

United States Department of the Interior
National Park Service

National Register of Historic Places
Multiple Property Documentation Form

JAN 27 1989

NATIONAL
REGISTER

This form is for use in documenting multiple property groups relating to one or several historic contexts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16) Complete each item by marking "x" in the appropriate box or by entering the requested information. For additional space use continuation sheets (Form 10-900-a) Type all entries.

A. Name of Multiple Property Listing

Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938.

B. Associated Historic Contexts

Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938.

C. Geographical Data

- . The State of Oregon
- . Corporate limits of City of Portland, Multnomah County, Oregon
- . Quarter Sections 3030, 3031, 3032, 3033-S.E. addresses only, 3130, 3131, 3132, 3133-3135-Belmont only, 3230-except Caruthers, 3231-except Ladd's Addition, 3232-Hawthorne only, 3233-3235-Hawthorne only.
- . Buckman, Hosford-Abernethy, and Sunnyside neighborhoods.

See attached map and historic context geographic description.

See continuation sheet

D. Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this documentation form meets the National Register documentation standards and sets forth requirements for the listing of related properties consistent with the National Register criteria. This submission meets the procedural and professional requirements set forth in 36 CFR Part 60 and the Secretary of the Interior's Standards for Planning and Evaluation.

Signature of certifying official

January 23, 1989

Date

Oregon State Historic Preservation Office

State or Federal agency and bureau

I, hereby, certify that this multiple property documentation form has been approved by the National Register as a basis for evaluating related properties for listing in the National Register.

Signature of the Keeper of the National Register

Date

Bruce J. Noble Jr.

3/8/89

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PORTLAND'S EASTSIDE HISTORIC AND ARCHITECTURAL RESOURCES, 1850-1938

INTRODUCTION

The city of Portland, Oregon, of which the Central Southeast study area forms a part, is located in the northwest portion of the state at the mouth of the Willamette Valley where the Willamette River flows into the Columbia. The latter forms the boundary between Oregon and Washington, and connects Portland with the Pacific Ocean. The city of Portland is divided physically and historically by the Willamette. The portion of the city east of the river consists of a gently sloping plain broken occasionally by buttes. The west side consists of a narrow shelf which slopes to the southwest ending in the West Hills. The city is also arbitrarily divided north and south by Burnside Street. With Burnside and the river as dividing lines, the city has distinct northwest, southwest, northeast, and southeast quadrants. The subject study area is located in the inner core area of the southeast quadrant from the Willamette River west for some two and one-half miles.

The City of Portland had its beginnings on the west side of the Willamette in 1843. Portland's east side development began in three separate towns, East Portland platted in 1850, Sellwood, founded in 1882, and Albina, platted in 1872. All three were eventually annexed by the City of Portland. The study area is almost entirely within the boundaries of what first became East Portland, which was incorporated in 1870, and later annexed by Portland in 1891.

Early settlement and development of Portland's east side proceeded slowly relative to development west of the river. The east bank of the river offered only low, marshy land with sloughs and gulches making access to river transport difficult. In contrast, the west bank, with its natural deep harbor ideally suited to river transport, attracted settlers and development.

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While environmental factors played an important role in initial settlement patterns, the single greatest factor which affected subsequent development was the transportation industry. Beginning with the railroad, then the streetcars, and finally, automobiles and trucks, all had considerable impact in shaping the character of the area, and the number and types of cultural resources that are still present in the area.

DESCRIPTION OF THE STUDY AREA

The study area extends roughly from the Willamette River east to 39th Avenue and from Burnside Street on the north to Hawthorne Boulevard on the south. A small rectangular area from 12th Avenue to 39th Avenue and from Burnside south to Stark Street was omitted because it is more closely associated with the development of neighborhoods north and east of the study area. A small triangular tract is located off the southwest corner of the larger area. The boundary extends ten blocks south of Hawthorne down 12th Avenue terminating at Division Street. It then proceeds in a northwesterly direction along the Southern Pacific Railroad tracks back to Hawthorne Boulevard.

Several distinct neighborhoods are located within the study area including a large portion of the Central Eastside Industrial District, comprised of wholesaling, warehousing, distribution and manufacturing services; portions of the Sunnyside and Hosford-Abernethy residential neighborhoods; and all of the Buckman residential neighborhood. Study area boundaries were drawn along major transportation corridors or, as in the case of the triangle on the southwest corner of the study area and a small portion of Burnside Street from the river to 12th Avenue, to include areas threatened by development.

In general, the area consists of a sloping plain which rises from 30' at its southwest corner, to approximately 200' at the northeast corner. The highest points are Lone Fir Cemetery, located at Stark and 20th streets, and a five block section of Salmon, Taylor, and Main Streets between 25th and 30th. The lowest area is adjacent to the river in the southwest corner of the study area.

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The area is characterized by dense development with very little open space. The only major exceptions are Colonel Summers Park, a three-acre parcel at the corner of 20th and Taylor, and the 30-acre Lone Fir Cemetery noted above. There are four schools, each with large schoolyards: the former Washington High School (Stark and 14th); Buckman Grade School (Pine and 16th); Sunnyside Grade School (Salmon and 35th); and Central Catholic School (Stark and 24th).

The land is platted in 200'x 200' blocks. This pattern is interrupted by a number of elongated blocks, up to 600' in length, which are located south of Stark and east of 20th, and again at "The Crescent" a curvilinear street between 30th and 33rd, in the Sunnyside neighborhood. Streets are oriented to True North. Numbered streets run north and south, starting with 1st Avenue which is adjacent to Water Avenue along the river. The east/west streets are named. Five major east/west streets intersect the area: Burnside, Stark, the Morrison/Belmont couplet, and Hawthorne Boulevard. The major north/south streets include the Union/Grand couplet, the 11th/12th Avenue couplet, 20th Avenue, and 39th Avenue. Burnside, Morrison, Belmont, Hawthorne, Union and Grand, are the principal and historic commercial corridors. Three of Portland's nine bridges spanning the Willamette River are located on the western edge of the study area including the Hawthorne, Morrison and Burnside bridges. Interstate 5 borders the western edge of the area providing access to the industrial district via an off-ramp at Yamhill Street.

The industrial district consists of a 300-block area which extends from the river to 12th Avenue. It is a part of the larger Central Eastside Industrial District, a 700-acre tract which stretches from Interstate 84, five blocks north of Burnside, to Powell Boulevard, fourteen blocks south of Hawthorne. Within the study area the district is characterized by small-scale industrial and commercial uses which occupy, on the average, a quarter to a half of a block. Small enclaves of residential buildings are scattered on the northern and southern periphery of the area. The industrial district is served by three railroad companies: Southern Pacific; Union Pacific; and Portland Traction. The main line runs down 1st Avenue in the warehouse area adjacent to the river. Lead lines run on 2nd and 3rd Avenues.

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The triangle on the southwest corner of the study area consists of an 80-block parcel within the larger Hosford-Abernethy neighborhood. This neighborhood extends from the river east to 29th Avenue and from Hawthorne south to approximately Powell Boulevard. The neighborhood includes several distinct residential areas including the Ladd's Addition National Register District, Colonial Heights and others; however, only the extreme northwest corner is included within the boundaries of the study area. This tract is predominantly industrial in character with small pockets of some of the oldest housing stock in the city. These dwellings are confined primarily to the six-block area south of Mill Street and north of Caruthers, and the blocks adjacent to the Ladd's Addition neighborhood. Another cluster is located near the intersection of 7th and Harrison and includes one of the finest ensembles of Victorian-era residences in the study area.

