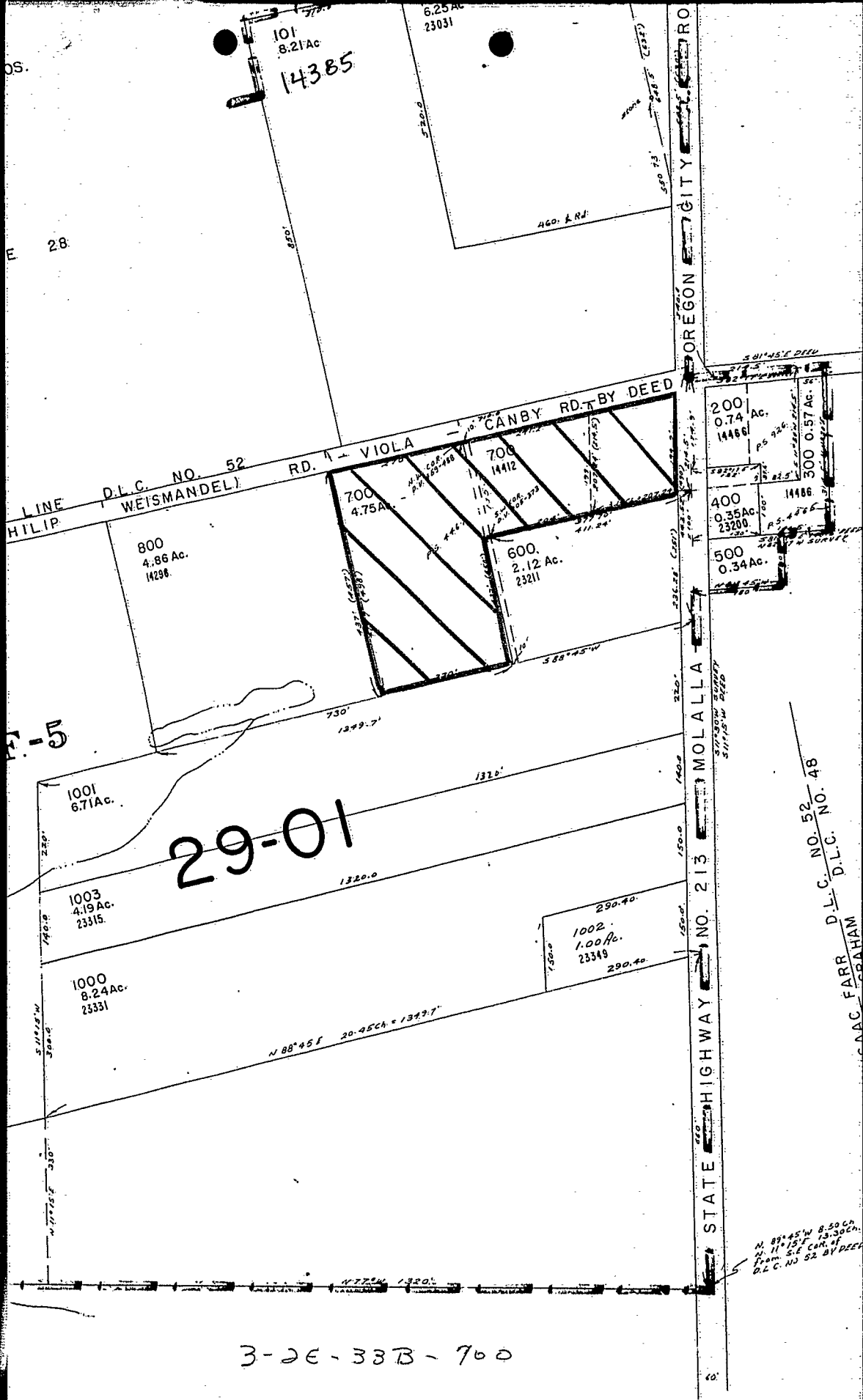
Address: 14412 S. Carus Road

Historic Name: CARUS SCHOOL NUMBER 29



NOT TO SCALE





3-2E-38B-700

White Building (14412 S Carus Road, Oregon City, OR)
Preservation Plan
March 28, 2022

APPENDIX 7

2002 Historic Resources Inventory Form



OREGON INVENTORY OF HISTORIC PROPERTIES

HISTORIC RESOURCE SURVEY FORM

Note: For properties 35 years old and newer, starred (*) sections are the only required fields.

