

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

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SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91000126 Date Listed: 3/4/91

East Portland Grand Avenue Historic District Multnomah OR
Property Name County State

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for *Austinnette Alce*
Signature of the Keeper

3/4/91
Date of Action

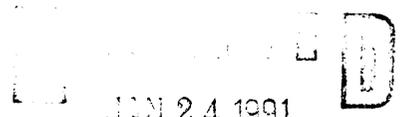
=====
Amended Items in Nomination:

Classification: The Number of Resources within Property should be revised to read 28 contributing buildings and 28 total contributing resources. Under number of contributing resources previously listed in the National Register, the number 6 should be inserted.

This information was confirmed with Susie Haylock of the Oregon State Historic Preservation Office.

DISTRIBUTION:
National Register property file
Nominating Authority (without nomination attachment)

United States Department of the Interior
National Park Service



National Register of Historic Places Registration Form

NATIONAL
REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. 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. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name East Portland Grand Avenue Historic District
other names/site number _____

2. Location

street & number Bounded by Main and Ankeny Sts., SE 7th Ave., and SE N/A not for publication
city, town Portland Martin Luther King, Jr. Blvd. (SE Union Ave.) N/A vicinity
state Oregon code OR county Multnomah code 051 zip code 97214

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input checked="" type="checkbox"/> public-local	<input checked="" type="checkbox"/> district	<u>34</u>	<u>22</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input type="checkbox"/> object	_____	_____ objects
		<u>34</u>	<u>22</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register _____

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

James M. Hamrick January 3, 1991
Signature of certifying official Date

Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property meets does not meet the National Register criteria. See continuation sheet.

Signature of commenting or other official Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

entered in the National Register. Autonically / see 3/4/91
 See continuation sheet.

determined eligible for the National Register. See continuation sheet.

determined not eligible for the National Register.

removed from the National Register.

other, (explain:)

Signature of the Keeper Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

Commerce/Trade: buisness, financial
institution, specialty store

Current Functions (enter categories from instructions)

Commerce/Trade: business, financial,
institution, specialty store

7. Description

Architectural Classification

(enter categories from instructions)

Italiniate, Commercial, Colonial Revival,
Art Deco, Industrial/Utilitarian

Materials (enter categories from instructions)

foundation concretewalls concrete, brickroof asphalt: built-upother stone, wood

Describe present and historic physical appearance.

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The East Portland Grand Avenue Historic District is an approximately 20-block area in Portland, Oregon. The district is located in Township 1 North, Range 1 East, Section 35 and Township 1 South, Range 1 East, Section 2 in Multnomah County. The historic district is roughly bounded on the south by S.E. Main Street, north by S.E. Ankeny Street, west by S.E. Martin Luther King Jr. Boulevard and east by S.E. Seventh Avenue. Some irregularity is found at the boundary edges where the concentration of significant properties did not warrant inclusion of all properties. The primary resource type found within the district is Commercial. Industrial, Government and Culture resource types comprise a smaller portion of the district. The central commercial spine, S.E. Grand Avenue, is characterized by two- to three-story buildings. Although some intrusions have occurred the district retains its overall integrity. The main intrusion is on the full block between Alder and Washington along Grand Avenue where a modern gas station is located.

NOTE: The whole of the section following, including the property-by-property inventory, was taken with appropriate modification for boundary amendments from Karen Zisman et al, "East Portland Historic District," Proposed Nomination to the National Register of Historic Places, September 1989. Prepared for Central Eastside Industrial Council and Hawthorne Boulevard Business Association by Karen Zisman, Melissa Darby, Elizabeth O'Brien, Kimberly Poe, and Peter Fry.

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SETTING

The historic district is located within the City of Portland, Oregon. Portland is located near the mouth of the Willamette River which flows into the Columbia River at the northern boundary of the state. The Willamette River bisects Portland east-west. The East Portland Grand Avenue Historic District is sited near the east bank of the Willamette River. Historically, this area straddled a network of sloughs and marshes extending from the river into a gently rising plain which comprised the City of East Portland from 1861-91. This plain gradually ascends from the river dotted by several buttes connecting with the foothills of the Cascade Mountain Range to the east. Today the historic district area is sited in the inner city area known as the Central Eastside Industrial District (CEID). The historic district occupies a prominent location between two major new regional projects: the new Convention Center to the north and the Oregon Museum of Science and Industry to the south. Directly on the west side of the Willamette River is Portland's downtown area. On the east side of the river and immediately to the west of the district is the heart of Portland's east side industrial area. To the east of the historic district are industrial and residential areas. Strip commercial districts are located on major arterials such as S.E. Hawthorne and S.E. Belmont farther to the east of the district.

The historic district is platted in 200' x 200' blocks. East-west streets are named. Avenues run true north-south and are numbered, with the exception of Martin Luther King, Jr. Boulevard (Union Avenue) and Grand Avenue. These two roadways are the major arterials of the district and function as State Highway 99 East. Most of the area included in the historic district was laid out as the East Portland Townsite in 1850 and was formally platted by James B. Stephens in 1861 on a portion of his donation land claim. Other subdivisions included within the historic district are Park Addition to East Portland which was recorded September 20, 1882 by Mr. McGeorge, President of Park Homestead Association; and Hawthorne Park platted by Rachel Hawthorne and her daughters, Louise and Catherine, in 1889.

Despite East Portland's proximity to Portland's harbor trade on the west bank of the Willamette, the east bank's land form was marshy and swampy and was not conducive to river transport, thus restricting early commerce. Most early trade was conducted by

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water routes or ferries across the Willamette River. East Portland's commercial boom was not initiated until a railway system was installed by the Oregon Central Railroad Company and began operating in 1870.

Temporal Boundaries

The East Portland Grand Avenue Historic District has its origin in the platting of the City of East Portland which began as early as 1850 by James B. Stephens. The townsite of East Portland was formally recorded in 1861 and incorporated in 1871. East Portland was later annexed by the City of Portland in 1891. The historic district boundaries are confined within the larger original townsite of East Portland, later subdivided into the East Portland Park and Hawthorne Park Additions. The end date of historic significance, 1930, correlates with the dramatic decline of new construction for the next 50 years due to a combination of factors, including the lack of new immigration to the area, the impact of the depression and World War II, and the construction of the Interstate 5 freeway ramp on Portland's east bank.

Boundary Justification

The proposed historic district boundary encompasses an approximately 20-block area roughly bounded by S.E. Ankeny to the north, S.E. Main to the south, Martin Luther King Jr. Boulevard to the west and Seventh Avenue to the east. The historic district is proposed under National Register Criteria "A" for its significant history. The historic district's theme is Commerce as it evolved in East Portland. The historic period of significance is 1883-1930. The historic district is made up of 61% primary and secondary significant buildings excluding vacant land. 89% of the buildings were constructed during the historic period prior to 1930. A synopsis of the factors used to determine the historic district boundaries are as follows:

1) Historic Factors

The historic district represents the early origins of the City of East Portland and its subsequent development as the major commercial core of Portland's east side. The original townsite as platted in 1861 stretched from the Willamette

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River on the west to 12th Street on the east, Glisan on the north and beyond Hawthorne to the south. The East Portland townsite as incorporated in 1870 stretched from the Willamette River on the west to 24th Street on the east, N.E. Halsey to the north and S.E. Holgate to the south. The historic district represents a portion of the East Portland townsite encompassing the nucleus of the original core development and the most concentrated representation of later commercial growth.

The identification of the primary importance of the community business center suggests an East Portland Historic District defined by the historic commercial and community activities of Grand Avenue. As an historic artery, the blocks of Grand Avenue from Ankeny to Salmon offer the core for delineating such a district. Also important are the surviving blocks along Alder and Morrison streets between Martin Luther King, Jr. Boulevard and Seventh, which served as major intersecting streets for commercial and community activities.

These identified blocks offer the most intense concentration of primary period buildings within the larger East Portland study area. Most of the primary, secondary and historic non-contributing buildings were built to serve the community business center with retail, office and meeting space. Beyond this core area building types tend to change to industrial and residential rather than commercial. Precise boundaries have been determined on the basis of land use patterns and building characteristics within this historic framework.

2) Concentration of Significant Properties

The boundaries represent the largest concentration of historically significant, commercially oriented buildings located within the East Portland townsite and currently within the central southeast area of Portland. The district is made up of primary (1883-1915) and secondary (1916-30) buildings. The concentration of resources dating from the historic period (primary, secondary and historic non-contributing) comprises 68% (50 of 74) of the total number of properties in the historic district, or 89% (50 of 56) of the total number of buildings within the district.

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The portion of the original townsite north of Burnside requires further study to determine its significance and historic district potential. The industrial area to the west has a number of individually significant buildings and is part of the study area for Portland's Eastside Multiple Property Submission. The areas to the immediate south and east of the historic district do not possess sufficient concentration or integrity of historic resources to warrant inclusion within the historic district boundaries but contain resources eligible for registration under the multiple property submission.

3) Visual and Physical Factors

The northern and southern boundaries, begin and end where clear concentrations of resources exist. The Morrison Bridge at the center of the district is the oldest connection between the east and west banks of the Willamette River. The original bridge was constructed in 1887 and was later replaced with a newer bridge. The spine of the district is S.E. Grand Avenue.

The district is composed largely of commercial buildings and some industrial, governmental and cultural buildings. Many of the buildings have architectural significance in addition to historic significance.

4) Historic District Identity

The district is highly visible due to its prime location between the new Oregon Convention Center and the Oregon Museum of Science and Industry (OMSI). As the unifying link between these major projects, the historic district strongly supports the goals of the City of Portland in its commitment to developing a cohesive city plan. The district's identity is one which recognizes the evolution or stages of critical development in roughly a 50-year period of time in Portland's east side history.

Generally, boundaries were drawn to include both sides of the public right-of-way along Grand Avenue, bridge heads, and entire blocks for the purpose of clarity and consistency in future planning and regulation.

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New interest in east side development is encouraged by current public plans but needs to be designed in a manner compatible with the area's history. The boundaries as proposed ensure that new construction can occur and will be designed in a manner compatible with the district. The historic district can draw significant revenue and attention to the central east side as a major customer and tourist destination and a source of identity and pride. Tax benefits, loans and grants available to primary and secondary properties encourage rehabilitation and restoration. Without these incentives and the creation of the historic district, significant properties would likely be lost.

IDENTIFICATION

There are four basic property types found within the historic district, as follows: Commercial, Industrial, Social/Cultural and Governmental. Property types include buildings of architectural styles commonly found in the 19th and 20th centuries. The primary styles represented within the district include Italianate, Second Empire, Colonial-Georgian, Modern Movement and Commercial style. However, many buildings are designed without a strong influencing style and are categorized as commercial, industrial or utilitarian in design.

Buildings within the district generally range from one to four stories in height and cover about one-sixth to one-half block. The Weatherly building, which towers above all other buildings at 12 stories, is the only skyscraper in the district.

The commercial property type includes buildings originally associated with retail and wholesale businesses. Road/vehicular related (original use) buildings comprise 31% and the largest property type group. This type includes auto repair shops, auto dealerships and showrooms, auto part stores, garages and early gas stations. Buildings with original use as specialty stores comprise 23% of the historic properties and include grocery stores, drug stores, furniture stores, and building supply and hardware stores. Mixed use buildings which originally combined specialty stores on the ground floor and hotels or multiple dwelling units above make up 13% of the historic buildings. Original use as warehouse

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facilities and for civic/social organizations each make up 8% of the properties. Other original uses include mortuaries, financial institutions, hotels, and other businesses.

The largest present use group is in the specialty store category comprising 35% of the historic buildings. Over time road/vehicular related uses have dropped to 15% but still remain a major use group in the district. Other businesses also constitute 15% of the district currently. Mixed use buildings (special store/multiple dwelling) now comprise 10% of the historic properties, as do restaurants. Other current uses include financial institutions and civic/social organizations.

Commercial Property Type

These buildings range from one to twelve stories in the historic district. The majority of properties are of masonry construction, either brick or concrete. Three buildings have some cast iron elements. A few of the primary buildings are wood frame in construction with brick facing. One building in the district is wood frame with wood siding and may have been constructed as early as 1871. Several buildings use other decorative materials such as rusticated stone, terra cotta, tile, plaster and wood. Concrete buildings from the secondary period of development are simple and utilitarian in their design, corresponding with the onset of the automobile era.

Commercial buildings sited on the typical 200' x 200' block range in footprint size from 1/6th, 1/4th, to 1/2 block. Generally, buildings are sited at the sidewalk along the major arterials and side streets; setbacks were not part of the historic pattern of development. Buildings along Grand Avenue generally had central entries.

The original commercial core hub of East Portland developed in the 1880s and was located between "N" Street or Morrison Street and "J" Street or Oak Street. By 1930 the commercial core had expanded north and south along Grand and Martin Luther King, Jr. Boulevard from the Hawthorne Bridge to the head of the Burnside Bridge. A commercial core of Victorian era buildings still remains along Grand Avenue from Morrison to Oak Street.

The styles of note which characterize the commercial buildings are Italianate, Second Empire, Colonial Revival and Georgian,

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Commercial style and Modern Movement. The Italianate style and other Victorian styles were commonly used in the 1880s and 1890s. These buildings are generally rectangular in plan, symmetrically composed with prominent cornices, double-hung windows with label molding and simple design elements. The ground floor level of a building in the Italianate style is usually composed of storefronts and a recessed central entry. The Italianate style buildings are typically two to three stories, wood frame, with brick facing and flat facades. The Second Empire style, also from the Victorian period, is distinguished from other Victorian period styles by a mansard roof.

The historic period styles, Colonial Revival and Georgian, generally apply to commercial buildings constructed between 1910-30 with characteristics as follows: decorative elements such as columns in classical orders, pilasters, keystones, modillions, dentils and pediments. The Colonial and Georgian type buildings are rectangular in plan and are constructed of brick. They generally have low pitched or flat roofs, bilateral symmetry and central entries.

The Commercial style is generally associated with automobile showroom buildings in this district. The buildings are of brick and concrete construction, rectangular in plan, generally two stories with expansive multipaned windows, wide and numerous bays, stucco finish, geometrical and abstract ornamentation, simple cornice and flat roof line.

Elements from a variety of substyles from the Modern Movement were used in the design of commercial buildings within the district including Art Deco, Moderne and Contemporary. Generally, modern details include simplified massing, geometrical ornamentation and streamlined detailing.

Industrial Property Type

This property type includes buildings associated with processing, manufacturing and related storage and warehouse facilities. Food processing and agricultural implements, furniture and garment manufacturing were among the common original uses for these resources. The buildings are generally one or two stories in height and constructed of concrete or brick. Simple in design,

the buildings were rectangular/square in plan and in some cases

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involved a complex of interrelated buildings and additions on one block.

The industrial buildings generally surround the commercial core and represent the secondary period of development. Earlier brick industrial buildings are found just to the west of the district between Third Avenue and the Willamette River. Most of East Portland's earliest industrial wood buildings have been destroyed by fire, the infilling of the swampy and marshy lands which once characterized this area, or other redevelopment.

Social/Cultural Property Type

This property type includes social buildings. Social buildings in the district include fraternal lodges/meeting halls. There are two existing lodges/meeting halls: the Orient Lodge Building which is designed in the Arts and Crafts style, and the Woodmen of the World Building in the Colonial/Georgian style. Both buildings are rectangular in plan, constructed of concrete and brick and located on Alder Street between Sixth and Seventh Avenues. The Orient Lodge Building (1907) is from the primary period of development while the Woodmen of the World Building (1924) is from the secondary period of development.

Governmental Property Type

This property type includes buildings associated with governmental agencies and is limited to two extant public works buildings, the Water Bureau Building in the Jacobethan style and the Pacific Telephone and Telegraph Building in the Italianate style.

ALTERATIONS

Alterations made to buildings within the district generally relate to removal, modernization or obscuring of architectural features such as storefronts, cornices, entrances, exterior surfaces, pilasters, columns, roofs, windows and doors. Alterations also include additions. Buildings constructed during the historic period that have major alterations which negatively impact the historic appearance of the building were ranked as historic non-contributing in the district.

ZONING

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All properties within the East Portland Grand Avenue Historic District fall within one of two zones, CED and GI-1. CED (recently re-labelled "EXD"), stands for commercial employment with design review required. This zone allows for a broad range of uses as outlined in the Portland Comprehensive Plan and Zoning Ordinance. The GI-1 zone allows for general industrial uses. The floor area ratio (FAR) of the historic district area ranges between 6:1 and 9:1. Maximum building heights allowed in the district range from 100 to 200 feet (bonus points can increase the maximum height and density).

VISTAS AND INFRASTRUCTURE FEATURES

At the center and western edge of the historic district is the Morrison Bridge. This 1958 structure replaced the original bridge, which was the first bridge connecting East Portland to Portland in 1887. The northern and southern entries of the district were provided by the Burnside (1892) and Hawthorne (1891) bridges which opened soon after the Morrison Bridge and expanded the opportunity for boom time development on Portland's east side. The view down Grand Avenue is the most prominent vista at the street level in the district; it is highlighted by architecturally significant buildings from the primary and secondary periods of development and historically designed street lighting.

The most prominent landmark in the historic district is the Weatherly Building. It can be seen from most street vantages in the area. A western backdrop is provided by the west hills, the downtown cityscape and bridges spanning the Willamette River.

Public Improvements

All roadways were originally 60 feet in width (from property line to property line). Variations have occurred due to road widening: S.E. Martin Luther King, Jr. Boulevard (Union), S.E. Grand Avenue and S.E. Seventh Avenue to 80 feet and a portion of Morrison to 84 feet; Due to these road widenings adjacent city blocks have decreased in size from the original 200' x 200' size. Many of these streets were originally planked and built upon pilings over the sloughs and marshy land which webbed the historic district. Most roadways are currently paved with asphalt, although there is a variety of prior paving materials found beneath the current

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surface. Most significant features are the streetcar tracks and stone block paving located along Grand Avenue and Ankeny Streets.

Sidewalks are generally 12 feet wide and constructed of concrete. With the exception of portions of the Morrison bridgehead, sidewalks are found on all blocks.

Utilities under private ownership were initiated during the early development of East Portland. Several private water companies offered their services to the East Portland area, drawing clean, potable water from deep wells. East Portland did not have the same difficulties in obtaining quality water that the adjacent City of Portland had and actually grew as Portlanders sought property with a more reliable water source. In 1897, after consolidation of the cities, the East Portland Water Company sold its interest to the City Water Committee which controlled the city's Bull Run water supply. East Portland then tapped into the Bull Run water supply and discontinued drawing from wells located near S.E. 11th and Powell (Pacific Engineer, Oliver, Charles E., April 1930).

Sewer lines run north-south on Martin Luther King, Jr. Boulevard and Grand Avenue, Sixth Avenue, Seventh Avenue, and east-west on Alder, Stark, Oak, Pine, Ash, Ankeny, Taylor and part of Yamhill streets. Overhead wiring runs north-south on Seventh, Sixth, and Martin Luther King, Jr. Boulevard and east-west on Yamhill, Salmon, and Stark streets.

Historically designed street lighting is located along Grand Avenue, Alder Street, and Morrison Street. Modern design lighting serves Martin Luther King, Jr. Boulevard and other major thoroughfares.

Shed cloth awnings are found primarily on commercial buildings along the major commercial thoroughfare, S.E. Grand Avenue. Metal marquees are utilized primarily on the service entries of industrial buildings. Signs are either painted, applied directly to the facade of the building, or hung from the center or corner of the facade. Relatively few 1920's style neon signs remain intact; most have been replaced by backlit plastic signs.

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EVALUATION

Properties were ranked according to construction date and level of integrity as follows:

RANK	CONSTRUCTION DATE	NO. OF PROPERTIES
Primary	1883 to 1915	20 (6 Nat. Reg.)
Secondary	1916 to 1930	14
Historic Non-contributing	1883 to 1930	16
Non-contributing	1931 to Present	6
<hr/>		
Total Building		56
Vacant Lots		18
<hr/>		
Total Properties		74

Primary and secondary rankings represent those properties constructed between 1883 and 1930 which are virtually intact or have minor or moderate alterations. Six of the primary buildings are currently listed on the National Register of Historic Places.* Historic Non-contributing buildings, also constructed between 1883 and 1930, have major alterations that have negatively impacted their historic appearance.