Development pressures in the triangle have been intense in recent years and many of the older houses have been replaced by commercial and industrial buildings. Several major transportation corridors bisect the area, including the Union/Grand and 11th/12th Avenue couplets and 7th Avenue. These thoroughfares are often heavily congested, serving through traffic as well as local traffic.

The residential area within the Buckman neighborhood stretches from 12th Avenue to 28th Avenue, and from Burnside Street to Hawthorne Boulevard. This area evolved over a long period of time without any clear neighborhood identity and included numerous small plats, some of which were no more than one or two acres, which were developed independently of one another. The area is named for Cyrus Buckman, an early settler who owned a large parcel of land between Sullivan's Gulch, located to the north of the study area, and Stark Street. Several schools and large churches are located in the neighborhood as well as Lone Fir Cemetery. Housing consists generally of small, single and multi-family dwellings with large apartment houses interspersed with small-scale commercial buildings along the major east/west streets.

A portion of the Sunnyside neighborhood makes up the most easterly part of the study area. It extends from 12th Avenue to 39th Avenue, and from Stark Street

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on the north to Hawthorne Boulevard on the south. Like the Buckman neighborhood to the west, there are a number of churches and a major elementary school. Housing is similar in content to Buckman with the exception of relatively few large-scale apartments. Lots are generally narrower in Sunnyside, 33 1/3 'x 100', in contrast to the standard 50'x 100' lots in Buckman.

OVERVIEW

The first concentrated settlement by Euro-Americans in the vicinity of present-day Portland was on the west bank of the Willamette River. Natural topography played an important role in this development pattern. On the west side, settlers found a natural deep water harbor well-suited for navigational purposes and the land was above the flood plain. Across the river to the east the land took a very different form. Here, the low-lying plain ascended slowly from the river. The marshy land along the river was inundated by annual flooding with much of the terrain nearby marked by sloughs and gulches. Then, as now, the area under study was roughly bounded to the north by a large dry gulch (Sullivan's Gulch) formed during the last inter-glacial period and to the south by a slough system, fed by many small springs, which extended to present-day Milwaukie, several miles to the south. The terrain between these natural features consisted of a sloping plain. The marsh extended from the river approximately a quarter of a mile inland, to what is presently Union Avenue; this area flooded yearly during times of high water.

East of this point the land rose above the flood plain but was marked by another large slough (Asylum Slough) which had its source in what is now the Ladd's Addition neighborhood just south of Hawthorne Boulevard. This slough was fed by springs from the north. The slough's depth ranged from between 20' to 30' below the present-day street level. At its widest points it was over 300' to 400' across although the average width was 150'. The slough was approximately nine blocks in length and extended in a northwesterly direction from 11th and Madison to 6th and Oak. At this point it formed a Y: curving to the south it stretched five blocks along present-day Union Avenue, and

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terminated at Taylor Street; and to the west it stretched along present-day Stark Street, and drained into the Willamette River.

The first white settler in the area was a French Canadian fur trapper named Etienne Lucier. At the time Lucier arrived the area was heavily timbered with a thick undergrowth of laurel and fern, and some scattered clearings were interspersed. Lucier cleared land for a cabin south of what is now Hawthorne Street in the late 1820s. He lived there only a few months. Several years later, the Hudson's Bay Company built a cabin near Lucier's for a retired employee named Porier. When Porier died a short time later, the property was held in trust by Dr. John McLoughlin, chief factor of the Hudson's Bay Company. In 1845 McLoughlin sold the land to James and Elizabeth Stephens.

Stephens constructed a log house at the foot of what is now Stephens Street. This was the family home until the early 1860s when Stephens built a new house in the same vicinity, but on higher ground. In 1902, the Stephen's second house was moved to the northwest corner of S.E. 12th Avenue and Stephens Street where it still stands.

In 1850 Stephens began laying out the townsite of East Portland. It initially extended from the river east to First Street and from Glisan Street on the north to Hawthorne on the south. The east/west streets were originally given letters as names. Today's Glisan Street was "A" Street, and Hawthorne was "U" Street. The platted tract roughly corresponded with the area between Sullivan's Gulch and the large slough on the southern periphery of the study area. The tract stopped short of Asylum Slough to the east. This original plat included much of the marshy area along the river as well as a sliver of high ground which bordered the river. Stephens, a cooper and ferryman by trade, located his plat directly across the river from the Portland townsite. Despite the marshy conditions, this site was probably chosen, in part, because it was the closest point for ferrying overland pioneers across the river to Portland. The plat was officially filed in 1861. By that time Stephens had enlarged the tract to include the area from 1st Street east to 12th Street.

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Prior to the coming of the railroad transportation was mainly by water. Stephens started the first ferry service across the Willamette soon after he bought his property. Located at the foot of Stephens Street, the service started with a small row boat. Stephens then built a larger ferry which departed from what is now approximately Yamhill or Taylor, and about 1850 constructed a third boat, propelled by horse and treadmill, that operated between Stark on the west side and "J" (now Oak) on the east side. By 1851, the year of the Willamette Meridian Survey, the Barlow Road had developed into a major route for overland pioneers and its northern terminus was at Stephen's "J" Street Ferry.

The development of roads in the study area followed the same pattern as many areas throughout the Northwest. Major roads often conformed to section lines; however, in some instances natural land forms interfered creating exceptions to the grid pattern. For example, Union Avenue followed a section line; however, where it intersected Asylum Slough, at approximately Alder Street, Union was laid out one block to the east to avoid the slough. Union, and its extension south of Alder which later became Grand Avenue, were the major north/south corridors within the study area and remain so to the present. Stark Street, a major east/west corridor, did not develop as such until the early years of the 20th century: originally named Baseline Road because it was laid out on the Base Line of the first land survey of the Pacific Northwest, what would have been the western-most blocks of the street were submerged in the slough. It was not until after the slough was filled, around the turn-of-the-century, that it became a major transportation corridor. In contrast, Hawthorne Boulevard, which followed a quarter section line relatively uninterrupted by sloughs or other landforms, became a primary east/west route early in the development of the area.

During the 1860s, two important events took place which affected the development of the area. The first was the establishment of the Oregon Hospital for the Insane in 1864. In 1862 Stephens donated seven acres of his property for the asylum. The grounds were located between 9th and 12th streets and between Asylum (now Hawthorne) and "Q" (now Taylor) streets. The buildings were sited at approximately 10th and Salmon on the south bank of Asylum Slough.

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The hospital, which served adjacent territories as well as the State of Oregon, was the creation of Dr. J.C. Hawthorne and Dr. A.M. Loryea, who both became prominent citizens of East Portland. At the time of its opening The Oregonian reported, "There are few places in the state, and none near Portland, that afford a more beautiful retreat: where one may spend a pleasant and profitable afternoon, near its magnificent crystal spring, surrounded by fine landscape scenery. It is a short walk from the ferry-landing...At present there are forty-one State patients and five private patients in the Asylum. With the employees, etc., there is a household of seventy persons, a 'town in the country.'"

The asylum was one of the area's first major employers. The 1873 City Directory indicates that roughly 18 to 20 percent of the adult population of the east side worked at the facility. It operated until 1883 when a new hospital opened in Salem. Fire destroyed the Portland buildings five years later.

After the asylum was closed, Dr. Hawthorne developed the East Portland Pleasure Park also known as Hawthorne Park, along the banks of Asylum Creek and Slough. These waterways were slowly filled in beginning around the turn-of-the-century, and the park was developed block by block until 1939 when the last row of massive locust trees were cut down.

The second major development was the coming of the railroad. In 1866 the United States Congress authorized a land grant of 12,800 acres of public land per mile to encourage construction of a railroad from the Sacramento Valley to the Columbia River. While other companies were building north from California, two companies in Oregon vied for the rights to the northern portion of the line. In 1868, The Oregon Central Railroad Company began constructing a line on the west side of the Willamette River while another company of the same name began construction on the east side of the river.

