

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Not Applicable
Name of Property Multnomah, OR
County and State Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938
Name of multiple listing (if applicable)

Section number Amendments Page 1

Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938
NRIS # 64500514
Date Listed: January 27, 21989

The purpose of this continuation sheet is to amend Section F of the Multiple Property Document entitled "Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938" (MPD) to include historic districts as a property type, and to update and make factual corrections throughout Sections E and F as needed to reflect current scholarship and research efforts. The number edits throughout the document necessitates submission of an entirely new form in the current format.

Listed by page, heading, and subheading(s), the specific revisions are as follows:

General: Throughout the document grammar, punctuation, and spelling errors are addressed, and, where necessary, the meaning and/or intent of the text is clarified. Street and place names that have changed over time are corrected.

Page E 5, Description of the Study Area: Text inserted describing the development of the west half of the MPD study area and the recent non-historic intrusions into the neighborhood.

Page E 13, Stokes & Zeller; McKeen Brothers: Further information added documenting the work of local building firms Stokes & Zeller and McKeen Brothers in the study area.

Page F 14 – F 19, Outline of property types and Property Type 1. Romantic, Eclectic, Form-Defined, and Period Style Dwellings: Text included throughout the passage noting that "bungalow" and "foursquare" are housing form types that may have stylistic details added to the building, usually in the Craftsman or Colonial Revival styles.

Page F 22, Historic Districts: The entire section is newly added.

Page G 24, Geographic Data: The passage is re-written.

Page H 27, Summary of Identification and Evaluation Methods: Text inserted describing the 2010 Reconnaissance Level Survey and selective Intensive Level Survey.

Page 32-36, Additional Documentation: Addition of two current and two historic maps of the study area.



for Roger Roper
Oregon Deputy State Historic Preservation Officer

9-10-12
Date

National Register of Historic Places
Date listed 11/01/2012
NRIS No. 64500514
Oregon SHPO

United States Department of the Interior
National Park Service

National Register of Historic Places Multiple Property Documentation Form

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

New Submission Amended Submission

A. Name of Multiple Property Listing

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

B. Associated Historic Contexts

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

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

C. Form Prepared by

name/title K. Zisman, J. Koler, J. Morrison, B. Grimala, A. Yost
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D. Certification

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

Signature and title of certifying official: Deputy State Historic Preservation Officer
Oregon State Historic Preservation Office

9-10-12
Date of Action

State or Federal Agency or Tribal government

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

Signature of the Keeper

Date of Action
National Register of Historic Places
Date listed 11/01/2012
NRIS No. 64500514
Oregon SHPO

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

Multnomah Co., Oregon

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Table of Contents for Written Narrative

Provide the following information on continuation sheets. Cite the letter and title before each section of the narrative. Assign page numbers according to the instructions for continuation sheets in National Register Bulletin *How to Complete the Multiple Property Documentation Form* (formerly 16B). Fill in page numbers for each section in the space below.

E. Statement of Historic Contexts**Page Numbers**

(if more than one historic context is documented, present them in sequential order.)

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

E 3 – E 12

F. Associated Property Types

(Provide description, significance, and registration requirements.)

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

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F 19 – F 21

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G. Geographical Data

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H. Summary of Identification and Evaluation Methods

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(Discuss the methods used in developing the multiple property listing.)

I. Major Bibliographical References

I 29 – I 31

(List major written works and primary location of additional documentation: State Historic Preservation Office, other State agency, Federal agency, local government, university, or other, specifying repository.)

Additional Documentation

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Current and historic study area maps

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E. STATEMENT OF HISTORIC CONTEXT

INTRODUCTION

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

The city of Portland had its beginnings on the west side of the Willamette River in 1843. Portland's east side development began in three separate towns: East Portland, platted in 1850; Albina, platted in 1872; and Sellwood, founded in 1882. All three were eventually consolidated into the City of Portland. The study area is almost entirely within the boundaries of what first became East Portland, which was incorporated in 1870, and later consolidated with Portland in 1891.¹

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

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

DESCRIPTION OF THE STUDY AREA

The study area extends roughly from the Willamette River east to Cesar E. Chavez Boulevard (formerly 39th Avenue) and from Burnside Street on the north to Hawthorne Boulevard on the south.² A small rectangular area from 28th Avenue to Cesar E. Chavez and from Burnside south to Stark Street was omitted because it is more closely associated with the development of neighborhoods north and east of the study area. A small triangular tract that is roughly equivalent to Stephens' Addition is located off the southwest corner of the larger area. The boundary extends ten blocks south of Hawthorne down 12th Avenue terminating at Division Street. It then proceeds in a northwesterly direction along the former Southern Pacific Railroad tracks back to Hawthorne Boulevard.