*County: **Clackamas**

*Street Address: 14412 South Carus Road			*City: Oregon City Vicinity		
USGS Quad Name: Oregon City		GPS Latitude: N 45 deg 16' 9.0"	Longitude: W 122 deg 34' 14.0"		
Township: 4S	Range: 2E	Section: 33	Block/Lot:		Tax Lot #:
*Date of Construction: 1927		Historic Name: Carus School/White Building		Historic Use or Function: School	
Grouping or Cluster Name: None		*Current Name or Use:		Associated Archaeological Site: None known	
Architectural Classification(s): Bungalow influences			Plan Type/Shape: Rectangular		Number of Stories: One
Foundation Material: Concrete			Structural Framing: Wood Frame		Moved? No
Roof Type/Material: Cross gable/composition shingle			Window Type/Material: 4/1-4/4: wood frame double hung sash		
Exterior Surface Materials Primary: wood clapboard			Secondary:		Decorative: brackets
Exterior Alterations or Additions/Approximate Date: Only visible: rear basement door of unknown date					
Number and Type of Associated Resources: None					
Integrity: Excellent		Condition: Good		Local Ranking:	
National Register Listed:					
Preliminary National Register Findings: Potentially Eligible: <input checked="" type="checkbox"/> Individually or <input type="checkbox"/> As a contributing resource in a district Not Eligible: <input type="checkbox"/> Intact but lacks distinction <input type="checkbox"/> Altered (choose one): <input type="checkbox"/> Reversible/Potentially eligible individually or in district <input type="checkbox"/> Reversible/Ineligible-lacks distinction <input type="checkbox"/> Irretrievable loss of integrity <input type="checkbox"/> Not 50 yrs old					
Description of Physical and/or Landscape Features: See continuation sheet					
Statement of Significance: [Required ONLY for Intensive Level Surveys] (use additional sheets if necessary) See continuation sheet					
*Researcher/Organization: Caroline Ballacci for LSI Adopt				*Date Recorded: 2/14/2002	
Survey Form Page 1		*Photo Roll #: A	*Frame #(s): 2-13	Local Designation #:	
				SHPO #:	

OREGON INVENTORY OF HISTORIC PROPERTIES

HISTORIC RESOURCE SURVEY FORM

County: **Clackamas**

Note: This page of the survey form is required ONLY for Intensive Level Survey

Street Address: 14412 South Carus Road		City: Oregon City Vicinity	
Architect and/or Builder: Fred Bluhm		Owner Type: <input type="checkbox"/> Private <input checked="" type="checkbox"/> Local <input type="checkbox"/> State <input type="checkbox"/> Federal <input type="checkbox"/> Mixed	
Addition or Subdivision Name:		Owner Name: Canby School District	
Area(s) of Significance: Education		Address: 1110 South Ivy Street	
Property Category: <input checked="" type="checkbox"/> Building <input type="checkbox"/> Structure <input type="checkbox"/> Site <input type="checkbox"/> Object <input type="checkbox"/> District		City, State, Zip: Canby, Oregon 97013	
		Phone: 503-266-7861	

Documentation		
Research Sources: <input type="checkbox"/> Title/Deed Records <input type="checkbox"/> Sanborn Maps <input type="checkbox"/> Obituary Index <input checked="" type="checkbox"/> City Directories <input type="checkbox"/> Census Records <input type="checkbox"/> Biographical Encyclopedias <input checked="" type="checkbox"/> Newspapers	<input type="checkbox"/> Building Permits <input type="checkbox"/> Tax Records <input type="checkbox"/> SHPO Files <input type="checkbox"/> State Archives <input type="checkbox"/> State Library <input checked="" type="checkbox"/> Local Histories <input type="checkbox"/> Personal Interviews <input type="checkbox"/> Historic Photographs	Local Library (specify): University Library (specify): Historical Society (specify): Oregon Historical Society Other (specify): Canby School District website