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The east side company, financed by California investors and operated by Ben Holladay, finally secured the congressional land grants. Holladay changed the name of the company to the Oregon and California Railroad, and in 1870, bought out his west side competitors. The terminus was constructed near the foot of "L" Street (now Washington Street), and the railroad began operating in 1870.

The impact of the railroad was substantial. Prior to its arrival the town's commercial center was located near the foot of "J" Street extending from Stephen's ferry landing to 4th Street (now Union Avenue). Residential development was scattered around the periphery of the business area and extended south--in small clusters--along what is now Grand Avenue to approximately Lincoln Street, just north of the large slough. Within several years after the railroad started operating the business district had expanded to include "L" Street, in close proximity to the railroad depot, and residential development had expanded as far east as 12th Avenue. To accommodate the increasing population, additional ferry crossings were established, and by 1871 three ferries plied the river: one running from "U" Street to Jefferson; the Stark Street Ferry that went from "L" Street to Stark Street; and the Railroad Ferry that went from "F" Street to Oregon Street. The "L" Street Ferry was the primary crossing until its closure in the mid 90s. The landing, however, was used well into the early decades of the 20th century by fire boats.

Fueled by the railroad boom, the City of East Portland was incorporated in October 1870. It consisted of an area, roughly rectangular in shape, which extended from Halsey Street (several blocks to the north of the study area) to Holgate Street (several blocks south of the study area), and from the river east to 24th Avenue. Prior to the boom, the population was estimated to have been two to three hundred at most. By the 1870 census the population was 830. By 1880 it was 2,934 and ten years later there were 10,532 people living on the east side. This expansive growth, which continued into the early decades of the 20th century, was largely the result of the completion of the transcontinental railroad to Portland in 1883; the extension of the Oregon California line; the construction of bridges across the Willamette; and the growth of streetcar lines.

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Between 1870, when the Oregon and California Railroad began operating, and 1888, when the first railroad bridge spanning the Willamette was built, the east side was the terminus for both railroads. During this period several large industries located along the river near the railroad right-of-way: Abram and Hogue's Sawmill, one of the earliest industries on the east side, originally called the East Portland Sawmill, expanded during the 80s to encompass the area between Salmon and Madison on the waterfront. To the north between Alder and Washington the Standard Box Company was established, operating into the 20th century; and to the south the Wolff and Zwicker Iron Works located between Madison and Hawthorne. These industries, with their numerous large, wood auxiliary buildings, wharves and trestles, dominated the east side waterfront until the end of the century.

Also during this period commercial development began to expand outward from the Oak-Washington commercial core. The core area consisted primarily of hotels, boarding houses, and related services associated with transient railroad labor. Scattered small commercial and industrial enterprises, such as meat packing plants, feedmills, and sash and door factories were located on the edges of the business district, primarily along 7th Avenue, although some extended as far out as 9th Avenue. They were intermixed with small, single family dwellings. Residential development, however, was generally concentrated immediately to the north and east of the commercial area, with small clusters of houses stretching as far east as 24th Avenue.

The completion of the railroads significantly altered the growth of the west side as well as the east side of the river. With industry and citizens no longer entirely dependent on river traffic, building on both sides began to move outward from the waterfront. The hills on the west side, however, were a substantial barrier to growth so Portland developers turned to the unobstructed space of the east side, much of which was still in farmland and orchards.

The need for better access to the east side led to the construction of the Morrison Bridge in 1887, at that time the largest bridge west of the Mississippi River. In rapid succession other bridges were built. The Madison

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Bridge (now called the Hawthorne Bridge) opened in 1891. Initially both the Morrison and Madison bridges were privately owned toll bridges and many pedestrians continued to cross the river via the "L" Street ferry. The construction of the publicly owned Burnside Bridge and the purchase of the Morrison and Madison spans by the City of Portland in the mid 90s led to toll-free public access across the river. This in turn resulted in the rapid demise of the "L" Street ferry started by Stephens, the last surviving ferry service in the city, which could no longer compete.

In 1887 the Willamette Bridge Railway Company was incorporated for the purpose of building a streetcar line which would connect the new Morrison Street bridge with East Portland, Albina, and Mount Tabor. It opened on March 26, 1888 as a horse drawn line extending over the bridge and down Morrison Street to 5th Avenue (now Grand Avenue) where it branched to the north continuing to Holladay; and south to Hawthorne Boulevard. By July of that same year a steam powered line had been extended east down Morrison to approximately 34th Avenue, providing transit service to the newly platted Sunnyside residential neighborhood. Morrison Street quickly became the primary arterial in the study area.

The Sunnyside neighborhood was developed as a cooperative effort between the streetcar company and land developers. The original plat consisted of a 52-block area bounded roughly by 30th and 39th streets to the west and east; Hawthorne Boulevard on the south; and Stark Street on the north. It was laid out in the typical grid pattern. Often a builder would buy a number of lots and build on speculation. As a result, many of the houses were comparable in form and scale, creating cohesive streetscapes which exist to the present day. Most dwellings were set back from the street approximately 20', and had large front porches. The choicest lots and therefore the first to be built on were at corners, although ridgeline lots, which offered a view, were also highly desirable.

Within two weeks after the opening of the Morrison Street line, the Mt. Tabor Street Railway Company opened the second steam powered line within the study

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area. It extended from 5th Avenue east down Hawthorne Boulevard to 54th Avenue, opening up a much larger area to residential development. The line was extended west across the river with the opening of the Madison Street Bridge in 1891. At approximately the same time several other lines began operating across the Morrison Street Bridge. They serviced the northern edge of the study area, including one line which extended out Ankeny Street to 28th Avenue. The Burnside Bridge, on the northern periphery of the study area, was constructed in 1894 to service the Consolidated Street Railway Company's Portland to Vancouver line.

The opening of the bridges and the growth of the streetcar lines were the two primary factors in the explosive growth of the east side in the 90s. By the turn-of-the-century residential development had expanded beyond the eastern boundary of the study area. Small-scale commercial development was creeping eastward along the streetcar routes and pockets of large industrial-commercial development were being established.

Foremost among these was the Inman-Poulson Lumber Mill, established in 1889, which soon became Oregon's largest lumber mill. Although located just outside the boundaries of the study area, the mill operated until 1954 and played a significant role in the development of the area. Initially sited on the waterfront just south of Lincoln, the mill expanded through the years to encompass a 37.5-acre site stretching from Lincoln Street on the north to Division on the south, and from the waterfront east to Grand Avenue. By 1920, Inman-Poulson employed as many as 400 people, many of them living in the Hosford-Abernethy neighborhood. A large portion of the slough which bounded the southern periphery of the study area was filled with sawdust and debris from the mill. The mill's by-products were also used to generate electricity for the Portland Railway, Light and Power Company, whose first substation was located just north of the mill between Lincoln and Grant.

This period also saw the establishment of the area's first agricultural implement and produce wholesaling businesses. Beginning in the early 20th century these types of businesses would proliferate and their presence would

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dominate the southern portion of the industrial area throughout the historic period. The first agricultural implement businesses were R.M. Wade and Western who constructed offices and warehouses between 1st and 3rd on Hawthorne Boulevard. The first produce wholesaler-retailer in the area was the Italian Ranchers and Gardeners Association which constructed a large wooden warehouse and market at Union and Madison in about 1906.

