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Cover

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

This form is used for documenting multiple property groups relating to one or several historic contexts. See instructions in How to Complete the Multiple Property Documentation Form (National Register Bulletin 16B). Complete each item by entering the requested information. For additional space, use continuation sheets (Form 10-900-a). Use a typewriter, word processor, or computer to complete all items.

_X_ New Submission ____ Amended Submission

A. Name of Multiple Property Listing

Historic and Architectural Properties in the Eliot neighborhood of Portland, Oregon

B. Associated Historic Contexts

(Name each associated historic context, identifying theme, geographical area, and chronological period for each.)

Development of the City of Albina in Portland, Oregon, 1880 - 1947

C. Form Prepared by

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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 and Guidelines for Archeology and Historic Preservation. (☐ See continuation sheet for additional comments.)

Signature and title of certifying official Deputy SHPO — June 22, 1998 (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 — 7.31.98 (Date)

E. STATEMENT OF HISTORICAL CONTEXT

The Eliot neighborhood, located in northeast Portland, Oregon, is locally significant as the original townsite of the City of Albina. Of the many communities that ultimately merged to form the present City of Portland, the City of Albina occupies a distinct niche in the city's history. No other township contributed as greatly as did Albina to defining Portland's present-day boundaries. The union of the City of Albina and the City of Portland in 1891 also added to the City of Portland's sociocultural history by later fostering a diverse working class, immigrant, and minority community.

Settled in three separate parts, the City of Albina is generally categorized in terms of Lower, Central, or Upper Albina. A 1909 promotional booklet of the area cites the demarcations as follows: Lower Albina refers to the area from the Willamette River to Mississippi Avenue; Central Albina follows Mississippi Avenue, Russell Street, and Williams Avenue; and Upper Albina consists of the area north of the intersection of Russell and Williams Avenue, up to Union Avenue (now known as Martin Luther King, Jr. Boulevard).[1] As a whole, the boundaries of the original City of Albina are comparable to today's Eliot neighborhood. The present multiple property submission is intended to provide a context for evaluating the historic and architectural resources remaining in the Eliot neighborhood that are representative of the history of the Albina area from 1880 to 1947. The period of significance is justified by the oldest remaining resource within the nominated area and ends in 1947 to meet the 50 year deadline set forth by the National Register guidelines.

SETTLEMENT: 1872 - 1880

Platted in 1872, the original townsite of Albina developed along the eastern banks of the Willamette River. It was located on a donation land claim originally owned by J. L. Loring and Joseph Delay, pioneers who took advantage of the economic opportunity afforded by the Donation Land Act of 1850. This act granted free land to qualifying early settlers of the Oregon Territory, with the agreement that they live on and cultivate the land for four consecutive years. Loring and Delay eventually sold their shares to William W. Page who, in turn, sold it to Edwin Russell and George H. Williams, former senator, U. S. Attorney General, and future mayor of Portland. The town was named after Page's wife and daughter, both of whom were named Albina (pronounced "Al-BEAN-ah").* NE Russell Street and N. Williams Avenue [both extant] still bear the names of the community's early pioneers. Later, the intersection of those two streets would form the heart of Albina's commercial core.

Edwin Russell, for whom the Russell Street Conservation District in the Eliot neighborhood is named, was an aristocratic Englishman who emigrated to America to run the Portland branch of the Bank of British Columbia. Occasionally called Lord Russell, he was described as "a man of hustle"[2] who was also "one of the best-dressed men in Portland."[3] Russell managed the downtown bank, located on Southwest Front Avenue, but foresaw greater personal success in financing a town on the other side of the Willamette. He jumped at the chance to form a partnership with Williams.

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[1]E. L. Merritt, *The Peninsula.* (Portland, OR: Peninsula Publishing Co., 1909).

* Although historically incorrect, residents of Portland currently pronounce it "Al-BYE-nah."

[2]David Hazen, "Romantic Portland Streets" (*Oregonian*, 17 Apr. 1934) 9.

[3]William Swing, "Edwin Russell's Albina Dream Cost Fortune, Never Came True" (*Oregonian*, 9 Jan. 1961) Sec. 2, p. 6, c. 1.

While Williams platted the community's general dimensions, Russell, who had controlling interest in the venture, oversaw Albina's development. Russell eagerly began work on the new town. He built a sawmill and shipyard along the river's edge, organized machine and engine shops, and constructed a grand mansion for himself. Things went well for Russell. In 1873, he was able to negotiate a contract with the U. S. Government to build a $92,000 revenue cutter in his shipbuilding yards. With development going so smoothly in Albina, Russell envisioned overtaking the nearby City of Portland where a fire that same year had destroyed a large portion of its business district. He went so far as to predict Albina's future as the "premier city of the Pacific Northwest."[4] Unfortunately, he failed to see his dreams come true. Because Russell had invested all of his savings and borrowed heavily for his new enterprises, the bank panic of 1873 was disastrous for him. By the following year, he was flat broke. Unable to pay the interest on his mortgaged properties, Russell left town and moved his family to San Francisco.

In 1874, James Montgomery and William Reid took over the donation land claim, which, despite Russell's business risks, was still essentially a pastoral wilderness. They began developing residential sites, a move that met with success. Montgomery and Reid were also able to complete the revenue cutter—originally Russell's contract—in 1876. It was the first U. S. Government vessel built in Oregon.

With more luck, Russell could have shared in Montgomery and Reid's successes, too. Russell's ambitious dreams turned out to be founded on more than just clouds: the fire in Portland did influence the real estate market, which caused sales in Albina to rise dramatically. It grew from a town of 143 persons in 1880 to one with a population of nearly 3,000 by the time of its incorporation in 1887. Few, if any, towns in the state could match the growth rate that Albina exhibited from 1880 to 1887.

CONSOLIDATION: 1880 - 1891

The primary reason for Albina's rapid growth in the 1880s was the advent of the railways to the area. Investors had been forecasting major returns for a railroad company located on the east bank of the Willamette. A number of small communities had appeared there due to the financial boom of the early 1880s, and any transit system that could bring them together seemed a guaranteed success. The Multnomah Railway Company had plans to build a street railway line in Portland that would connect via ferry with Albina, but those plans were never realized.[5] Fortunately, Albina received a second chance to become a railway center when it was chosen to become the western terminus of a line operated by the Oregon Railway and Navigation Company (ORNC) in 1882.

Albina's geographical location made it a natural choice for the railroad industry. Sandwiched between the Columbia River to the north and the Willamette River to the south, Albina was an ideal site for creating a transportation system between Oregon and Washington. Observers were quick to note the suitability of Albina's layout for the transportation industry and wrote, "Albina strikes one with the general weight and importance of its operations. It lies—so far as the business portion is concerned—upon a low tract of land about the level of high water, but 25 feet above the low stage. It is most admirably adapted to railroad work."[6]

The arrival of the railroads caused a flurry of industrial, commercial, and residential growth in Albina. In 1883, William S. Ladd, entrepreneur extraordinaire of Portland, capitalized on the increased foreign trade in wheat and expanded his small Albina Flour Mills into the seven storied Portland Flouring Mills. It was soon the largest milling

[4]Paul Pintarich, "Albina Residents Celebrate New Life" (*Oregonian*, 20 Feb. 1972) 2M.
[5]John T. Labbe, *Fares, Please!: Those Portland Trolley Years* (Caldwell, ID: The Caxton Printers, 1980) 33.
[6]H. W. Scott, *History of Portland, OR* (Syracuse, NY: D. Mason & Co., 1890) 429.

operation in the Northwest. Indeed, between the ORNC and Ladd's mill, two miles of Albina's waterfront were devoted to large corporate businesses. It was indicative of the forces that were guiding Albina's future development. In fact, until the time of its incorporation in 1887, Albina's growth as a community would be largely controlled by private business interests with headquarters on the west side of the river. Few cities in America were as dominated by corporate interests as was Albina.[7] William Killingsworth, a major real estate investor, admitted as much: "Albina has been selected as the place to build...industrial enterprises."[8]

The City of Albina was already busily creating a social infrastructure to support its exploitative potential. Developers' attention had been further focused on the east side with the opening of the Morrison Bridge in 1887 and then the Steel Bridge in 1889, which connected the east and west sides of the river. The development of a streetcar system became possible. In 1889, the first electric streetcar in the City of Portland began operation in the Albina community and soon became the dominant mode of transportation for the entire east side. The street railways produced an accelerated pace of growth for the east side, especially in Albina. Social institutions such as schools and churches appeared in the ever-growing town, as did residences. A contemporary of the time remarked, "The residence portion is built well back on the face of the bluff or on the plain beyond, and has attractive school houses and churches and many pretty cottages."[9]

In conjunction with its social development, the City of Albina also expanded physically. West side interests and local realtors pressured the state legislature to allow Albina to annex territory that was nine times greater than its original size at incorporation. Much of this land was still forest or wetlands, but speculators saw potential for development there. Because the majority of property owners in Albina were from the west side, annexation could only be to their benefit, since it would mean more land for speculation. With key figures such as Henry Villard, a transportation magnate who also owned a significant amount of land in Albina, and Joseph Simon, an attorney for ORNC, playing prominent roles in the state legislature of 1891, annexation was easily passed. Upon annexation, Albina covered more land than incorporated East and West Portland combined. The City of Albina consisted of 13.5 square miles with a population density of 450 per square mile.