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

¹ E. Kimbark MacColl and Harry H. Stein, *Merchants, Money, and Power: The Portland Establishment, 1843-1913* ([Portland, Ore.]: Georgian Press, 1988), 283-289. This was notably not an annexation. All three cities were dissolved and a new charter was written that encompassed the territory of the three former cities and some unincorporated territory as a new City of Portland.

² Thirty-ninth Avenue was renamed Cesar E. Chavez Boulevard in 2009 and will hereafter be referred to as such.

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

The area is characterized by dense development with very little open space. The only major exceptions are Colonel Summers Park, a three-acre parcel at the corner of 20th and Taylor, and the 30-acre Lone Fir Cemetery noted above.³ There are four schools, each with large schoolyards: the former Washington High School (SE Stark and 14th); Buckman Grade School (SE Pine and 16th); Sunnyside Grade School (SE Salmon and 35th); and Central Catholic High School (SE Stark and 24th).

The land is platted in blocks of 200 x 200 feet. This pattern is interrupted by a number of elongated blocks, up to 600 feet in length, which are located south of Stark and east of 20th, and again at "The Crescent" a curvilinear street between 30th and 33rd, in the Sunnyside neighborhood.⁴ Streets are oriented to True North. Numbered streets run north and south, starting with 1st Avenue, which is adjacent to Water Avenue along the river. The east/west streets are named. Five major east/west streets intersect the area: Burnside, Stark, the Morrison/Belmont couplet, and Hawthorne Boulevard. The major north/south streets include the Martin Luther King Junior Boulevard (MLK)/Grand Avenue couplet, the 11th/12th Avenue couplet, Twentieth Avenue, and Cesar E. Chavez Boulevard.⁵ Burnside, Morrison, Belmont, Hawthorne, MLK and Grand, are the principal and historic commercial corridors. Three of Portland's eleven bridges spanning the Willamette River are located on the western edge of the study area including the Hawthorne, Morrison, and Burnside bridges. Interstate 5 borders the western edge of the area providing access to the industrial district via an off-ramp at Yamhill Street.

The industrial district consists of a 300-block area, which extends from the river to 12th Avenue. It is a part of the larger Central Eastside Industrial District, a 700-acre tract which stretches from Interstate 84, five blocks north of Burnside, to Powell Boulevard, fourteen blocks south of Hawthorne. Within the study area the district is characterized by small-scale industrial and commercial uses, which occupy, on the average, a quarter to a half of a block. Small enclaves of residential buildings are scattered on the northern and southern periphery of the area. The industrial district is served by two railroad companies: Union Pacific and Oregon Pacific/East Portland Traction Co.⁶ The main line runs down 1st Avenue in the warehouse area adjacent to the river. Through the entire study area, 1st Avenue is unpaved and consists solely of double railroad tracks. Lead lines run on 2nd and 3rd Avenues.

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

³ PortlandMaps.com. As of 2011, Colonel Summers Park has been enlarged to 5.76 acres.

⁴ "The Crescent" has been partially re-platted out of existence and had been renamed "SE Alder Court" long before 1989.

⁵ Union Avenue was renamed Martin Luther King, Jr. Boulevard shortly after this nomination was approved in 1989. It will be hereafter referred to in its abbreviated current form: MLK Blvd.