In June 1891 East Portland was annexed to Portland. East Portland business and political leaders supported the consolidation for economic reasons—East Portland was in difficult financial straits. Prior to annexation the rapidly increasing population was severely taxing the city's service base: the city badly needed sewers and an expanded water system; the elevated roadways were in poor condition; and leaders wanted landfills on the inner eastside.

Consolidation necessitated changing the names of the streets and house numbers due to duplications of street names between Portland and East Portland. In 1891 and 1892 city council laid the ground work for the street system Portlanders know today. In East Portland the lettered streets received their current names.

In the first decade of the 20th Century, as expanding lumber and agricultural industries increased population throughout the state, Portland became a larger and more economically stable city. Despite this growth, following the Alaskan Gold Rush of 1898, Portland's primacy as the Northwest's major city was threatened by Seattle's rapid expansion. To promote Portland's attributes and to maintain her pre-eminence, city leaders proposed an Exposition in celebration of the centennial of Lewis and Clark's expedition. The Lewis and Clark Exposition, which opened in 1905, served as a catalyst for what would be Portland's greatest period of growth to date. Between 1905 and 1910 the population grew over 80 percent, from 110,929 to 207,214. It was during this time that the city's population center permanently shifted to the east side.

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Corresponding with the Exposition, Portland's downtown area experienced a boom in real estate values which forced many retailers out of the core area. The abundance of relatively inexpensive land on the inner east side, as well as easy access to the downtown area, were strong lures to displaced businesses. The demand for land led to the reclamation of the marshy terrain and sloughs near the river. Although small areas had begun to be filled during the 90s, it wasn't until 1906 that any significant headway was made. By that year the Pacific Bridge Company had dredged four million cubic yards of sand and gravel from the river to fill the marsh and the long arm of Asylum Slough.

This massive project opened up a large tract of land which had previously been undesirable for intensive development. A variety of commercial enterprises requiring large land areas relocated in the inner east side. The availability of cheap land, combined with proximity to the railroad, by this time providing more economical shipping rates than river transportation, were important factors in the development of this area, close to the river, which would become one of the city's major warehousing and wholesaling districts.

Of particular note was the establishment of produce wholesalers and agricultural implement businesses in the area between Water Avenue and Union Avenue and Washington Street and Clay Street. Within two years after the fill there were nine major produce wholesalers in the area, including the Pacific Fruit and Produce Company, which continued to operate into the 80s, and the Italian Gardeners and Ranchers Association noted above. In 1910 there were 17 agricultural implement businesses in the area. Several large seed companies also established headquarters in the district during this time.

A variety of food-related businesses also located in the area north of Washington Street including four large grocery wholesalers, a cheese factory, meat packing company, and several flour mills. There was also a large ice and cold storage facility. The waterfront also underwent major changes during this time. The mills and foundries were replaced by wharves and moorage facilities related to the shipping industry as well as businesses associated with the rapidly expanding sand and gravel business. The Columbia Contract Company

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plant was located on the river between Salmon and Main. Directly to the north, between Morrison and Taylor, were the testing laboratories, slips, and bunkers of the Pacific Bridge Company, which was responsible for the landfills in the area as well as construction of several bridges, sewer systems, and roads.

In the years just before and after World War I there were tremendous changes in transportation. Although the automobile had been introduced in Portland at the turn-of-the-century its popularity did not have an appreciable effect until about 1910. By that year the "Good Roads Movement" was well underway and street improvements and expansion were following suit. The earliest street improvements in the study area were on the old streetcar routes. By 1907 major portions of Burnside, Morrison, Hawthorne, Ankeny, and Grand were macadamized. With the proliferation of automobiles during the teens there was a corresponding demand for wide, hard-surfaced roads and by 1915 all primary arterials in the study area had been paved along with major improvements and expansion of sidewalks. Sidewalks were a vital concern as unmanaged motor traffic, streetcars, horse drawn vehicles and pedestrian use of thoroughfares combined to create dangerous and chaotic conditions. By 1930 almost all the streets in the study area had been paved and many had been widened.

In addition to changing the streetscape, the automobile led to the eventual demise of the street railways. The establishment of the Auto Bus Company in 1915, and other companies like it, brought direct competition to bear on the street railway system. Combined with increasing private ownership of autos, this led to a steady decrease in streetcar ridership until one by one the lines were terminated. By providing access to formerly remote areas, the automobile also expanded mobility. The result was a continuation of the development pattern established by streetcars—continued outward growth and the replacement of farmland with subdivisions.

By World War I, the inner eastside residential neighborhoods were largely developed and provided inexpensive housing for transient workers. These workers were composed of a variety of ethnic groups including European immigrants, orientals, and a few blacks. Unlike the pattern in many eastern

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cities no single group predominated in a given area although Scandinavians, Central Europeans, and German-Russians tended to congregate in the Albina-Union Avenue District north of the study area, and Italians in Brooklyn near the Southern Pacific yards to the south of the study area.

Reflecting the optimism and prosperity of the 20s, the study area saw the construction of many of its most prominent landmarks including the massive Olympic Cereal Mill constructed in 1920 at 1st and Washington. The Weatherly Building at Morrison and Grand was the city's first "skyscraper". Built in 1928 for 1 million dollars, it is 12 stories high, and has been a dominant visual element marking the heart of the inner east side commercial area for sixty years. Next door to it was the Oriental Theatre, the second largest theatre in Portland, which was demolished in 1966. The Grand Central Public Market opened in 1929 on the entire block surrounded by Morrison, Belmont, 8th and 9th Streets. It had covered parking stalls and a large area devoted to parking. In that same year Sears, Roebuck and Co. opened the first east side department store at the intersection of Grand Avenue and Lloyd Boulevard.

Civic and social organizations proliferated. The Woodmen of the World lodge, reportedly the largest fraternal lodge in Oregon, was located at the corner of 6th and Alder. The East Side Commercial Club was a very active organization with more than 1400 members in 1930. Organized in 1908 as the East Side Business Men's Club, it was involved in a variety of promotional activities ranging from street improvements to economic development. Among its many activities, the Club worked in partnership with the Woodmen of the World lodge, and was instrumental in the extension of Sandy Boulevard from Burnside south to Washington Street in 1930. This extension played an important role in revitalizing the commercial district, located roughly between Union and 9th and Oak and Hawthorne, which had been largely vacated as commercial development moved east along the major east/west transportation corridors.

By 1930, as the Great Depression began, the City of Portland had 1108 industries, 75 percent of which were located on the east bank of the river—many within the inner core of the study area. Dense residential development had expanded far beyond 39th Avenue and strip commercial growth had kept pace.

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During the 30s, growth was at a virtual standstill throughout the city. The inner southeast neighborhoods actually lost population. In the early years of the century, newly arrived immigrants were attracted to these neighborhoods by readily available and inexpensive housing. They did not, however, tend to stay for very long, generally moving on after a few years to better neighborhoods farther from the river. New waves of their countrymen continued to use inner southeast housing. The flow of replacements, however, was cut off in the 1920s when European immigration to the United States was severely restricted. The resulting sag in demand for real estate led to abandoned housing, vacant lots and tax delinquency. By 1944 the inner southeast neighborhoods were disproportionately poor relative to the rest of the city.

DESIGN SOURCES

Most residences in the study area were constructed by local carpenters who worked from designs found in pattern books and other publications. John M. Wallace (1865-1936), a long time resident of the Sunnyside neighborhood, is representative of the carpenters who made their livelihood developing east Portland's neighborhoods. A native of Illinois, Wallace came to Portland some time prior to 1889. In the early 80s he affiliated himself with Archibald McKenzie, a Portland contractor, and began purchasing lots from the Sunnyside Land and Improvement Company. In 1892 he built a house at 1019 E. 37th where he resided until his death in 1936. During that time Wallace constructed numerous houses and several multi-family dwellings in Sunnyside.