Bibliographic References (books, articles, interviews, etc.):

See continuation sheet

Researcher/Organization: Caroline Gallacci for LSI Adapt		Date Recorded: 2/14/2002	
Survey Form Page 3	Photo Roll #: A	Frame #(s): 2-13	Local Designation #: SHPO #:

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR THE DESCRIPTION

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY

The Carus School/White Building is a single story wood frame building with a cross gable roof. Brick chimneys are located on the north slope of the front (east) elevation and on the ridge of the north-facing cross-gable elevation. There are hints of bungalow influences, specifically the simple wood brackets located on the eave overhangs. Exposed rafter tails are also a part of the gable roof design.

With the exception of the south elevation, which is completely covered with wood clapboard siding, windows (except for the basement) are wood frame four-over-one double hung sash. On the front (east) elevation these are grouped in two paired sets flanking the main entry. On the rear (west) elevation they are placed as paired sets of five situated between a wood-framed stepped entry consisting of a paneled door containing a single-paneled fixed window. On the remaining elevations the windows are set as singular units within the walls.

Concrete steps lead to the main entry of the east elevation. The porch has a gable roof over the doors, with exposed rafter tails and a simple fanned bracket design in the gable peak suggestive of a pediment. The porch roof is supported by square wood columns with enclosed railings located along the north and south sides. Wood paneled doors are surrounded by wood framed sidelights and a transom.

The school house has a concrete basement that was most likely used as an indoor recreation area. Basement windows are wood framed four-over-four double hung sash in the west and east elevations. Wood framed multi-paneled windows are in the north and south elevations. There is a wood paneled or plywood door leading to the basement in the west elevation. This is the only perceived change from the original building.

There are no distinctive landscape features surrounding the school building, but there is a wood picket fence fronting Cascade Highway South. The grounds surrounding the building have been made into parking lots, and a new school building has been constructed west of the original site. Even so, the Carus School/White Building possesses the integrity to consider its placement in the National Register of Historic Places.

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR SIGNIFICANCE

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY

The Carus School/White Building is significant as the only unaltered public building remaining in the community that bears its name. Constructed by Fred Bluhm in 1927, it is situated near the historic (1882) Beaver Creek post office site. It replaced a one-room schoolhouse established in 1885 and located a mile north of the present building.

The earliest reference to settlement activity associated with the Carus community is found in its cemetery, established in c.1851 and located approximately two miles east of the school. The post office was established in 1887 with business conducted out of the various postmasters' homes until its discontinuance in 1907. By 1915, the farming settlement also had two sawmills and shared community services with Beaver Creek, another small hamlet situated to the northeast. By the 1920s, Carus also had a store and church located across the highway from the school. These buildings remain, but both have been highly altered.

The crossroads community served the needs of surrounding farmers and retained its rural landscape until after World War II. By the 1970s, suburban mobile home and new housing developments necessitated the construction of a new Carus School located immediately to the west of the original building. However, Carus alumni, along with the Canby School District, have now organized to preserve the White Building for school and community uses.

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR BIBLIOGRAPHY

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY

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Carus School Website: www.carus.canby.k12.or.us. (The Carus White Building: a work in progress; Carus Memories; and Carus Area History).