⁶ David Evans and Associates, "2010 Oregon Rail Study," (Salem, OR: Oregon Department of Transportation, 2010). http://www.oregon.gov/ODOT/RAIL/docs/Rail_Study/2010RailStudyBook.pdf; Oregon Pacific Railroad Company, "Oregon Pacific Railroad Homepage" <http://www.oregonpacificrr.com/> (accessed April 9, 2012); Oregon Secretary of State, "Oregon Secretary of State, Corporation Division: Business Name Search" http://egov.sos.state.or.us/br/pkg_web_name_srch_inq.login (accessed April 9, 2012). Per the Oregon Secretary of State's corporations database, Southern Pacific railroad was dissolved in 2006 (an administrative action after the corporation was merged into Union Pacific in 1996) and Portland Traction dissolved in 2008. The Oregon Pacific/East Portland Traction Co. acquired all of the track formerly owned by Southern Pacific and Portland Traction that was within the study area. Oregon Pacific operates this track as part of a five mile shortline route partially within the study area.

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the Ladd's Addition neighborhood. Another cluster is located near the intersection of 7th and Harrison and includes one of the finest ensembles of Victorian-era residences in the study area.⁷

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

The residential development patterns in the west half of study area bear little relation to the dates that parcels were subdivided and builders often ignored subdivision boundaries when building multiple adjacent buildings. Most plats in the study area were filed while East Portland was still a separate city (prior to 1891) while substantial residential development did not begin until after consolidation. Furthermore, the study area contains over 40 separate plats. Of these 40 or so plats in the study area, several are largely outside its boundaries and cross the boundaries of neighborhoods defined by the city. The City of Portland recognizes this development pattern in its definition of the Buckman neighborhood, which approximates the original catchment area of its namesake elementary school as compared to that of the Sunnyside neighborhood, which was a traditional streetcar-fed subdivision platted by a single development company. The recognized Sunnyside neighborhood is largely made up of the Sunnyside subdivision and its three subsequent additions.

The residential area within the Buckman neighborhood stretches from 12th Avenue to 28th Avenue and from Burnside Street to Hawthorne Boulevard. While once extending all the way to Grand Avenue, mid-century changes in zoning have caused the loss of nearly all low-density residential buildings west of 12th Avenue throughout the study area, though it does extend to 6th Avenue in small patches and ensembles.⁸ This area evolved over a long period of time without any clear neighborhood identity and included numerous small plats, some of which were no more than one or two acres, which were developed independently of one another. The area is named for Cyrus Buckman, an early settler who owned a large parcel of land between Sullivan's Gulch, located to the north of the study area, and Stark Street. Several schools—including Buckman's eponymous elementary school—and large churches are located in the neighborhood along with the Lone Fir Cemetery, listed in the National Register of Historic Places (NRHP). Housing consists generally of small, single and multi-family dwellings with large apartment houses interspersed with small-scale commercial buildings along the major east/west streets.

A large portion of the Sunnyside neighborhood makes up the most easterly part of the study area. The portion within the study area extends from 28th Avenue to 39th Avenue /Cesar E. Chavez Boulevard and from Stark Street on the north to Hawthorne Boulevard on the south.⁹ Historically and legally Sunnyside extends from 30th to 42nd with the same north and south boundaries as above. Sunnyside consists of many fewer plats than the rest of the area and the vast majority of them were filed by the Sunnyside Land and Improvement Company. Like the Buckman neighborhood to the west, there are a number of churches and a major elementary school. Housing is similar in content to Buckman, with the exception of relatively few large-scale apartments. Lots are generally narrower in Sunnyside, 33 1/3 x 100 feet (see Map 4), in contrast to the standard 50 x 100 feet lots in Buckman.

OVERVIEW

The first concentrated settlement by Euro-Americans in the vicinity of present-day Portland was on the west bank of the Willamette River. Natural topography played an important role in this development pattern. On the

⁷ Karen Zisman and others, "George P. Lent Investment Properties/Firehouse Row, Portland, Multnomah, Oregon," (Washington, DC: Department of the Interior, National Park Service, National Register of Historic Places, 1988).

⁸ Ibid.

⁹ City of Portland, Office of Neighborhood Involvement and Bureau of Planning, "Sunnyside Neighborhood Association [Map]," 2001. <http://www.portlandonline.com/shared/cfm/image.cfm?id=58653> (accessed July 23, 2011). The Sunnyside subdivision legally begins at SE 30th Avenue; however, the city defines the neighborhood boundary as SE 28th Avenue. Sunnyside has never been considered to have started at any point west of 28th Avenue; the original preparers made an error here.