With so much land at stake, Albina's consolidation with the City of Portland became a focal topic for policymakers of both cities. Consolidation made sense for the City of Albina, since it would relieve its city council of the burden of providing municipal services with funds it did not have. Instead, the responsibility would be transferred to the citizens of the City of Portland. At the time, the City of Portland was confined solely to the west side of the river. The city's forefathers had never dreamed of including the east banks of the Willamette nor its surrounding lands as part of Portland. Settlement of the area had originally been confined to the west banks of the Willamette, with natural topography dictating settlement patterns. The west side of the river had struck settlers more favorably because it offered a deep water harbor for easy river travel and navigation. The land was also above the flood plain. In contrast, the land along the east banks of the Willamette was marshy and plagued by yearly flooding.[10] As the City of Portland developed though, industrial successes and residential areas began to dot the landscape of the east side. Soon, Portland's business district was the financial downtown of not one but three cities.[11] Consolidation with the City of East Portland and the City of Albina seemed a wise move for the City of Portland, as it would have made Portland a

[7]E. Kimbark MacColl, *The Shaping of a City: Business and Politics in Portland, OR, 1885 to 1915* (Portland, OR: The Georgian Press, 1976) 126.
[8]Gordon DeMarco, *A Short History of Portland* (San Francisco: Lexikos, 1990) 68.
[9]Scott, 429.
[10]Hawthorne Blvd. Business Association, Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938 National Register Nomination, 1989.
[11]MacColl, p. 117.

city of some 25 square miles in area.[12] Nine years after consolidation passed, Portland's population would increase by 50 percent and its geographic area by 40 percent. Such growth seemed remarkable in the aftermath of the depression of 1893.[13]

Consolidation would not come cheaply, though, due to the City of Albina's large debt. Ruled by private economic interests focused on immediate profit, Albina's City Council had chosen to cater to private businesses at the expense of keeping the public coffers empty. For instance, the county had deliberately underassessed property values in Albina in an effort to keep corporate taxes low. A review of the city's ordinances from 1887 to 1891 illustrates the fiscal irresponsibility in Albina's municipal management and its tendency to serve private economic development. For example, Charles F. Swigert's Willamette Bridge Railway Company was allowed four franchises, three of which were gained two months before consolidation. The final one was to last for 50 years and gave the company virtual carte blanche: all designated routes were to be extended as the city limits themselves were extended. Historians later described the haphazard distribution of franchises as "a classic giveaway."[14] Indeed, it was easy to read the extension of gas, electric, and trolley services from downtown Portland into Albina as visible proof of Albina's inability to provide services for its own community. Thus, consolidation, promoted by Portland businessmen, was also supported by Albina's citizens who, lacking funds for municipal services, had their own economic interests at heart. In reality, there was no other choice, since there was simply no way the City of Albina would have been able to meet the financial obligations it had set upon itself. In 1891, consolidation was approved, and citizens of Portland were faced with the formidable task of taking on former obligations of the City of Albina—all for the sake of private interests.

COMMERCIAL DEVELOPMENT: 1880 - 1923

Russell Street and its surroundings developed in step with the City of Albina. Since the town's beginnings, Russell Street had been a crucial part of Albina's growth. The avenue's proximity to the river had naturally brought it to prominence as Albina's main street. With the river ferry operating at the base of Albina Avenue—a stone's throw from Russell Street (about three blocks)—shopkeepers favored sites along the town's emerging transportation gateway, but the commercial corridor was far from reaching its potential. For two emigrants from Oberlin, Ohio, settling in Albina in 1884, the town struck them as "a little disappointing."[15] The only way to get to Portland was via the Albina Ferry. To them, Albina was nothing more than "a few scattered houses and a row of wooden store buildings on Russell."[16] All that changed during the Streetcar Era. Not only did residential development skyrocket in that time period, but the community's economic base expanded, boosting the development of the town's infrastructure.

For the commercial district of Albina, the street railways were undeniably transformative. They made commuting possible, because people were allowed to live further from their workplaces. The pattern of residential growth in Portland exemplified this—most residential areas developed close to the streetcar lines and then spread outward.[17] In logical contrast, commercial centers tended to flourish near or on such transit nodes, as was the case for Russell Street. The first rail line, which traveled north on Interstate Avenue and south on Williams Avenue, caused Russell Street to become the arterial east-west thoroughfare since it ran between the two avenues. Russell Street was now able to connect the river and railroad yards to the west with the residential sector to the east. Later, another streetcar line was

[12]Richard H. Engeman, *"and so made town and country one": The Streetcar and the Building of Portland 1872-1920.* (B.A. thesis, Reed College, 1969) 13.
[13] *Op. cit.*, pp. 111-112.
[14]De Marco, p. 68.
[15]Portland Bureau of Planning, *Portland Historical Context Statement* (Portland, OR: Bureau of Planning, Sept. 1992) 17.
[16] *ibid.*
[17] *ibid.*, p. 37.

established that took advantage of that fact. The Russell-Shaver line started at Russell and Union Avenue, headed west on Russell to Williams Avenue, and continued onto Shaver, with the Overlook neighborhood area as its final destination.[18] Russell Street's identity as the town's main boulevard was definitively secured. Many machine maintenance and repair shops were constructed in the vicinity, and, in 1892, the first bank built in Lower Albina opted for a location at the intersection of Kerby and Russell. Founded by George W. Bates, the Bank of Albina also housed the town's post office and accommodated a few medical offices. Water bills were also paid there.[19] Lower Albina was also rich in retail, with stores located at three different corners of Russell Street—Union, Williams, and Mississippi—while Central Albina would not have commercial development for several years to come.[20] The other sectors of Albina would however, eventually contribute their own commercial centers to the community. Almost all of those centers would connect with Russell Street.

In Central Albina, the intersection of Russell Street and Williams Avenue was the primary focus of business. Unsurprisingly, that particular intersection became the locus for the entire Russell Street commercial strip. Its location at the midpoint of the Albina district was probably its strongest point. The transportation industry highlighted that fact at the start of its history in the Albina community by virtue of the first streetcar line's trajectory. By 1908, there was a heavy concentration of commercial buildings along Russell Street between Vancouver and Williams Avenues, especially at the latter. The two story brick Hill Block Building occupied the northwest corner of Russell Street and Williams Avenue. It contained a drug store and two other stores at the main level, with a bowling alley in the back. West of the Hill Block Building was a wooden structure that housed a barber shop and three other stores. Across the Hill Block Building on Williams Avenue was another three story retail building where one could purchase meat, paint, or oils. Other shops and offices were located in various buildings clustered in this area. Of note was the Williams Avenue Public School, a large building covering half a block. It was situated on the south side of Russell Street between Vancouver and Williams Avenues.[21]

Upper Albina was represented commercially by the intersection of Russell Street and Union Avenue. The rise of this commercial node was also influenced by the transportation industry: the Portland and Vancouver Railroad line that traveled along Union had a train car shed at its intersection with Russell Street. Commercial activity in the area was visible by the first decade of the 1900s with a tavern, a sausage factory, a hay and feed store, and an ice house established within the vicinity.[22] Between 1908 and 1923, the intersection of Russell Street and Union Avenue experienced a dramatic metamorphosis. Housing stock and the train car barns were demolished to make room for the commercial buildings that began to define Union Avenue and the streets it intersected. By 1923, Union Avenue was solidly lined with commercial buildings of brick and wood.[23]

Williams Avenue and Russell Street experienced a similar transformation. Substantial infill development took place between 1908 and 1923, altering existing businesses and creating new ones. The most dramatic change that occurred was the construction of a three story commercial building at the northeast corner of what was once the site of the Williams Avenue Public School. The building had seven ground level stores, among them a restaurant and a clothing cleaners. The Hill Block Building became a private hospital, and its two small office buildings and storage shed were removed. New infill took place in the block north of Russell—again between Williams and Vancouver Avenues. The building there housed a creamery, a restaurant, and a wallpaper and paints store. Commercial growth continued along

[18] Isabel Zelavic, "Recollections of Early Albina" (*Old Portland Today*, May 1974).
[19] *Op cit.*, p. 27.
[20] *Op. cit.*
[21] Portland Bureau of Planning, *Portland Historical Context Statement*, p. 29.
[22] *ibid.*, p. 29, 31.
[23] *ibid.*, p. 47.