**CARUS SCHOOL/WHITE BUILDING
14412 SOUTH CARUS ROAD
OREGON CITY VICINITY, CLACKAMAS COUNTY, OREGON**

PHOTOGRAPH DESCRIPTIONS

- (1) View northwest from Cascade Highway South showing south and east elevations (Roll A: frame 3).
- (2) View north from Carus School parking lot showing south elevation (Roll A: frame 2)
- (3) View west from Cascade Highway South showing east elevations (Roll A: frame 4).
- (4) View southwest from the corner of South Carus Road and Cascade Highway South showing east and north elevations (Roll A: frame 9).
- (5) View south from near South Carus Road showing north elevation (Roll A: frame 10).
- (6) View southeast from near South Carus Road showing north and west elevations (Roll A: frame 12).
- (7) View south from Carus school parking lot howing area south of the school building (Roll A: frame 13).
- (8) View southwest from Carus School/White Building showing newer school located to the west (Roll A: frame 11).
- (9) View northwest from the intersection of South Carus Road and Cascade Highway South showing area north of the school site (Roll A: frame 8).
- (10) View northeast from the intersection of South Carus Road and Cascade Highway South showing area northeast of the school site (Roll A: frame 5).
- (11) View east from the intersection of South Carus Road and Cascade Highway South showing area immediately east of the school site (Roll A: frame 6).
- (12) View south along Cascade Highway South showing the area immediately to the south of the school site. (Roll A: frame 7).

(All photographs were taken by Caroline Gallacci in October, 2001)

OREGON INVENTORY OF HISTORIC PROPERTIES

HISTORIC RESOURCE SURVEY FORM

*County:

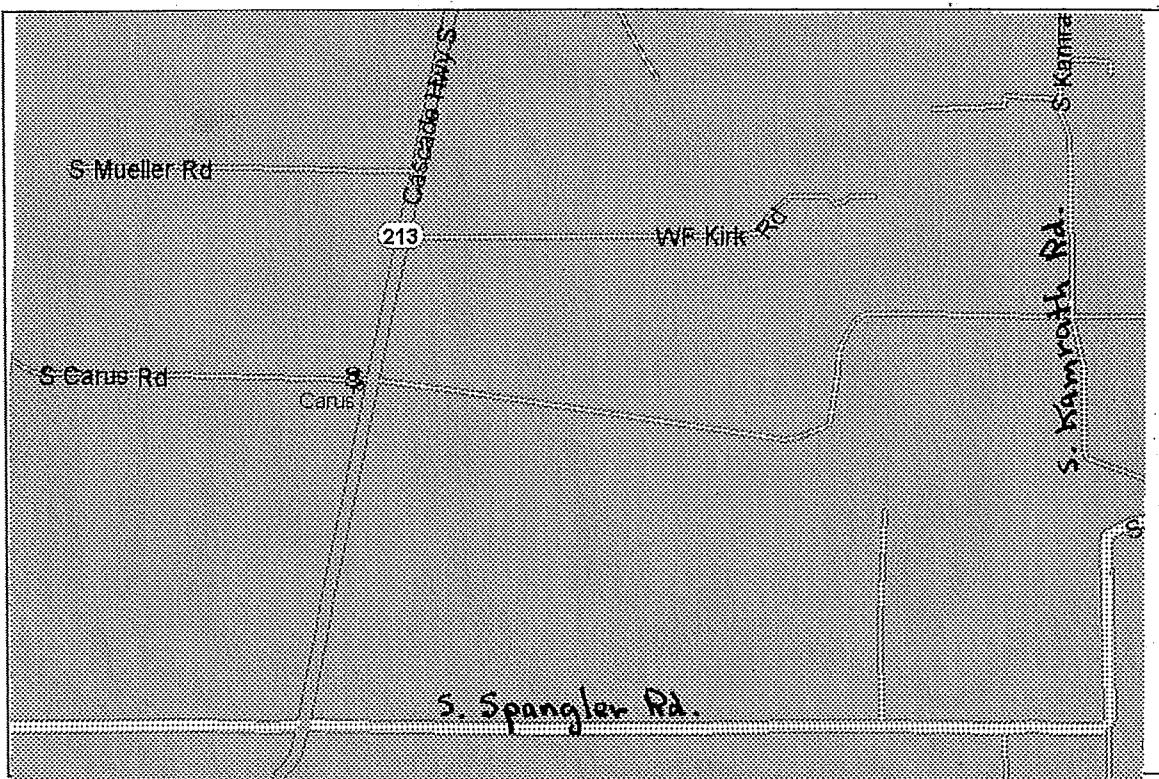
*Street Address: **14412 South Carus Road**

*City: **Oregon City Vicinity**

Photo:



Map:



*Researcher/Organization: <i>Caroline Gallacci for LSI Adapt</i>			*Date Recorded: <i>2/14/2002</i>	
Survey Form Page 2	*Photo Roll#: <i>A</i>	*Frame #(s): <i>2-13</i>	Local Designation #:	SHPO #:

OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR PHOTOGRAPHS

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY



OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR PHOTOGRAPHS

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY



OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR PHOTOGRAPHS

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY

6



7



OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR PHOTOGRAPHS

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY



OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR PHOTOGRAPHS

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY



OREGON INVENTORY OF HISTORIC PROPERTIES
HISTORIC RESOURCE INVENTORY FORM
CONTINUATION SHEET FOR PHOTOGRAPHS

14412 South Carus Road, Oregon City Vicinity

CLACKAMAS COUNTY

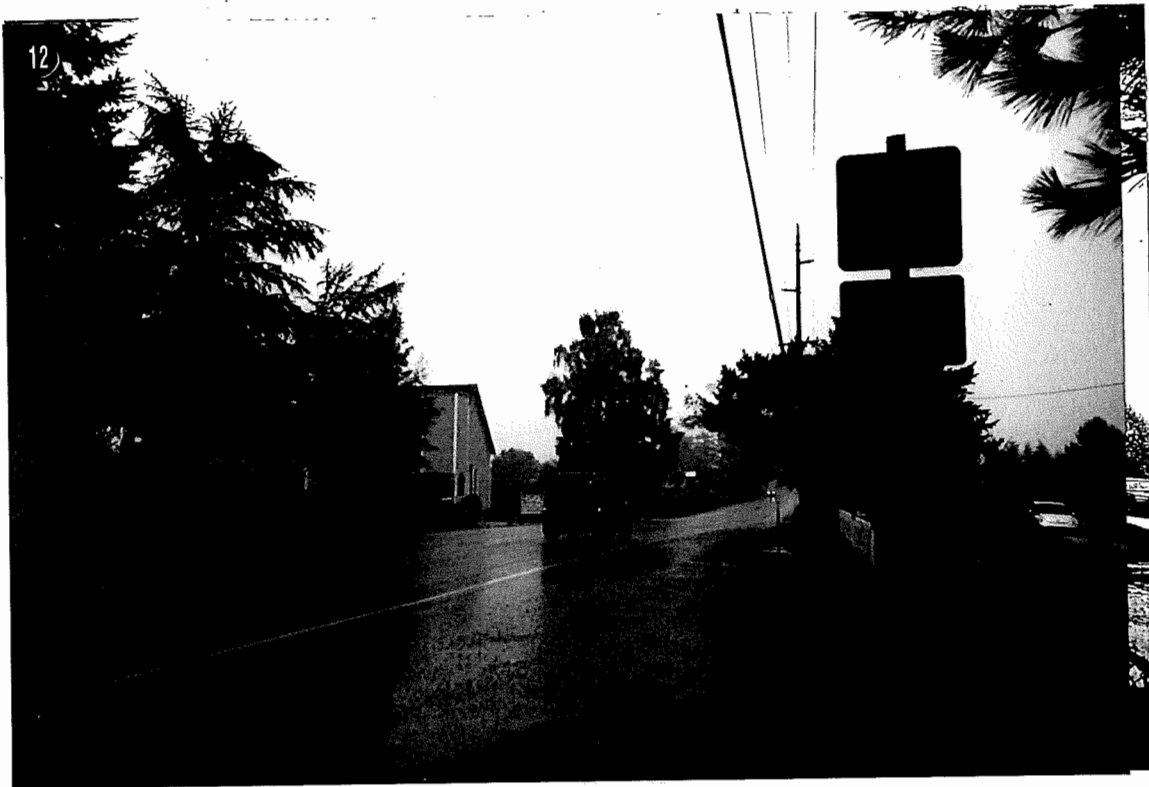


EXHIBIT A

Memorandum of Agreement

MEMORANDUM OF AGREEMENT
BETWEEN CANBY SCHOOL DISTRICT
AND
THE OREGON STATE HISTORIC PRESERVATION OFFICE
REGARDING THE MODERNIZATION OF CARUS ELEMENTARY SCHOOL, OREGON CITY
VACINITY, CLACKAMAS COUNTY, OREGON