Buildings falling within primary and secondary classifications were categorized by date of construction and integrity. If the building was constructed within the historic period and had only minor alterations, then the building was ranked primary or secondary by virtue of its date of construction. (Minor alterations are those that do not heavily impact the overall visual appearance, scale, proportion, craftsmanship or detailing of the building.) Major alterations to a building constructed within the historic period resulted in its classification as Historic Non-contributing. (Major alterations typically include removing or obscuring the majority of storefronts on a one-story building, masking an original facade with a modern false facade, adding a false mansard cornice/roof, removing the majority of primary original windows, and removing or obscuring the original surface material or architectural detailing.) Generally, buildings that have had a majority of the exterior levels altered are considered Historic Non-contributing. With rehabilitation or restoration work most of these buildings could potentially be reranked as primary or

*The six properties previously listed in the Register are Inv. #s 7, 8, 9, 11, 21 and 44.

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secondary, depending upon the reversibility of the alterations and quality of the work done. Non-contributing properties were constructed after the historic period of significance. All buildings post-dating the secondary period or 1931 were ranked Non-contributing. Vacant lots are separately held parcels listed in county records as vacant or separately held parcels without buildings.

IMPACT OF MODERN DEVELOPMENT

Until recently and for the past 50 years there was very little new construction in the historic district. Economic conditions were largely responsible for this stagnation. Currently, however, Portland's central east side is the target for major new development projects which are likely to have an unprecedented impact on the historic district.

The historic district is the commercial link connecting Oregon's recently completed Convention Center and the Oregon Museum of Science and Industry, currently under construction. The Central City Plan proposes an historic trolley down Grand Avenue connecting these projects and linking the downtown and the Lloyd Center shopping mall to the central east side. The trolley will reinforce the district's historic character and the citywide goal to create a cohesive Central City. Many public improvement projects for the Central Eastside Industrial District exceeding \$70 million in capital outlays were identified in the City of Portland's 1979 Central Eastside Industrial Revitalization Study. The Central City Plan adopted by the City of Portland in 1988 further cites numerous public and private projects planned or anticipated. Excerpts from the 1989 Central Eastside Business Directory describe some of the key public and private projects as follows:

Oregon Convention Center: A 400,000 sq.ft. convention center on the northern edge of the Central Eastside Industrial District (CEID) adjacent to the Banfield Light Rail at Northeast Martin Luther King, Jr. Boulevard and Holladay Street, completed in September 1990.

Oregon Museum of Science and Industry (OMSI): Property known as Station "L" (on the Willamette River's east bank south of the Hawthorne Bridge) has been donated by Portland General Electric for the relocation and development of an expanded OMSI. Scheduled for

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completion in four years, the facility will include scientific exhibits, educational activities and an OMNIMAX theater.

East Bank Esplanade: The esplanade is located along the east bank of the Willamette River. It offers a bike and pedestrian path, benches, landscaping and spectacular views of downtown Portland. The esplanade will eventually connect the Oregon Convention Center on the north and OMSI on the south.

Transit Service: Transit service in the CEID continues to improve with the addition of a north-south route along the Martin Luther King, Jr. Boulevard-Grand Avenue corridor. This route and the 11th and 12th Avenue corridor connects numerous east-west routes with MAX, a \$147 million Light Rail project running from Gresham to Portland's Central Business District. Tri-Met continues to work toward developing a southeastern Light Rail line from Milwaukie through CEID over the Hawthorne Bridge into downtown Portland. The Central Eastside Industrial Council (CEIC), the business association for the area, supports Tri-Met's construction of an historic trolley line along Grand Avenue connecting with downtown Portland and Lloyd Center. The trolley would connect with the Milwaukie Light Rail at OMSI near the Hawthorne Bridge and with the Banfield Light Rail at the Oregon Convention Center near the Steel Bridge.

East Marquam Interchange Project: Provides the central east side with full multidirectional access to Interstate 5 and Interstate 84. Local street connection to the freeways is improved. McLoughlin Boulevard (Highway 99E) is connected to the interstate system via ramps to Interstate 5 from the Martin Luther King, Jr. Boulevard-Grand Avenue viaduct.

Other public improvements planned for the central east side include street improvements, sewer improvements and lighting improvements.

PREVIOUS SURVEYS

In 1988 the Portland Eastside Multiple Property Submission was listed in the National Register of Historic Places under the sponsorship of the Hawthorne Boulevard Business Association, updating and expanding the data collected in the 1984 City of Portland Historic Resources Inventory. The project involved a three-year long effort by numerous business organizations,

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neighborhood groups and professional staff to comparatively analyze all properties for their historic and architectural significance within a 600-block area of central southeast Portland. In addition to developing an historical context for East Portland and Portland's east side, the result of that project was threefold: 1) a Comprehensive Survey and Inventory of Cultural Resources for the Central Southeast Portland area; 2) determination and listing of properties individually eligible for the National Register in the project area under a multiple property submission vehicle; and 3) proposal for an East Portland Historic District in the general area between E. Burnside Street, S.E. Hawthorne Street, S.E. Third Avenue and S.E. Seventh Avenue.

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#01 ADDRESS: 1205-15 S.E. Grand

CLASS: Historic Non-contributing

COMMON NAME: Mr. Formal, Inc.
HISTORIC NAME: Hislop, Louise Investment Property Building
DATE BUILT: 1926
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 94
LOT: 7&8
TAX CODE: R-22650-6210
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT: Sutton & Whitney
BUILDER: Wegman & Son
OWNER NAME: Lydia L. May
c/o Ernest J. Burrows
OWNER ADDRESS: 12640 N.E. Rose Parkway
Portland, OR 97230

STYLE 1: Commercial
STYLE 2:
STORIES: 1.0
COND.: Good

DESCRIPTION: This 1926 one-story building is rectangular in plan and is constructed of reinforced concrete. The building occupies the east half of the block with its primary facade facing east on Grand Avenue. Its primary facade is symmetrically composed into 15 bays; the north and south elevations are divided into 7 bays. Commercial in style, this building is restrained in detailing featuring a central gabled parapet and capped pilasters. Most of the windows have been replaced by overhead doors, aluminum windows or infilled with plaster. The entry, originally a vehicle entrance, consists of an aluminum door with glass block sidelights. The building is in good condition.

The Louise Hislop Investment Property Building was constructed at a cost of \$17,000 for use as a garage. The original business at this location is not known. By 1930 the building was occupied by the Champion Air Compressor Company and Brand's Auto Loan Company.

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The use of the property had changed by 1935 to accommodate the Merchant's Wholesale Grocery Company and the Morehouse Plate Glass Company.

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#02 ADDRESS: 1125-35 S.E. Grand

CLASS: Historic Non-contributing

COMMON NAME: Cline Glass Co., Inc.
HISTORIC NAME: Wauna Land Co. Building
DATE BUILT: 1923
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 95
LOT: 5&6
TAX CODE: R-22650-6310
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER: Hoffman, L. H.
OWNER NAME: Gerald L. Franzen
OWNER ADDRESS: 18550 Echo Way
Gladstone, OR 97027

STYLE 1: Commercial
STYLE 2:
STORIES: 1.0
COND.: Fair

DESCRIPTION: This 1923 concrete building is square in plan. The facades are divided into storefront bays with transoms overhead. There is a garage door opening on each street. The building has a simple cornice and flat roof. The building retains its overall integrity although original storefronts have been replaced with aluminum windows and panels. The replaced storefronts do reflect the general lines of the original. The building is in fair condition.

The Wauna Land Company Building was constructed at a cost of \$12,000 for use as a garage. Original businesses in 1924 include Farnham & Williams, Inc. (auto sales) and David C. Hodes Company (auto supplies). The structure has been occupied by various auto-related businesses including Walbom & Company in 1927 (auto accessories) and Portland Motor Car Company (used cars) in 1928 and 1929. In 1930 three companies are shown: Lawson Motor Car Company, Barrett Motor Company, and Super Automotive Service

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Company. By 1935 the building was occupied by a single business,
Mt. Scott Auto Wrecking Company.

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#03 ADDRESS: 1103-17 S.E. Grand

CLASS: Historic Non-contributing

COMMON NAME: Mead Motors, Inc.
HISTORIC NAME: Colt, C. C. Building
DATE BUILT: 1924
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 95
LOT: 7&8
TAX CODE: R-22650-6330
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Road-related (vehicular)
ARCHITECT:
BUILDER: Wayman, O. R.
OWNER NAME: James A. and Lora R. Meyer
OWNER ADDRESS: 101 S.W. Main Street, #1800
Portland, OR 97204

STYLE 1: Commercial
STYLE 2:
STORIES: 1.0
COND.: Good

DESCRIPTION: This 1924 concrete building is square in plan. The facades are divided into storefront bays with transoms overhead. There is a garage door opening on each street. The building has a simple cornice and flat roof and is in good condition.

The C. C. Colt Building was constructed at a cost of \$15,000 for use as a garage. The original business at this location was the International Harvester Company motor truck department which remained through 1928. In 1929 the East Side Wheel & Machine Works moved in, and in 1930 the Pacific Eisemann Service Corporation (auto service) is also listed. By 1935 the two companies in the building were Pacific Eisemann and Rodda Paint.

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#04 ADDRESS: 1005-25 S.E. Grand

CLASS: Secondary

COMMON NAME: Paquet Building
HISTORIC NAME: Paquet Building
DATE BUILT: 1920
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 96
LOT: 5-8
TAX CODE: R-22650-6390
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT: Watt, James
BUILDER:
OWNER NAME: Jack L. Breitbarth
OWNER ADDRESS: 10630 S.W. Hood Avenue
Portland, OR 97219
STYLE 1: Commercial
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: The Paquet Building occupies a half-block on S.E. Grand Avenue. Designed as an automobile showroom as well as a service store, the building has a variety of functional architectural elements common to commercial automobile buildings. These elements include expansive window openings lighting the showrooms, wide garage doors that open into the showroom, and interior automobile ramps leading to the second story. This two-story building was built in two phases. The first phase of construction occurred in 1920 on lots 7 and 8, which are on the northwest corner of S.E. Grand and Yamhill. The second phase occurred one year later in 1921 on the south portion of the block on lots 5 and 6. The addition is slightly smaller than the first building but is almost identical in detail. The building is constructed of reinforced concrete and finished with stucco. Symmetrical and formal in organization, the elevations create a strong street wall. The bays are separated by paneled pilasters with capitals which visually support the lintel above the second story windows. The multipane windows fill the spaces between the

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pilasters. The parapet is flat, as is the roof. The building retains its original integrity and is in good physical condition.

Joseph Paquet purchased the block in 1906. He was born in 1841 in St. Louis, Missouri. His father, Francis Paquet, was a fur trapper with the Hudson Bay Company and a ship's carpenter. Joseph accompanied his family across the plains in 1852. The family settled on a ranch four miles from Oregon City. Joseph had little formal education. When he was fifteen he worked with his father repairing boats in the summer and fall for the winter run when the Willamette River was navigable.

Joseph left the ranch and entered into the steamboat building business. He built the first steam ferry that ran across the Willamette at Salem in 1866. He built boats and assisted in the construction of dams as well. He worked for two years with the Oregon Steamship Navigation Company and was superintendent of construction for the People's Transportation Company. Joseph married Mary Elizabeth in 1870 and in 1879 moved to Portland.

"Throughout all the intervening years, Mr. Paquet has followed contracting of every kind, his work including the building of boats of every description, the Klamath irrigation ditch, the Tualatin River and other dams and some of the largest sewers of Portland...He has built bridges, wharves, railroads, stone work, concrete work, and in fact, has contracted for work of almost every description." (Joseph Gaston, Portland. Its History and Builders, Vol. II, pp. 6687-89, 1912)

He was president of the St. John Shipbuilding Company, President of the Portland Sand Company, and a member of the firm of Paquet, Giebish, and Joplin Company, contractors.

He was a community leader in East Portland before it was consolidated with Portland in 1891. He was chairman of the school board when the cities consolidated and served as school director for six years. He owned a considerable amount of property in East Portland and an 800-acre ranch outside the city.

It is likely he built the subject property though he was 80 when it was built. He was well known and respected in East Portland and recognized as a prominent civic leader.

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#05 ADDRESS: S.E. Martin Luther King, Jr. Boulevard (Union Avenue)

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NE 1/4 Sec. 3

ADDITION: East Portland

BLOCK: 97

LOT: 5-8

TAX CODE: R-22650-6430

ZONING: CED (OS)

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Multnomah County
c/o Property Management

OWNER ADDRESS: 2505 S.E. 11th Avenue
Portland, OR 97202

STYLE 1:

STYLE 2:

STORIES:

COND.:

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#06 ADDRESS: S.E. Martin Luther King, Jr. Boulevard (Union Avenue)

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NE 1/4 Sec. 3

ADDITION: East Portland

BLOCK: 98

LOT: 5-8

TAX CODE: R-22650-6500

ZONING: CED (OS)

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: City of Portland
c/o City Auditor
Bureau Facilities Management
OWNER ADDRESS: 1120 S.W. 5th Avenue, #1204
Portland, OR 97204

STYLE 1:

STYLE 2:

STORIES:

COND.:

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#07 ADDRESS: 721-27 S.E. Grand

CLASS: Primary

COMMON NAME: East Bank Saloon
HISTORIC NAME: West, Nathaniel, Building #2
DATE BUILT: 1896
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 99
LOT: 6
TAX CODE: R-22650-6580
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Restaurant
ARCHITECT:
BUILDER:
OWNER NAME: Robert C. Hunt and Gary E. Kaer
OWNER ADDRESS: 727 S.E. Grand Avenue
Portland, OR 97214
STYLE 1: Late Victorian
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: This building is individually listed on the National Register of Historic Places along with 711-719 S.E. Grand. It was constructed in 1896. This two-story, late Victorian commercial style building is wood-framed and brick clad. Pilasters divide the first floor into two storefronts with plate glass windows and multipane transoms. The pilasters support a lintel. The second floor features a balanced composition of paired one-over-one, double-hung sash windows. Between the second story paired windows small vertical panels are set which correspond to brackets supporting the paneled frieze, and piers which pierce and break up the cornice and extend to the coping of the flat parapet. The building is rectangular in massing and vertical in composition. The first floor storefronts have been altered. However, the building is in good condition.

Nathaniel West, a native of Broome County, New York, came to Portland in 1875. In 1876 the West family moved to the town of East Portland. He went into the dry goods business and lived in an apartment above the store. The West family built five stores and a bank on the block. (Harney Hines, The Illustrated History of Oregon, 1893) Of these buildings, three are standing including the subject building.

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The main floor originally housed a drug store. The second story was divided into apartments.

West was elected president of the East Portland City Council and was known as a champion of public improvements--most notably a crossing of the Willamette River at Morrison Street. The original Morrison Street Bridge, promoted by West and other East Portland businessmen, was opened in 1887. It was replaced in 1905. Improvements to the bridge in 1936 necessitated the removal of some of the buildings the West family built on the block.

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#08 ADDRESS: 711-19 S.E. Grand

CLASS: Primary

COMMON NAME: His Sound Building
HISTORIC NAME: Nathaniel West Building
DATE BUILT: 1892
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 99
LOT: 7
TAX CODE: R-22650-6590
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Restaurant
ARCHITECT:
BUILDER:
OWNER NAME: Robert C. Hunt and Gary E. Kaer
OWNER ADDRESS: 727 S.E. Grand Avenue
Portland, OR 97214
STYLE 1: Italianate
STYLE 2:
STORIES: 3.0
COND.: Deteriorated

DESCRIPTION: This Italianate style building is wood framed and faced with brick. It was constructed in 1892 and originally used as a retail store and possibly as a bank. The building is individually listed on the National Register of Historic Places along with the neighboring and associated building at 721-27 S.E. Grand. The current condition of the brick is poor; a portion of the southwestern wall recently collapsed and has been repaired.

The following is an excerpt of the nomination written by Connie Cunningham in 1982:

The main floor dimensions are approximately 51 x 65 feet. Three of the four original cast iron columns appear at ground level although the lower portion of the storefronts were altered c. 1928. The six-light per bay transom is original. Above the modestly decorated sub-cornice there are eight one-over-one, double-hung, sash windows per floor. These are set into segmentally arched frames and are embellished with label moldings. The decorative scheme for the shed-roofed cornice is almost identical to its neighbor (701-707 S.E. Grand) with curved brackets and dentils and low relief sawn frieze panels.

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The main floor interior space is divided into two large spaces, one of which occupies two-thirds of the square footage. Upper floor rooms are disposed around the T-shaped circulation pattern.

This building was constructed and originally owned by Nathaniel K. West and remained in the West family up to and through 1907, as reflected by the Portland Block Book, Vol. II, page 154. Research through the Sanborn Insurance Maps, 1889 corrected to 1897, reflect the original uses of the buildings together with their original addresses. The buildings, formerly addressed 125-133 5th Street (Morrison was formerly "N" Street and Grand was 5th Street), were originally used as follows: 125 unspecified retail store, 129 post office station, 131 unspecified retail store (subject building) and 133 drug store with dwelling on the second floor.

Nathaniel West (1826-97), a native of Broome County, New York, was descended from Thomas West, a member of the British armed forces sent to the North American colonies to enforce the Stamp Act. West's forbearer is said to have switched his allegiance upon arrival and to have joined the revolutionary movement. In any event, West brought his wife and four children to Portland in 1875. In the following year he settled in the separate town of East Portland on the east bank of the Willamette River and bought property on 4th and "L" streets. The 4th Street property, containing a store and house, later was sold to become the East Portland First National Bank. Bank buildings typically were associated with his land dealings.

West was elected president of the East Portland City Council and was known as a champion of public improvements, most notably a crossing of the Willamette River at Morrison Street. The original Morrison Street Bridge promoted by West and other East Portland businessmen was opened in 1887.

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#09 ADDRESS: 701-07 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: West's Block
HISTORIC NAME: West's Block
DATE BUILT: 1883
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 99
LOT: 8
TAX CODE: R-22650-6600
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Vacant/Not in Use
ARCHITECT:
BUILDER:
OWNER NAME: Historic Preservation League of Oregon
OWNER ADDRESS: P.O. Box 40053
Portland, OR 97240
STYLE 1: Italianate
STYLE 2:
STORIES: 2.0
COND.: Deteriorated

DESCRIPTION: West's Block is individually listed on the National Register of Historic Places. The following is an excerpt from the nomination written by Jerry R. Bosco and J. Benny Milligan:

West's Block is a two-story wood-frame commercial Italianate building with brick exterior walls and original exterior trim of wood and rolled metal. The ground plan measures 48' x 80', with the shorter dimension fronting SE Grand Avenue. Fenestration of the formal, six-bay principal (east) facade is regular. Second story windows have segmental arch heads with sheet metal hood moldings and are fitted with double-hung sash containing one light over one. At the cornice line, a shallow eave with central pediment is supported by a bracketed frieze which is embellished with modillions, dentils, brackets of varying size, and frieze panels decorated with bosses and incised ornament. The secondary eight-bay street facade fronting Alder is similarly finished but lacks ground-story shop fronts. Owing to successive remodeling of the shopfronts on the Grand Avenue facade in the 20th century, the original configuration of the ground story facade has been lost, and the current owners have sought to recreate it using salvaged

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cast iron from a destroyed building which was contemporary with West's Block.

The two-story brick-faced Italianate commercial building erected at the intersection of S.E. Grand Avenue and Alder Street in 1883 was the first of several buildings constructed on Block 99 of the East Portland Addition for merchant Nathaniel West.

Nathaniel West (1826-97), a native of Broome County, New York, ...brought his wife and four children to Portland in 1875. In the following year he settled in the separate town of East Portland, on the east bank of the Willamette River, and bought property on 4th and L Streets.

West was elected president of the East Portland City Council and was known as a champion of public improvements, most notably a crossing of the Willamette River at Morrison Street. The original Morrison Street Bridge promoted by West and other East Portland businessmen was opened in 1887.