Williams Avenue south of Russell and north of Knott Street, with businesses occupying both sides of the avenue.[24] In 1916, a study conducted by the Pacific Telephone and Telegraph Company showed Russell Street to have the third densest distribution of retail trade establishments in Portland. It followed at the heels of Grand Avenue and Downtown Portland.[25] With development clipping along the way it was, the streetcar's influence on businesses along the Russell Street corridor was unquestionable.

ETHNIC MIGRATION: 1880 - 1948

The transportation industry—signified by the streetcars and the railroads—brought not only large industry to Albina but a whole new socioeconomic class as well. As railroad yards and industrial districts gained prominence in the area's landscape, the distinctions between residential and nonresidential use of land gradually eroded. The blurring of such boundaries tended to repel the more affluent managerial and business class but attracted lower income groups who were drawn to the Albina area's affordable housing and proximity to industrial and commercial employment centers. Many of the attractive cottages left by the original settlers were divided up into apartments or fell into disrepair. Today, very few of the old homes remain on the hillside. Their presence tends to feed the reported "shacktown" reputation of very early Albina when, in fact, they were considered quite respectable at the time.[26]

This change in the economic profile of the area's inhabitants was accompanied by a parallel shift in the cultural landscape. In the 1880s, working class Irish and German immigrants began filling the semi-skilled jobs offered by the railroads. While the middle class were fleeing to new subdivisions such as Boise or Woodlawn that were sited on high ground away from the rough environment of the waterfront, immigrants were being herded to the "cheap, temporary structures" along the railroad tracks.[27] Hastily put together, this residential area came to be known as "Stringtown." It is the area more widely associated with early Albina's history as a town of "booze and battle;"[28] but Stringtown's significance has more to do with the growing working class community it introduced to Albina than the notoriety attached to it.

Beginning in the 1880s and into the teens, Albina would continue to absorb an increasing number of immigrants relative to the rest of the city. Predominantly from eastern Europe, immigrants from Italy, Greece, Hungary, Poland, and Russia would join established immigrants from Germany and Ireland, as well as a Scandinavian community that had settled along the corridor of NE Seventh Avenue. This concentration of immigrants would remain, even as Portland experienced a phenomenal growth rate from 1900 to 1910 that diluted its foreign-born population. The Albina area would come to serve as a gateway for immigrants newly arriving to Portland.

For the early Scandinavian community, lower Russell Street functioned as their primary commercial area. In 1892, H. H. Heide, a Danish engraver and goldsmith, started the first jewelry store in Albina at N. Russell and Albina Streets. The business continues to exist today but is now sited further east from its original location in the Lloyd Tower Building. In fact, many of the earliest jewelry stores in Portland would be operated by Danish-born immigrants. Hans Hansen was another successful Dane in the Albina community. He ran a landmark furniture store on Russell Street in between Mississippi and Delay (now Interstate) Streets. The Hansen Furniture Store occupied almost the entire block and had four separate entrances leading into different divisions of the company. A Norwegian Danish M.E. Church that held

[24] *ibid.*
[25] Engeman, pp. 23-5.
[26] Alfred Staehli, *Preservation Options for Portland Neighborhoods* (Dec. 15, 1975).
[27] *Op. cit.*, p. 429.
[28] MacColl, p. 136.

services at a site west of these buildings was another indicator of the ethnic make-up of the area surrounding Russell Street.[29]

By the turn of the century and certainly by its early decades, Albina was solidly identified as an ethnic, working class, industrial community. Modest, but ornate, Queen Anne style worker's cottages defined the residential portions of the area, while shanties and saloons along the river and along Russell Street underscored Albina's beginnings as a rough, waterfront town. This image was furthered in the 1890s by the formation of neighborhood gangs consisting of young men given to hard drink and gambling. Despite their reputation, the gang members committed nothing more than childish pranks, such as skimming coal off unattended train cars or stealing bags of flour from the nearby mill. Albina's first ordinance upon incorporation—"To provide for licensing Bar-rooms and Drinking Shops"—seemed to have influenced the behavior of the area's citizens. By the late 1920s however, Albina's notorious standing had become a burden to its residents and businessmen, particularly along Albina Avenue. In 1927, property owners along that street petitioned the city council for the opportunity to change its name but were rejected.[30] Surprisingly, Albina's colorful reputation held into the 1930s, as described by Stewart Holbrook who, writing for the *Oregonian*, narrated tales of infighting between Albina residents and skirmishes with rival gangs from Goose Hollow and Slabtown on the west side of town.

AFRICAN-AMERICAN RE-SETTLEMENT: 1900 - 1939

The second wave of ethnic migration to the Albina district transpired in the early 1900s when Portland's African-American population began migrating to the east side. Historically located in the area north of West Burnside Street, blacks were lured to Albina by the possibility of jobs in the railroad industry, the most consistent employer of African-American laborers in a shrinking job market. Job scarcity for blacks climbed in relation to European immigration as more and more labor unions refused to admit blacks, preferring to hire their white counterparts who were appearing in the city in greater numbers. Consequently, African-Americans were forced into the most menial low-paying jobs. However, employment was not the only reason for African-American migration to the east side.

At the time, racial politics were in the process of undergoing dramatic transformation, exemplified by a legal precedent set in Portland in 1905 that allowed theaters to segregate seating on the basis of color. This kind of institutionalized discrimination gained popular ground in the following years, especially after World War I when America's sociopolitical climate was characterized by a return to conservatism. Locally, this conservatism could be observed by the rapid growth of the Klu Klux Klan in Oregon during the early 1920s. The Klan's influence instigated Jim Crow practices that limited blacks' social options, but the discrimination did not end there.

Segregated housing patterns emerged as another expression of popular racial attitudes. Before the early 1900s, African-Americans had generally been able to live in all parts of Portland, but the resurgence of anti-black opinion made it increasingly difficult for blacks to purchase homes or rent apartments in the areas they desired. The Portland Realty Board even included a provision within their code of ethics that prohibited any of their members from selling property to blacks or Asians, with the explanation that such sales resulted in the depreciation of property values. When the number of African-Americans migrating to the east side began to grow, realtors reacted by establishing parameters that would restrict black settlement. Increasingly, those boundaries mirrored those of the Albina area.

Because of this deliberate manipulation, Albina was gradually becoming known as a black neighborhood. That characterization needs explanation for today's audience, however. Since blacks comprised but 0.24% of the total

[29] *Op. cit.*, pp. 27-9.
[30] Eugene Snyder, *Portland Names and Neighborhoods: Their Historic Origins* (Portland, OR: Binford & Mort, 1979) 83.

population of the state (roughly 2,000 out of 700,000) in 1940, a "concentration" of African-Americans during the 1920s and 1930s might have been termed a ghetto to whites then but would not connote the same meaning now. Most blacks in Oregon at that time did reside in the City of Portland, the state's largest urban setting, yet feelings of isolation persisted for the relatively modest number of African-Americans living there. So, while Albina may have been perceived by the white community as an area for blacks, it may not have been seen as such by the African-American community itself. One old-timer remembered, "At one time I just about knew every family. I could count them on one hand...we all knew each other. It was just like one great big family among the blacks. We lived in separate districts and the only time we got together was either at church or at our club meetings or something like that."[31] Because of the number of black churches and social institutions located there, Albina and the northeast part of Portland truly were, in one sense, centers for African-American cultural life; but that fact did not necessarily create a cohesive representation of the black community. For instance, one person noted, "You could go over town and stay all day long and walk around in the stores or go in anyplace and sit down and eat, and maybe you could be there for hours and hours and never run into another colored person."[32] If there was a black-occupied residence within four blocks, the real estate industry regarded the neighborhood as desegregated. According to the 1940 census, whites made up 93 percent of Albina's population. It becomes clear that such description would not meet today's standards of a minority ghetto.[33]

WORLD WAR II AND THE POST-WAR ERA: 1940 - 1960

World War II and the years following produced an infusion of African-Americans in Portland. Roughly 15,000 African-Americans, mostly from the nation's south central states, moved to the city. They were recruited to support the booming shipbuilding industry that arose in Portland because of the war. For Albina, the transplants meant new inhabitants to the neighborhood, due to the continued trend of steering blacks to the Albina area.