WHEREAS, by authority granted in ORS 190.110 and 283.110, state agencies may enter into agreements with units of local government or other state agencies for the performance of any or all functions and activities that a party to the agreement, its officer, or agents have the authority to perform; and

WHEREAS, Canby School District (CSD) proposes to demolish the entirety of the existing White Building at Carus Elementary School (CES) in Oregon City Vicinity, Clackamas County, Oregon in order to construct an efficient and safe parking area (the undertaking); and

WHEREAS, CSD consulted with the Oregon State Historic Preservation Office (SHPO) in accordance with Oregon Revised Statute (ORS) 358.653 to consider the effects of the undertaking on historic properties; and

WHEREAS, CSD considered alternatives to the proposed action, and selected the presently proposed alternative in consideration of other concerns, including safety, public opinion, cost, and feasibility; and

WHEREAS, CSD determined, and the SHPO concurred that the White Building is eligible for listing in the National Register of Historic Places, and that the proposed undertaking will adversely affect the White Building;

WHEREAS, CSD consulted with Clackamas County Planning and Zoning Division regarding the effects of the undertaking on historic properties and has invited them to sign this MOA as concurring party and

WHEREAS, CSD consulted with the Grand Ronde, Siletz, Umatilla, Warm Springs, and Yakama Nations for which the land of the White Building may have religious and cultural significance; and

WHEREAS, CSD acknowledges its continued responsibility to engage in meaningful consultation with tribes throughout the process of carrying out the stipulations of this agreement as applicable;

NOW, THEREFORE, CSD and SHPO agree that upon CSD's decision to proceed with the undertaking, CSD will ensure that the following stipulations are implemented to resolve the adverse effects of the undertaking:

I. STIPULATIONS

CSD shall ensure that the following measures are carried out by professionals who meet the appropriate Secretary of the Interior's Professional Qualifications Standards (36 CFR 61):

- A. State-level Documentation: CSD shall prepare and complete a documentation package focused on the White Building, meeting the Oregon SHPO Documentation Standards (as revised, January 29, 2014). These standards are defined and appended to this MOA as Appendix A. The documentation will be prepared by a researcher meeting the Secretary of the Interior's Standards for Professional Qualifications in the area of History or a closely related field. The document will include and expand upon the information previously presented in the Determination of Eligibility (DOE). CSD shall implement the following procedure in producing the documentation:
 1. Digital photographs meeting the requirements for Oregon state-level documentation will be taken and submitted to SHPO before the demolition process begins.
 2. Written documentation:
 - a. CSD shall provide the draft documentation to the SHPO for review. The SHPO shall review and provide comments within thirty (30) days of receipt of the draft documentation.

- b. If any comments are provided to CSD from the SHPO, CSD shall revise the draft documentation in accordance with the comments and resubmit the report for review by the SHPO. If no comments are provided to CSD by the end of the second comment period, CSD shall finalize the documentation and submit a final copy to the SHPO and repositories as described in Stipulation A (3).
 3. Upon completion of Stipulation A.1-A.2, CSD shall forward final copies of the resulting final documentation to the Design Library at the University of Oregon, Clackamas County Library, and Oregon Historical Society in the format preferred by those repositories. A copy will also be retained in the Canby Elementary School media center/library. Evidence of these transfers must be provided to the Oregon SHPO. One electronic copy shall be forwarded to the Oregon SHPO for their records.
- B. Physical History Component: Historical documents, drawings, photographs, and physical artifacts will be displayed both inside and outside the school. This display will remain in place for a minimum of five years.
1. Historic photographs will be available in either the library, administrative offices, or publicly visible location such as outside the gymnasium.
 2. The following historic materials will be stored until a suitable location and setting can be identified for their display:
 - a. Sign reading "CARUS SCHOOL DIST. No. 29"
 - b. Historic wood and iron desks
- C. Digital Interpretive Component: Historic drawings and images will be offered to the community in a manner that is easily accessible by way of the Internet and/or as a digital display within the school. These displays will be maintained for a minimum of five years. The digital information will include:
1. A link on the school's website to a local historic collection (Clackamas County Historical Society, Oregon Historical Society, or other) allowing for digital access to the full documentation described in Stipulation A, above.