Selling his initial property for a bank site for \$30,000 enabled West to build at 5th and M Streets (later renamed SE Grand and Alder) and opened the most complete dry goods and ladies' and gents' furnishings goods establishment on the East Side. The Wests resided in an upstairs apartment in the building. Over the next ten years the family constructed additional buildings on the block including five others and a bank.

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#10 ADDRESS: 620 S.E. Martin Luther King Boulevard

CLASS: Non-contributing

COMMON NAME:

HISTORIC NAME:

DATE BUILT: Post-1935

TRS NO: 1S, 1E, NE 1/4 Sec. 3

ADDITION: East Portland

BLOCK: 100

LOT: 5-8

TAX CODE: R-22650-6610

ZONING: CED

ORIGINAL USE:

PRESENT USE:

ARCHITECT:

BUILDER:

OWNER NAME: Burns Bros., Inc.

OWNER ADDRESS: 612 S.E. Martin Luther King Boulevard
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

DESCRIPTION: This one-story building is square in plan and is constructed of metal. Service islands are connected to the west and east of the building. The building is in good condition.

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#11 ADDRESS: 523-35 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Logus Building
HISTORIC NAME: Logus Building
DATE BUILT: 1892
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 101
LOT: 5-6, East 21 feet of Lot 3
TAX CODE: R-22650-6730
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Business/Domestic
ARCHITECT:
BUILDER:
OWNER NAME: Logus Building Partnership
c/o Gust Kanas
OWNER ADDRESS: 10955 S.W. Highland Drive
Tigard, OR 97223
STYLE 1: Richardsonian Romanesque
STYLE 2:
STORIES: 3.0
COND.: Good

DESCRIPTION: The New Logus Block is individually listed on the National Register of Historic Places. The following paragraphs are excerpts of the nomination written by George A. McMath, A.I.A.

The New Logus Block, built by Charles Logus in 1892 achieves architectural significance as an excellent and well preserved example of Richardson Romanesque design, a popular style for business structures in Portland during the 1890s. It was certainly the finest of its kind in East Portland, an area that maintained its own identity for many years after its consolidation with Portland in 1891. The rock face stone work, carved stone capitals, intricate terra cotta patterns, and the pressed red brick are characteristic elements of the style, and in the Logus Block they have been executed and assembled to the highest standards known in the City.

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The Logus Block which measures 100' on Grand Avenue and 90' on Washington Street has a structure typical of the period: masonry exterior bearing walls and interior foundation walls, and wood frame bearing walls, partitions, and floor and roof structure.

The brick bearing wall system continues on the first floor and originally defined a central entrance, still intact, and four storefronts on Grand Avenue and a single storefront at the southwest corner on Washington Street. While the brick bearing walls remain the store interiors have been substantially altered.

The second and third floors were originally designed as residential rooms with 22 units of one, two or three rooms on each floor. Common men's and women's restrooms with adjacent light and ventilation wells were located along the north wall.

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#12 ADDRESS: 509 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Schleifer Furniture
HISTORIC NAME: Chamberlin Hotel (1930)
DATE BUILT: 1897
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 101
LOT: 7-8, East 21 feet of Lot 2
TAX CODE: R-22650-6760
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER:
OWNER NAME: Ida and Samuel Schleifer
c/o Schleifer Furniture Co.
OWNER ADDRESS: 509 S.E. Grand Avenue
Portland, OR 97214
STYLE 1: Second Empire
STYLE 2:
STORIES: 3.5
COND.: Good

DESCRIPTION: This three and one-half story building, constructed in the Second Empire style, displays the characteristic details that define this style. Characteristics include the mansard roof, dormer windows, quoining, and tall one-over-one double-hung sash windows in paired groupings with elaborate window-surrounds. The window-surrounds feature exaggerated keystones and broad lintels. The sides and bases of the windows feature brick work in a crenellated motif. Dormer windows feature pedimented gable ends, some embellished by eave returns. Pilasters visually support the broad and paneled frieze and projecting cornice.

The building is rectangular in massing and plan. The alterations include infilling of second and third story windows and the installation of full length plate glass showroom windows on the first floor. The building fronts on S.E. Grand, and is in good condition.

In 1898 a large mortgage was taken out on this property in the amount of \$100,000 by Rachel Hawthorne, widow of Dr. J.C. Hawthorne. The Hawthorne family was prominent in East Portland. Hawthorne Avenue was named after Dr. Hawthorne, as was the

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Hawthorne Lodge of the Masons. He was the first superintendent of the Oregon Asylum for the Insane, the largest employer in the 1860s in early East Portland, with a staff of over 400. Dr. Hawthorne specialized in mental and nervous diseases, and was one of the first neurologists on the West Coast. He died in 1881, and his wife carried on his work until her death in 1912 resulting from a nervous breakdown.

The upper floors were used as a hotel. The main floor was commercial. In 1905 Joseph Healy purchased the property. He was an investor and part owner of United Railways and a director of Merchants National Bank. He sold the property to W. L. Morgan in 1907. Morgan took out several mortgages on the property, and it is likely he remodeled the building. His firm controlled or owned fourteen of the finest apartment structures in Portland, several business buildings, and one hotel. He built a fortune this way (Oregon Historical Society Scrapbook #45). In 1930 this was known as the Chamberlain Hotel.

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#13 ADDRESS: 439 S.E. Grand

CLASS: Primary

COMMON NAME: Kerns Building
HISTORIC NAME: Morgan Atchlee Building
DATE BUILT: 1910
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 102
LOT: 5-6
TAX CODE: R-22650-6840
ZONING: CED
ORIGINAL USE: Manufacturing Facility
PRESENT USE: Commerce/Trade
ARCHITECT:
BUILDER:
OWNER NAME: Joel Grayson
OWNER ADDRESS: 7959 S.E. Foster Road
Portland, OR 97206
STYLE 1: Commercial
STYLE 2:
STORIES: 3.0
COND.: Fair

DESCRIPTION: The Morgan Atchley Building is a three story reinforced concrete building, square in massing. The first floor has storefront windows which are highlighted by a continuous band of transom windows extending the length of the Grand Avenue facade and across part of the Stark Street elevation. A lintel course divides the main floor from the upper floors. The bays in the upper floors are separated by pilasters which extend to the top of the parapet. The roof is flat. Fenestration is reminiscent of the Chicago Style, composed of one-over-one, double-hung sashes in groups of three. The building has been altered, and some of the windows have been filled. The building is in fair condition. The building is located on the southwest corner of Stark Street and Grand Avenue.

The building was constructed in 1910 and may have been used as a furniture manufacturing facility for the Morgan Atchley Furniture Company. William L. Morgan was president of Morgan Fliedner and Boyce, architects and builders. It is likely they designed and built the subject building. William Morgan was a savvy speculator in real estate, specializing in apartment buildings. (OHS Scrapbook #45)

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The Oregon City Woolen Mills moved into the building c.1920. They had the building remodeled into a garment factory. They brought the cloth direct from their weaving plant at Oregon City. (East Side Business Club Minutes 1/26/22) Daniel Kern purchased the building in 1921. He was a State Senator and leader in the Democratic Party.

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#14 ADDRESS: 405 S.E. Grand Avenue

CLASS: Primary

COMMON NAME:

HISTORIC NAME: Clarke & Woodward Building
Condit & Conser Auto Sales Co.

DATE BUILT: 1911

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 102

LOT: 7-8

TAX CODE: R-22650-6860

ZONING: CED

ORIGINAL USE: Road-related (vehicular)

PRESENT USE: Specialty Store

ARCHITECT: Houghtaling & Dougan

BUILDER: Zanello Bros.

OWNER NAME: Joel Grayson

OWNER ADDRESS: 7959 S.E. Foster Road
Portland, OR 97206

STYLE 1: Commercial

STYLE 2:

STORIES: 1.0

COND.: Good

DESCRIPTION: This 1911 one-story building is rectangular in plan. Its walls are constructed of reinforced concrete with a smooth stucco finish. It is designed in the Commercial style; its bays are articulated by pilasters, a horizontal banding above the fenestration and a simple metal cornice. The primary facade is divided into six bays with five bays dividing the north elevation. Most of the original lights have been replaced by aluminum panes on the ground level with two wood windows remaining on the secondary facade. Several of the multi-paned mezzanine lights remain intact, although some have been covered by plywood. The building is in good condition.

The Clarke and Woodward Building was constructed at a cost of \$25,000 for use as a warehouse. Louis G. Clarke and William P. Woodward were noted civic and business leaders in Portland and the Northwest. Together, they owned and managed the Clarke, Woodward Drug Company, one of the largest wholesale drug supply and manufacturing companies in the Northwest, and its sister business, the retail drug company Woodward, Clarke and Co. These businesses were part of a successful 42-year operation, until the sale of the company in 1924. This structure was probably an investment

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property for Clarke and Woodward, as they do not appear to have occupied or used the building. The original business was Condit & Conser, a large auto sales and service company. A photograph of the building taken in 1930 shows the Central National Bank at this location (Portland East Side 1930, Hubert Beckwith Groves). Several businesses are listed at this address by 1932 including Portland Adjustment Association, Cascade Electric Company, Western Electric Alarm Company, and Pacific Engineering & Construction Company. By 1935, the structure was in use by the Tarola Motor Car Company for used car sales.

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#15 ADDRESS: 333 S.E. Grand

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 103

LOT: 5-6

TAX CODE: R-22650-6920

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Miller Paint Co., Inc.

OWNER ADDRESS: 317 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#16 ADDRESS: 311-317 S.E. Grand Avenue

CLASS: Secondary

COMMON NAME: Miller Paint Co.
 HISTORIC NAME: Miller Brothers Building
 Miller Paint & Wallpaper Co.
 DATE BUILT: 1926
 TRS NO: 1N, 1E, SW 1/4 Sec. 35
 ADDITION: East Portland
 BLOCK: 103
 LOT: 7
 TAX CODE: R-22650-6940
 ZONING: CED
 ORIGINAL USE: Specialty Store
 PRESENT USE: Specialty Store
 ARCHITECT: Clark, J. B.
 BUILDER: Lacer & Miller
 OWNER NAME: Relim Properties, Inc.
 Herbert G. Miller
 OWNER ADDRESS: 317 S.E. Grand Avenue
 Portland, OR 97214
 STYLE 1: Utilitarian
 STYLE 2:
 STORIES: 2.0
 COND.: Good

DESCRIPTION: This 1926 two-story building is rectangular in plan and was constructed of reinforced concrete with a smooth plaster finish. The ground level of the primary facade is divided into five bays, the south corner bay os slightly smaller in scale. The fenestration is composed of large fixed panes with overhead transom lights of rippled translucent glass. The second floor is lighted by seven wood casement windows. The building is in good condition.

The Miller Brothers Building was constructed at a cost of \$11,000. The property has been owned by the Miller family and used as a paint and wallpaper store from 1925 to the present.

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#17 ADDRESS: 315 S.E. Grand Avenue

CLASS: Noncontributing

COMMON NAME:

HISTORIC NAME: Broadview Dairy

DATE BUILT: 1944

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 103

LOT: 8

TAX CODE: R-22650-6950

ZONING: CED

ORIGINAL USE: Warehouse for adjacent creamery

PRESENT USE: Warehouse

ARCHITECT:

BUILDER:

OWNER NAME: Relim Properties, Inc.

OWNER ADDRESS: 317 S.E. Grand Avenue
Portland, OR 97214

STYLE 1: Utilitarian

STYLE 2:

STORIES: 0.0

COND.:

DESCRIPTION: The simple single story structure on the west 20 feet of this lot is a 1944 addition to a 1932 structure on lot 1 (to the west, out of the historic district) which originally housed the Broadview Dairy. The building is constructed of concrete block with wood framing. The balance of the site is devoted to a surface parking lot.

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#18 ADDRESS: 245 S.E. Grand Avenue

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 104

LOT: East 65 feet of Lot 5

TAX CODE: R-22650-7010

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Relim Properties, Inc.

OWNER ADDRESS: 317 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#19 ADDRESS: 200 S.E. Martin Luther King, Jr. Boulevard

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 104

LOT: 6

TAX CODE: R-22650-7020

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Salvation Army

OWNER ADDRESS: 115 Valencia Street
San Francisco, CA 94103

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#20 ADDRESS: 215 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME:

HISTORIC NAME: Baylor, James, Building
Greeshamer, Edward W., Garage

DATE BUILT: 1925

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 104

LOT: 7

TAX CODE: R-22650-7030

ZONING: CED

ORIGINAL USE: Road-related (vehicular)

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER: Baylor, James H.

OWNER NAME: Edik Sakouyan

OWNER ADDRESS: 215 S.E. Grand Avenue
Portland, OR 97214

STYLE 1: Utilitarian

STYLE 2: Mediterranean Revival

STORIES: 3.0

COND.: Fair

DESCRIPTION: This 1925 building, rectangular in plan, is constructed of reinforced concrete surfaced with smooth stucco which was applied in 1967. The primary facade is divided into four unequally divided bays. Two bays of plate glass windows, a door and overhead garage door are inset into the bays: all original frames have been replaced with aluminum. The north elevation was completely covered by aluminum sheathing in 1971. The building is Utilitarian in design with a Mediterranean styled, hooded, tile-roofed parapet as the dominating feature. The building is in fair condition.

The James Baylor Building was constructed at a cost of \$8,000 for use as a public garage. The owner of the original business at this location was Edward W. Greeshamer, who operated Bosch East Side Service auto repair. Mr. Greeshamer provided automotive services for 15 years on the west side of the river before moving to this location in 1925 (Portland East Side 1930, Hubert Beckwith Groves). The name of the business was changed to Ed's Auto-Lectric Service in 1930, and remained at this address until at least 1935.

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#21 ADDRESS: 203-07 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Osborn Hotel
HISTORIC NAME: Osborn Hotel
DATE BUILT: 1893
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 104
LOT: 8
TAX CODE: R-22650-7040
ZONING: CED
ORIGINAL USE: Hotel
PRESENT USE: Specialty Store/Domestic
ARCHITECT:
BUILDER:
OWNER NAME: Ritchie-McFarland-Gilman
OWNER ADDRESS: 133 S.E. 2nd Avenue
Portland, OR 97204
STYLE 1: Italianate
STYLE 2:
STORIES: 3.0
COND.: Good

DESCRIPTION: The Osborn Hotel is individually listed on the National Register of Historic Places. The following paragraphs are excerpts from the nomination written by Gordon B. Dodds in 1979:

The Osborn Hotel is one of the few surviving examples of late 19th century architecture in what was once the bustling city of East Portland. It is also one of the few historic structures in the City of Portland that has retained its original function. The eclectic design incorporates Italianate and Second Empire detailing and was erected in 1893. The architect is unknown.

Located on Lot 8, Block 104 of East Portland, the Hotel is oriented east on the corner of Ash Street and Grand Avenue, once the heart of the East Portland business district...The building is a fifty by eighty-five foot rectangle, three stories in height with a full basement and low attic.

Exterior walls are load bearing brick. The open basement and ground floor areas divided roughly into four longitudinal bays with heavy timber posts and beams in the basement and iron and ornamented turned wood columns in the first floor. The upper floors and roof are light wood framed with load bearing partitions

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and tapered wood trusses and trussed rafters in the attic for the sloping roof drainage to the rear...Cornice and Mansardic parapet are wood construction and trimmed with metal flashing.

The original elevations of the exterior were divided into three bays bounded by stucco-encased brick pilasters which were scored to resemble masonry. A slanted corner bay began at the second story and terminated in an open belvedere with a segmented tent roof. The original first floor configuration is known only by a contemporary lithograph from the Portland Directory of 1890, which shows a recessed opening on the east elevation.

A shallow, partially bracketed cornice, topped with a pent roof, separates the first from the upper stories. Uninterrupted string cornices occur at the lintel and sill levels on both elevations. The pent-roofed upper cornice is supported by distinctive, coved, scrolled, brackets.

Windows on the second floor have segmental heads and are double hung, one-over-one sash. They are topped with hood mouldings similar to those on the first floor.

When erected the hotel was advertised as having 100 rooms and the latest modern conveniences. The ground level had the hotel lobby and office, restaurant and kitchen.

The Osborn Hotel, opened on January 6, 1890, was one of the important new buildings of this prosperous time. It was constructed by James Baylor, a Portland businessman and land speculator.

The Osborn Hotel was seriously damaged by fire in November, 1985. Damage included the complete gutting of the third floor and water damage to the basement, first and second floors. The building was then rehabilitated in 1986, taking advantage of the Federal tax incentives for rehabilitation. The major change to the building in the rehabilitation was adjustment of the roof pitch to accommodate loft space on the third floor.

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#22 ADDRESS: 105-31 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: Wentworth Chevrolet Co.
HISTORIC NAME: Talbot & Casey, Inc. Building
DATE BUILT: c.1915, 1936
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 105
LOT: 3-8
TAX CODE: R-22650-7090
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Road-related (vehicular)
ARCHITECT:
BUILDER:
OWNER NAME: Charles W. Wentworth
Greg Wentworth
OWNER ADDRESS: 107 S.E. Grand Avenue
Portland, OR 97214
STYLE 1: Commercial
STYLE 2: Moderne
STORIES: 2.0
COND.: Good

DESCRIPTION: This building, L-shaped in plan, is sited on the west side of Grand Avenue. It is two stories in height, constructed of reinforced concrete. Primarily Commercial in style, Moderne elements are present in the twin pilasters which project above the hooded parapet emphasizing the original primary access points of the east and south elevations. Four square panels embellish the second floor line between the pilasters. Rustication is found on the pilasters dividing all bays and quoining. The east elevation is divided into ten bays: the ground level features fixed plate glass windows; the second floor windows are divided into four lights (replaced with aluminum). Three overhead doors are found at the south end of the east elevation, while the north end is used for showroom display. Four bays divide the north elevation with plate glass windows found at the ground level and aluminum lights on the second floor. Four bays divide the south elevation: multi-paned industrial steel windows are found at the ground floor level; aluminum framed windows at the second floor level. The subject building is in good condition.

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The Talbot & Casey Building was constructed in two parts. The building on the north half of the lot (lots 7&8) dates back to c.1915. Thomas and Florence Helford sold the property in 1914 for \$50,000 to the Broadmead Land Company. The Talbot & Casey, Inc. auto company first appears in city directories at this address in 1918, and was present until at least 1925. Arthur Fields acquired the property in 1935, and constructed a new office garage building on the southern half of the lot (lots 5&6) at a cost of \$35,000. The c.1915 structure was remodeled for \$5,000 at the same time to unify the appearance of the buildings.

The adjacent building at the southwest corner of the block is currently connected on the interior and was remodeled heavily in 1947.

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#23 ADDRESS: 102-08 S.E. Grand Avenue

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: West 75 feet of Lot 1

TAX CODE: R-22650-7940

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Charles W. Wentworth
Wentworth Chevrolet

OWNER ADDRESS: 107 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#24 ADDRESS:

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: East 25 feet of Lot 1

TAX CODE: R-22650-7930

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Charles W. Wentworth
Wentworth Chevrolet

OWNER ADDRESS: 107 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#25 ADDRESS: 520 S.E. Ankeny

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: West half of Lots 7-8

TAX CODE: R-22650-8010

ZONING: GI-1

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Portland 678 Columbus Club

OWNER ADDRESS: 532 S.E. Ankeny
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

DESCRIPTION: This vacant lot is currently paved with asphalt and used as a parking lot.

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#26 ADDRESS: 532 S.E. Ankeny

CLASS: Primary

COMMON NAME: Pacific States Building
HISTORIC NAME: Pacific States Telephone and Telegraph Building
DATE BUILT: 1903
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 118
LOT: East half of Lots 7-8
TAX CODE: R-22650-8000
ZONING: GI-1
ORIGINAL USE: Business
PRESENT USE: Business
ARCHITECT:
BUILDER:
OWNER NAME: Stephen M. Lutz
Fabric Arts, Inc.
OWNER ADDRESS: 532 S.E. Ankeny
Portland, OR 97214
STYLE 1: Italianate
STYLE 2:
STORIES: 1.5
COND.: Good

DESCRIPTION: This resource is composed of two buildings. The oldest building is a wood framed rectangularly massed one story building which is sided with wide beveled shiplap. The windows appear to be characteristic of windows found in buildings constructed in the 1870s, consisting of large scaled, vertically composed, 9/1, double-hung sash with label moldings. It has a flat or low hipped roof. It rests on a brick foundation that has been stuccoed. Its porches have been removed.