For the city, the unfamiliar presence of a large black population presented a challenge for race relations. Racial incidents on city buses were reported as were conflicts with the segregated Boilermakers Union. For the city's established black community, these new transplants spelled trouble. Blacks believed that the small victories they had won for civil rights would be overturned in a backlash from the white community. Their fears quickly dissipated as leaders of the black community realized the political leverage gained by their greater numbers.

The added numbers of African-Americans to Portland, while a boon for minority politics, also produced a housing shortage. Emergency housing projects for war workers were constructed to alleviate the problem (Guilds Lake in northwest and Vanport to the north). These temporary structures remained after the war due to a citywide housing crisis, in which the needs of the African-American community were the last to be addressed. A disastrous flood at Vanport in 1948 required an immediate solution to the housing crisis. Unfortunately, hardly any public assistance was extended to the victims. Instead, they were forced to rely on community churches and charitable organizations for aid. For the 6,000 blacks that had been residing at Vanport, there was little incentive to remain in Portland. Those who chose to stay discovered segregated housing practices still in place and were forced to resettle in the already crowded Albina area, giving rise to the third wave of ethnic migration to the area. White flight to the suburbs helped displaced blacks searching for housing in the northeast area but failed to relieve the overcrowding. By 1957, over 50 percent of the city's African-American population lived in Albina. In 1960, some 2,000 residents of Albina lived on

[31]Elizabeth McLagan, *A Peculiar Paradise: A History of Blacks in OR, 1788-1940* (Portland, OR: The Georgian Press, 1980) 155.
[32]*ibid.*, p. 149.
[33]James Mayer, "Black community remains small" (*Oregonian*, 24 Nov. 1991).

incomes averaging 30 percent lower than the city standard.[34] Little relief was forthcoming, and the "solution" eventually offered took shape in a series of redevelopment and clearance projects.

CHANGES IN COMMERCIAL DEVELOPMENT: 1929 - 1967

Future changes in land use drastically altered the environment of the Albina district, erasing old difficulties but creating new ones. For the business sector, the changes in land use patterns were tied to the growing popularity of cars as America's favorite means of transportation. As more and more clients and customers arrived by car to do their business, building orientation and land use patterns were adjusted to suit their needs. Commercial districts that had flourished in the time of streetcars now struggled to compete with the retail opportunities offered by the automobile. Regional shopping malls further drained commercial traffic from businesses located along the old streetcar lines.

The first chord of change was heard in 1929 when the East Avenue Commercial Club finally convinced the city, after years of debate, to widen Union Avenue. As the '30s progressed, a successful row of auto dealerships appeared along Union between Alberta and Killingsworth.[35] Every major car company had a spot on the strip.[36] Union Avenue had succeeded in becoming the new main street for the Albina community. The glory days did not last long, though.

Union Avenue's commercial economy went into a decline in the 1940s when the dealerships decided to relocate to the up and coming Interstate Avenue, a street primed for the automobile. Motels and restaurants lined its sides, hoping to draw in the long distance traveler. Interstate Avenue remained an arterial thoroughfare well into the 1950s but took a downturn with the opening of the Minnesota Freeway (I-5) in 1964. The tourist and trucking businesses that had previously existed on Interstate moved to be closer to freeway interchanges.[37] The vicious cycle seemed complete: the construction of I-5 did for Interstate what it had for Union. More damage was on the way though, when the Emanuel Hospital Renewal Project was introduced to the community.

The Emanuel Hospital Renewal Project, begun in 1967, coincided with the Federal Model Cities Program, which was created with the goal of improving the quality of urban life. Basically, Model Cities was concerned with rehabilitating inner city neighborhoods (a term often synonymous with aging and decaying areas inherited by lower income minority groups) by distributing federal monies to those neighborhoods that showed the most need. That year, Albina was judged the most economically depressed of the model neighborhoods in Portland and showed the heaviest concentration of blacks.[38] Those findings seemed to convince the Portland Development Commission (PDC) to write off the entire Albina neighborhood for industrial uses alone. For that reason, the Emanuel Hospital project was kept from the Model Cities planning process, although it meant a massive land clearing in the area. Emanuel Hospital, in an effort to stay technologically abreast and competitive, hoped to build a 19-acre health campus situated in the heart of old Albina. In order for their plans to reach fruition, large amounts of land—commercial and residential—would have to be cleared. The area that Emanuel Hospital wished to develop had already suffered damages via the construction of the Memorial Coliseum and the development of Lloyd Center. What was essentially cleared by those projects was the remains of Central Albina. The Emanuel Hospital Renewal Project would destroy what was left by razing the buildings along Russell Street between Vancouver and Williams Avenues that represented the early development of the City of Albina.

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[34]Pintarich, p. 2M.
[35]Portland Bureau of Planning, *History of the Albina Plan Area* (Portland, OR: Bureau of Planning, 1990) 18.
[36]Kari Lyderson, "Building on the Dream" (*Oregonian*, 11 Jul. 1996) 3M.
[37] *Op. cit.*
[38]Portland Bureau of Planning, *Portland Historical Context Statement* , p. 66.

Residents of Albina banded together in response to this attack of their community. They organized a neighborhood group and named it after the local school district, in keeping with the naming practices of other neighborhood groups that were also forming around the same time. The Eliot Elementary School was named after Thomas Lamb Eliot, the first minister of the First Unitarian Church of Portland and a great civic activist. He helped establish Reed College, the Parry Center, and the Portland Art Association.[39] Now Eliot's name was the new banner that the old Albina community rallied around. The Eliot Neighborhood Development Association formed to save their community from unwanted redevelopment at the hands of Emanuel Hospital.

But housing officials and professional planners ignored the residents' resistance—which, by this point, had blossomed into public protest—to relocating to other parts of the city. Instead, they were pacified with compensatory benefits but grew bitter when federal budget cuts halted the renewal project, despite their homes having already been razed. To this day, most of the land remains vacant. The head of the Emanuel Displaced Person's Association (EPDA), Mrs. Leo Warren, later commented, "...if your life's investment was smashed to splinters by a bulldozer to make room for a hospital, you could at least feel decent and perhaps tolerable about it; but to have it all done for nothing! Well, what is there to feel?"[40] It was no surprise that Eliot lost almost half of its residents in the period between 1960-1970.[41]

The Hill Block Building was another victim of this razing project. Built by Charles H. Hill, Albina's first mayor, the structure's onion dome cupola—one of its most distinctive features—was the only item saved of the building.[42] The cupola can be seen today in the neighborhood's Dawson Park. It stands as a reminder of what was once the heart of old Albina's business district.