II. DISCOVERIES AND UNFORSEEN EFFECTS

In the event that previously unidentified archeological resources are discovered during site retrofit activities, the procedures outlined in the Inadvertent Discovery Plan (attached here as Appendix B) shall be followed. In addition to the procedures outlined, CSD shall notify Clackamas County Planning and Zoning Division within 3 days of any such discovery.

III. DURATION

This MOA is effective on the date a copy of the MOA signed by all signatories is filed with the SHPO. The MOA will expire if its terms are not carried out within five (5) years from the date of its execution. Prior to such time, the Canby School District may consult with the other signatories to reconsider the terms of the MOA and amend it in accordance with Stipulation V. above. The MOA shall be considered complete once all stipulations are finalized and approved by the SHPO.

IV. AMENDMENTS

Any signatory may request that this MOA be amended by submitting such a request to CSD in writing. CSD shall consult with the signatories and consulting parties for up to thirty (30) calendar days, or another time period agreed to by all signatories in writing, concerning the necessity and appropriateness of the proposed amendment. At the end of the consultation period CSD shall provide an amended MOA for signature by the signatories and consulting parties or a written statement describing why the CSD chose not to pursue an amendment to this MOA. Amendments shall be effective on the date a copy of the MOA is signed by all of the signatories and filed with the SHPO.

V. TERMINATION


If any signatory to this MOA determines that its terms will not or cannot be carried out, that party shall immediately consult with the other signatories to attempt to develop an amendment per Stipulation V, above. If within thirty (30) days of initial consultation on termination, or another time period agreed to by all signatories, an amendment cannot be reached, any signatory may terminate the MOA upon written notification to the other signatories. Termination shall be effective the day CSD receives written notification.

Once the MOA is terminated, and prior to work continuing the undertaking, CSD must execute an MOA pursuant to Oregon SHPO guidelines for the implementation of ORS 358.653(1). The CSD shall notify the signatories as to the course of action it will pursue within thirty (30) calendar days of the termination of this MOA, or within another time period agreed to by all parties in writing.

EXECUTION


Execution of the MOA by CSD and the SHPO and the implementation of its terms evidence that CSD took into account the effects of the undertaking on historic properties under ORS 358.653.

Signatories Canby School District

By: 
Dr. Aaron Downs
Superintendent
Canby School District

Date: 10/3/22

Oregon State Historic Preservation Office

By: 
Ian P. Johnson (Aug 30, 2022 15:45 PDT)
Christine Curran
Deputy State Historic Preservation Officer
Oregon Parks and Recreation Department

Date: 08/29/22

Appendix A
Oregon State Historic Preservation Office
Documentation Standards

Oregon SHPO Documentation Standards

Mitigation for Adverse Effects under Section 106 of the National Historic Preservation Act or ORS 358.653

In cases where an action by a local, state or federal agency will adversely affect a listed or potentially-eligible National Register property, documentation may be required as part of the mitigation for the undertaking. Documentation is not necessarily adequate in all cases. Agencies should contact the Oregon State Historic Preservation Office (SHPO) before planning or completing any mitigation measures, including documentation.

State Level Documentation

The following items are required for all state level documentation.