The adjoining building is a one and one-half story hipped roof building with a daylight basement. This is a tile building covered with stucco and resting on a brick foundation. The facade is formal and symmetrical in composition. The entry features an elaborate door surround with a square transom and a label headmold. The windows are in single groupings with flattened arch lintels and label moldings as well. The windows are recessed, one-over-one, double-hung sash. Each has a decorative three-pane transom set with a round pane of glass in the center.

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The history of the wood framed building is unclear. The Sanborn Fire Insurance Maps of 1884 and 1897 show a building at this location that is in the same configuration: one story and rectangular in plan and used as a dwelling.

The title records suggest that the dwelling was built in 1871 for C. C. and Georgie Way with money lent to them by General E. B. Babbitt of the U.S. Army. They sold the property a year later to George Steel, though the Babbitt family held an interest in the property until 1889. General E.B. Babbitt was married to Maud Ainsworth, daughter of Captain Ainsworth. Captain Ainsworth was one of Portland's most prominent men, being associated with the Oregon Steamship and Navigation Company, the founder of the Ainsworth National Bank, builder of the Ainsworth Block, and a major investor in the Northern Pacific Railroad Company. General Babbitt lived in Santa Barbara, California (George Lockley, History of the Columbia River Valley From The Dalles to the Sea. Vol. 3, p.708.).

In 1902 the Pacific States Telephone and Telegraph Company, owned by John Ainsworth, purchased the property. By 1903 they had built the second building, attaching it to the wood framed building which they converted to a telephone exchange or operators' room. The switchboards and terminals were located in the masonry building.

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#27 ADDRESS: 134 S.E. Grand (lot)

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: 2

TAX CODE: R-22650-7950

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Charles W. Wentworth
Wentworth Chevrolet

OWNER ADDRESS: 107 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#28 ADDRESS: 134 S.E. Grand (parking/improvements)

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: 3

TAX CODE: R-22650-7960

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Charles W. Wentworth
Wentworth Chevrolet

OWNER ADDRESS: 107 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 1.0

COND.:

DESCRIPTION: A small one-story building found on this vacant lot. It is wood framed although partially supported by a concrete block wall along its eastern edge. This small building contains a small woodframed office in its central section and is open to the north and south. Large back-lighted plastic letters top the shed roof reading "CHEVYTOWN".

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#29 ADDRESS: 134 S.E. Martin Luther King, Jr. Boulevard

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: 4

TAX CODE: R-22650-7970

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Charles W. Wentworth
Wentworth Chevrolet

OWNER ADDRESS: 107 S.E. Grand Avenue
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#30 ADDRESS: 537 S.E. Ash

CLASS: Primary

COMMON NAME:

HISTORIC NAME: Lipman Wolfe Warehouse

DATE BUILT: 1912

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 118

LOT: 5-6

TAX CODE: R-22650-7980

ZONING: GI-1

ORIGINAL USE: Warehouse

PRESENT USE: Vacant/Not in Use

ARCHITECT: Tegan, Robert F.

BUILDER:

OWNER NAME: Attn: Chuck Finnilla
McDowell Development Corp.OWNER ADDRESS: 10804 N.E. Hwy. 99
Vancouver, WA 98686

STYLE 1: Utilitarian

STYLE 2:

STORIES: 4.0

COND.: Good

DESCRIPTION: This is a four-story brick commercial warehouse, square in plan and massing. The windows are wooden multipane double-hung sash. The bays in the fourth story feature arched openings. The building is located on the southeast corner of the block at the intersection of S.E. Ash and S.E. 6th. The original cornice has been removed, though the building is in good condition.

The warehouse was built in 1912 by the Lipman Wolfe Company which grew into one of Portland's largest department stores. The company was founded by Solomon Wolfe in approximately 1870. The main store was located in downtown Portland. (History of the Columbia River Valley From The Dalles to the Sea. Vol. 3, pg. 571)

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#31 ADDRESS: 538 S.E. Ash

CLASS: Secondary

COMMON NAME: Volunteers of America Building
HISTORIC NAME: Volunteers of America Building
DATE BUILT: 1927
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 119
LOT: East half of Lots 7-8
TAX CODE: R-22650-8090
ZONING: GI-1
ORIGINAL USE: Civic
PRESENT USE: Vacant/Not in Use
ARCHITECT:
BUILDER: Leshner, N. B.
OWNER NAME: Robert B. Goforth
Robert A. Rice
OWNER ADDRESS: 422 S.E. 79th Avenue
Portland, OR 97215
STYLE 1: Commercial
STYLE 2: Colonial Revival
INTEGRITY: Average merit
STORIES: 2.0
COND.: Fair

DESCRIPTION: This 1927 two-story building is of tile brick construction with a brick veneer finish on the primary elevations. It is rectangular in plan and Commercial in style, detailed with Colonial Revival brick coursing at the second floor line. The primary facade faces Ash and is divided into two irregularly scaled bays. Most of the original wood storefront remains intact. A recessed entry is found in the east bay. Wood sash windows light the second floor, five are found on the south elevation, ten on the east elevation. All are multi-paned above a single pane, except for several missing window frames. Alterations have been minimal on the exterior of this building. Cement plaster was applied to the tile walls in 1930 by William P. Ryan in 1930. Garage doors were added to the north elevation in 1931 by P. Van Bruggen Inc. The boiler was moved to the basement in 1942, which necessitated cutting a hole in the floor to access the basement. Four openings were cut into the second floor elevation to install new windows in 1953. The building is in fair condition.

The Volunteers of America Building was constructed at a cost of \$30,000. The Volunteers of America also occupied the former wood building on the site, operating an "industrial store" there in c.1923.

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#32 ADDRESS: 524 S.E. Ash

CLASS: Historic Non-contributing

COMMON NAME: Eurostyle Antiques
HISTORIC NAME: Mann, John, Building
Portland Milk Bottle Exchange

DATE BUILT: c.1925
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 119
LOT: West half of Lots 7-8
TAX CODE: R-22650-8080
ZONING: GI-1
ORIGINAL USE: Warehouse
PRESENT USE: Specialty Store
ARCHITECT: Feig, Elmer E.
BUILDER:
OWNER NAME: Wilburn and Marjorie L. Duncan
c/o Vince and Evelyn Orazio
OWNER ADDRESS: 524 S.E. Ash
Portland, OR 97214

STYLE 1: Utilitarian
STYLE 2:
STORIES: 1.0
COND.: Good

DESCRIPTION: This c.1925 one-story building is constructed of brick with the primary facade surfaced with concrete. The building is Utilitarian in style with a simple cornice. The primary facade is divided into two bays: one has a storefront with a recessed entry and the other features an overhead door. Used in conjunction with the adjacent building, an opening was cut between the buildings in 1951 by the owner, the Volunteers of America. The building is in good condition,

The John Mann Building was being used for bottle storage in 1925, five years before listings of the Portland Milk Bottle Exchange at this address from 1930 to at least 1935. Bottle storage may have been the original use for this structure, but that fact has not been verified. In 1935, a Wheel Chair Exchange was also listed at this location. It is not known if the two businesses were related.

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#33 ADDRESS: 206 S.E. Grand

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 119

LOT: 1-2

TAX CODE: R-22650-8020

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Harry L. Schleifer

OWNER ADDRESS: 228 N.E. Broadway
Portland, OR 97232

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#34 ADDRESS: 234-36 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: The Gay Blade, Inc.
HISTORIC NAME: Ransom, Earl and Holladay, Floyd Building
DATE BUILT: 1924
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 119
LOT: 3-4
TAX CODE: R-22650-8040
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT: Marsh, Harold D.
BUILDER: Green & Green
OWNER NAME: Harry L. Schleifer
OWNER ADDRESS: 228 N.E. Broadway
Portland, OR 97232
STYLE 1: Commercial
STYLE 2: Neo-classical Revival
STORIES: 1.0
COND.: Good

DESCRIPTION: Constructed in 1924 of reinforced concrete and brick, this one-story building is square in plan. Sited at the southwest corner of Grand and Pine streets, the primary facade is divided into six bays on two symmetrically composed storefronts. Each storefront has a central recessed entry with adjacent bays. The south storefront is lighted by large fixed pane aluminum windows (replaced in 1971). The north storefronts have been covered with T1-11 plywood sheathing. The building is Commercial in style with classical elements consisting of pilasters with a fluted cap and an entablature embellished with medallions. The building is in good condition.

The building was constructed by Earl Ransom and Floyd Holladay at a cost of \$14,000 for use as a garage. The original business at this location was the Western Auto Supply Company, which took occupancy in 1924 and remained there until at least 1935.

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#35 ADDRESS: 523-37 S.E. Pine

CLASS: Non-contributing

COMMON NAME:

HISTORIC NAME:

DATE BUILT: Post-1935

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 119

LOT: West half of Lots 5-6

TAX CODE: R-22650-8070

ZONING: GI-1

ORIGINAL USE:

PRESENT USE:

ARCHITECT:

BUILDER:

OWNER NAME: Volunteers of America
c/o Wilburn and Marjorie DuncanOWNER ADDRESS: 109 East Palm Lane, #C
Phoenix, AZ 85004

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

DESCRIPTION: This two-story building is rectangular in plan and constructed of reinforced concrete. The building has been altered considerably. The first floor windows consist of aluminum fixed paned glass; the second floor represents an earlier c.1960 alteration with wood strips dividing the facade into three lines of squares. The lower and upper lines are surfaced by striated stucco; the middle section consists of square fixed panes of glass. The building is in good but altered condition.

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#36 ADDRESS: 225-39 S.E. 6th Avenue

CLASS: Secondary

COMMON NAME: Bates, Bill Superprinters
HISTORIC NAME: Thayer, Viola, Building
York Ice Machine Corporation

DATE BUILT: 1927

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 119

LOT: East half of Lots 5-6

TAX CODE: R-22650-8060

ZONING: GI-1

ORIGINAL USE: Specialty Store

PRESENT USE: Specialty Store

ARCHITECT:

BUILDER: Shipley and Snashall

OWNER NAME: Robert Ames and Roger Burpee
c/o Caroline Sparks

OWNER ADDRESS: 2625 S.W. Hulme Court
Portland, OR 97219

STYLE 1: Industrial

STYLE 2: Italian Renaissance

INTEGRITY: Strong merit

STORIES: 1.0

COND.: Good

DESCRIPTION: This 1927 one-story building is constructed of reinforced concrete and surfaced with stucco. Rectangular in plan, it is sited at the southeast corner of 6th and Pine streets. Primarily an Industrial style building, Italian Renaissance detailing is evident through rustication found in quoining, pilasters and the entry arch motif. The entry is cut diagonally across the southeast corner and accessed by a small stoop. It is detailed with quoining, a round arch and fanlight. The south elevation is divided into six irregularly scaled bays, two with garage doors another with double doors. The east elevation is composed of four bays with fenestration. Multipaned industrial steel windows are used on both elevations. The building is in good condition.

The Viola Thayer Building was constructed at a cost of \$7,500. It was originally intended to be used for storage. The York Ice Machine Corporation moved into the building in 1928. By 1930, the West Coast Hospital Supply Company was at this location, and both businesses remained through at least 1935.

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#37 ADDRESS: 516 S.E. Pine (lot)

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 120

LOT: 1

TAX CODE: R-22650-8100

ZONING: GI-1

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Edgar and Marjorie Baxter Trust
c/o Baxter Investment Partnership

OWNER ADDRESS: 201 S.E. Oak
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#38 ADDRESS: 314-18 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: Straight Line Body & Paint
HISTORIC NAME: Hart, Emma Sweet, Building
DATE BUILT: c.1916
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 120
LOT: 2
TAX CODE: R-22650-8110
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER:
OWNER NAME: Eugene J. and Delores Pugliese
Ann-le Brisindi
OWNER ADDRESS: 3440 S.E. 10th Avenue
Portland, OR 97202

STYLE 1: Commercial
STYLE 2:
STORIES: 1.0
COND.: Fair

DESCRIPTION: This c.1916 building is one story and constructed of reinforced concrete with an application of rough stucco on the primary facade (date of application unknown). The primary facade is divided into three bays of varying scale. It appears to have originally been symmetrically composed and divided into two bays. A stepped parapet is articulated by pilasters. The south bay exhibits the original storefront detailing, while the north bay was modified to accommodate a larger overhead door in 1944. The building is in fair condition.

The Emma Sweet Hart Building was probably constructed for use by commercial stores. The East Side Motor Cycle Company was one of the first businesses at this location, and was present at this address from 1916 to 1924. The East Side Motor Cycle Company relocated in 1924 to 600-12 S.E. Stark, where they constructed a new building. By 1930, businesses at this location were Roy Garber (auto repair), VanDee Auto Service, Ideal Roof & Paint Company and a restaurant operated by Homer W. Davis.

In 1935, the occupants were Chausse's Auto Shop, Portland Armature Company and the U & I restaurant.

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#39 ADDRESS: 324-38 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: Andy & Bax
HISTORIC NAME: Strong & MacNaughton Trust Building
DATE BUILT: 1924
TRS NO: 1N, 1E, SW 1/4 Sec. 35
ADDITION: East Portland
BLOCK: 120
LOT: 3-4
TAX CODE: R-22650-8120
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER: Green & Green
OWNER NAME: Edgar and Marjorie Baxter Trust
c/o Baxter Inv. Partnership
OWNER ADDRESS: 201 S.E. Oak
Portland, OR 97214
STYLE 1: Commercial
STYLE 2:
STORIES: 1.0
COND.: Good

DESCRIPTION: This 1924 one-story building was constructed in reinforced concrete. Rectangular in plan, it is sited at the northeast corner of Oak and Grand streets. The two street facades are each divided into six bays. Most of these bays have been infilled by brick (1971) which has compromised the integrity considerably. Transom lights with multipanes have been maintained in at least a portion of the bays; the remainder are boxed in by a continuously running panel. A Mediterranean styled, tile roofed, hooded parapet remains intact. The building is in good condition.

The Strong & MacNaughton Trust Building was constructed at a cost of \$25,000 for use as a garage and showroom. The structure was occupied by the Burdett-Albee Motor Company in 1928, which changed names in 1930 to Albee-Smith Motors, Inc. The Earl Smith Service Shop was also listed at this address in 1930. By 1935, the building was in use by Burrows Motor Company for new and used car sales.

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#40 ADDRESS: 400-18 S.E. Grand Avenue

CLASS: Primary

COMMON NAME:

HISTORIC NAME: Billingsley, J. D., Building
Grand Oak Apartments

DATE BUILT: 1911

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 121

LOT: 1-2

TAX CODE: R-22650-8180

ZONING: CED

ORIGINAL USE: Specialty Store/Domestic

PRESENT USE: Specialty Store/Domestic

ARCHITECT: Wedman, J. O.

BUILDER:

OWNER NAME: Reach Community Development, Inc.

OWNER ADDRESS: 1110 S.E. Alder Street

Portland, OR 97214

STYLE 1: Commercial

STYLE 2:

STORIES: 4.0

COND.: Excellent

DESCRIPTION: This 1911 building is square in plan. Its walls are constructed of reinforced concrete and finished with a stucco surface. The main entry to the building is located along Grand Avenue. The building facade is divided into equal bays including a one-story storefront with overhead transom and three floors of banded windows in groups of four. Inset panels are located below the third and fourth floor windows. The cornice is highlighted by abstract round patarae and below by diamond shaped detailing. A simple belt cornice separates the first floor from the upper floors. A fire escape is located on Grand Avenue, four bays in from Oak Street. The building has had minor modifications to storefronts. Upper story windows have been replaced with aluminum sash windows. The building was completely rehabilitated in recent years and retains its original sense of prominence and detailing. It is in excellent condition.

The J. D. Billingsley Building was constructed in 1911. City directories in 1912 list the Grand Oak Apartments and a house furnishings business operated by William M. Taylor at this address. It appears that the Grand Oak Apartments occupied the second, third and fourth floors of the structure. These apartments, along with

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Mr. Taylor's store on the first floor, are listed at this address through at least 1935. The other store on the lower level was occupied by Stone Supply Company (plumbing supplies) in 1925, Chown Hardware Company in 1930, and Stark-Davis Company (plumbing supplies) in 1935. A restaurant operated by Clifford Christensen and a sheet metal shop are also shown at this address in 1935.

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#41 ADDRESS: 420-38 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME:

HISTORIC NAME: Morgan, Leith & Cook Building

DATE BUILT: 1911

TRS NO: 1N, 1E, SW 1/4 Sec. 35

ADDITION: East Portland

BLOCK: 121

LOT: 3-4

TAX CODE: R-22650-8200

ZONING: CED

ORIGINAL USE: Specialty Store/Domestic

PRESENT USE: Specialty Store/Domestic

ARCHITECT:

BUILDER:

OWNER NAME: Reach Community Development, Inc.

OWNER ADDRESS: 1110 S.E. Alder Street

Portland, OR 97214

STYLE 1: Commercial

STYLE 2:

STORIES: 4.0

COND.: Fair

DESCRIPTION: This 1911 brick masonry building is rectangular in plan. The structure is utilitarian in its overall design, but does feature a number of decorative elements common to the period and the district. These include the ornamental brickwork, bracketed cornice, and transom windows. The building has had alterations on the ground floor; however, transom mullions are visible and the original entry is largely intact. The windows of the upper floors have been replaced with aluminum sash; these windows are inset and retain the one-over-one proportion of the original. Despite these changes, the building remains historically and architecturally an important element to the continuity of this district. The building is in fair condition but appears to have signs of structural failure at the north end of its Grand Avenue facade.

The Morgan, Leith & Cooke Building was constructed at a cost of \$70,000. Originally built to house four stores and apartments, the structure was remodeled in 1923 for \$30,000 after a fire caused extensive damage. The names of the original businesses are not known. In 1924, the Routledge Seed and Floral Company moved into the building, and remained through at least 1935.

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By 1930, the Wilshire Apartments are also listed at this address, and are listed through at least 1935. Other businesses listed in 1935 are the Wilshire Barber Shop, Grandstark Drug, and Theo J. VanSanten (grocer).

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#42 ADDRESS: 510 S.E. Stark (lot)

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 122

LOT: 1-2

TAX CODE: R-22650-8260

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Helen Spivak

OWNER ADDRESS: 1912 N.E. 27th Avenue
Portland, OR 97212

STYLE 1:

STYLE 2:

STORIES: 1.0

COND.:

DESCRIPTION: This property is listed as vacant in the country tax records. A car wash located primarily on lots 7 and 8 on the same block encroaches onto this property.

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#43 ADDRESS: 520-26 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Portland Rescue Mission
HISTORIC NAME: Hotel Harding
DATE BUILT: 1909
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 122
LOT: 3
TAX CODE: R-22650-8280
ZONING: CED
ORIGINAL USE: Hotel
PRESENT USE: Civic
ARCHITECT: Roberts & Roberts
BUILDER:
OWNER NAME: World Gospel Mission, Inc.
OWNER ADDRESS: P.O. Box 3836
Portland, OR 97208

STYLE 1: Utilitarian
STYLE 2: Georgian
STORIES: 3.0
COND.: Good

DESCRIPTION: The Hotel Harding is constructed of reinforced concrete and clad with brick on the Grand Avenue elevation. The building is three stories with a projecting cornice supported by brackets, and a stepped parapet. Ground floor storefront windows are broad plate glass highlighted by a band of transom windows. The entry is recessed. The entrance to the upper story apartments is on the north end of the front facade. Windows on the second and third stories are paired and composed of one-over-one, double-hung sash. The building has not been altered substantially, and is in fair condition.