Of the few businesses that survived these attacks on their community, more challenges were on the way. On July 30, 1967, the Albina community experienced an outbreak of racial violence. About 200 African-Americans, fed up with the deterioration of their neighborhood, looted, vandalized, and fire bombed numerous businesses located on Union Avenue between NE Fremont and NE Beech Street.[43] The disturbance lasted for two days but left a lasting impression on Albina's business community. Merchants along Union Avenue, fearful of future vandalism attempts, began protecting their property by placing steel bars and wood boards on their windows that faced Union Avenue. Their actions resulted in a band of "anti-riot or fortress" decor along the avenue, creating the appearance of a less than welcoming neighborhood.[44] Many businesses sited in the area, rather than outfitting their establishments with such severe regalia, simply relocated to other parts of the city.[45]

THE CONTEMPORARY PRESENT: 1970 - 1990s

In the 1970s, urban planning experienced a shift in policy. The redevelopment of residential and commercial sites in blighted areas excited planners and policymakers more than the idea of massive land clearance for industrial uses, as was previously advocated. In the 1980s, that shift in policy and practice would put the Albina community at the top of Portland neighborhoods primed for the introduction of private reinvestment. Plans were made to enhance the physical

[39]Portland Bureau of Planning, *Adopted Eliot Neighborhood Plan* (Portland, OR: Bureau of Planning, Oct. 1993) 11.
[40]Portland Bureau of Planning, *The History of Portland's African American Community (1805 to the Present)* (Portland, OR: Bureau of Planning, Feb. 1993) 140.
[41]Amy Godine, "Up from Under: From Slum to Chic," (*Willamette Week*, 12-19 Jan. 1981).
[42] *ibid.*, p. 55.
[43]Portland Bureau of Planning, *History of the Albina Plan Area*, pp. 46-7.
[44]Portland Bureau of Planning, *The History of Portland's African-American Community (1805 to the Present)* , p. 126.
[45]Lyderson, p. 8.

appearance of the Union Avenue corridor and to improve its function as a transit street. In 1981, a landscaped median was installed to try to meet these goals.[46]

A decade later, the Eliot neighborhood continues to experience revitalization. Its residents have greater political savvy and exhibit strong community activism. Their neighborhood association allows them to play a more active role in planning decisions that affect their district. Eliot still retains its history as a diverse community, with a noticeable percentage of the city's present African-American population residing within the district's boundaries. Additionally, there has been a rising tide of East and Southeast Asians emigrating to the neighborhood.[47] Perhaps Eliot will become a gateway for yet another ethnic community. The crime rate has also decreased significantly, while real estate sales enjoy a healthy market. The commercial sector shares in the good fortune, too, with new businesses appearing everywhere in the community.[48]

Although the neighborhood has many positive characteristics, it remains an area threatened by development incompatible with its historic environment. In the early 1990s, a community plan created by the staff of Portland's Planning Bureau in conjunction with members of the Eliot Neighborhood Association (ENA) included design guidelines that were meant to ensure development compatible with the district's historic character. The designation of the Eliot Historic Conservation District and the Russell Street Conservation District followed in 1993, in an attempt to preserve what remained of the area's rich past. The present multiple property submission hopes to continue the historic preservation efforts that have already done so much for the Eliot neighborhood.

[46]Portland Bureau of Planning, *Portland Historical Context Statement*, p. 66.
[47]Portland Bureau of Planning, *Albina Community Plan: Background Report, Vol. 1: The Albina Community* (Portland, OR: Bureau of Planning, Feb. 1991) 65.
[48] *Op. cit.*, p. 3M.

F. ASSOCIATED PROPERTY TYPES

OUTLINE OF PROPERTY TYPES*

1. QUEEN ANNE STYLE RESIDENCES
2. ECLECTIC STYLE BUILDINGS
3. COMMERCIAL and INDUSTRIAL BUILDINGS
4. PUBLIC and SOCIAL BUILDINGS
5. HISTORIC DISTRICTS

1. QUEEN ANNE STYLE RESIDENCES

Description:

One third of surviving residences in the Eliot neighborhood are designed in the Queen Anne style. Built in the late 1800s and early 1900s, few are constructed entirely in the style. Instead, elements of the Stick, Eastlake, and Shingle styles were often incorporated in the design, producing vernacular representations. In comparison, "pure," high style residences strictly complied with the forms and features dictated by professional architects.

The dominant Queen Anne style in the Eliot neighborhood does, however, exhibit some consistent traits. In terms of usage, it is confined almost exclusively to single-family residences. In terms of design, the Queen Anne style is displayed in a wood frame dwelling of two to two and one-half stories. Furthermore, the Queen Anne home tends to have various roof shapes in combination, a partial or wraparound verandah, varying windows (one-over-one, double-hung, sash windows, bays, or Palladian) with some stained glass, and varied wall surfaces (shiplap or horizontal siding and patterned shingles). An overall vertical emphasis distinguishes a Queen Anne.

Rarely constructed in a "pure," high style form, the styles combined with the Queen Anne can be divided into four subtypes: Queen Anne / Vernacular; Queen Anne / Stick; Queen Anne / Eastlake; and Queen Anne / Shingle. Most of the homes deserving the category Queen Anne will not be one or the other subtype. Instead, they are a charming combination of all four. These subtypes will be differentiated by the amount and type of decorative ornament they exhibit. The "pure" Queen Anne style has an irregular plan shape, while its Vernacular counterpart is laid out in a rectangular or ell-shaped plan. The Queen Anne / Vernacular (sometimes described as a Victorian worker cottage) is also differentiated by its size—usually one to two stories instead of two to two and one-half stories. Unlike the Queen Anne / Vernacular, a Queen Anne / Stick style residence is differentiated by the exterior suggestion of the building's structural frame. Boards may be placed over the siding at the appropriate vertical, horizontal, and diagonal angles. Likewise, the combination of the Queen Anne and Eastlake style is achieved principally through an overlay of decorative ornament. Eastlake ornamentation takes the form of curved brackets and rows of spindles and knobs. Produced by the lathe, chisel, and the gouge, this type of ornament is thicker than the "gingerbread" ornament of the

* The definition of styles used in this section are taken from the following texts:
Oregon Style: Architecture from 1840 to the 1950s, ed. Pamela S. Meidell (Portland, OR: Professional Book Center, Inc., 1983).
Virginia and Lee McAlester, *A Field Guide to American Houses* (New York: Alfred A. Knopf, 1991).
Marcus Whiffen, *American Architecture Since 1780: A Guide to the Styles* (Cambridge, Mass: MIT Press, 1969).

Gothic Revival period. Were it not for this specific type of ornament, most Eastlake buildings would be classifiable as Stick or Queen Anne style. In Oregon, Eastlake elements are generally found in the building's porch design. In contrast, a lack of ornamentation distinguishes the Queen Anne / Shingle subtype. Its wall cladding consists of plain shingles left unpainted versus the heavily decorated wall surfaces of the other subtypes. Queen Anne elements such as turrets or half-round towers also mark this subtype. In general, however, the Queen Anne homes in the Eliot neighborhood will not clearly be one or the other subtype; rather, they may be a hybrid of all four.

Significance:

The residences included within this associated property type represent the best examples typifying each style group and the earliest remaining examples of each style group still retaining their integrity. They are historically significant under Criterion A for their association with the ethnic, working class inhabitants of the Eliot neighborhood and the former City of Albina. They are also architecturally significant under Criterion C for embodying the styles, forms, and methods of construction of the late nineteenth and early twentieth centuries in the Pacific Northwest.

During the late nineteenth century, inexpensive pattern books, generated in great numbers on the newly invented continuous web press, illustrated fashionable architectural styles. The availability of these pattern books created a demand for certain styles, most notably the Queen Anne and its subtypes. At the same time, the completion of the transcontinental railroad spurred the growth of large manufacturing centers, prompting in turn, the mass production of consumer goods. Advancements in construction technology dovetailed neatly with the mass production of building components. Machine-cut nails and lighter, standardized lumber became common building materials, producing a new kind of frame construction: the balloon frame. These developments modernized residential construction and, most importantly, lowered costs. This mail order construction method democratized residential building, allowing all classes to order manufactured architectural elements such as brackets, moldings, and other ornamentation. So, at the same time that the upper classes fashioned ornate, high style Queen Anne residences, people of modest means could also afford to personalize their homes with spindles and other forms of decorative woodwork.

The generally modest homes that characterize the Eliot neighborhood reflect the newfound democracy in residential construction in the late nineteenth and early twentieth centuries. Its working class residents took advantage of the industrialization of building components to customize their homes. Thus, these residences exhibit a lot of variety despite similar floor plans and building shapes. The homes also represent the adaptation of east coast styles to available building materials in the area. The use of wood as the most common building material points to the abundance of wood in the Northwest. In addition, the simplicity of these homes speaks of the demand for inexpensive housing during the late nineteenth and early twentieth centuries. Portland's extraordinary growth rate during that time period created a need for quickly constructed, cheap homes to house the number of immigrants the city was absorbing. Finally, these homes demonstrate the masterful skill of area craftsmen, since local carpenters and builders were usually selected to complete construction.