- 1. Architectural description of the building** - *Description should be surface-by-surface, covering the entire exterior of the building, noting all important character-defining elements, fenestration types and patterns. Include descriptions of key interior areas, if accessible. Include discussion of all observed alterations, and provide dates for them. Descriptions should be not less than 500 words and use appropriate architectural terms.*
- 2. Building history** - *History of not less than 500 words discussing at least when the building was constructed and by whom, the building or structure's use over time, and any important persons or events associated with the resource. Be as accurate as possible. If the documentation is being conducted for mitigation purposes, give extra detail to those elements being impacted. Contact the Oregon SHPO for research suggestions.*
- 3. Bibliography** - *Include a bibliography of all resources used in the preparation of the document, including sources for appended archival materials described in item 8.*
- 4. Map** - *Digital image of the appropriate United States Geological Survey (USGS) Map with the location of the property marked. A portion of the entire map may be printed for free from a website such as topoquest.com and marked by hand.*
- 5. Scale site plan** - *Include subject building or structure and adjacent buildings and structures on the same tax lot. Drawing may be done by hand as long as it reasonably to scale. Include the name of the person completing the map, date the map was completed, map scale, and north arrow on the map. The name and/or use of each building, structure, object, and adjacent streets on the map should be labeled.*
- 6. Scale Floor plans** - *Include each floor of the subject building or structure. Drawing may be done by hand as long as it reasonable to scale. Include the name of the person completing the map, date the map was completed, map scale, and north arrow on the map. The name and/or use of each space should be labeled.*
- 7. Photographs** - *Include photos of the building or structure interior and exterior. Photos may be taken as 35mm black-and-white 4x6 images or as color digital images. Digital and print images and prints must meet all aspects of the Oregon SHPO Digital Photo Checklist available at the SHPO website: http://www.oregonheritage.org/OPRD/HCD/NATREG/nrhp_documents.shtml.*
- 8. Archival materials** - *If available, include original architectural drawings or maps, brochures, photos, newspaper clippings, or other archival items of interest relating to the history of the building or structure.*

Provide three complete hard-copy sets of documentation including printed photos, and one CD containing a digital copy of the complete submission to the Oregon SHPO. A fourth full set may be required in cases where there is a local repository that is interested in receiving the materials.

Historic American Building Survey (HABS) and Historic American Engineering Record (HAER) Documentation

In cases where HABS / HAER documentation is required, the provided materials must meet all standards set by the National Heritage Documentation Programs Office, including archiving at the Library of Congress. The level of documentation is negotiated on a case-by-case basis between the agency managing the project and the Oregon SHPO. Documentation standards may be found at: <http://www.nps.gov/hdp/>.

Appendix B
Inadvertent Discovery Plan

What to do if you find something

Human Remains Procedures

Any object found during any ground-penetrating activity. If encountered all excavation work in the area **MUST STOP**. Archaeological objects vary and can include evidence or artifacts of historic-era and precontact activities. Archaeological objects can include but are not limited to:

stone flakes, arrowheads, stone tools, bone or antler tools, baskets, beads.

Archaeological building materials such as nails, glass, metal such as cans, barrel rings, farm implements, ceramics, bottles, marbles, beads.

Layers of discolored earth resulting from hearth

Archaeological remains such as foundations

Middens

Archaeological skeletal remains and/or bone fragments which may be whole or fragmented.

1. Stop ALL work in the vicinity of the find
2. Secure and protect area of inadvertent discovery with 30 meter/100 foot buffer—work may continue outside of this buffer
3. Notify Project Manager and Agency Official
4. Project Manager will need to contact a professional archaeologist to assess the find.
5. If archaeologist determines the find is an archaeological site or object, contact SHPO. If it is determined to *not* be archaeological, you may continue work.

1. If it is believed the find may be human remains, ALL work.

2. Secure and protect area of inadvertent discovery with 30 meter/100 foot buffer, then work outside of this buffer with caution.

3. Cover remains from view and protect from damage or exposure, restrict access, until directed otherwise. **Do not take photos or speak to the media.**

4. Notify:
 - Project Manager
 - Agency Official
 - Oregon State Police **DO NOT CALL 911**
 - SHPO
 - LCIS
 - Appropriate Native American Tribes

1. If the site is determined not to be a cultural resource, Oregon State Police, do not move any remains will continue to be *secured in place* until directed by weather, water runoff, and shielded if necessary.

2. Do not resume any work in the buffer area until a plan is developed and carried out by Oregon State Police, SHPO, LCIS, and appropriate Native American Tribes and you are directed that work may resume.