The building was built in 1910. Cornelius Divine may have been the builder and first owner. He listed his occupation as carpenter, and his name is present on the City's inspection reports when the building was first built at a cost of \$25,000, and again in 1924. In 1928 an advertisement for the Hotel Harding described the accommodations as "nicely furnished rooms, modern, strictly first class." (Polks Portland City Directory, 1928) The rates were a dollar a day, and the hotel was managed by Elizabeth Rankin. Several businesses have occupied the first floor commercial space. An early photograph shows a second-hand store present there. The United Piano Company occupied the main floor in the 1930s.

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#44 ADDRESS: 532-38 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Barber Block
HISTORIC NAME: Barber Block
DATE BUILT: 1890
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 122
LOT: 4-5
TAX CODE: R-22650-8290
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Specialty Store/Domestic
ARCHITECT:
BUILDER:
OWNER NAME: Barber Block Partnership
c/o Jack H. Burns
OWNER ADDRESS: 621 S.E. Union
Portland, OR 97214
STYLE 1: High Victorian Eclectic
STYLE 2:
STORIES: 3.0
COND.: Good

DESCRIPTION: The Barber Block is individually listed on the National Register of Historic Places. The following paragraphs are excerpts from the nomination written by George A. McMath, A.I.A. in 1976.

The three-story Barber Block, built in 1890, occupies a 50' x 100' site at the corner of S.E. Washington Street and Grand Avenue, once the commercial center of East Portland.

The Barber Block is an excellent and unique Oregon example of late Victorian architecture, and a significant landmark in the development of East Portland.

Though the design is somewhat late for the period (several commercial structures in the Richardsonian Romanesque style were built in Portland in 1889 and 1890), the Barber Block exhibits a rich and unusual assemblage of late Victorian styles--Italianate, Eastlake, Queen Anne, "Romanesque" and even "Gothic" elements. The various styles are skillfully organized into a dynamic yet unified composition. The Barber Block is unique in that it is the largest structure of its type and style extant in the state. The Barber

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Block structure is typical of the period--masonry bearing walls, wood floor and roof structure, and cast-iron columns in the storefronts. Foundation walls around the perimeter and near the center running east/west are stone rubble, 24" thick, with a top course of brick and a 1/4" thick iron bearing plate....The truncated metal covered hip roof is supported by wood trusses.

Henry Barber was born in Albany, New York in 1832. As a young man Barber enlisted in the Army and served at various posts across the country, ending up in the Oregon Indian Wars of 1855. After discharge he settled on the Columbia River near Astoria and in 1860 moved to Multnomah County. In 1879 Barber entered the mortuary business in East Portland at Fourth and I Streets. He continued the business under his own name until 1891 when he formed the partnership of Barber and Hill. That same year the firm moved into their elegant new quarters which was described in H. K. Hines's History of Oregon as "...the nicest business block in East Portland." Hines further states that "Here he (Henry Barber) has without exception the finest undertaking rooms in the Northwest, if not all the Coast."

The ground floor was divided into four business spaces, two on Grand Avenue and two on Washington Street. The mortuary firm of Barber and Hill occupied the corner space until 1919 when the business was sold. The other Grand Avenue storefront was originally occupied by a drug store. Ground floor tenants have changed many times through the years and have included a banking house, a "nickel theater", restaurant, laundry, furniture store, and a hardware store among others.

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#45 ADDRESS: 614 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: U.S. Bank Building
HISTORIC NAME: Citizens Bank
Strowbridge Store

DATE BUILT: c.1915, 1919
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 123
LOT: 1-4
TAX CODE: R-22650-8340
ZONING: CED
ORIGINAL USE: Financial Institution
PRESENT USE: Financial Institution
ARCHITECT: Parker & Banfield
BUILDER:
OWNER NAME: Mittleman Properties
OWNER ADDRESS: 111 S.W. Columbia, #1040
Portland, OR 97201

STYLE 1: Modern Commercial
STYLE 2:
INTEGRITY: Low merit
STORIES: 2.0
COND.: Good

DESCRIPTION: The U.S. Bank Building appears to be one building and displays a modern glass and aluminum facade. However, there are two historic buildings behind the modern facade. The buildings occupy a half block on S.E. Grand Avenue with the exception of a 40' x 50' parking lot on the northwest corner of the block. They have flat roofs and both buildings are two stories high. The building on the southwest corner is square in plan. The northern most building is 'L' in plan. The integrity of the original buildings has been compromised.

The two businesses which originally occupied these buildings were Citizens National Bank and Strowbridge Hardware. The Citizens National Bank building is on the southwest corner of the block. It was built c.1915. The bank owned one-quarter of the block. The Strowbridge Hardware and Sporting Goods Store, built in 1919, is the 'L' shaped building on the northern part of the block.

The Citizens National Bank was closely tied to the development of the east side. It was founded in 1884 by several of the most prominent East Portland citizens. A. W. Lambert, Cyrus Buckman,

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Joseph Paquet, and E. M. Sargent were elected to the first Board of Directors. In March of 1930 the bank became affiliated with the United States National Bank. The northern part of this building was occupied by a post office and retail space. Lodge rooms were on the second floor. The Wherrie Suit Company was a long-time occupant of the retail portion of this building.

The Strowbridge Hardware and Sporting Goods Store was owned and operated by David Strowbridge, a well respected businessman. This was the second building his business occupied.

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#46 ADDRESS: 603-19 S.E. Grand Avenue

CLASS: Secondary

COMMON NAME:

HISTORIC NAME: Rowe, T. J., Building

DATE BUILT: 1926

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 123

LOT: East half of Lots 7-8

TAX CODE: R-22650-8420

ZONING: CED

ORIGINAL USE: Specialty Store

PRESENT USE: Specialty Store

ARCHITECT:

BUILDER: Green, Harry S.

OWNER NAME: Starr Piano Co.
c/o Refrigeration SuppliesOWNER ADDRESS: 1201 Monterey Pass Road
Monterey Park, CA 91754

STYLE 1: Commercial

STYLE 2:

STORIES: 1.0

COND.: Excellent

DESCRIPTION: This 1926 building is rectangular in plan. It is constructed of concrete. Brick veneer is used to highlight the pilasters and cornice line. The building is one story in height. Storefront bays feature transom lights. There are two entries, one located on each street. The building has little to no changes, and its condition is excellent.

The T. J. Rowe Building was constructed at a cost of \$14,000. It was originally built to provide for two stores. By 1935, the structure was occupied by a plumber, two offices, a printing shop and a post office.

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#47 ADDRESS: 537 S.E. Alder

CLASS: Secondary

COMMON NAME: Volunteers of America
HISTORIC NAME: East Side Mortuary
DATE BUILT: 1930
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 123
LOT: 5-6, West half of Lots 7-8
TAX CODE: R-22650-8390
ZONING: CED
ORIGINAL USE: Mortuary
PRESENT USE: Social
ARCHITECT: Thomas & Mercier
BUILDER:
OWNER NAME: Volunteers of America
OWNER ADDRESS: 537 S.E. Alder
Portland, OR 97214
STYLE 1: Art Deco
STYLE 2:
INTEGRITY: Very strong merit
STORIES: 2.0
COND.: Good

DESCRIPTION: The East Side Funeral Directors Building was designed by Thomas and Mercier in 1930. They were known for their well designed buildings in the Art Deco and exotic Revival styles. The subject building is located prominently on the northwest corner of the intersection of 6th and Alder Streets. Composed of several intersecting blocks, the building is irregular in massing, with an irregular skyline and a stepped parapet. It is constructed of reinforced concrete, and faced with multi-hued brick. The decoration is the most remarkable element of this building and includes wide vertical bands of cast concrete in floral and vine motifs. The parapet is composed of the same cast concrete design. Curvilinear floral motifs decorate the door surround. This motif is repeated at the parapet. Most of the windows are six pane, metal sash casements. Some of the windows on the south elevation feature stained and leaded glass with metal sashes.

An associated structure is the brick gate of similar style and materials located on the adjacent block to the north. The gate was constructed at the same time as the subject building and was likely the entrance to the parking area for the mortuary.

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The building was built in 1930 and operated by A. J. Rose, president of the East Side Mortuary. He was prominent in local business clubs, and was well liked in the community. The Rose family owned the mortuary through the 1960s.

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#48 ADDRESS:

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 124

LOT: 7-8

TAX CODE: R-22650-8490

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: U.S. National Bank
Real Estate Division

OWNER ADDRESS: P.O. Box 8837
Portland, OR 97208

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#49 ADDRESS: 702-10 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Atlasta A Lock
HISTORIC NAME: Lambert, A. W., Building
DATE BUILT: 1907
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 124
LOT: 1
TAX CODE: R-22650-8430
ZONING: CED
ORIGINAL USE: Specialty Store
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER:

OWNER NAME: Adolph J. Drog
OWNER ADDRESS: 16402 N.E. Fargo Street
Portland, OR 97230

STYLE 1: Mediterranean Revival
STYLE 2: Mediterranean Revival
STORIES: 2.5
COND.: Good

DESCRIPTION: This two-story brick building, designed in the Mediterranean Revival style, displays a prominent corner tower with a red tile hip roof. The pent-roof, also of red tile, features cresting at the ridge, a deep eave and a modillioned cornice. Decorative brickwork includes diamond relief panels, quoining, and corbelled belt courses which relieve the second story portions of the public elevations. Main floor windows are plate glass. Windows on the second floor are mostly one-over-one, double-bung sash. However, the windows in the tower and at the corners feature multi-panes in a diamond motif.

The building was built in 1907 by A. W. Lambert, banker and broker. He was born in Gresham, Oregon, and is the son of J. H. Lambert. The Lamberts owned a farm in Gresham, and had business interests in real estate and insurance. In 1884 the Lamberts and other prominent citizens on the east side founded the Citizens National Bank. Several businesses have occupied the retail space on the main floor of the subject building including a theater in c.1920. The second story was used for apartments.

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#50 ADDRESS: 716 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: Solomon Building
HISTORIC NAME: Strowbridge Hardware
DATE BUILT: 1904
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 124
LOT: 2
TAX CODE: R-22650-8440
ZONING: CED
ORIGINAL USE: Specialty Store
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER:
OWNER NAME: Stephen L. and Susan M. Solomon
Albert J. Clarke
OWNER ADDRESS: 716 S.E. Grand Avenue
Portland, OR 97214
STYLE 1: Vernacular
STYLE 2: Commercial
STORIES: 2.0
COND.: Good

DESCRIPTION: This building is a rectangularly massed, two-story, commercial building built in 1904. Located mid-block, it is flanked by other buildings. The original facade was covered in 1978 by a flat, modern looking elevation. The main floor has plate glass showroom windows. The back of the building is visible and shows common red brick construction with chimneys projecting above the cornice. The alterations have impacted the architectural integrity of the building. However, the building is structurally sound.

This was the first Strowbridge Hardware and Paint Company location. The building was owned by Albert Heintz and built as an investment in 1904. His occupation was listed as a watchmaker in the Polks Portland Directory. David Strowbridge was manager of the Portland Paint and Oil Company in 1896. He opened his own business at this location in 1898. The original building was destroyed, and a larger building built in its place in 1904. He was a dealer in paint and oils, and he sold hardware on the second floor.

Several businesses occupied this space, including the Paul Schatz Furniture Store in 1929 and B&L Furniture Store in 1940.

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This building was built as an investment. He owned several investment properties in Portland. The building has been occupied by several businesses since it was built. A grocery store, barbershop, restaurant and cigar store are listed in the 1908 Sanborn Fire Insurance Map. This was also the location of the Potter Drug Company. They were successors to Meyers Brothers Pharmacy in 1925.

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#51 ADDRESS: 736 S.E. Grand Avenue

CLASS: Historic Non-contributing

COMMON NAME: Niki's Restaurant
HISTORIC NAME: Potter's Drug Store
DATE BUILT: c.1907
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 124
LOT: 3-4
TAX CODE: R-22650-8450
ZONING: CED
ORIGINAL USE: Specialty Store
PRESENT USE: Restaurant
ARCHITECT:
BUILDER:
OWNER NAME: Kenneth Kraemer
OWNER ADDRESS: 410 American Bank Building
Portland, OR 97205
STYLE 1: Commercial
STYLE 2:
STORIES: 1.0
COND.: Good

DESCRIPTION: This single-story brick building is square in plan and horizontally massed with a flat roof. It is a well composed example of a turn-of-the-century brick commercial building. The design is balanced with restrained decorative details including a dentil brick frieze, a wide coved cornice and a flat parapet. The storefront windows have been replaced with plate glass.

This building was built in c.1907 by O. W. Hosford. He was born in Vancouver, Washington in 1889. His father was a minister and founder of the first Methodist Church in Vancouver. At the age of 28, O. W. Hosford took up steamboating on the Columbia and Willamette Rivers. He owned a half interest in the steamship "Lucy Mason" which ran between Portland and Woodland, Washington. His company was called the Lewis River Transportation Company. He sold this company in 1892 and purchased the Washougal and La Camas Transportation Company which owned the large steamer "Ione." He operated that steamer for 16 years. He received his master's license in 1892. In 1906 he disposed of his interests in that navigation line, and established the Hosford Transportation Company, which was a river towing company chiefly engaged in towing logs. (Charles Carey, History of Oregon, 1922. Vol. 2, p. 294)

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#52 ADDRESS: 519-35 S.E. Morrison

CLASS: Primary

COMMON NAME:

HISTORIC NAME: Clifford Hotel

DATE BUILT: 1911

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 124

LOT: 5-6

TAX CODE: R-22650-8470

ZONING: CED

ORIGINAL USE: Specialty Store/Domestic

PRESENT USE: Specialty Store/Domestic

ARCHITECT:

BUILDER:

OWNER NAME: Clifford Group
c/o C & R Realty Co.OWNER ADDRESS: 1440 S.W. Taylor
Portland, OR 97205

STYLE 1: Colonial Revival

STYLE 2: Georgian Revival

STORIES: 4.0

COND.: Good

DESCRIPTION: The Clifford Hotel is a four-story building, square in plan, occupying a quarter block on the corner of S.E. Morrison and S.E. 6th Streets. The facade is oriented on S.E. Morrison. Its composition is symmetrical with the entry centrally located. A light well is present in the upper three stories, creating a 'U' shaped configuration. The building is constructed of reinforced concrete, faced with light colored brick. The storefront windows are plate glass. The windows in the upper stories have been replaced with aluminum sash and are paired one-over-one, double-hung sash on the side elevations, with some single windows on the facade and the non-public side elevation. The building features a decorative brick frieze and a projecting cornice. The roof is flat and the building is in good condition.

Deed and tax records indicate that the hotel was built in 1911 for Fred Strong. The main floor contained a restaurant, several stores, and the hotel lobby. The building was host to several businesses over the years. Fred Strong was the secretary-treasurer of Strong and Company, financial agents and agents for Ladd's Addition. He came to Portland in 1898 and went to work for Equitable Savings and Loan. Later he went into insurance and real

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estate, and held investment property. (Oregonian, March 24, 1945, p. 7) He also worked for a time in the State Treasurer's Office. He sold the building in 1926 to M. Pallyay who held the property through 1946.

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#53 ADDRESS: 500-34 S.E. Morrison

CLASS: Secondary

COMMON NAME: Weatherly Building
HISTORIC NAME: Weatherly Building
DATE BUILT: 1928
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 125
LOT: 1-3, 5-8, and East 25 feet of Lot 4
TAX CODE: R-22650-8510
ZONING: CED
ORIGINAL USE: Professional
PRESENT USE: Business
ARCHITECT: Sutton & Whitney
BUILDER:
OWNER NAME: XL/ORO Partnership
c/o Bob Stutty
OWNER ADDRESS: 610 S.W. Broadway, 2nd Floor
Portland, OR 97204
STYLE 1: Modern Movement
STYLE 2: Romanesque
STORIES: 12.0
COND.: Good

DESCRIPTION: The Weatherly Building is the only historic skyscraper on the East Side. As seen from the public elevations, the building is divided into two portions: a two-story mass on the east side of the lot and the twelve-story mass on the west side of the lot. It is situated on one half of the block and is constructed of reinforced concrete clad with brick facing and terra cotta embellishments. The first two stories feature a cut-stone finish. The twelve-story portion has a main floor base block. The main floor block supports the nine-story volume which rises to a cornice. The next block is a two-story portion set back from the wall of the nine-story block. An arcading entablature composed of Syrian arches, and a dentilled and corbelled cornice caps this block. Two large penthouses are set on the roof and are the highest part of the skyscraper section. The windows are organized in vertical bands with the topmost window having a round arched opening articulated by voussoir blocks. Quatrefoil paterae relieve the space above the windows and below the entablature. The ground story block features plate glass windows shaded by awnings. The bays feature dentilled lintels. Terra cotta lions' heads flank the lintel above the door surround on the main entry on S.E. Morrison.

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Despite alterations to the storefront, the building has otherwise retained much of its original form and character. The non-public elevations are unadorned.

Ground was broken for this structure by Portland Mayor George Baker. Robertson, Hay and Wallace were the contractors for this building. It was opened for tenants in 1928. A majority of the offices were fitted for doctors and dentists. The tenth floor was occupied by the Weatherly Building Hospital. (Eastside Business Club Publication. 1930)

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#54 ADDRESS: 830-38 S.E. Grand Avenue

CLASS: Non-contributing

COMMON NAME: Grand Avenue Cafe
HISTORIC NAME: Steen Sewing Machine Store
DATE BUILT: c.1905
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 125
LOT: West 65 feet of Lot 4
TAX CODE: R-22650-8570
ZONING: CED
ORIGINAL USE: Specialty Store/Domestic
PRESENT USE: Restaurant
ARCHITECT:
BUILDER:
OWNER NAME: John J. and Mary L. Junor
OWNER ADDRESS: 1245 S.W. Stephenson Road
Portland, OR 97219
STYLE 1: Contemporary
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: This building, though it was built c.1905, appears very modern. The elevations have been covered with smooth tile panels, and the non-public elevations are obscured. This was a three-story building. In the 1940s the third floor was removed. (personal communication, Mary Junor) It is rectangular in plan and massing.

Joseph Burkhard sold this lot to S. F. White in 1905, and the building was probably built soon after. Ellsworth R. Steen moved into the building in 1913. He came to Portland in 1900 as a representative of the Singer Sewing Machine Company, and by 1908 he was in the sewing machine business for himself. He purchased the building in 1920. (East Side Publication, 1930) In 1930 this building not only had the sewing machine store, it had a grocery store, the Trails End Barbecue, a butcher shop and 32 lodging rooms in the second and third stories. By 1940 a tavern and a card room were present on the first floor. Currently a cafe occupies the main floor and an insurance company is located in the second floor.

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#55 ADDRESS: 532-34 S.E. Belmont

CLASS: Secondary

COMMON NAME: C & S Auto Paint/Body Shop
HISTORIC NAME: Schuele, Paul, Building
DATE BUILT: 1924
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: Park Addition to East Portland
BLOCK: 126
LOT: East half of Lots 7-8
TAX CODE: R-64450-0070
ZONING: GI-1
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Road-related (vehicular)
ARCHITECT: Ertz, Charles W.
BUILDER: Ertz, Charles W.
OWNER NAME: Pauline Kurz
C & S Auto Paint Shop
OWNER ADDRESS: 4230 S.W. Council Crest Drive
Portland, OR 97201
STYLE 1: Industrial
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: This 1924 concrete building is rectangular in plan. The building has a strong industrial feeling in its detailing which includes large multi-paned windows on the first and second floor, equally divided bays, and a generally flat facade with little or no ornamentation. A slightly protruding entry is located along Belmont with an arched opening. Pilasters which divide the bays culminate at the second story in very simple capitals. The building is in good condition and is virtually intact.

The Paul Schuele Building was constructed at a cost of \$15,000. The structure was intended for use as a "public garage". In 1935 businesses at this address included Edward Janesch & Son (lighting fixture manufacturers), Quality Sign Co., and C & S Auto Paint Shop.

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#56 ADDRESS: 522 S.E. Belmont

CLASS: Secondary

COMMON NAME:

HISTORIC NAME: Ransom Investment Co. Building

DATE BUILT: 1923

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: Park Addition to East Portland

BLOCK: 126

LOT: West half of Lots 7-8

TAX CODE: R-64450-0080

ZONING: GI-1

ORIGINAL USE: Road-related (vehicular)

PRESENT USE: Vacant/Not in Use

ARCHITECT: Jones, G. H. and Marsh, H. D.