The work of Richard L. Zeller and William R. Stokes, of Zeller, Stokes and Company is found throughout the area. The company was responsible for construction of a wide variety of buildings including single-family residences, duplexes and large apartment houses. Beginning in the mid-80s they began purchasing lots and building on speculation. In many instances they retained ownership of the buildings and rented them out. Although Stokes was trained as an architect most of the designs appear to have come from pattern books.

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In addition to their construction business, Zeller and Stokes also owned and operated a sash and door factory. Located on the southwest corner of 3rd and Oak Streets, in the study area's first commercial area, the factory supplied construction materials for many of the east side's early buildings.

The McKeen Brothers was a well-known Portland firm of designers and contractors headed by David McKeen, which included his brothers Lewis, Henry, Matthew, and William. David McKeen is listed in city directories as a contractor and designer from 1880 to 1898, and as an architect from 1899 until his death in 1913. McKeen Brothers built many of the dwellings in the study area, particularly in the Buckman neighborhood.

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OUTLINE OF PROPERTY TYPES

1. ROMANTIC, ECLECTIC AND PERIOD STYLE DWELLINGS
 2. COMMERCIAL AND INDUSTRIAL BUILDINGS
 3. PUBLIC AND SOCIAL BUILDINGS
-

1. ROMANTIC, ECLECTIC AND PERIOD STYLE DWELLINGS

Description

The majority of surviving residences in Central Southeast Portland were constructed during the period 1880 to 1930. They were constructed for working class people. Most designs emanated from pattern books and were constructed by local carpenters. Very few "pure" architectural styles are represented here; most of the buildings are hybrids, incorporating features from a variety of popular styles of the day. These run the gamut from the Romantic Styles—Vernacular Gothic Revival and Italianate—to styles of the Victorian period—Queen Anne, Stick, and Shingle—to the 20th century styles—Craftsman, Colonial Revival and historic period revivals. The definitions of styles used here are taken from Rosalind Clark's Architecture Oregon Style, 1983, and Virginia and Lee McAlester's A Field Guide to American Housing, 1985.

The two predominant styles are the Queen Anne and Craftsman—both of which were widely adapted to mass vernacular housing and both of which were popular during the area's major periods of development. The Queen Anne was fashionable in the waning years of the 19th century and is seen in the study area through the

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first decade of the 20th century. Beginning in approximately 1905, Craftsman style dwellings began to appear which reflected changing architectural taste. The Craftsman philosophy was a radical departure from the Victorian period, in terms of life style as well as design considerations. Coinciding with this change was the emergence of multi-family dwellings, generally duplexes and fourplexes, most of which were designed in the Craftsman style. Apartment houses of varying sizes were also common and were designed in a variety of early 20th century styles.

Romantic Styles

The romantic styles represented in the study area are the Italianate and the Gothic Revival Vernacular. The Italianate dwellings are generally two-story, frame structures with low-pitched hip or gable roof—usually with wide eaves supported by decorative brackets—and relatively few wall surface ornaments. These dwellings often incorporate small, single-story porches with restrained detail and glazing in single or paired entry doors. The earliest example, the Stephen's House, is rectangular in plan and has a symmetrical facade. Later examples are more often asymmetrical, with a dominant rectangular volume intersected by a shallow, full-height ell. Most have offset entrances.

Simplified expressions of the Gothic Revival style were constructed in the study area beginning in the 1850s and continuing well through the early decades of the 20th century. These wood frame buildings are one to two stories in height with steeply pitched gable roofs, usually with cross gables, long double-hung sash windows with architrave molding, horizontal wood siding, and one-story porch. Plan shape is rectangular or ell-shaped. Simple decorative ornamentation can be found on windows, roof-wall junctions, porches and doors. Porch details include chamfered or turned posts and occasionally jigsaw brackets. Roof-wall junctions may include decorative vergeboards.

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Eclectic Styles

The Queen Anne style—the most ubiquitous of the eclectic styles in the study area—takes many variations but is confined almost exclusively to single-family residences. A number of "high style" Queen Anne houses are found in the Buckman and Sunnyside neighborhoods. These two to two-and-one-half story wood frame dwellings are characterized by asymmetrical plans, multiple roof forms, and a profusion of decorative detail including gable ornaments, brackets, spindlework, and sometimes Stick style detailing. The interiors are equally as busy and are often adorned by pocket doors, decorative hardware such as hinge plates and key plates, as well as baseboards, chair rails and picture moldings. Elaborate stairways with panelled newel posts and turned balusters are found in the foyers of many of these residences.

The majority of houses categorized as Queen Anne fall into one of four subtypes: Queen Anne/Stick; Queen Anne/Shingle; Queen Anne/Vernacular; and Queen Anne Cottage. These subtypes share a number of common elements such as asymmetry in plan and massing, dominant front facing gable, patterned shingles, partial or full-width porch, and general vertical emphasis. They differ primarily in the amount and type of decorative ornament. The Queen Anne/Stick is characterized by modest vertical and horizontal stick detailing, sometimes in combination with decorative panels. Lack of trussed gables and ornamental diagonal or curving porch braces distinguish these from a true Stick style building.

Unlike the other subtypes the Queen Anne/Shingle is distinguished by wall cladding and roof form, which give the effect of complex massing within a smooth surface. In addition, walls are clad exclusively with plain shingles in contrast to the highly decorated wall surfaces of the others. Projecting upper gable ends, sometimes with brackets, and wavy wall surfaces are also found on buildings in this category. Steeply pitched roof lines with intersecting cross gables, extensive porches - either full-width or wrap-around - dominate the facades. Turrets or half-round towers are common characteristics. Classical details borrowed from the Colonial Revival are the most common decorative detail.

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The Queen Anne/Vernacular type consists of a simplified version of Queen Anne architecture, in which highly variegated decoration may be absent, but massing, facade organization, and features such as polygonal window bays and verandas distinguish the houses relating to the Queen Anne style. The plan is usually rectangular or ell-shaped, with generally fewer wings and bays than the more high-styled Queen Anne. In the study area, entire blocks or portions of blocks were often developed by the same contractor, resulting in clusters of nearly identical Queen Anne Vernacular houses. Numerous ensembles representing this phenomenon are found throughout the neighborhoods of Central Southeast Portland.

The fourth subtype is the Queen Anne Cottage. It exhibits most of the features associated with the Queen Anne Vernacular with the notable exception of size. Generally these houses are no more than one to one-and-one-half stories in height. They were often built in ensembles of three or more, and represent a significant number of the Queen Anne style buildings found in the study area. Decoration ranges from the elaborate to the simple, but uses basically the same elements as the parent style.

The Craftsman is the most prevalent style in the study area. Characteristic elements include a one-and-one-half to two-story box-like volume, rectangular in plan, capped by a low-pitched hip or gable roof with wide overhanging eaves. Rooflines are often broken by dormers and eaves are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule and verandas, sunrooms and sleeping porches are not uncommon as is the use of rustic materials such as clinkerbrick and cast stone. Variations of the style include buildings which incorporate classical elements such as corner pilasters, columns, friezes, modillions and keystones.

In addition to single-family houses, the Craftsman style found expression in a wide variety of multi-family dwellings—particularly duplexes and fourplexes. The first large-scale apartment complex in the area was also designed in the style. Ensembles of similar, if not identical, single-family residences, duplexes and fourplexes are a hallmark of the area. In relatively few instances, however, have all members of the ensembles retained their integrity.