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

East of this point the land rose above the flood plain but was marked by another large slough (Asylum Slough), which had its source in what is now the Ladd's Addition neighborhood just south of Hawthorne Boulevard. This slough was fed by springs from the north. The slough's depth ranged from between 20 feet to 30 feet below the present-day street level. At its widest points it was over 300 to 400 feet across although the average width was 150' feet. The slough was approximately nine blocks in length and extended in a northwesterly direction from 11th and Madison to 6th and Oak. At this point it formed a "Y": curving to the south it stretched five blocks along present-day MLK Boulevard (numerically 4th Avenue), and terminated at Taylor Street; and to the west it stretched along present-day Stark Street, and drained into the Willamette River.

The first white settler in the area was a French-Canadian fur trapper named Etienne Lucier. At the time Lucier arrived, the area was heavily timbered with a thick undergrowth of laurel and fern, and some scattered clearings were interspersed. Lucier cleared land for a cabin south of what is now Hawthorne Street in approximately 1828. He lived there only a few months before moving south to French Prairie near the settlement at Champoeg. After his move, Lucier would go on to play a pivotal role in Oregon history in 1843, casting the deciding vote on whether to make the Oregon Country a territory of the United States instead of a territory of Great Britain.¹⁰ Several years later, the Hudson's Bay Company built a cabin near Lucier's for a retired employee named Porier. When Porier died a short time later, the property was held in trust by Dr. John McLoughlin, chief factor of the Hudson's Bay Company. In 1845 McLoughlin sold the land to James and Elizabeth Stephens.

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

In 1850 Stephens began laying out the townsite of East Portland. It initially extended from the river east to First Street and from Glisan Street on the north to Hawthorne on the south. The east/west streets were originally given letters as names. Today's Glisan Street was "A" Street, and Hawthorne was "U" Street. The platted tract roughly corresponded with the area between Sullivan's Gulch and the large slough on the southern periphery of the study area. The tract stopped short of Asylum Slough to the east. This original plat included much of the marshy area along the river as well as a sliver of high ground which bordered the river. Stephens, a cooper and ferryman by trade, located his plat directly across the river from the Portland townsite. Despite the marshy conditions, this site was probably chosen, in part, because it was the closest point for ferrying overland pioneers across the river to Portland. The plat was officially filed in 1861. Four years later, Stephens filed an expansion of the tract to include the area from 1st Avenue east to 12th Avenue (originally named as streets on the plat map—see Map 3).

Prior to the coming of the railroad, transportation was mainly by water. Stephens started the first ferry service across the Willamette soon after he bought his property. Located at the foot of what is now Stephens Street, the service started with a small row boat. Stephens then built a larger ferry which departed from what is now

¹⁰ Frederick V. Holman, "A Brief History of the Oregon Provisional Government and What Caused Its Formation," *Quarterly of the Oregon Historical Society* 13, no. 2 (1912): 92, 113.

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approximately the head of Yamhill or Taylor. About 1850 he constructed a third boat, propelled by a horse on a treadmill, that operated between Stark on the west side and "J" (now Oak) on the east side.

As overland immigration via the Oregon Trail increased massively in the 1840s, first Oregon City and then Portland were becoming major destinations for new settlers. By 1851, the year of the Willamette Meridian Survey, the Barlow Road had developed into a major route for overland pioneers and its northern terminus was at Stephens' "J" Street Ferry.¹¹

The development of roads in the study area followed the same pattern as many areas throughout the Northwest. Major roads often conformed to section lines; however, in some instances natural land forms interfered, creating exceptions to the grid pattern. For example, Union Avenue (now MLK) followed a section line; however, where it intersected Asylum Slough, at approximately Alder Street, Union was laid out one block to the east to avoid the slough. Union, and its extension south of Alder, which later became Grand Avenue, were the major north/south corridors within the study area and remain so to the present. Stark Street, currently a major east/west corridor, did not develop as such until the early years of the twentieth century. Stark was previously known as both "K" Street (from Stephens' plat) and Baseline Road as it was laid out on the Base Line of the first land survey of the Pacific Northwest. Stephens plat extended 10 blocks north and ten blocks south of the base line. The area that would have been the western-most blocks of the street were submerged in the slough. It was not until after the slough was filled, around the turn of the twentieth century, that it became a major transportation corridor.¹² In contrast, Hawthorne Boulevard, which followed a quarter section line relatively uninterrupted by sloughs or other landforms, became a primary east/west route early in the development of the area.