BUILDER: Zanello Bros.

OWNER NAME: Salvation Army

OWNER ADDRESS: P.O. Box 8798
Portland, OR 97208

STYLE 1: Commercial

STYLE 2:

INTEGRITY: Very strong merit

STORIES: 1.0

COND.: Fair

DESCRIPTION: This 1923 concrete building is rectangular in plan. The facade on Belmont has three bays including a central overhead garage door and two side bays with glass storefronts and overhead transoms. The building has a flat roof and is in fair condition. There appears to have been no alterations to the structure.

The Ransom Investment Company Building was constructed at a cost of \$6,000. It was originally built for use as a garage.

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#57 ADDRESS: 514 S.E. Belmont

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: Park Addition to East Portland

BLOCK: 126

LOT: 1-2

TAX CODE: R-64450-0010

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Mary L. Junor

OWNER ADDRESS: 1245 S.W. Stephenson Road
Portland, OR 97219

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

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#58 ADDRESS: 928 S.E. Grand Avenue

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: Park Addition to East Portland

BLOCK: 126

LOT: 3-4

TAX CODE: R-64450-0030

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Brown Oldsmobile Co.

OWNER ADDRESS: 1005 S.E. Grand
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

DESCRIPTION: A small car lot stand is located on this vacant lot paved by asphalt.

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#59 ADDRESS: 931 S.E. 6th

CLASS: Historic Non-contributing

COMMON NAME:

HISTORIC NAME: A. C. Haag & Co. Agricultural Implements

DATE BUILT: 1928

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: Park Addition to East Portland

BLOCK: 126

LOT: 5-6

TAX CODE: R-64450-0050

ZONING: GI-1

ORIGINAL USE: Commerce/Trade

PRESENT USE: Specialty Store

ARCHITECT:

BUILDER:

OWNER NAME: Robert A. Bitar Corp.

Robert A. Bitar

OWNER ADDRESS: 2929 East Burnside Street
Portland, OR 97214

STYLE 1: Commercial

STYLE 2:

STORIES: 1.0

COND.: Good

DESCRIPTION: This building is a one-story, rectangularly massed reinforced concrete building. It appears to have been extensively remodeled and does not retain its original configuration. The elevations are separated into bays by rusticated piers. The window openings between the piers have been altered, currently featuring three vertical fixed panes within each bay, except for an overhead door opening and entry on the east elevation. The roof is flat and the parapet is straight.

The building was built as an investment property by Catherine Collins, and sold on contract to Martin Heert according to the Deed Records of Multnomah County. Catherine was the daughter of Dr. James Hawthorne, who came to Portland in 1857. He was the owner, manager and physician of the Oregon Hospital for the Insane, the largest hospital of its kind in Oregon. (Oregon Journal, 8-4-50, pg. 5) He left a considerable estate when he died in 1885.

The building was leased as soon as it was built in 1928 to Fred Ruble, who listed his occupation as a salesman and lived with his wife Goldie in Multnomah. In 1930 the A. C. Haag and Company Agricultural Implement store was located in the building.

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#60 ADDRESS: 1006 S.E. Grand Avenue

CLASS: Primary
(Non-contributing Addition)

COMMON NAME: Arcoa Building
HISTORIC NAME: U.S. Laundry Company Building
DATE BUILT: 1907
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: Park Addition to East Portland
BLOCK: 127
LOT: 1-2, 7-8
TAX CODE: R-64450-0090, -0150
ZONING: CED
ORIGINAL USE: Specialty Store
PRESENT USE: Business
ARCHITECT:
BUILDER:
OWNER NAME: Vincent and Shelley Huffstutter
OWNER ADDRESS: 1006 S.E. Grand Avenue
Portland, OR 97214

STYLE 1: Commercial
STYLE 2:
STORIES: 3.0
COND.: Good

DESCRIPTION: The U.S. Laundry Building is a three-story commercial building, square in plan and massing. The elevations are regular in composition, with more window space to wall space. The windows are rather large, rectangular, and in groupings of three in each bay. The first and second floor windows have transoms. The building is oriented toward Grand Avenue. This elevation is three bays wide, the formal entry is recessed. The Yamhill elevation is four bays wide. The building is reinforced concrete sided with brick. Quoins are present at the corners. Original window sash appears to have been replaced with fixed panes. The frieze is decorated with dentils and there are corbelled brick panels between the second and third story windows. The parapet is flat and is altered from the original. The building is sound and retains much of its architectural integrity.

According to the Multnomah County tax records, this building was built in 1907. The U.S. Laundry Company, owned by John Dannells, owned the property. It was a large company which catered to both individuals and commercial-industrial clients. The building was subsequently owned by Allyn's Cleaning and Dyeing Establishment and the Home Service Company. When John Dannells died in 1926, he

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was eulogized as a "pioneer laundryman". He donated \$172,000 to the Sellwood Methodist Episcopal Church. (Oregon Journal, Dec. 1, 1926, p. 19)

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#61 ADDRESS: 1024 S.E. Grand

CLASS: Historic Non-contributing

COMMON NAME:

HISTORIC NAME: Ballin Finance Company
Wentworth Garage

DATE BUILT: c.1920

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: Park Addition to East Portland

BLOCK: 127

LOT: 3-4

TAX CODE: R-64450-0110

ZONING: CED

ORIGINAL USE: Road-related (vehicular)

PRESENT USE: Road-related (vehicular)

ARCHITECT: Wilson, John G.

BUILDER:

OWNER NAME: Worth and Barbara L. Caldwell

OWNER ADDRESS: 504 S.W. Briar Lane
Portland, OR 97225

STYLE 1: Moderne

STYLE 2:

STORIES: 1.0

COND.: Good

DESCRIPTION: This simple Moderne style building is one story, rectangular in plan and massing, and constructed of reinforced concrete finished with stucco. The front facade was altered and stucco applied in 1936. The three bay wide facade is oriented towards Grand Avenue. The bays are filled with overhead garage doors, recently remodeled. The northernmost bay exhibits Moderne detail through the use of fluted pilasters which rise above the banded parapet. A truss system supports the roof. The building is in good condition.

The lot was owned by A. V. and Bertha Folkman from 1892 to 1939. The Folkmans listed their occupation as farmers in the 1924 Polks Portland Directory. The subject building was built c.1920. Its first use was as a garage. C.F. Wentworth was at this location in 1921 to at least 1923. By 1924 the specialty of the garage was as an auto top repair shop. In the 1920s cars often had cloth or leather tops, and these wore out and needed repair. The businesses that repaired auto tops were often carriage companies that adapted to the needs of the new car industry. This building was host to several businesses that were associated with automobiles. In 1927 Ballin Finance occupied the building. They specialized in car

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loans. H. A. Ballin was a member of the East Side Commercial Club. Ballin Finance made car loans, refinanced loans, and sold repossessed cars. In 1955 the Logan Oldsmobile Company purchased the building.

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#62 ADDRESS: 1025 S.E. 6th Avenue

CLASS: Secondary

COMMON NAME:

HISTORIC NAME: Home Services Garage
DATE BUILT: 1921
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: Park Addition to East Portland
BLOCK: 127
LOT: 5-6
TAX CODE: R-64450-0130
ZONING: GI-1
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Road-related (vehicular)
ARCHITECT:
BUILDER:
OWNER NAME: Worth and Barbara Caldwell
OWNER ADDRESS: 504 S.W. Briar Lane
Portland, OR 97225
STYLE 1: Commercial Style
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: This two-story commercial building is in good condition and retains its original appearance. The building occupies one quarter of the block and is square in plan. The public elevations are oriented on S.E. Taylor and S.E. Sixth. The elevations are symmetrical and divided into six bays on each elevation by paneled pilasters. The main floor is lighted by wide multipaned, tripartite windows designed in a configuration reminiscent of the Chicago Style. The windows are set in recessed panels between the piers. The frieze is paneled; the projecting cornice is simple; and the parapet is flat. The building is constructed of reinforced concrete covered with stucco, and is in good condition.

The building was built in 1921 by the Home Services Company owned by John Dannells. It was originally built as a garage and may have been used as a repair garage for the laundry trucks for the Home Service Company, a laundry company. He was in the laundry business on Portland' east side since at least 1911. The laundry company was located at 1006 S.E. Grand and was also known as the U. S. Laundry Company, and later as Allyn's Laundry. When John Dannells died in 1928 he donated \$172,000 to the Sellwood Methodist Episcopal Church of Portland. (Oregon Journal, Dec. 1, 1926, p.19)

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#63 ADDRESS: 1108 S.E. Grand Avenue

CLASS: Primary

COMMON NAME: Oregon Flower Growers Assn.
HISTORIC NAME: Neustadter, N. B., Building
DATE BUILT: c.1902
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: Hawthorne Park
BLOCK: 128
LOT: 1-2, 5-8
TAX CODE: R-36670-0020
ZONING: GI-1 and CED
ORIGINAL USE: Manufacturing Facility
PRESENT USE: Horticultural Facility
ARCHITECT:
BUILDER:
OWNER NAME: Oregon Flower Growers Assn.
OWNER ADDRESS: 1112 S.E. Grand Avenue
Portland, OR 97214

STYLE 1: Utilitarian
STYLE 2: Vernacular
INTEGRITY: Strong merit
STORIES: 2.5
COND.: Good

DESCRIPTION: The Neustadter Building was originally built as a garment factory, and as such is an early example of a brick manufacturing facility. The composition is strictly organized with repetitive fenestration and ornamentation. The building is composed of two volumes. The northernmost volume is two and one-half stories, exhibiting an attic story above the cornice. The southernmost volume is two stories. Windows are one-over-one, double-hung wood sash, single-spaced in ranks along the public elevation. They exhibit flat arch openings set with an exaggerated keystone. The wide frieze is set with a repeating diamond motif; and the massive pilasters designed to imitate cut stone frame the elevations and complete the overall effect which evokes a sense of strength and durability proper for a factory building. The building is composed of two somewhat long and narrow rectangular volumes separated by a brick wall. This brick wall exhibits bays with flattened arched openings like the fenestration on the street elevations. Each side of the building had specific functions according to the Sanborn Fire Insurance Maps. Whether this wall was once an exterior wall and the smaller volume an addition is not known. However, if the building was built in two episodes, they occurred within a short time of each other, between 1902 and

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1909. The roof is flat, and the building is in fair condition. An addition was added to the southwest portion of the block after 1935. Lot 5 was used to service the building.

This was the Neustadter Brothers Standard Shirt Factory No.2, constructed in 1902. The company had a long history on the west coast, established in San Francisco in 1852. The Portland branch was founded in 1878. The company manufactured overalls, shirts, work clothes, men's furnishings and hosiery. In 1905 the Oregon National Guard publication printed an advertisement for the company. Their logo was a bull dog standing in a road with 'Boss of the Road' written above him, and holding a label in his mouth that said 'United Garment Workers of America'. Edwin Neustadter was the grandson of one of the original founding brothers. He managed the Portland branch of the company. He married the daughter of one of Portland's leading citizens, Della Wolfe, daughter of Adolphe Wolfe of the Lipman Wolfe Company, which was a large department store located in downtown Portland. They had one son, John Henry. (Lockley, History of the Columbia River Valley From The Dalles to the Sea, Vol. 3, p. 449)

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#64 ADDRESS: 1136 S.E. Grand Avenue
CLASS: Non-contributing
COMMON NAME:
HISTORIC NAME:
DATE BUILT: Post-1935
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: Hawthorne Park
BLOCK: 128
LOT: 3-4
TAX CODE: R-36670-0080
ZONING: CED
ORIGINAL USE:
PRESENT USE:
ARCHITECT:
BUILDER:
OWNER NAME: Robert W. and Neva N. Thompson
OWNER ADDRESS: 157 N.W. Miller Road
Portland, OR 97229
STYLE 1:
STYLE 2:
INTEGRITY:
STORIES: 0.0
COND.:

DESCRIPTION: This three-story building is irregular in plan and is constructed of reinforced concrete surfaced by stucco. It is lighted by aluminum windows. The building is in altered condition.

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#65 ADDRESS: 1218 S.E. Grand Avenue

CLASS: Secondary

COMMON NAME: Anna Chaperon Building
HISTORIC NAME: Alberts Products Company
DATE BUILT: 1923
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: Hawthorne Park
BLOCK: 129
LOT: 1-2, 7-8
TAX CODE: R-36670-0140
ZONING: CED and GI-1
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Specialty Store
ARCHITECT: Schact & Bergen
BUILDER:

OWNER NAME: Barbara Z. Sedlin
OWNER ADDRESS: 1185 Park Avenue
New York, NY 10128

STYLE 1: Commercial
INTEGRITY: Average merit
STORIES: 2.0
COND.: Good

DESCRIPTION: The Anna Chaperon Building is a two-story, reinforced concrete building, rectangular in massing and plan. The Grand Avenue facade is symmetrically composed, consisting of six recessed panels separated by pilasters visually supporting a simple entablature and a flat-topped parapet decorated with concrete patarae. First floor windows have multi-light transoms above plate glass. Second-story windows are tripartite multipane windows. The building is in good condition.

The building was designed by the local architectural firm of Schact and Bergen in 1923. Deed records indicate that building was built for G. Laurgaard who was purchasing the property on contract from Anna Chaperon. G. Laurgaard listed his occupation in 1923 as Portland City Engineer. A simple one-story addition was added to the east elevation in 1946. The building is in good condition.

The building was built to house several businesses. Initially there were an auto parts store, a body and fender shop, and a restaurant. A ramp gave access to the second floor which was used for storage of cars. The Alberts Products Company was a subsequent owner of the building. This company had a bottling facility in Albina, and stored bottles in the building. The company built an

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addition to the back of the subject building in 1946 for more
bottle storage. This is a non-contributing addition.

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#66 ADDRESS: 621-35 S.E. Morrison

CLASS: Primary

COMMON NAME:

HISTORIC NAME: McKinley Apartments

DATE BUILT: 1909

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 139

LOT: 5-6, and south 12 feet of 7

TAX CODE: R-22650-8710

ZONING: CED

ORIGINAL USE: Specialty Store/Domestic

PRESENT USE: Specialty Store/Domestic

ARCHITECT:

BUILDER:

OWNER NAME: Tan and Thanh H. Vominh

OWNER ADDRESS: 4826 N.E. Alameda
Portland, OR 97213

STYLE 1: Arts and Crafts

STYLE 2:

STORIES: 3.0

COND.: Good

DESCRIPTION: The McKinley Apartments were built in 1909 by Mitchell McKinley. The building is square in plan, constructed of brick on a concrete foundation. A light colored brick clads the public elevations. The mortar is red colored, as are the relief details and the cornice. The building is three stories with a flat roof and a decorative gabled parapet and projecting cornice supported by console brackets. Relief includes red colored bands surrounding four of the windows, quoins as relief under the cornice at the edge of the elevations, and a paneled frieze. The storefronts feature recessed entries with patterned hexagonal tile floor. Plate glass windows are present on the main floor and the storefronts have recently been altered. Other fenestration includes one-over-one, double hung-windows in paired and in single groupings. The upper story windows have been replaced with aluminum sash.

Deed records indicate that the building was built by Mitchell McKinley and his wife Hattie. It was built as an investment property. They lived on Stark Street in the early 1920s, and later they listed their residence to be at the Nortonia Hotel, a prestigious hotel on the East Side. (Polk's Portland Directory) Mitchell McKinley died in 1937, and the property was sold.

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#67 ADDRESS: 601-19 S.E. Morrison

CLASS: Historic Non-contributing

COMMON NAME: Bread Puddin' Cafe
HISTORIC NAME: Idella, Tony, Building
DATE BUILT: 1930
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 139
LOT: 4, and the south 2.5 feet of lot 3
TAX CODE: R-22650-8690
ZONING: CED
ORIGINAL USE: Special Store
PRESENT USE: Restaurant
ARCHITECT:
BUILDER: Eklund, N. O.
OWNER NAME: Tan & Thanh H. Vominh
OWNER ADDRESS: 4826 N.E. Alameda Street
Portland, OR 97213
STYLE 1: Mixed
STYLE 2:
STORIES: 1.0
COND.: Poor

DESCRIPTION: This 1930 brick building is rectangular in plan. The building has a corner entry. There are storefront bays with original transoms overhead along each street facade. Storefronts have been extensively altered and a metal mansard roof was attached to the building in 1988, significantly changing its appearance. The building is in poor condition.

The Tony Idella Building was constructed at a cost of \$10,000. Two buildings on the lot, one wooden and one tiled, were removed for the new development. It is not known how old these buildings were. As of 1925, the wood structure had housed the Bellingham Apartments, a plating works and a carpenter. The tile building was occupied by the Fulton & Sons Transfer & Storage Company in 1923. The original occupants of the new (current) building were: Gibbs & Company (vacuum cleaners), Francis E. McGrew, and the Shanghai Cafe. The Bellingham Lodgings is also listed (probably a new version of the former Bellingham Apartments). By 1935, a new group of tenants included Lucca Restaurant, The Lucinda Shoppe (dressmakers), Hans S. Holte, Rose Barber Shop, New Deal Club (beer parlor), and Joy the Tailor.

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#68 ADDRESS: 726 S.E. 6th Avenue

CLASS: Secondary

COMMON NAME: Spike's Auto Upholstery
HISTORIC NAME: Tourist Garage Building
DATE BUILT: 1923
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 139
LOT: 2, and the north 47.5 feet of 3
TAX CODE: R-22650-8680
ZONING: CED
ORIGINAL USE: Road-related (vehicular)
PRESENT USE: Road-related (vehicular)
ARCHITECT:
BUILDER:
OWNER NAME: Abram O. and D. Jeanne Workman
OWNER ADDRESS: 15130 N.E. Brazee Street
Portland, OR 97230
STYLE 1: Utilitarian
STYLE 2:
STORIES: 1.0
COND.: Fair

DESCRIPTION: This 1923 auto garage building is square in plan and constructed in concrete. It has six equally divided bays with garage door openings onto 6th Avenue. The parapet has two gable shaped protrusions and is otherwise slightly modulated, providing the only sense of form on the building's facade. The building is in fair condition.

The Tourist Garage Building first appears in city directory listings for 1923. This business was in operation at this address from 1923 to at least 1935. A 1935 Sanborn map shows the garage had a capacity of 50 cars, and included a small repair shop in the building.

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#69 ADDRESS: 706-10 S.E. 6th Avenue

CLASS: Primary

COMMON NAME:

HISTORIC NAME: Orient Lodge I.O.O.F. #17

DATE BUILT: 1907

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 139

LOT: 1

TAX CODE: R-22650-8670

ZONING: CED

ORIGINAL USE: Meeting Hall

PRESENT USE: Social

ARCHITECT:

BUILDER:

OWNER NAME: Portland Police Athletic Assn., Inc.

OWNER ADDRESS: 2445 N.E. 117th Avenue

Portland, OR 97220

STYLE 1: Arts and Crafts

STYLE 2:

STORIES: 2.0

COND.: Good

DESCRIPTION: This building is a two-story reinforced concrete structure faced with brick and rectangular in massing and plan. Styled in the Arts and Crafts mode, its design is similar to that of Charles Voysey's Sandersons & Sons Wallpaper Factory in Chiswick, England (Architectural Design, Ad Profiles 13, London 1900, p. 48 & 343). The elevations are divided into even divisions by "vertical stanchions" which extend above the roofline to end in flat tops, "in a mannered form which is associated with the furniture designs of both Voysey and Mackmurdo" (ibid.) The first floor consists of plate glass windows. One of the most striking elements of the building are the elliptical arched bays on the second floor, which are linked by a continuous lintel/impost course of cast concrete. The building is on the northwest corner of the block. The north elevation has paired two-story oriels over the entrance that lead upstairs to the lodge meeting space. The building is in good condition, and the only known expression of this style articulated in this manner in Oregon. Some minor changes have taken place on the first floor storefronts.