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Duplexes, primarily those constructed between 1905 and 1912, were the most popular of the multi-family housing types. In most instances they were designed to resemble single-family residences, the distinguishing feature being the paired entrances. No single facade arrangement prevails; however, corner entrances—either recessed or flush—appear to be somewhat more numerous than either the offset or centered, paired entrances. In most cases, the division between units is horizontal rather than vertical. First floor units are entered through a foyer or vestibule while the second floor is entered via a staircase that opens to a central hall through which the other rooms are entered. Fourplexes followed the same prescription with the obvious inclusion of an additional apartment at each floor and two additional entrances at the facade.

Related to and overlapping with the Craftsman style, though less common in the study area, is the Bungalow style. Hallmarks of the type include a low, horizontal mass and one to one-and-one-half story volume. Like the Craftsman it features large porches, and hipped or gabled roofs with dormers and deep eaves with exposed rafters, purlins and braces. Early residences show influences from the Shingle style in the form of shingle siding, particularly in the upper gable ends. These houses are distinguished from their Queen Anne/Shingle antecedents by their more formal facade organization.

By the 1920s, the common "Builder Bungalow" had been refined and was being built in the few remaining areas which were not already intensively developed. These consisted of relatively small, one-and-one-half story buildings with gabled roofs, dormers, and full-width front porches supported by battered, or otherwise stout posts.

The Bungalow style is also found in a number of small court apartments. Sometimes combined with period revival styles, these diminutive courts are primarily located in the Sunnyside neighborhood, and were designed to fit the scale of single-family residences in the area. These courts began appearing in the late 20s and continued to be constructed for several decades. Generally one story in height, the plans vary somewhat. The earliest types were rectangular in shape while later examples are U-shaped. Each unit has a

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separate entrance. Window and door openings are repeated in a regular pattern, creating a balanced design. In almost every instance these buildings were faced with stucco or brick.

The interior finishes in both the Craftsman and Bungalow styles are distinctly different from those of the Victorian styles. The decorative moldings of the latter gave way to a much simpler, somewhat heavier effect as seen in plain, unmolded, baseboards and chair rails. Built-in furniture such as buffets, window seats, and china cupboards, to name but a few, is found in even the simplest dwellings. The interior arrangement of Craftsman style buildings frequently consists of four rooms over four rooms, suggesting the common name Foursquare. Craftsman as well as Bungalow houses tended to have a much more free-flowing or open floor plan than their Queen Anne predecessors.

Although there are relatively few "pure" examples of the Colonial Revival style, there are many buildings with applied classical details and formal facade organization. Other elements characteristic of the style are low-pitched hipped, gable and gambrel roofs, bilateral symmetry, central prominent entrance or portico, pedimented gable, palladian windows, oval windows with keystones, fanlights, transoms and sidelights framing the door. The plan shape is square or rectangular. The dwellings are of wood frame construction with horizontal siding. Beginning in 1900, a variation of the Colonial Revival was introduced in the study area: the so-called Dutch Colonial Revival. Easily identified by its characteristic gambrel roof, the Dutch Colonial also featured columns at the porch, lattice glass, and shingled gable ends.

Historic Period Styles

Tudor and Jacobethan styles were built between 1910 and 1935 in the study area. Single-family dwellings were built in the Tudor style, while multi-family dwellings, particularly apartment houses, were designed in the Jacobethan style. Characteristic elements of the style include steeply pitched gable roof, often with cross gables and double gable dormers, prominent fluted chimneys, bays, oriels, dormers and multi-paned windows. The plan shape is rectangular

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and construction is of brick, a combination of brick and stucco, or wood frame construction with stucco finish. Decorative half-timbering is a common identifying element.

The Spanish Colonial Revival and Mission styles are the most common of the period revival types in the study area. Built predominately in the late 20s, representative features include stucco or brick exterior walls, round-headed openings, casement windows, and low-pitched gable and hip roofs often covered with clay tile. Ornamentation on these buildings varies considerably, ranging from the relatively simple Mission style with its curvilinear parapets, blind arches and niches, and restrained use of medallions, to the much more elaborate Spanish Colonial Revival. Decorative features here commonly include cast stone entrance surrounds, medallions, and finials, as well as wrought-iron and ceramic tiles. Heavily textured plaster work is found in many interiors as is ironwork in the form of hanging light fixtures and wall sconces. Round-headed, arched openings are common.

The Mediterranean style is related to both the Spanish Revival and Mission styles. Although not as prevalent in the study area, those which do exist are characterized by stuccoed exterior walls with low-pitched hip roofs, and minimal use of detail. With the exception of a few single-family residences, these styles are found almost exclusively in medium-size multi-family dwellings.

Medium scale multi-family dwellings are defined as having between five and ten apartments. Constructed principally between 1910 and 1920, this type largely supplanted the duplexes and fourplexes of the previous decade.

The medium scale units differed from the earlier duplexes and fourplexes in three major ways: construction material, plan, and massing. Unlike their wood clad predecessors, these later buildings have masonry exterior surfaces, usually brick or stucco. Although rectangular plans remained common in the teens and 20s, U-shaped and H-shaped configurations were also introduced during this period as was a single, primary entrance—usually with an elaborately embellished vestibule. These buildings were generally two to three stories in

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height with a raised basement which was frequently used as living space. As noted above the earliest example of this building type was constructed in the Craftsman style; however, the majority were designed in period revival styles such as Mission, Spanish Colonial Revival, as well as several Tudor-inspired designs. Frequently ornament from a variety of different styles was mixed with no overriding stylistic expression.

Large scale apartment units were constructed primarily in the 1920s. Anywhere from two to four stories, these buildings also had raised basements. All of those in the study area are either U-shaped or Ell-shaped and have symmetrical facades with central entrances. The earliest example, c. 1915, was designed in the Prairie style--an anomaly in the study area. All others are designed in some variation of the period revival styles noted above.

Significance

The residences included within this type represent the best examples typifying each style group and the earliest remaining examples of each style group still retaining their integrity. They are primarily architecturally significant under Criterion C for embodying the styles, forms and methods of construction of the late 19th century and early 20th century. A small portion of the properties are also historically significant under Criterion A for association with broad patterns of community development; and Criterion B for association with important persons who have had a significant local, state or regional impact.

The dwellings span a variety of housing types from the small to the large, and the simple to the grand, and are therefore representative of the lifestyle and economic status of residents in the study area from the 1860s to the 1930s. The residences represent a remarkable range of stylistic examples still intact in an area with virtually no open lots and few residences built after World War II. The flat lay of the land, the installation of the streetcar lines, and later the mobility of the automobile and the easy accessibility of materials spurred several housing booms during the historic period. The availability of kit houses aided speculators and residents in rapidly developing the study area

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with the styles and ornamentation of the day. Housing was inexpensive on the east side of the river compared to the west side during the historic period. The area was seen for the most part as the homes of the working class residents of Portland.

The stylistic examples in the study area are quite representative of the most common styles in the State of Oregon and their periods of development. They represent the adaption of east coast styles to suit the needs of western expansion. The Romantic and eclectic styles are generally simplified versions of their east coast counterparts. The use of wood as the most common material reflects the abundance of wood available in Oregon.

The Queen Anne, Colonial Revival, Craftsman, Bungalow, and Mission/Spanish Colonial Revival are also significant as fine examples of workmanship, and architectural and decorative expression. Although primarily vernacular rather than high style, the builders of Central Southeast Portland showed an excellent skill in the use of their tools, and an intuitive understanding of the use of decorative elements that defined the styles.