Registration Requirements:

Only 23 percent of the buildings in the Eliot neighborhood have been built since 1970. That means that over 75 percent of the housing stock in the neighborhood is 70 years old or older. Of that percentage, over half were constructed between 1900 and 1919. Eighteen percent were built before 1900. Unfortunately, most of the structures built in the nineteenth century have been cleared due to various redevelopment projects, particularly the Emanuel Hospital Renewal Project. Because so few properties survive from that time period, they will not need to display all of the

elements mentioned in the previous description section to qualify for registration. In fact, most extant examples should qualify due to their rarity.

Properties constructed during the early twentieth century are likewise significant due to their survival. However, because they are more numerous, they should meet more stringent requirements, such as displaying most of the elements mentioned in the previous description section.

As a general rule, to qualify for registration, the dwellings should have been built during the period between 1880 to 1905. Moreover, they should retain sufficient stylistic and structural features to evoke their period of construction.

2. ECLECTIC STYLE BUILDINGS

Description:

Unlike the Queen Anne style which was used predominantly for residential building, the Eclectic styles could more easily be applied to different building purposes. For instance, this associated property type is found in the Eliot neighborhood in various forms from the commercial and industrial to public and social buildings, as well as single- and multi-family dwellings. The Eclectic styles also differ dramatically from the Queen Anne style in terms of design. Where the Queen Anne movement encouraged free stylistic mixtures, the Eclectic styles stressed an adherence to classical architectural traditions. Architects strived to produce relatively pure copies of these traditions as they were originally constructed in different European countries and their New World colonies. It gave architects the opportunity to showcase their ability to apply correct historic details to new buildings. However, early examples of the Eclectic styles did demonstrate free interpretations of the classical traditions, with details inspired by their historical precedents. It was only as the movement grew older that more carefully researched architectural reproductions were constructed.

The Eclectic styles appearing in the Eliot neighborhood run the gamut from the Italianate style to the Egyptian style but are mostly represented in the Colonial Revival and Craftsman styles. The Colonial Revival style buildings are distinguished by formal facade organization and applied classical details. They are further defined as wood frame constructions with square or rectangular plan shapes. Other characteristics of the style include: gambrel, low-pitched hipped, or gable roofs; classical entablature; prominent entrance or portico; fanlights or sidelights framing the doors; clapboard siding; and building trim based on the eighteenth century interpretation of classical architecture (quoins, garlands, dentil molding, or columns of various orders). A number of the Colonial Revival style homes in the Eliot neighborhood have bellcast or gambrel roofs, closer cousins to the Dutch Colonial style. Buildings of the Colonial Revival style also tend to be larger and broader than their colonial brethren. Their windows continue in this trend, with overall size and individual panes generally larger than their eighteenth century counterparts. Some Queen Anne elements, such as leaded glass windows, also lapse over in the Colonial Revival style. A good example of the Colonial Revival style is found in the Young Women's Christian Association (YWCA) Building, which was also an important social center for the African-American community.

The second most predominant Eclectic style in the Eliot neighborhood is the Craftsman style. Unlike the other Eclectic styles, the Craftsman style was applied generally to residential buildings, although the homes in the neighborhood today might have undergone adaptive reuse and may be currently used as office space or retail. As it was applied locally, the Craftsman style is more specifically described as the American Foursquare. That categorization nominally refers to the floor plan used for the Craftsman style. Other attributes include a low-pitched hip roof and a symmetrical facade. The entrance is normally the focal point of the front facade and could be located centrally or off-

center. The vernacular examples that are abundant in Eliot's landscape often incorporate hipped dormers and full-width, single-story front porches. Double-hung sash windows are the most common window style. The style is further characterized by a lack of ornamentation, although some classical elements, such as Tuscan porch columns, are retained.

More "pure" Craftsman styles do appear in the Eliot neighborhood, like the Bungalow variety. This style tends to be small in size and is often single story. They sometimes contain only two bedrooms and an unfinished second story. They usually feature a large number of windows, a low-pitched hip or jerkinhead roof with a wide overhang and exposed rafter ends, and like the American Foursquare, a big front porch. Craftsman interiors emphasize practicality, expressed with numerous built-in cabinets and shelves.

Another Eclectic style in the Eliot neighborhood is the California Mission style. Built in the 1920s, representative features include low-pitched hip roofs covered with clay tile, stucco exterior walls, and balconies or balconets with wrought iron railing. Ornamentation tends to be simple, unlike its counterpart, the Spanish Colonial Revival style, which leaned towards more intricate detailing. In Oregon, the California Mission style more often appeared in public buildings than in residences. That truism is particularly evident in the Eliot neighborhood, with buildings such as the Albina Branch Library, a Portland City Landmark, built in that style.

The Twentieth Century Classical is another historic period style present in the Eliot neighborhood. This style is characterized by a rectangular plan, flat or low-pitch hip roof, and a symmetrical elevation. Other features include smooth stone, brick, or glazed terra cotta exterior walls, colossal portico, pilasters, and classical ornamentation.

Other Eclectic styles present in the Eliot neighborhood are the Egyptian and English Cottage styles. The Egyptian style is generally articulated in buildings through surface ornamentation. These buildings generally have a rectangular plan, masonry walls, and a flat roof with a cavetto cornice. Ornamentation takes form in sundisks, vultures, sphinxes, or pharaohs. There may also be a lotus flower capital on the building. This style is only found in commercial buildings in the neighborhood.

The English Cottage style is generally a one to one and one-half story building. This wood frame construction feature multiple gable roofs covered with composition shingles, brick or stucco exterior walls, and multi-light windows. This style tends to proliferate in the nearby eastern Irvington neighborhood but is particularly noteworthy in the context of the Eliot neighborhood for its rarity.

Significance:

The buildings included within this associated property type represent the best examples typifying each style group and the earliest remaining examples of each style group still retaining their integrity. They are historically significant under Criterion A for their association with the lives of the ethnic, working class residents of the Eliot neighborhood and the former City of Albina. They are also architecturally significant under Criterion C for embodying the styles, forms, and methods of construction of the late nineteenth and early twentieth centuries in the Pacific Northwest.

The Eclectic movement quietly began when architects trained in the Beaux Arts tradition started designing landmark period houses for clients. That trend was sanctified by Chicago's Columbian Exposition of 1893, which stressed correct historical interpretations of European styles. The popularization of the Eclectic movement came about with the proliferation of pattern books and trade publications, as first experienced with the Queen Anne style. As with the Queen Anne style, the Eclectic movement also produced freer adaptations of the historic period styles it was supposed

to emulate. Because clients could choose ready-cut architectural elements, they could mix different features of the classical architectural traditions. That situation produced vernacular interpretations of Eclectic styles, in contrast with the high style reproductions which attempted to apply correct historic details to new buildings.

The early emphasis on historic period styles was almost completely overwhelmed by the first instance of architectural modernism in the form of the Craftsman style. As a style, Craftsman embodied the ideals of the Progressive movement with its emphasis on a simple lifestyle complemented by an attention to the attributes of nature. It was perfect for a home buyer who desired a simple yet artful living space, economical and efficient in its design. For the working class residents of the Eliot neighborhood, the cheaper costs involved in building a Craftsman style home, with its lack of ornamentation, must have been the style's most appealing feature.

Registration Requirements:

The Eclectic styles are an integral component of the built environment of the Eliot neighborhood. Two thirds of the residences in the neighborhood are built in either the Colonial Revival style or the Craftsman style. The Eclectic styles were also applied to other building functions, running the scope of the commercial and industrial to civic and social uses. To qualify for registration, Eclectic style buildings should display most or all of the elements mentioned in the previous description section. As a general rule, the buildings should have been built during the period between 1895 to 1930. Furthermore, they should retain sufficient stylistic and structural features to evoke their period of construction.

3. COMMERCIAL and INDUSTRIAL BUILDINGS

Description:

This associated property type addresses buildings associated with the storage, processing, shipment, and sale of a wide variety of goods. Although there are some significant exceptions, in general these buildings do not exhibit any particular stylistic features, due primarily to their utilitarian nature. The majority of properties are of masonry construction with brick or concrete exterior walls. All were built during the years between 1890 to 1940. The larger industrial and commercial buildings are located in the area between the Willamette River and N. Williams Avenue. Smaller scale commercial buildings appear along the old streetcar routes, particularly NE Russell Street and NE Martin Luther King, Jr. Boulevard.