When the building was first constructed in 1907, the main floor was used as office space, and the second floor was a lodge hall for the Orient Lodge #17 of the I.O.O.F. (Sanborn Fire Insurance Map,

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1910). By 1915 the Oregon Packing Company had their main office there. They were fruit and vegetable packers. They had factories in Salem and Vancouver, Washington (Polk's Portland Directory, 1915). The building was first owned by A. F. and Dora Plegel. The Orient Lodge purchased the building in 1926, and sold it in 1972 to the Portland Police Athletic Association (Deed Records).

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#70 ADDRESS: 622-26 S.E. Alder

CLASS: Primary

COMMON NAME: Citizens Photo
HISTORIC NAME: City Water Office
DATE BUILT: 1909
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 139
LOT: 8, and the north 38 feet of Lot 7
TAX CODE: R-22650-8730
ZONING: CED
ORIGINAL USE: Government Office
PRESENT USE: Business
ARCHITECT: Jacobberger, Joseph
BUILDER:
OWNER NAME: William Potter
Citizens' Graphic Arts, Inc.
OWNER ADDRESS: 709 S.E. 7th Avenue
Portland, OR 97214
STYLE 1: Jacobethan
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: The City Water Office Building is a brick clad building resplendent with cast decorative elements, including lion's head finials and elaborate door and window surrounds. Balanced in composition, each elevation features a pointed arched recessed entry with a cast stone surround. The words City Water Office are inscribed above both entries. The windows on the first floor elevations consist of three or four square fixed panes with multipane transoms. The second story windows feature pointed arched heads and decorative cast headmolds which are extended into a lintel course that underlines the parapet. The parapet rises in a curvilinear section at the building corners and above the Alder Street entry.

The City Water Office was built in 1909 by the City of Portland. The building was designed by noted Portland architect, Joseph Jacobberger and built by the contracting firm of Steele and Bertleson. This was the headquarters for Portland's Water Office.

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#71 ADDRESS: 635 S.E. 7th Avenue

CLASS: Noncontributing

COMMON NAME:

HISTORIC NAME:

DATE BUILT: Post-1935

TRS NO: 1S, 1E, NW 1/4 Sec. 2

ADDITION: East Portland

BLOCK: 140

LOT: East 53 feet of Lots 5-6, and the east 53 feet of
the south 12.5 feet of Lot 7

TAX CODE: R-22650-8810

ZONING: CED

ORIGINAL USE:

PRESENT USE:

ARCHITECT:

BUILDER:

OWNER NAME: Terrence L. and Cheryl L. Kuhl

OWNER ADDRESS: 3609 N.E. 68th
Portland, OR 97213

STYLE 1:

STYLE 2:

STORIES: 1.0

COND.: Good

DESCRIPTION: This one-story building is rectangular in plan and constructed of concrete block. Very small in scale it serves as a restroom for a self-serve gas station pump also located on the property. The building is in good condition.

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#72 ADDRESS: 615 S.E. Alder

CLASS: Secondary

COMMON NAME: Melody Lane Ballroom
HISTORIC NAME: Woodmen of the World Lodge
DATE BUILT: 1925
TRS NO: 1S, 1E, NW 1/4 Sec. 2
ADDITION: East Portland
BLOCK: 140
LOT: South 12.5 feet of Lot2, 3&4, west 47 feet of Lots 5-6, and the west 47 feet of the south 12.5 feet of Lot 7
TAX CODE: R-22650-878-
ZONING: CED
ORIGINAL USE: Clubhouse
PRESENT USE: Business
ARCHITECT: Wallace William Lucius
BUILDER:
OWNER NAME: William Wright
OWNER ADDRESS: 4530 S.W. Kelly Avenue
Portland, OR 97201
STYLE 1: Colonial Revival
STYLE 2:
STORIES: 2.0
COND.: Good

DESCRIPTION: The Woodmen of the World Building is a two-story reinforced concrete building faced with brick. Rectangular in plan and massing, the building is symmetrically composed on a bilateral axis. The entry is composed of three double doors with round arched leaded glass transoms set with in a sunburst motif. A loggia consisting of three arched openings is present above the entry on the second floor. The windows are in single groupings on the primary elevations. They have been altered to aluminum sash casements. The windows are separated by fluted concrete pilasters. The frieze features words inscribed in the concrete such as HOSPITALITY, LOYALTY, etc. The roof is flat, and the building is in good condition.

The building was built in 1925 by the Woodmen of the World. When it was completed it was hailed as the largest, finest, most modern Woodmen of the World hall in the world. At that time this organization was considered the premier insurance fraternal organization in the country. The building was used as a meeting place for several organizations including East Side Commercial Club, American Legion, Rose City Post, Women of the Mooseheart,

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Loyal Order of the Moose, Artisans Assembly No. 600, Neighbors of Woodcraft, Associated Bible Students, and the Fraternal Order of the Eagles to name just a few. (John M. Tess Historic Property Evaluation, July 1983.) The building was designed by Wallace William Lucius and Earl G. Cash, Portland architects.

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#73 ADDRESS: 706 S.E. Martin Luther King, Jr. Boulevard

CLASS: Secondary
Non-contributing Addition

COMMON NAME: Burns Brothers, Inc.
HISTORIC NAME: Griesel Fruit Co. Building
DATE BUILT: c.1923
TRS NO: 1S, 1E, NE 1/4 Sec. 3
ADDITION: East Portland
BLOCK: 99
LOT: 1 and 2
TAX CODE: R-22650-6530
ZONING: CED
ORIGINAL USE: Storage
PRESENT USE: Specialty Store
ARCHITECT:
BUILDER: Cripe, Newell & Cripe
OWNER NAME: Burns Bros., Inc.
OWNER ADDRESS: 620 S.E. Union Avenue
Portland, OR 97214
STYLE 1: Utilitarian
STYLE 2: Commercial
STORIES: 2.0
COND.: Excellent

DESCRIPTION: This c.1923 concrete building is rectangular in plan. The building's facade is divided into three equal bays on Martin Luther King, Jr. Boulevard (Union Avenue) and five bays on Alder. The building has a central entry on Martin Luther King, Jr. Boulevard (Union Avenue) and large expansive aluminum windows on the ground and second floors. The building has a stepped parapet along Martin Luther King, Jr. Boulevard (Union Avenue), and two belt cornices with diamond-shaped and other abstract detailing. The southern elevation is connected to a single ornate masonry wall remaining from a previous structure which was demolished in 1963. To the south of the building there is a non-contributing concrete addition which was built in 1969. The building is in excellent condition.

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The Griesel Fruit Company Building was constructed at a cost of \$1200. It is unclear whether the building was completed new or an upgrade of an older structure. The first business at this address in 1924 was the Griesel Fruit Company. The Martin Brokerage Company was a tenant in 1925. By 1930 the businesses occupying the building were Pioneer Fruit Company and the All American Waffle House. In 1935 companies listed were the Central Oregon Potato House and Bert's Coffee Shop.

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#74 ADDRESS: S.E. Martin Luther King, Jr. Boulevard

CLASS: Vacant

COMMON NAME:

HISTORIC NAME:

DATE BUILT:

TRS NO: 1S, 1E, NE 1/4 Sec. 3

ADDITION: East Portland

BLOCK: 99

LOT: 3

TAX CODE: R-22650-6550

ZONING: CED

ORIGINAL USE:

PRESENT USE: Road-related (vehicular)

ARCHITECT:

BUILDER:

OWNER NAME: Burns Bros., Inc.

OWNER ADDRESS: 621 S.E. Martin Luther King, Jr. Boulevard
Portland, OR 97214

STYLE 1:

STYLE 2:

STORIES: 0.0

COND.:

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

nationally statewide locally

Applicable National Register Criteria A B C D

Criteria Considerations (Exceptions) A B C D E F G

Areas of Significance (enter categories from instructions)

Commerce/Trade

Period of Significance

1883-1930

Significant Dates

1883-1915
1916-1930

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

As noted

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

See continuation sheet

9. Major Bibliographical References

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67) has been requested
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____

See continuation sheet

Primary location of additional data:

- State historic preservation office
- Other State agency
- Federal agency
- Local government
- University
- Other

Specify repository:

Portland Bureau of Planning
Central Eastside Industrial Council

10. Geographical Data

Acreeage of property c. 28 acres Portland, Oregon-Washington 1:24000

UTM References

A	<u>1</u> <u>0</u>	<u>5</u> <u>2</u> <u>6</u> <u>7</u> <u>5</u> <u>0</u>	<u>5</u> <u>0</u> <u>4</u> <u>0</u> <u>8</u> <u>3</u> <u>0</u>
	Zone	Easting	Northing
C	<u>1</u> <u>0</u>	<u>5</u> <u>2</u> <u>6</u> <u>5</u> <u>0</u> <u>0</u>	<u>5</u> <u>0</u> <u>3</u> <u>9</u> <u>9</u> <u>1</u> <u>0</u>

B	<u>1</u> <u>0</u>	<u>5</u> <u>2</u> <u>6</u> <u>7</u> <u>5</u> <u>0</u>	<u>5</u> <u>0</u> <u>3</u> <u>9</u> <u>9</u> <u>1</u> <u>0</u>
	Zone	Easting	Northing
D	<u>1</u> <u>0</u>	<u>5</u> <u>2</u> <u>6</u> <u>5</u> <u>0</u> <u>0</u>	<u>5</u> <u>0</u> <u>4</u> <u>0</u> <u>8</u> <u>3</u> <u>0</u>

See continuation sheet

Verbal Boundary Description

See continuation sheet

Boundary Justification

See continuation sheet

11. Form Prepared By

name/title Portland Bureau of Planning (please see continuation sheet for authorship)
organization City of Portland date August 15, 1990
street & number 1120 SW Fifth Avenue telephone (503) 796-7700
city or town Portland state Oregon zip code 97204

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The East Portland Grand Avenue Historic District is significant for its historical origins as the commercial center of what was once the City of East Portland. The district is important because it developed into the center of business and community activity on Portland's east side. The historic district is proposed under National Register Criterion "A" relating to the broad patterns of American history. The unifying theme is commerce as it evolved to serve the needs of the rapidly growing east side in the later 19th and early 20th centuries.

The historic period of significance begins in 1883, coinciding with the construction date of the oldest extant building from the City of East Portland and the onset of several decades of rapid growth. 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 to California railroad line; the construction of bridges across the Willamette River linking Portland and East Portland; and the growth of streetcar lines serving East Portland and outlying neighborhoods.

NOTE: The following section was adapted and expanded by consultants John Tess, Carl Abbott and Lewis McArthur from Karen Zisman et al, "East Portland Historic District," Proposed Nomination to the National Register of Historic Places, September 1989. Prepared for Central Eastside Industrial Council and Hawthorne Boulevard Business Association by Karen Zisman, Melissa Darby, Elizabeth O'Brien, Kimberly Poe, and Peter Fry.

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When the townsite of East Portland was first laid out in 1870, it marked the point of convergence for important trails that linked the new City of Portland (1843) with the territorial capital, Oregon City, with Hudson's Bay Company's old Fort Vancouver, and with the Columbia River Gorge. Growth on the east bank of the Willamette was slow in these early years.

In 1869 construction of the tracks for the Oregon Central Railroad began in East Portland. The influx of railroad workers and passenger traffic on the newly established railroad spurred the development of hotels, saloons, boarding houses and livery stables. In the 1870s and 1880s the business core of East Portland grew to be a supplier of goods to the Willamette Valley settlements and to the growing residential suburban communities spreading east. Carriage and wagon factories were established, and harness makers set up shop. Hardware, paint and furniture stores, tin shops and door and sash companies found a good market in East Portland. Agricultural implement manufacturers were established.

PRIMARY PERIOD OF SIGNIFICANCE

Between 1883 and 1915, the district's primary period of significance, Grand Avenue and adjacent streets developed into a fully articulated community business center for East Portland. In 1883 three ferries linked East Portland to the City of Portland across the Willamette River. The opening of the Morrison Bridge in 1887, the first span across the Willamette River in the Portland area, tied the neighboring cities more closely together. Four years later (1891) the cities of East Portland, Albina and Portland were consolidated into the single City of Portland. Over the next 25 years Grand Avenue emerged as the major north-south streetcar artery linking the Madison, Morrison and Burnside bridges. New business buildings provided retail, office and meeting space for residents of Portland's east side, culminating with the Citizen's Bank Building of 1915 on Grand Avenue between Alder and Washington streets.

SECONDARY PERIOD OF SIGNIFICANCE

The secondary period of development runs from 1916 to 1930. During this period, the Grand Avenue corridor remained an active commercial core for east side Portland, housing a wide range of retailers, professional businesses and community organizations.

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The high-rise Weatherly Building, erected at the corner of Grand Avenue and Morrison Street in 1928, represented the continuing role of Grand Avenue as a community business center. During this period the advent of the automobile added a new component to the district's development. Buildings with broad plate glass showroom windows appeared on Grand Avenue as part of an east side automobile retail district that extended as well onto east-west commercial streets such as Hawthorne, Belmont, Sandy, Burnside and Broadway.

The secondary period ended in 1930, coinciding with the dramatic slowing of construction and development along the commercial corridor of Grand Avenue and the beginning of a period of relative stagnation that lasted almost 50 years. Contributing factors to the period of stagnation included the lack of new immigrants, the Great Depression and World War II, and the siting of Interstate 5 on the central east bank of the Willamette River.

HISTORICAL OVERVIEW**Background: Early Settlement**

The first concentrated settlement by Euro-Americans in the present day City of Portland was on the west bank of the Willamette River. On the west side settlers found a natural deep water harbor well suited for navigation 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. The marsh extended from the river approximately a quarter of a mile inland to what is presently Martin Luther King, Jr. Boulevard; this area flooded yearly during times of high water.

The first settler in what became East Portland 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. 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.

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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 Stephens' second house was moved to the northwest corner of S.E. 12th Avenue and Stephens Street where it still stands.

In 1850 James 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 Street 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. 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. The plat was officially filed in 1861. By that time Stephens had enlarged the tract to include the area from First Street east to 12th Street.

In 1850 when James Stephens first laid out the townsite, the major settlements in the vicinity were the Hudson's Bay Company's Fort Vancouver 10 miles north across the Columbia River, and Oregon City, the seat of the two year old provisional government, 15 miles south at Willamette Falls. The small town of Portland was located in a small clearing across the Willamette River. East Portland was situated at a commonly used river crossing that linked Portland with both Fort Vancouver and Oregon City as well as the Sandy River wagon road which connected with points east.

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 streets, and about 1850 constructed a third boat propelled by horse and treadmill that operated between Stark Street on the west side and "J" (now Oak) Street on the east side. By 1851, the Barlow Road from The Dalles to Portland, skirting the

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south side of Mount Hood, had developed into a major route for overland pioneers; and its northern terminus was at Stephens' "J" Street Ferry.

The further development of streets in East Portland followed the same pattern as many areas throughout the Northwest. Major roads often conformed to section lines; however, in some instances natural land forms created exceptions to the grid pattern. For example, Martin Luther King, Jr. Boulevard (Union Avenue) followed a section line. However, where it intersected Asylum Slough, at approximately Alder Street, Martin Luther King, Jr. Boulevard was laid out one block to the east to avoid the slough. Martin Luther King, Jr. Boulevard and its extension south of Alder, which later became Grand Avenue, provided the major north-south corridor and remains so to the present. Major east-west streets were defined in the 1880s and 1890s as the access routes to the new Willamette River bridges. Morrison Street accessed the Morrison Bridge (1887); Hawthorne Street accessed the Madison (later Hawthorne) Bridge (1891); and Burnside Street accessed the Burnside Bridge (1894).

The Rise of East Portland

In 1866 the United States Congress authorized a 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 soon began construction on the east side of the river. The first spike for this east side line was driven on October 28, 1869. Financed by California investors and operated by Ben Holladay, the east side company finally secured the congressional land grant. Holladay changed the name of the company to the Oregon and California Railroad, and in 1870 bought out his west side competitors.

The railroad began operating in 1870. The tracks began at Oregon Street, eight blocks north of what is now Burnside Street. Passengers from Portland crossed the river to East Portland on what was popularly known as the Railroad Ferry to the east side station. The tracks went south on First Street. There was a station at the

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foot of what was then 'L' Street, now known as S.E. Washington Street. This station was popularly known as the L-Street Station, although East Portland was its official name. Until 1887, when the first railroad bridge spanning the Willamette was built, the east side was the terminus for the Oregon and California Railroad. In 1869 East Portland was a small town of between 700-800 persons. Three hotels clustered around the ferry landing on East Oak Street. One of the largest buildings was Henry Ludwig's East Portland Brewery on what is now known as Martin Luther King, Jr. Boulevard (Union Avenue) and Stark Street. Fueled by the railroad the City of East Portland was incorporated in October 1870. It consisted of an area roughly rectangular in shape which extended from Halsey Street to Holgate Street and from the river east to 24th Avenue. The official population was 830 in 1870 and 2,934 by 1880.

The initial city government consisted of a board of directors whose first president was A. M. Loryea. By 1884 city officials included a mayor, a president of the common council, a recorder/auditor/clerk, a city treasurer, a city attorney, a city marshal, a street commissioner, and a city surveyor. A city hall was located in Frush's Square between "I" and "J" Streets (Oak and Pine). City elections were held annually on the third Monday in June. The mayor was elected every two years.

The impact of the railroad on the form of the city was substantial. Prior to its arrival the town's commercial center was located near the foot of "J" Street (S.E. Oak) extending from Stephens' ferry landing to 4th Street (now Martin Luther King, Jr. Boulevard). 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. Within several years after the railroad started operating, the business district had expanded to include "L" Street (Washington) in close proximity to the rail depot, and residential development had expanded as far east as 12th Avenue.

The early City of East Portland specialized in businesses related to local transportation and commerce. A cluster of hotels, boarding houses and other cheap lodgings around Oak and Washington streets catered to immigrants, farmers, railroad workers, and other transients. The Business Directory of the Pacific States and Territories for 1878 lists East Portland as having four blacksmiths, while Portland, with almost five times the population,

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had five. There were three livery stables in East Portland and only six in Portland. Blacksmiths are listed in the directories under wagon makers as well, and East Portland had several well established blacksmiths who specialized in wagons, carts and carriages.

Growth and Consolidation of East Portland

The 1880s and early 1890s marked a transitional period in the history of East Portland. Important changes were 1) the arrival of Portland's first transcontinental railroad connection in 1883; 2) the completion of the first Willamette River bridge in 1887 combined with the rapid development of an east side streetcar system; and 3) the consolidation of Portland and East Portland into a single city in 1891. During this period population grew from 2,934 in 1880 to 10,532 in 1890.

The Northern Pacific Railroad completed a transcontinental connection between Portland and the East in 1883. This date coincides with the construction of the oldest surviving building in the historic district. Until the completion of the first railroad bridge across the Willamette River in 1888 (the predecessor of the Steel Bridge), trains terminated on the east side. Since East Portland was already the terminus of the Oregon and California Railroad, the presence of a second line multiplied the attractiveness of east side locations for manufacturing enterprises such as sash and door factories, flour and feed mills, and other processing industries. The railroads also stimulated retailing and business services on the east side.

Even more important was the opening of the Morrison Bridge in 1887, providing a direct link between Portland and East Portland. The wooden toll bridge was built by the Pacific Bridge Company of San Francisco. The company reserved the right to operate streetcars across the bridge, and for this service incorporated the Willamette Bridge Railway Company on April 29, 1887. They were granted the right to run cars the length of Fifth Street (now Grand Avenue) with a connection to the bridge on "N" Street (now East Morrison). The line crossed the bridge from Portland to Grand Avenue and then branched south to Division Street and north to Holladay Street.

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Other streetcar lines on the east side soon followed. The Willamette Bridge Railway Company in 1888 ran a steam powered streetcar line east on Morrison Street to Mount Tabor. A second steam powered line ran eastward from Grand Avenue along Hawthorne Street in 1889. In 1891 both systems were electrified. The Hawthorne Street line continued across the new Madison Bridge (1891) into downtown Portland. The Willamette Bridge Railway became the City and Suburban Railway Company, accessing a growing system of east side lines via the Morrison Bridge and Grand Avenue. The opening of the Morrison Bridge and its first streetcar service thus made Grand Avenue into the main commercial artery of East Portland. Grand Avenue was the first north-south street that was high enough to avoid problems of bridging and trestling faced by streets closer to the somewhat swampy waterfront. Grand Avenue quickly became the artery used by horse cars and then by electric streetcars. Streetcars on Grand Avenue linked the Madison, Morrison and Burnside bridges by the early 1890s.