Registration Requirements

Residential properties make up approximately two-thirds of the existing resources in the study area. The residential properties are important primarily for stylistic reasons, but also have significance in some cases due to function. The predominant styles are Queen Anne, Italianate, Colonial Revival, Bungalow/Craftsman, and Mission/Spanish Colonial Revival. The styles represent the evolution of architecture styles from the late 19th century through the early 20th century. These buildings give strong visual character to the area and reveal information regarding aesthetic tastes of each era, the development of construction methods, and availability of materials. Significance by function was broken down into these subcategories: single-family dwelling and multiple-family dwelling. Multiple-family dwelling was further divided into duplex, fourplex, one-story apartment, medium scale apartment house, and large scale apartment building. The functions and styles evoke the lifestyle and

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economic status of the residents of the area over time. Further, the functions reveal information regarding land use availability and land planning of the times.

To meet registration requirements, buildings should have been built between 1862 and 1938. They should retain sufficient integrity to evoke the character of their style of function type, and they should be one of the best examples or most characteristic examples typifying that style or function.

2. COMMERCIAL AND INDUSTRIAL BUILDINGS

Description

This property type includes buildings associated with the storage, processing, shipment, and sale of a wide variety of products. With several notable exceptions, these buildings do not exhibit any particular stylistic features, due primarily to their utilitarian nature. The majority of properties are of masonry construction, either brick or concrete, and range from 300,000 square foot warehouses to corner grocery stores. All were built in the period 1889 to 1932. The large industrial and commercial buildings are located in the industrial/commercial district between the river and 12th Avenue. Small scale commercial buildings are located primarily along the major east/west right-of-ways.

The earliest surviving industrial buildings in the study area were of wood construction and although several remain only a very few retain their original characteristics. The others were destroyed by fire and redevelopment pressures. Beginning shortly after the turn-of-the-century, buildings were being constructed of brick. The earliest examples are of solid brick construction; however, as technology improved brick veneer was applied over a wood, and later, metal frame.

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The styles of note which characterize the commercial-industrial buildings are the Italianate, Colonial Georgian styles, Mission/Spanish Colonial Revival, and Modern Movement Commercial Style. The Italianate style was commonly used for commercial buildings in the 1880s and 1890s. It differed from the Italianate-style residential buildings in several distinct ways. Although the commercial buildings were rectangular in plan and had symmetrical facades, they were remarkably simple in detail. The buildings typically were characterized by a parapet or cornice ornamented with bracketed eaves. Two symmetrical polygonal bay windows easily identify many of these buildings, but some do have simple flat facades. The ground floor is generally made up of storefronts and a recessed central entry. Siding, window, and door features are generally similar to the residential style but often less ornate.

Historic Period Styles include the Colonial and Georgian styles, and the Mission/Spanish Colonial Revival. Colonial and Georgian stylistic detail were generally applied to commercial buildings constructed between 1910 and 1938. Decorative elements include columns in classical orders, pilasters, keystones, modillions, dentils, and pediments. The Colonial and Georgian style buildings are rectangular in plan and are constructed of brick. They generally have low-pitched or flat roofs and bilateral symmetry. The buildings often include large, multi-paned windows with arched transoms.

The Mission/Spanish Colonial Revival style for commercial buildings is similar to that for residential buildings in detail. Many of the commercial buildings of this style are located along major east/west arterials. They are distinct from the residential variety in form, massing, and detail which is generally more simplified and symmetrical. A notable exception is the Bagdad Theater. The typical commercial building in the Mission/Spanish Colonial Revival style is characterized by a rectangular plan, low-pitched red tile roof, and wood frame construction with stucco surface or brick construction.

The Commercial style buildings are generally associated with automobile showroom buildings. The buildings are of brick or concrete construction, rectangular in plan, with expansive windows often in the Chicago style, wide

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and numerous bays, stucco finish, geometrical and abstract ornamentation, simple cornice and flat roofline.

Elements from a variety of substyles from the Modern Movement are applied to commercial buildings in the study area. Substyles include: Half-Modern, Contemporary, Moderne and Art Deco. Generally, modern details include simplified massing, geometrical ornamentation and streamlined detailing.

Significance

These buildings are historically significant under criterion A for their association with industrial development. They played an important role not only in the history and development of the study area but also in the growth of the city as a whole. In the boom years of the early 20th centuries, Portland's eastside provided the open space necessary for rapid development of industrial complexes. Relatively large parcels of undeveloped land were made available when the sloughs and washes of the inner southeast area were filled. Combined with proximity to shipping points both by rail and ship, this area grew into one of the city's major industrial districts. In addition to laying the foundation for Portland's industrial growth, these industries also provided jobs for the expanding population, many of whom made their homes in the residential neighborhoods of the inner eastside.

Further, some of these properties are architecturally significant under criterion C for embodying the forms, methods of construction, and styles popular during the historic period.

Registration Requirements

Commercial-industrial properties make up approximately one-third of the existing resources in the study area. These properties are important primarily

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due to their function; however, some do have significance based on style, or a combination of style and function. The predominant functions are store/department store, recreation and culture, industry/processing/extraction, agriculture/subsistence, and warehouse.

The functions represent the primary uses of buildings in the late 19th century and early 20th century buildings. The functions also depict the typical activities which took place, and types of businesses which were located in the area. Commercial and industrial building styles include primarily Italianate, Classical Revival, Mission/Spanish Colonial Revival, Commercial Style, and styles of the Modern Movement.

To meet registration requirements, buildings should have been built between 1862 and 1938. They should retain sufficient integrity to evoke the character of their style or function type, and they should be one of the best examples or most characteristic examples typifying that style or function.

3. PUBLIC AND SOCIAL BUILDINGS

Description

Most of the remaining public-social buildings in the study area were constructed from 1900 to 1938. They include fraternal lodges and meeting places, schools, fire stations, and churches. The public-social buildings are from one to three stories in height and are generally constructed of brick or stone. Only a few of the wood frame buildings of the 19th century still remain. Each of the neighborhoods have their own examples of each type, for instance there is one notable fire station located in each neighborhood. The study area includes two libraries; one of which, the East Portland Branch Library, is currently listed on the National Register of Historic Places. Fraternal lodges were designed in a variety of styles, each a unique landmark in the study area. The study area includes several churches in the Romanesque and 20th Century

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Gothic styles. These stone churches are among the finest early 20th century churches in the city. The churches are generally constructed of ashlar stone and have sculpted masses making up the overall form. They are primarily Romanesque in style with Gothic detailing. Characteristic elements include gabled nave, towers with crenelated parapet, partial arch windows, and stained glass windows.

Significance

The public-social resources included within this type represent the best examples typifying each function group and the earliest remaining examples of each function group. They are primarily significant under criterion A for association with broad patterns of community development. Churches are an exception to this rule and are primarily significant under criterion C for embodying the styles, forms and methods of construction of the late 19th and early 20th centuries. A few buildings other than the churches are significant under criterion A and C.

As a group the public-social resources are indicative of the type of lifestyle and social life which was common in the study area. The number and type of public and social services shed light on the emphasis based on community networking and community life by the citizens of the area and by the City of Portland.

Registration Requirements

Public-social resources make up only a small percentage of the existing resources in the study area. The public-social properties are significant primarily for their function such as lodges, schools, and fire stations. Public-social resources also include churches which are primarily significant for their styles. All of the public-social buildings are important for the unique character and sense of community they lend to the area.

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To meet registration requirements, buildings should have been built between 1862 and 1938. They should retain sufficient integrity to evoke the character of their style or function type, and they should be one of the best examples or most characteristic examples typifying that style or function.

G. Summary of Identification and Evaluation Methods

Discuss the methods used in developing the multiple property listing.