During the 1860s, two important events took place which affected the development of the area. The first was the establishment of the Oregon Hospital for the Insane in 1864. In 1862 Stephens donated seven acres of his property for the asylum. The grounds were located between 9th and 12th streets and between Asylum (now Hawthorne) and "Q" (now Taylor) streets (see Map 3). The buildings were sited at approximately 10th and Salmon on the south bank of Asylum Slough. The hospital, which served adjacent territories as well as the State of Oregon, was the creation of Dr. J. C. Hawthorne and Dr. A. M. Loryea, who both became prominent citizens of East Portland. At the time of its opening *The Oregonian* reported,

There are few places in the state, and none near Portland, that afford a more beautiful retreat: where one may spend a pleasant and profitable afternoon, near its magnificent crystal spring, surrounded by fine landscape scenery. It is a short walk from the ferry –landing...At present there are forty-one State patients and five private patients in the Asylum. With the employees, etc., there is a household of seventy persons, a 'town' in the country.

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

After the asylum was closed, Dr. Hawthorne's widow and daughters developed the East Portland Pleasure Park, also known as Hawthorne Park and Hawthorne Springs Park, along the banks of Asylum Creek and Slough.¹³ These waterways were slowly filled in beginning around the turn-of-the-century. The park land was

¹¹ Walter Bailey, "The Barlow Road," *Quarterly of the Oregon Historical Society* 13, no. 3 (1912). The Barlow [Toll] Road was an alternate west end of the Oregon Trail, the primary wagon train route from Missouri to Oregon first used in the late 1830s and slowly abandoned over the course of the 1850s-1890s as transportation alternatives developed. For a toll, it allowed travelers to detour around the south side of Mount Hood and use a slightly easier route. The "northern terminus" refers to the fact that the traditional ends to both the Barlow Road and the Oregon Trail were at Oregon City, which had been developed earlier, rather than at Portland that did not become the dominant city in the Oregon Territory until the late 1840s. For more information, see the referenced article.

¹² "City News in Brief: Filling Upper Stark Street," *Morning Oregonian*, November 19, 1907.

¹³ Dr. Hawthorne died suddenly of an apparent cerebral hemorrhage in 1881. Despite leaving no will, there were no substantial disputes over the inheritance; all property was divided amongst his widow and daughters.

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platted for development in 1910 and was filled in block by block until 1939 when the last row of massive locust trees was cut down.

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

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

The impact of the railroad was substantial. Prior to its arrival the town's commercial center was located near the foot of "J" Street extending from Stephens' ferry landing to 4th Street (now MLK 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, just north of the large slough. Within several years after the railroad started operating the business district had expanded to include "L" Street, in close proximity to the railroad depot. Residential development had expanded as far east as 12th Avenue. To accommodate the increasing population, additional ferry crossings were established, and by 1871 three ferries plied the river: one ran from "U" Street (Hawthorne) to Jefferson, the Stark Street Ferry that went from "L" Street (SE Washington) to (SW) Stark Street; and the railroad ferry that went from "F" Street (NW Flanders) to (NE) Oregon Street (just north of East Portland in the separate settlement of Albina). The "L" Street Ferry was the primary crossing until its closure in the mid-1890s. The landing, however, was used well into the early decades of the twentieth century (see Map 3).

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

Between 1870, when the Oregon and California Railroad began operating in the northern Willamette Valley, and 1888, when the first railroad bridge spanning the Willamette was built, the east side was the terminus for both railroads. During this period several large industries settled along the river near the railroad right-of-way: Abram and Hogue's Sawmill, one of the earliest industries on the east side, originally called the East Portland Sawmill, expanded during the 1880s to encompass the area between Salmon and Madison on the waterfront. To the north between Alder and Washington the Standard Box Company was established, operating into the twentieth century; and to the south the Wolff and Zwicker Iron Works located between Madison and Hawthorne. These industries, with their numerous large, wood auxiliary buildings, wharves and trestles, dominated the east side waterfront until the end of the century.