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 east side. East Portland voters overwhelmingly approved the consolidation.

Grand Avenue as a Community Business Center: Primary Period, 1883-1915

The consolidation of East Portland with Portland in 1891 was one episode in a surge of rapid growth that lasted from the early 1880s to the mid-1890s. This period of rapid economic development, which was interrupted by the Panic of 1893 and the resulting national depression, set the stage for a second and even more substantial period of east side growth from the early 1900s to 1915. In East Portland, each period saw rapid expansion of residential subdivisions and neighborhood growth. At the same time they brought rapid expansion of commercial activities to the highly accessible blocks served by the Grand Avenue streetcar line that linked the east-west lines on Powell, Clinton, Hawthorne, Morrison-Belmont, Ankeny, Glisan, and Sandy.

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Taken together, the effect of these real estate and transportation developments was to shift the business focus of the east side from Martin Luther King, Jr. Boulevard (Union Avenue), its center at the start of the 1880s, to Grand Avenue. On Grand Avenue itself, the commercial core was centered along the blocks north of Morrison. The Morrison Bridge offered direct access into the commercial heart of downtown Portland and was the most heavily used by streetcar service. The weight of previous east side development pulled new commercial buildings northward to the corners of Alder, Washington and Stark streets. The heart of the East Portland Historic District was therefore clearly defined by commercial buildings erected in the 1880s and 1890s along Grand Avenue from Morrison to Oak streets. Examples include the Barber Block (1890), Logus Building (1892), Osborn Hotel (1893), West Buildings (1883, 1890, 1893) and Chamberlin Hotel (1897).

The real estate development and business activities of Nathaniel West clearly showed the shift toward Grand Avenue. West was a leading east side businessman who had built a merchandising building for his dry goods business in the mid-1870s along Fourth (later Union Avenue and MLK, Jr. Boulevard). West served for a time as president of the East Portland City Council and was an active advocate for public improvements. He was one of the strong supporters of the Morrison Bridge. In 1883 he erected a two-story, brick-faced, Italianate commercial building on Grand at the corner of Alder. Now known as West's Block, this is the oldest extant building in the historic district. The opening of the Morrison Bridge was quickly followed by the Nathaniel West Building (1893) and the Nathaniel West Building No. 2 (1896), both along Grand between Alder and Morrison.

By the time development slowed in the later 1890s, the several blocks of Grand Avenue north from the Morrison bridgehead was clearly emerging as the "community business center" (CBC) for the east side of Portland. The term "community business center" refers to a comprehensive business district that reproduced many downtown functions for a substantial subarea of a city. Many CBCs appeared around the turn of the century, usually at a major streetcar transfer point. The classic example is the 63rd and Halstead CBC in Chicago. Grand Avenue's streetcar link and associated bridgeheads performed in a parallel fashion in Portland.

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Clearly established by 1900, the East Portland-Grand Avenue CBC expanded rapidly during the period of Portland and Northwestern growth that began to accelerate around 1902-03 and lasted until 1914-15. Keyed on the east side by the rapid development of residential neighborhoods such as Ladd's Addition and Laurelhurst, the early twentieth century boom filled in the commercial streetscape of Grand Avenue as multi-story buildings replaced small shops and dwellings. A number of apartment and hotel buildings with varying amounts of first-floor commercial space were built on Grand and the major cross street of Morrison. These included the McKinley Apartments (1909), Royal Hotel (1910), and Clifford Hotel (1911) on Morrison. The last named was built by Fred Strong, an east side real estate man who was also sales agent for Ladd's Addition. They also included the Hotel Harding (1909), Grand Oak Apartments (1911), and the Morgan, Leith and Cooke Building (1911), all on Grand Avenue.

The CBC simultaneously provided the location for community services. The City Water Office (1909) on Alder and Seventh brought part of the municipal administration to the east side of the Willamette River. The Odd Fellow's Building provided meeting space for a major fraternal society on the second floor and office space on the first floor. The Telephone Exchange Building (1903) also fell into this category.

As the community center, Grand Avenue also played an important social role. For example, it was the location of the Children's Parade for the annual, city-wide Rose Festival as well as for an Automobile Parade for the 1912 Rose Festival.

The Citizen's Bank Building of 1915 symbolized the maturity of the CBC function for Grand Avenue. The bank itself had been founded in 1884 by Cyrus Buckman and other leading east side businessmen and remained independent until it affiliated with the United States National Bank in 1930. Under the presidency of N. U. Carpenter, the Citizen's Bank constructed a multi-function building at Grand and Alder for bank offices, meeting rooms, and "larger and more central quarters" for the post office.

One of the new tenants was the East Side Businessmen's Club which had recently proclaimed the goal of "a Bigger, Busier, Better East Side." Organized in 1908, the club would grow to 1400 members by the end of the 1920s. It functioned as a chamber of commerce for

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the Grand Avenue district, being involved in a wide range of promotional activities including improvements in rail service, postal service, and streets. Before locating in the Citizen's Bank Building, it met in a number of other locations on or near Grand Avenue, among them the Clifford Hotel. One of its most active leaders was Dan Kellaher (president for several years in the 1910s) who also served as an Oregon State Senator (1909-15), Dock Commissioner (1912-16), and Portland City Commissioner (1917-21). He was a strong advocate of public control of utilities and represented himself as an advocate for the average citizen against the large economic interests. His work with the East Side Businessmen's Club carried a related aspect of advocacy for smaller businesses against Portland's west side business establishment.

The Community Business District and the Automobile: Secondary Period, 1916-30

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 1916 the East Side Businessmen's Club began to agitate for "auto houses" to be built on vacant east side blocks. By "auto houses" the club meant sales rooms and dealerships. Boosters argued that the pavement of Grand Avenue and many nearby streets provided good conditions for demonstration rides. The 1920s saw the appearance on the central east side of a large number of auto-related businesses. These included new and used car dealers; garages for automobile storage and service and repairs; and light industries specializing in auto-related products. A number of the structures were also used for truck based wholesaling and storage.

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Comparative analysis of business directory and newspaper listings indicates that the central east side in the 1920s was an important but secondary automobile sales and service district. The city's primary "auto row" was west and north of the central business district on the west side of the Willamette. On the near east side, automobile businesses extended well east of Grand Avenue along Broadway, Burnside, Sandy, Hawthorne and other major east-west streets. This tendency grew increasingly pronounced toward the end of the 1920s.

Between 1916 and 1930 the automobile had differential impacts along the Grand Avenue commercial corridor. By the second half of the 1920s, it is possible to describe three subareas with the historic district. These are (1) the community core around the intersections of Grand with Belmont, Morrison, Alder, Washington, and Stark; 2) an automobile/industrial area around the intersections of Grand with Yamhill, Taylor, and Salmon; and 3) an automobile/community service area around Oak, Ash, Pine, and Ankeny.

The core blocks in the late 1920s housed a largely continuous series of storefront and upper-story businesses. These included movie theaters, restaurants, home improvement stores, drug stores, banks, medical offices, and real estate offices. As Table 1 indicates, this section of the historic district housed a particular concentration of professional offices, banks and other financial services, and stores selling "big ticket" comparison shopping goods. This mixture made Grand Avenue a diversified commercial street. Indeed, the East Side Development Association in 1927 commented on the positive effects of recent widening and lighting and referred to Grand Avenue as "the widest business street in downtown Portland" (emphasis added).

At the intersections of Morrison and Alder streets, this east side "downtown" or CBC expanded onto lateral streets. One example was the East Side Mortuary (1930). Another was the Woodmen of the World Lodge (1925), built for one of the nation's leading insurance fraternal organizations. The building provided meeting space for a number of east side organizations that included labor unions, fraternal associations such as the Moose and Eagles, and the American Legion. The Woodmen of the World Lodge worked in

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partnership with the East Side Businessmen's Club to secure the extension of Sandy Boulevard south from Burnside Street to Washington Street.

The most prominent new structure in the CBC was the Weatherly Building of 1928 and the adjacent 1800-seat Oriental Theater (now demolished). Located at the corner of Grand and Morrison, diagonally across from Nathaniel West's three buildings of 18893, 1892 and 1896, the 12-story structure cost more than \$1 million. As the first east side skyscraper, it anchored the CBC. Most of its offices were fitted for doctors and dentists, making it an east side competitor of the several medical buildings which were erected on the west side in the vicinity of the public library. Its location at a streetcar and highway access node made it an easy destination for east side residents who would otherwise have crossed the Willamette River for medical services.

George Weatherly, who erected the Weatherly Building and the Oriental Theater, was East Portland's leading citizen in the 1920s and 1930s. He was a capitalist and a financier, and operated Portland's first wholesale and retail ice cream service and eventually one of the largest and finest equipped ice cream and dairy plants in the country. Several of the buildings which were a part of the Weatherly kingdom including the Crystal Ice and Storage Company complex and the Crystal Ice and Storage Company factory/creamery are located just to the south of the Grand Avenue business district. The construction of the Weatherly Building was a testament to his faith in Portland's east side.

In the broadest perspective, the erection of the Weatherly Building marked an effort to develop Grand Avenue as an "uptown" district that provided downtown functions in a location more easily accessible by automobile than was the congested downtown. A more fully developed example is the north Peachtree/Biltmore Hotel district in Atlanta. In the case of Grand Avenue, the onset of the Great Depression curtailed further growth along the lines of the Weatherly Building.

South from Belmont Street, Grand Avenue in the 1920s assumed a mixed character. Several large industrial buildings dated from the 1900s, most prominently the Neustadter Garment Factory (1902) and the U.S. Laundry Company Building (c.1910). During the 1910s and

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1920s, automotive garages and service stations and truck-oriented distributing facilities began to replace scattered dwellings and older commercial structures.

There was a similar mixture on the blocks north of Oak Street. This area of the Grand Avenue corridor had been relatively slow in developing because of a slough which crossed Grand around Oak and Pine and curved southeastward for several blocks between Sixth and Seventh. By the late 1920s, the area held a mixture of auto sales and service buildings (especially the Talbot and Casey Building, 1915/1936); warehouses (Lipman Wolfe Warehouse, 1912); housing (Osborn Hotel, 1893); and social service agencies. Both the Volunteers of America and the Salvation Army operated major facilities on Ash Street by the early 1920s. The VOA built a larger structure on its previous site in 1927. The Salvation Army built a substantial store and headquarters building on its previous site in 1930.

As Table 1 indicates, the range of businesses toward the northern and southern ends of Grand Avenue corridor was more limited than in the core. There was a greater concentration of auto-oriented businesses and a proportionate share of industrial/distributing businesses. There was underrepresentation of retailing and personal services.

A related but separate development during the 1910s and 1920s was the growth of what the East Side Businessmen's Club called a "New Market District." This involved the infill of blocks west of Union Avenue with warehouse and wholesale businesses, utilizing lands that had previously been poorly drained. These new buildings and businesses were attracted by and oriented to the railroad lines on First and Second rather than Grand Avenue. As the newly designated route of U.S. 99E and the approach route to the new Interstate Bridge across the Columbia River, Martin Luther King, Jr. Boulevard (Union Avenue) in the 1930s began to lose much of its orientation to the particular economic and business needs of East Portland.

By 1930, therefore, two distinct types of uses and buildings had developed in close proximity: 1) the historic community business district interspersed with new consumer-oriented automobile businesses and community services at its north and south ends; and 2) a warehouse/industrial district westward from Martin Luther King, Jr. Boulevard (Union Avenue) to the river. These patterns

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of development confirmed that the primary period of significance for an East Portland Grand Avenue Historic District runs from 1883 to 1915. This can be viewed as the period in which a streetcar-based community business district developed and matured. The Citizens' Bank Building of 1915, with its mix of office and retail space, can be taken as the climax of this first period.

The secondary era of significance runs from 1916 to 1930. During this period, automobile-based retail and service businesses and community service facilities supplemented the evolving community business center. The Weatherly Building can be taken as the culmination of this period of secondary development.

From 1930 onward the pace of development slowed markedly, and the expansion of community business center activities largely ceased. The community business center began to experience decline and the larger area began a clear shift toward a light industrial district.

Today Portland's central east side is at a turning point. Major regional projects, the Oregon Convention Center and the Oregon Museum of Science and Industry, are under construction at its northern and southern ends. An active business group promotes the area, resulting in considerable new investment. Historic Grand Avenue can provide the unifying link between these projects.

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Table 1

Business Patterns

Grand Avenue Community Business Center, 1930

(number of establishments)

	<u>North</u>	<u>Middle</u>	<u>South</u>	<u>Total</u>
Convenience				
Goods/Services	6	48	2	56
Shipper Goods	--	30	--	30
Professional Services	--	57	--	57
Finance/Insurance/ Real Estate	--	28	2	30
Auto-Related	14	4	14	32
Manufacturing/ Distribution/ Construction	7	35	7	49
TOTAL	27	202	25	254

North: North of Oak Street

Middle: Oak Street to midpoint between Belmont and Yamhill streets

South: South of midpoint between Belmont and Yamhill streets

ARCHITECTURAL CHARACTER

The architectural character of the historic district is represented in the two periods of physical development: the streetcar era (1883-1915) and the automobile era (1915-39). Buildings from the streetcar era were designed in a variety of Victorian styles including Italianate and Second Empire. A core group of Victorian

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buildings, many of which are individually listed on the National Register, are located centrally in the district along Grand Avenue between Morrison and Oak streets including the New Logus Block (1892), the Barber Block (1890) and the two Nathaniel West Buildings (1892 and 1896).

At the northern end of the district are two other key Victorian buildings: the Osborn Hotel (1893), and the Pacific Telephone and Telegraph Building (1902). These buildings range from two to four stories in height.

Cultural and governmental buildings from the early automobile era were generally designed in a specific historic period style. Historic period styles were typically used for cultural and governmental buildings and included Colonial Revival, Georgian, Jacobethan and Mission styles. These buildings are generally two to three stories in height.

Automobile-related buildings were designed in the futuristic styles of the American and Modern Movement. Often buildings designed specifically for automobile businesses displayed functionally related traits such as plate glass showroom windows, interior ramps, overhead doors, and drive-in bays. American and Modern Movement styles include Art Deco, Commercial style, and Art Moderne. These buildings reflect the feeling of the modern age in their geometric ornamentation. Art Deco and Art Moderne were typically used for garage buildings. The Commercial style with its wide expanse of windows was used for automobile showrooms such as the Paquet building (1920) at 1005-25 Grand Avenue.

The most simple automobile era buildings were designed as one- and two-story commercial/industrial buildings. Typically they have a series of wide storefronts with wood or iron multipaned windows equally divided by pilasters or columns, a simple cornice, central or side entries, and they usually are typically one-quarter block in size.

The most prominent landmark in the district is the Weatherly Building located at the Morrison bridgehead and designed in the American Movement style. It was erected in 1928 and was the earliest skyscraper on Portland's east side. It is the only skyscraper in the historic district.

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The architectural character of the district is tied to its development during the streetcar era and automobile era. The range of styles and building types reflect the evolution from the bustling heyday of the streetcar period to the early modern and utilitarianism of the automobile period.

Some of the resources within the historic district boundaries lack individual distinction but are part of a cohesive whole which together represent significant history and architecture of the major commercial era of Portland's east side. The concentration of resources dating from the historic period (primary, secondary and historic non-contributing) comprises 69% (51 of 76) of the total properties in the historic district, or 93% (51 of 55) of the buildings within the district.

The district's resources represent two periods of transportation—the streetcar era and motor age. Resources from both periods make up the physical unity of the district which historically spanned between the Burnside and Hawthorne bridgeheads. The bridgeheads offer a distinct sense of entry and exit. To the west the historic district is clearly bounded by the industrial area and Third Avenue railroad tracks. To the east the residential neighborhoods and industrial area provide a distinct change in character from the commercial core. The commercial core has been and is today the heart of Portland's central east side.

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Beginning at the southwest corner of Lot 7, Block 94 of the East Portland Addition to the City of Portland, Multnomah County, Oregon; thence north 1200 feet to the southwest corner of Lot 5, Block 99, East Portland; thence west 140 feet to the midline of S.E. Martin Luther King, Jr. Blvd; thence north 230 feet to the midline of S.E. Alder Street; thence east 140 feet to a point midway between S.E. King Blvd. and S.E. Grand Avenue; thence north 340 feet to a point at the southwest corner of Lot 6, Block 101, East Portland; thence west 20.49 feet along the line separating Lots 3 & 4, Block 101, East Portland; thence north 100 feet to the line separating Lots 1 & 2, Block 101, East Portland; thence east 21.5 feet to the southwest corner of Lot 8, Block 101, East Portland; thence north 570 feet to the northwest corner of Lot 8, Block 103, East Portland; thence east 25 feet along the north line of Lot 8, Block 103, East Portland; thence north 110 feet to a point on the line between Lots 5 & 6, Block 104, East Portland; thence west 25 feet to the southwest corner of Lot 6, Block 104, East Portland; thence north 180 feet to the midline of S.E. Ash Street; thence west 140 feet to the midline of S.E. King Blvd.; thence north 130 feet to the midpoint between S.E. Ash Street and S.E. Ankeny Street; thence east 140 feet to the southwest corner of Lot 7, Block 105, East Portland; thence north 130 feet to the midline of S.E. Ankeny Street; thence east 390 feet to the midline of S.E. 6th Avenue; thence south 520 feet to the midline of S.E. Pine Street; thence west 130 feet to a point midway between S.E. Grand Avenue and S.E. 6th Avenue; thence south 780 feet to the midline of S.E. Washington Street; thence east 130 feet to the midline of S.E. 6th Avenue; thence south 117.5 feet to a point along the midline of S.E. 6th Avenue, 87.5 feet south of the S.E. Washington Street right-of-way line; thence west 270 feet to the midline of S.E. 7th Avenue; thence south 400 feet to the midline of S.E. Morrison Street; thence west 270 feet to the midline of S.E. 6th Avenue; thence south 1170 feet to a point midway between S.E. Salmon Street and S.E. Main Street; thence west 390 feet to the point of beginning.

AREA: 28.00 Acres(1,219,650 square feet)

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Boundary Justification

The East Portland Grand Avenue Historic District encompasses an area equivalent to 18 blocks aligned along the historic north-south travel corridor of Grand Avenue on Portland, Oregon's East Side. A short cross axis of historic development occurs roughly mid-way in this narrow corridor that was occasioned by construction of the Morrison Street Bridge spanning the Willamette River, one of the connecting links between the east and west sides of the city. The attenuated district is visually distinguishable as the core of historic commercial development of the East Side. Its components include business blocks from the era of the expanding streetcar network as well as one and two-story buildings geared to the automotive trade. A skyscraper marks the point of juncture of the cross axes, the travel arterials, Grand Avenue and Morrison Street.

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The East Portland Grand Avenue Historic District nomination was completed in 1990 under auspices of the PORTLAND BUREAU OF PLANNING by the following consultants.

John M. Tess, President, Heritage Investment Corporation
Carol Abbott, Professor of History, Portland State University
Lewis L. McArthur, Industrial Historian

This nomination is based on distinguishable patterns of land use in the historic period 1883-1930 in Portland's East Side commercial corridor centered on Grand Avenue. It incorporates substantial sections of work, duly credited by text notation, that was produced for an earlier, more encompassing district proposal developed with survey and planning assistance from the Historic Preservation Fund passed through the State Historic Preservation Office to the primary sponsors, the CENTRAL EASTSIDE INDUSTRIAL COUNCIL and HAWTHORNE BOULEVARD BUSINESS ASSOCIATION.

Contractors who prepared the original district proposal in 1989 are as follows.

Karen Zisman, Historic Dimensions, Project Director
Melissa Darby, Preservation Specialist
Elizabeth O'Brien, Preservation Specialist
Kimberly Poe, Database Specialist
Peter Fry, Planning Consultant