The commercial and industrial buildings in the Eliot neighborhood were built in many styles but generally fall into two categories: Streetcar Era Commercial style for commercial properties and Utilitarian / Industrial style for industrial buildings. Some exceptions occur at a singular level, but those will be discussed later in this section. Streetcar Era Commercial style buildings are usually one to four story masonry structures. If they were more than one story in height, the ground floor was generally reserved for commercial or retail use, with living units or office space above. Other characteristics include a rectangular plan, flat roof, and a decorative metal cornice. Ornamental brickwork is located around the windows, cornice, or parapet.

Industrial buildings are characterized by the Utilitarian / Industrial style. These buildings are normally one to three stories in height, with a rectangular plan, and a flat or moderate-pitch gable roof. Exterior walls are usually brick or stucco but can be horizontal or vertical wood siding. There are also examples of reinforced concrete structures. Building facades that are divided into bays generally feature segmental, arched openings. Embellishments may include ornamental brick work at the parapet or belt course.

Modernistic style buildings also appear with this associated property type, though they tend to be singular examples. For instance, the Williams and Company, Incorporated Building is the only existing structure in the Eliot neighborhood designed in the Art Moderne (Streamlined Moderne) style. Designed by F. M. Stokes, architect of the Francis Marion Stokes Fourplex and the U.S. Post Office, St. Johns Station (both National Register properties), this building generally meets descriptions of most Art Moderne style buildings. Art Moderne style buildings are characterized by a flat parapeted roof, stuccoed exterior wall, and soft or rounded corners with curved window glass. They have ribbon windows, industrial sash, and pipe railings. The Williams and Company, Incorporated Building has a flat roof, stuccoed exterior walls, industrial sash windows, and recessed bands running horizontally around the building.

There is only one example of an International style building in the Eliot neighborhood. The Trucson Steel Company building generally meets descriptions of most International style buildings. International style buildings are characterized by a rectangular plan, steel or concrete skeleton frame construction, glass and steel "skin" or curtain walls, and symmetrical elevations. The Trucson Steel Company Building meets many of those descriptions.

Significance:

These buildings are historically significant under Criterion A for their association with the commercial and industrial development of the original City of Albina and the Eliot neighborhood. However, these buildings are important not only to the history of the Albina area but also the growth of the City of Portland as a whole. At the turn of the century, business moguls with headquarters on the west side of the Willamette used the open space of the east side to build their industrial complexes. The City of Albina was especially attractive to west side executives for its potential as a transportation linking point for Oregon and Washington. Industries could ship goods by both sea and rail. In addition to creating Portland's industrial base, these companies also provided employment for a great number of immigrants moving to the city. These immigrants, in turn, necessitated housing close to their place of employment, creating the Eliot neighborhood of today.

Some of these properties will also be architecturally significant under Criterion C for embodying the forms, methods of construction, and styles popular during the period of significance.

Registration Requirements:

Commercial and industrial properties make up a significant portion of the Eliot neighborhood. They are primarily important in terms of their function, though some are significant largely because of their style. Some buildings have significance for both function and style. Some functions for these buildings are listed as follows: retail; recreation and culture; industry/processing/extraction; agriculture/subsistence; and warehouse. There is also a growing use for office space.

The building functions represent land use categories in the late nineteenth and early twentieth centuries. Furthermore, the building functions indicate the typical activities and types of businesses available to the area residents. The predominant building styles for commercial and industrial properties are listed as follows: Streetcar Era Commercial; Utilitarian/Industrial; Eclectic; and Modernistic.

To qualify for registration, buildings should have been built between 1890 and 1940. They should retain sufficient integrity to evoke the character of their style or function type. Finally, they should be one of the best examples or most characteristic examples typifying that style or function.

4. PUBLIC and SOCIAL BUILDINGS

Description:

The surviving public and social buildings in the Eliot neighborhood include some of the oldest extant structures on Portland's east side from the period 1885 to 1930. They include fraternal lodges and meeting places, fire stations, libraries, schools, and churches. Due to the variety of styles applied to this associated property type, there are no predominant building materials that characterize this building function. Instead, there are a wide range of styles from High Victorian Gothic, to Eclectic, to Modernistic. The variety stems from the singularity of each style because of the relatively small number of public and social buildings in the Eliot neighborhood. A discussion of the styles characterizing this associated property type will be limited to the styles not mentioned in any of the prior sections. Styles described previously include Eclectic, Streetcar Era Commercial, and Modernistic.

A style which has not been previously discussed is the Byzantine. Reified in the Hibernian Hall, this wood frame construction is characterized by a rectangular plan, flat roof, and stuccoed exterior walls. Two story, segmentally arched (gothic) windows are the primary window type. There is also some decorative ornamentation in the form of keystones and wooden spandrel panels.

Another style not previously appearing in the Eliot neighborhood is the Jacobethan. Reified in the Immaculate Academy, this wood frame construction is characterized by an ell-shaped plan, flat and gable roof, and brick exterior walls. Its multi-light windows also meet general descriptions of the style.

The remaining styles not previously appearing in the Eliot neighborhood are confined solely to churches: the Romanesque and Twentieth Century Gothic. The Romanesque style is characterized by asymmetrical form, a low-pitched gable roof, gabled nave, and tower. Other features include round-arched windows and door with pronounced trim and ornamentation in the form of cubiform capitals, corbel table, and pilaster strips. Romanesque buildings are generally of brick or masonry construction, though they are also sometimes rendered in wood.

The Twentieth Century Gothic style is characterized by a flat roof with projecting towers, spires or pinnacles and asymmetrical composition. Other attributes include pointed-arched or flat-topped openings, brick or masonry facing, and gothic ornamentation in the form of quatrefoil trim, hood moldings, and battlements.

Significance:

The public and social properties are historically significant under Criterion A for association with broad patterns of community development in the Eliot neighborhood. They depict the lifestyles of the primarily ethnic, working class residents of the Albina area. The number and type of public and social services also illuminate the need for community networking and social support exhibited by Eliot citizens. Some properties will be additionally significant under Criterion C for embodying the styles, forms and methods of construction of the late nineteenth and early twentieth centuries. The latter area of significance will be especially key for an analysis of the churches in the Eliot neighborhood. In addition, a few properties may be additionally significant under Criterion B for their association with an important person, such as Hibernian Hall which was designed by Josef Jacobberger, a prominent architect in the City of Portland. Jacobberger designed other National Register properties like Calumet Hotel and the Monastery of the Precious Blood.

Registration Requirements:

Public and social buildings do not make up a large portion of the resources in the Eliot neighborhood. However, they are some of the oldest extant buildings on the east side. For example, the Immaculate Heart Rectory was constructed in 1888, and the Immaculate Heart Church, a Portland City Landmark, was built in 1890. The latter is the oldest surviving church on the city's east side. The public and social properties are significant primarily for their function as lodges, churches, and fire stations. All are important for the distinct character and sense of community they lend to the area.

To qualify for registration, buildings should have been built between 1888 and 1930. They should retain sufficient integrity to evoke the character of their style of function type. Finally, they should be one of the best examples or most characteristic examples typifying that style or function.

5. HISTORIC DISTRICTS

Description:

In general, historic districts will be defined by a collection of properties assembled in contiguous physical relationship to one another and which are united by a common theme, be it historical or architectural. The districts will include all manner of building styles and encompass structures of differing functional uses. The styles will be limited to those listed in the four previous associated property types, except for those buildings which may be classified as noncontributing. A building may be classified as noncontributing because of noncompatability of building style or date of construction which extends beyond the periods of significance for the district. Noncompatability of building style will generally be determined by styles that did not come into existence until after the periods of significance for the district. Noncompatability will also apply to those buildings which have been so altered that rehabilitation or renovation could not feasibly restore them to their original state. In terms of functional usage though, the buildings of a district will normally be dominated by a particular land use pattern.

That last point is especially true of the Eliot neighborhood. For instance, locally designated Conservation Districts in the Eliot neighborhood—Russell Street and Eliot (see attached map)—generally represent the commercial and residential sectors of the original City of Albina. As a result, most of the buildings in the established conservation districts are characterized by commercial or residential use. The current Conservation Districts would be the most likely candidates for nomination as historic districts in the Eliot neighborhood. There may be other historic districts established in the future other than the Russell Street or Eliot Conservation Districts, but their thematic organization is unknown at this time.