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

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small, single-family dwellings. Residential development, however, was generally concentrated immediately to the north and east of the commercial area, with small clusters of houses stretching as far east as 24th Avenue.

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

The need for better access to the east side led to the construction of the Morrison Bridge in 1887, at that time the largest bridge west of the Mississippi River. In rapid succession other bridges were built. The railroad bridge/first Steel Bridge opened in 1888 - replaced in 1912. The Madison Bridge opened in 1891, which was replaced with a second Madison Street Bridge in 1910 and later renamed the Hawthorne Bridge. Initially both the Morrison and Madison bridges were privately owned toll bridges and many pedestrians continued to cross the river via the "L" Street ferry, as the pedestrian tolls were the same for all three. The construction of the publicly owned Burnside Bridge (1894, replaced in 1926) and the purchase of the Morrison and Madison spans by the city of Portland in the mid-1890s led to toll-free public access across the river. This in turn resulted in the rapid demise of the "L" Street ferry started by Stephens, the last surviving ferry service in the city, which could no longer compete.

In 1887 the Willamette Bridge Railway Company was incorporated for the purpose of building a streetcar line which would connect the new Morrison Street Bridge with East Portland, Albina, and Mount Tabor. It opened on March 26, 1888 as a horse drawn line extending over the bridge and down Morrison Street to 5th Avenue (now Grand Avenue) where it branched to the north continuing to Holladay; and south to Hawthorne Boulevard. By July of that same year a steam powered line had been extended east down Morrison, dropping south one block to Belmont between 26th and 28th Streets, and then out to approximately 34th Avenue. This provided transit service to the newly platted Sunnyside residential neighborhood. Morrison Street quickly became the primary arterial in the study area.

The Sunnyside neighborhood was developed as a cooperative effort between the streetcar company and land developers. The original plat consisted of a 52-block area bounded roughly by 30th Avenue and Cesar E. Chavez Boulevard (39th Avenue) to the west and east; Hawthorne Boulevard on the south; and Stark Street on the north. It was laid out in the typical grid pattern.¹⁴ Often a builder would buy a number of lots and build on speculation. As a result, many of the houses were comparable in form and scale, creating cohesive streetscapes that remain essentially unchanged to the present day. Most dwellings were set back from the street approximately 20 feet, and had large front porches. The choicest lots and therefore the first to be built on were at corners, although ridgeline lots, which offered a view, were also highly desirable (e.g. Judge W. D. Fenton House of 1892, 626 SE 16th Avenue, NRHP).

Within two weeks after the opening of the Morrison Street line, the Mt. Tabor Street Railway Company opened the second steam-powered line within the study area. It extended from Grand Avenue east down Hawthorne Boulevard to 54th Avenue, opening up a much larger area to residential development. The line was extended west across the river with the opening of the Madison Street Bridge in 1891. At approximately the same time, several other lines began operating across the Morrison Street Bridge. They served the northern edge of the study area including one line that extended out Ankeny Street to 28th Avenue. The first Burnside Bridge, on the northern periphery of the study area, was constructed in 1894 to service the Consolidated Street Railway Company's Portland to Vancouver line. This was Portland's publicly financed, built and owned bridge.

The opening of the bridges and the growth of the streetcar lines were the two primary factors in the explosive growth of the east side in the 1890s. By the turn-of-the-century, residential development had expanded beyond

¹⁴ The Sunnyside Replat of 1901 contained several curves at its northwest corner. These were originally named Locust Avenue and The Crescent, but have been renamed to SE Alder Court. Multnomah County Deed Records, PL0271-011, March 19, 1901.

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the eastern boundary of the study area. Small-scale commercial development was creeping eastward along the streetcar routes and pockets of large industrial-commercial development were being established.

Foremost among these was the Inman-Poulson Lumber Mill, established in 1889, which soon became Oregon's largest lumber mill. Although located just outside the boundaries of the study area, the mill operated until 1954 and played a significant role in the development of the area. Initially sited on the waterfront just south of Lincoln Street, the mill expanded through the years to encompass a 37.5-acre site stretching from Lincoln Street on the north to Division on the south, and from the waterfront east to Grand Avenue. By 1920, Inman-Poulson employed as many as 400 people, many of them living in the Hosford-Abernethy neighborhood. A large portion of the slough which bounded the southern periphery of the study area was filled with sawdust and debris from the mill, as discovered in the reconstruction of the MLK viaduct during the 2000s. The mill's by-products were also used to generate electricity for the Portland Railway, Light and Power Company, whose first substation was located just north of the mill between Lincoln and Grant.