See continuation sheet

H. Major Bibliographical References

See continuation sheet

Primary location of additional documentation:

- State historic preservation office
 Other State agency
 Federal agency

- Local government
 University
 Other

Specify repository: _____

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SUMMARY OF IDENTIFICATION
AND EVALUATION METHODS

The multiple property listing, Portland Oregon's Eastside Historic and Architectural Resources, is based on the City of Portland Historic Resource Inventory, conducted in 1984, and a Cultural Resources Survey and Inventory, conducted in 1988 at an intensive level for the purpose of this Multiple Property Nomination. During the initial phase of the project, all 318 properties ranked I, II and III and City Landmarks in the 1984 inventory were reevaluated to determine their merit for inclusion in the 1988 inventory. Properties were eliminated in a preliminary evaluation if they fell into any of the following categories: 1) Demolished; 2) Less than 50 years old; 3) Insufficient integrity to meet National Register standards. This category does not include properties with minor alterations that, if restored, would likely meet the National Register criteria. The specific reason for elimination was recorded for each property. All properties that remained were then included in the 1988 inventory. New inventory forms for the 256 remaining properties were compiled to meet the current standards of the Oregon State Historic Preservation Office.

During the second phase, every street in the study area was driven to identify properties that may have been overlooked in the 1984 inventory. A section on the southern portion of the Buckman neighborhood appears to have been overlooked entirely in 1984. This portion of the Buckman neighborhood and all commercial-industrial areas were looked at with particular attention. An additional 84 properties were identified for inclusion in the 1988 inventory.

The additional properties went through the same procedures as the 1984 ranked properties. The 84 additional properties and 256 ranked properties were combined to form the database for the 1988 inventory properties. These 340 properties made up the database that would be included in the final evaluation.

Each property to be included in the final evaluation received a basic level of historic research and architectural evaluation. The following areas of research were conducted at the Oregon Historical Society for each of these properties: 1) Vertical files; 2) Biography and Scrapbook Indexes; 3) Portland City

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Directories; 4) Portland Newspaper Index; 5) Sanborn Fire Insurance Maps; 6) Business and Industry file, if applicable; 7) Multnomah County Metzker Atlas, 1927-1936; 8) Block Book (land ownership 1907); 9) Oregon Historical Quarterly; 10) Index to West Shore Periodical; and 11) Portland Realty Atlas (ownership in 1928). In addition, a title search for ownership through 1938 was conducted for all landmarks, RI, RII and RIII properties. Current legal descriptions were pulled for all 1988 inventoried properties from the City of Portland Building Bureau.

An evaluation sheet was filled out for each property to be included in the 1988 inventory. The typology of significant property types was based on both function and style. The commercial and industrial resources fell most clearly into property type by function - the aspect of the resource relating to the history of Eastside Portland. The residential resources were more clearly categorized by their distinct and varied style which so physically and visually depict Central Southeast Portland. They were additionally compared by function within the residential type, because of the notable mix of different residential functions in the area. Properties were evaluated according to the National Register Criteria. The best examples of each property type were selected for eligibility for the National Register. Only those properties with property owner consent are being proposed at this time. The evaluation sheets were broken down into three sections: 1) Architectural evaluation; 2) Integrity; 3) National Register Criteria. The architectural evaluation included a place for numerical scoring on a 0-5 system for each of the following: 1) Style/Type/Period; 2) Design/Artistic Value/Craftsmanship; 3) Construction Method/Materials; and 4) Rarity of 1, 2 or 3 above. A total score of at least 8 or more was generally required for a property to be considered potentially eligible for the National Register. Most "eligible" properties received a 10 or better under architectural evaluation, however there were some exceptions such as those properties which strongly meet criterion A or B.

The second section of the evaluation sheet was "Integrity", and included a numerical score on the same 0-5 system for both integrity of design and integrity of setting. Integrity of design refers to the degree of intactness of

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the original features of the property. Integrity of setting refers to the degree of intactness of the original features of the immediate setting and the surrounding blocks of the property. Integrity of design was the score used for determining eligibility. Integrity of setting was not a determining factor, but was scored for general comparative purposes.

The last section of the evaluation form was the National Register criteria. In order to be "eligible", each property had to meet at least one of the criterion A, B, C, or D strongly. Properties were marked Yes for eligible, No for not eligible, or Eligible if Restored if the property is likely to be eligible if it were restored. Some properties were only eligible as part of an ensemble of one or more other properties. Ensembles generally had to be contiguous, and of the same style or association. A fifth category called Historic Interest was created for properties which had historic or architectural merit but were not quite strong enough to meet the National Register criteria. It should be noted that the Historic Interest category is not intended to be a comprehensive category of properties which contribute to the study area, as there are many other properties in the area which were not picked up in 1984, and probably equally qualify for this category. Because the 1988 inventory properties were selected for their potential National Register status, some properties which fit equally well in the Historic Interest category have not yet been identified in this inventory. The Historic Interest properties were generally the lesser examples of each style and function type, and therefore, it was decided that though not completely consistent, identification of these properties should be included in the final database. The final evaluation tally was as follows:

Eligible =	114 properties
Ensembles =	20 properties
Restorable =	25 properties
Historic Interest =	181 properties
	<hr/>
	340 properties

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For each of the 340 inventories properties a research file was established, colored slide and black and white photographs taken, a survey field form completed, and a computerized inventory form, meeting current state standards, was completed.

The project was directed and managed by Karen Zisman. The survey and inventory was conducted by preservation consultants Julie Koler and Jane Morrison. Research assistance and volunteer coordination was provided by Barbara Grimala. Architectural writing assistance was provided by a volunteer, W. Alan Yost. Julie Koler, as project historian, was primarily responsible for writing the historic context, and historic research and writing for all properties considered for inclusion in the 1988 inventory. Jane Morrison was primarily responsible for the field survey and for writing architectural statements of significance for all properties. Barbara Grimala coordinated the volunteer effort, which involved over 30 volunteers in wide-ranging tasks, from research to paste-up and final product compilation. Physical descriptions for individual properties were written by Jane Morrison and W. Alan Yost. Ms. Zisman was responsible for writing and editing portions of the Multiple Property Nomination. Zisman coordinated the black and white photography, and graphics for the project.

Zisman has her Masters in architecture from the University of Oregon, and a B.A. in design and urban studies from the University of Pennsylvania. She has been a professional and consultant in the field of preservation for eight years, following her career in the architectural design field.

Julie Koler has completed graduate work in history and art history at Lewis and Clark College and Portland State University. She has a B.A. in history from Whitman College in Walla Walla, Washington. She has been working as a preservation consultant since 1981.

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Jane A. Morrison has her B.S. in geography and Masters in Urban Planning from Portland State University. She has worked as a planner and preservation consultant since 1981.

Barbara Grimala has her B.A. in art history from Portland State University in Oregon. She had previous experience with the 1984 Portland Historic Inventory as chair for four southeast Portland neighborhoods.

W. Alan Yost has his B.A. in history from Lewis and Clark College in Portland, Oregon.

The historic context - Portland Oregon's Eastside Historic and Architectural Resources - was determined as a framework for National Register Nomination of eligible buildings, sites, structures and/or objects on the Portland Eastside which, to date, has not been substantially documented or given due recognition historically or architecturally, relative to Portland's Westside where downtown Portland is located. The central southeast area of Portland was chosen as the geographic study area at this time due to its central location, representative mix of commercial, industrial and residential uses, and potential threats due to major new development projects occurring throughout the area. The historic context selected illustrates the importance of identifying and preserving historic and architectural resources by integrating them with development patterns of a rapidly changing area. The central southeast area also includes the core of the original city of East Portland, incorporated in 1891. The period of time selected, 1862-1938, represents the pioneer/settlement eras through pre-World War II when building declined.

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