Significance:

Historic districts will be historically significant under Criterion A for association with broad patterns of community development in the Eliot neighborhood. They will represent the lifestyles of the primarily ethnic, working class residents of the Albina area. Historic districts may also be architecturally significant under Criterion C for representing a distinguishable entity whose components may lack individual distinction.

Registration Requirements:

It is assumed that the current Conservation Districts in the Eliot neighborhood would be the most likely candidates for nomination as historic districts. However, other historic districts with different thematic organizations may come to pass. As a result, registration qualifications will be as broad-based as possible in terms of dates to encompass the likelihood of new districts.

To qualify for registration, historic districts will contain structures built between 1880 and 1947. The structures will be in contiguous physical relationship to one another and represent a distinguishable mass whose components may lack individual distinction.

G. GEOGRAPHICAL DATA

SUMMARY

The City of Portland, Oregon, of which the Eliot neighborhood forms a part, is located at the northwest portion of the state at the mouth of the Willamette Valley where the Willamette and Columbia Rivers meets. The latter creates a natural topographic boundary between Oregon and Washington and connects the City of Portland with the Pacific Ocean. The Willamette River divides the city, separating Portland into eastern and western halves. The city is further divided—albeit arbitrarily—into northern and southern sectors by Burnside Street. With the Willamette River and Burnside Street as primary axis points, the city is divided into four discrete quadrants: northeast, southeast, northwest, and southwest. The nominated property area is located in the inner core of the northeast quadrant from the Willamette River east for approximately .64 miles.

The City of Portland fist developed along the western banks of the Willamette in 1843. Trappers and Native Americans had first cleared the land to serve as a stopping point between Fort Vancouver to the north and Oregon City to the south. In time, Portland's deep harbor became the area's real selling point, because it was so ideal for river transport. The west side was characterized topographically as a narrow shelf of land that sloped southwesterly towards the west hills. In contrast, the Willamette's eastern half offered a gently sloping plain, interrupted by a series of buttes. It was further differentiated by low, marshy land along its banks. These sloughs and gulches complicated access to river transport. Overall, these characteristics delayed development on the Willamette's east side.

Significant development did eventually occur on the east side. Three separate towns were platted incrementally: East Portland in 1850; Albina in 1872; and Sellwood in 1882. In due time, all three cities were incorporated as distinct entities which were, in turn, annexed to the City of Portland on the Willamette's west side. The nominated property area, the Eliot neighborhood, generally forms the boundaries of the original City of Albina. Consequently, some of the oldest extant historic and architectural resources on the east side are located in the nominated property area. These resources include some of the earliest industrial buildings that shaped the ethnic, working class character of the original City of Albina. The residential and civic buildings that typified the lifestyles of the area's residents are also included as significant associated property types.

Specifically, the Multiple Property group included in this listing is limited to buildings located within the corporate limits of the City of Portland, Multnomah County, Oregon, and located east of the Willamette River in the Eliot neighborhood. The Eliot neighborhood is bounded to the north by Northeast Fremont Street, to the east by Northeast 7th Avenue, to the south by Northeast Broadway Street, to the northwest by the Fremont Bridge, and to the west by the Willamette River.

AREA DESCRIPTION

In general, the area consists of a sloping plain which rises from the Willamette River at 20' elevation in the southwest corner to the I-5 Freeway at approximately 160'. The area north and east of 1-5 is generally a flat plain with little change in topography.

The land closest to the river and bounded by N. Randolph, Interstate, and Albina Avenues is platted in 200' x 200' blocks typically found in the city. However, the areas east of that site and immediately adjacent to the Minnesota (I-

5) Freeway consist of irregularly sized blocks. Moving east towards N. Vancouver Avenue, the blocks become more regulated in size, with the typical block measuring 200' x 270'. Elongated blocks, measuring 600' x 200', are found east of N. Williams Avenue. Streets are oriented True North. Numbered streets run north and south, beginning with NE 1st Avenue, parallel to NE Victoria Avenue, located at the midpoint of the neighborhood. The east-west streets are named.

The Arterial Streets Classification Policy (ASCP) of Portland designated I-5 as a Regional Trafficway, Transitway and Truck Route. NE Martin Luther King, Jr. Boulevard and Broadway Avenue are Major City Traffic and Transits Streets. NE Fremont Street, the neighborhood's north boundary, is also a designated Major City Transit Street. One of Portland's nine bridges spanning the Willamette River is located on the northwestern edge of the neighborhood: the Fremont Bridge.

The Eliot neighborhood can generally be divided into two distinct land use sectors. Contiguous residential development characterizes the area east of N. Williams Avenue with a mixture of light industrial and commercial uses along N. Williams and Vancouver Avenues and NE Martin Luther King, Jr. Blvd. Average lot size in that area measures 6,893 square feet. Lower Eliot, west of N. Williams Avenue, houses most of the industrial activity in the area, though older, multi-family units do exist there as well. The average lot size west of N. Vancouver Avenue measures 17,730 square feet. Current land use patterns maintain past patterns. According to 1990 statistics, about 14 percent of the neighborhood is composed of vacant land. That figure is undergoing rapid revision due to a healthy amount of development in the area.

H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS

The Multiple Property Submission of Historic and Architectural Resources of the original City of Albina in Portland, Oregon is based upon an update of the City of Portland's 1984 historic resources inventory. This nomination is the culmination of three Oregon State Historic Preservation Office (SHPO) grants to update the historic resources inventory in the entire Albina Community Plan area. This nomination focuses on the original townsite of the City of Albina and includes the Russell Street and Eliot Conservation Districts which are locally designated historic districts.

From 1982 to 1984, a group of historic preservation professionals joined staff of the City of Portland Bureau of Planning to conduct a windshield survey of the entire City of Portland. They identified over 5,200 significant historic resources within the City of Portland. These identified historic resources were ranked and formed the basis for an update of the historic resources inventory in the Albina Community Plan area.

The updated Albina inventory was conducted by Bureau of Planning staff Michael Harrison and Julia Gisler working with neighborhood volunteers and interns under the auspices of three SHPO grants from 1991 to 1994. Michael Harrison, Chief Planner, has a Bachelor's and Master's degree of Architecture from the University of Oregon. Julia Gisler, City Planner, has a Bachelor of Landscape Architecture from the University of Oregon and a Master of Urban and Regional Planning from Portland State University.

The Bureau of Planning staff currently undertaking the National Register nomination in the Albina area are working under Michael Harrison and are also using 1996-97 SHPO grant funds to complete the Albina inventory work. Thayer Donham, City Planner, has a Bachelor of Arts from Wesleyan University and a Master of Architecture from the University of Oregon. Michelle Lutino, Staff Assistant, has a Bachelor of Arts from Reed College. Liza Mickle, Intern, is a graduate student in the Historic Preservation Program at the University of Oregon.

The updated Albina inventory used the 1984 citywide historic resources inventory as the framework for looking at the historic resources of Albina. Neighborhood associations, historic preservation professionals, and historians combined efforts to identify more historic resources by conducting a street by street visual survey. They then did research on the more promising resources. The initial updated survey included 665 individual resources in addition to 11 ensembles or groupings of resources. The Bureau of Planning staff then met with an evaluation committee which consisted of an architectural historian, architects, neighborhood representatives, a historian, and a preservation consultant. The evaluation committee looked at all the identified historic resources and evaluated them using criteria which were approved by the SHPO. The criteria were history, integrity, architecture, and environment. The evaluation committee ranked the resources and mapped the concentrations of resources throughout the Albina Community Plan area. (The Albina Community Plan area is much larger than the original City of Albina.)

The updated historic resources inventory resulted in the designation of seven historic conservation districts: Eliot, Irvington, Russell Street, Piedmont, Mississippi, Kenton, and Woodlawn. The Eliot and Russell Street Conservation Districts come together in this nomination as the original townsite of the City of Albina. The two conservation districts are currently separated by the Interstate 5 Freeway and the Emanuel Hospital and Health Center.

The historic resources are grouped by one historic development period: 1885 to 1947. Within the historic context there are several property types which clearly define the geographical boundaries of the original townsite of the City of Albina.

This nomination has been drafted to cover the identified property types in the boundary of the original City of Albina and to facilitate the addition of individual properties to the National Register in the future. In the State of Oregon, current state law allows local designations to be withdrawn by property owners whenever they wish, necessitating listing on the National Register of Historic Places if the resource is to be protected.

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