This period also saw the establishment of the area's first agricultural implement and produce wholesaling businesses. Beginning in the early twentieth century these types of businesses would proliferate and their presence would dominate the southern portion of the industrial area throughout the historic period. The first agricultural implement businesses were R. M. Wade and Western, who constructed offices and warehouses between 1st and 3rd on Hawthorne Boulevard. The first produce wholesaler-retailer in the area was the Italian Ranchers and Gardeners Association, which constructed a large wooden warehouse and market at MLK and Madison in about 1906.

In June 1891 East Portland consolidated with Portland. East Portland business and political leaders supported the consolidation for economic reasons: East Portland was in difficult financial straits. Prior to consolidation, the rapidly increasing population was severely exceeding the capabilities of the city's service base: the city badly needed sewers and an expanded water system, the elevated roadways were in poor condition, and leaders wanted landfills on the inner eastside. Despite the Bull Run water system being already under development and its pipes passing under East Portland, the water was destined only for the west side. Even with consolidation, East Portland was not allowed to connect to the Bull Run system until 1897 and Albina not until 1902.¹⁵

Consolidation necessitated changing the names of the streets and house numbers due to duplications of street names between Portland and East Portland. In 1891 and 1892 city council laid the ground work for the street system Portlanders know today in the "Great Renaming." In East Portland the lettered streets received their current names and the streets of the west side's Alphabet District, a National Register-listed Historic District (NRHD), were changed from simple letters to eponyms for local notables corresponding to the letters.

In the first decade of the twentieth century, as expanding lumber and agricultural industries increased population throughout the state, Portland became a larger and more economically stable city. Despite this growth, following the Alaskan Gold Rush of 1898, Portland's primacy as the Northwest's major city was threatened by Seattle's rapid expansion, as Seattle had direct ocean access and was also a more convenient starting point for overland treks to the gold fields. In order to promote Portland's attributes and to maintain her pre-eminence, city leaders proposed an Exposition in celebration of the centennial of Lewis and Clark's expedition. The Lewis and Clark Centennial and American Pacific Exposition and Oriental Fair, which opened in 1905, served as a catalyst for what would be Portland's greatest period of growth to date. Between 1905 and 1910 the population grew over 80 percent, from 110,929 to 207,214. It was during this time that the city's population center permanently shifted to the east side.

Corresponding with the Exposition, Portland's downtown area experienced a boom in real estate values that forced many retailers out of the core area. The abundance of relatively inexpensive land on the inner east side, as well as easy access between the east side and the downtown area, were strong lures to displaced

¹⁵ Herman Herst, "The Geographical Expansion of Portland" (B.A. Thesis, Reed College, 1931), 75-81.

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businesses. The demand for land led to the reclamation of the marshy terrain and sloughs near the river. Although small areas had begun to be filled during the 1890s, it wasn't until 1906 that any significant headway was made. By that year, the Pacific Bridge Company had dredged four million cubic yards of sand and gravel from the river to fill the marsh and the long arm of Asylum Slough.

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

Of particular note was the establishment of produce wholesalers and agricultural implement businesses in the area between Water Avenue and MLK Boulevard and Washington Street and Clay Street. Within two years after the fill there were nine major produce wholesalers in the area, including the Pacific Fruit and Produce Company, which continued to operate into the 1980s, and the Italian Gardeners and Ranchers Association noted above. In 1910 there were 17 agricultural implement businesses in the area. Several large seed companies also established headquarters in the district during this time.

A variety of food-related businesses also located in the area north of Washington Street, including four large grocery wholesalers, a cheese factory, meat-packing company, and several flour mills. There was also a large ice and cold storage facility. The waterfront also underwent major changes during this time. The mills and foundries were replaced by wharves and moorage facilities related to the shipping industry as well as businesses associated with the rapidly expanding sand and gravel business. The Columbia Contract Company plant was located on the river between Salmon and Main. Directly to the north, between Morrison and Taylor, were the testing laboratories, slips, and bunkers of the Pacific Bridge Company, which was responsible for the landfills in the area as well as construction of several bridges, sewer systems, and roads.

In the years just before and after World War I there were tremendous changes in transportation. Although the automobile had been introduced in Portland at the turn-of-the-century, its popularity did not have an appreciable effect until about 1910. By that year the "Good Roads Movement" was well underway and street improvements and expansion were following suit.

The earliest street improvements in the study area were on the old streetcar routes. By 1907 major portions of Burnside, Morrison, Hawthorne, Ankeny, and Grand were macadamized.¹⁶ With the proliferation of automobiles during the teens there was a corresponding demand for wide, hard-surfaced roads and by 1915 all primary arterials in the study area had been paved along with major improvements and expansion of sidewalks. Sidewalks were a vital concern as unmanaged motor traffic, streetcars, horse drawn vehicles and pedestrian use of thoroughfares combined to create dangerous and chaotic conditions. By 1930 almost all the streets in the study area had been paved and many had been widened.

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

¹⁶ "Macadamize," in *Webster's II: New College Dictionary* (Boston: Houghton Mifflin, 1995). "[After John L. McAdam (1756-18336).] To construct or pave a road with macadam—a road pavement of layers of compacted broken stone, now usually bound with tar or asphalt."

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By World War I, the inner eastside residential neighborhoods were largely developed and provided inexpensive housing for transient workers. These workers were composed of a variety of ethnic groups including European immigrants, Asians, and a few African-Americans. Unlike the pattern in many eastern cities no single group predominated in a given area although Scandinavians, Central Europeans, and German-Russians tended to congregate in the Albina-MLK Avenue District north of the study area, and Italians in Brooklyn near the Southern Pacific yards to the south of the study area.

Reflecting the optimism and prosperity of the 1920s, the study area saw the construction of many of its most prominent landmarks, including the massive Olympic Cereal Mill constructed in 1920 at 1st and Washington. The Weatherly Building (500 SE Morrison Street, contributing building, East Portland Grand Avenue NRHD) at Morrison and Grand was the east side's first "skyscraper". Built in 1928 for one million dollars, it is 12 stories high, and has been a dominant visual element marking the heart of the inner east side commercial area into the present.¹⁷ Next door to it was the Oriental Theatre, the second largest theatre in Portland, which was demolished in 1970 to create surface parking for the Weatherly office tower.¹⁸

The Grand Central Public Market (808 SE Morrison Street, NRHP) opened in 1929 on the entire block surrounded by Morrison, Belmont, 8th and 9th Streets. It had covered parking stalls and a large area devoted to parking. In that same year Sears, Roebuck and Co. opened the first east side department store at the intersection of Grand Avenue and Lloyd Boulevard (demolished).

Civic and social organizations proliferated. The Woodmen of the World lodge, which at one time claimed to be the largest fraternal lodge in Oregon, was located at the southeast corner of 6th and Alder (contributing building, East Portland Grand Avenue NRHD). The East Side Commercial Club was a very active organization that had more than 1,400 members in 1930. Organized in 1908 as the East Side Business Men's Club, it was involved in a variety of promotional activities ranging from street improvements to economic development. Among its many activities, the Club worked in partnership with the Woodmen of the World lodge, and was instrumental in the extension of Sandy Boulevard from Burnside south to Washington Street in 1930. This extension played an important role in revitalizing the commercial district, located roughly between MLK and 9th and Oak and Hawthorne, which had been largely vacated as commercial development moved east along the major east/west transportation corridors.¹⁹

By 1930, as the Great Depression began, the City of Portland had 1,108 industries, 75 percent of which were located on the east bank of the river—many within the inner core of the study area. Dense residential development had expanded far beyond Cesar E. Chavez Boulevard and strip commercial growth had kept pace.

During the 1930s, growth was at a virtual standstill throughout the city. The inner southeast neighborhoods actually lost population. In the early years of the century, newly arrived immigrants were attracted to these neighborhoods by readily available and inexpensive housing. They did not, however, tend to stay for very long, generally moving on after a few years to better neighborhoods farther from the river. New waves of their countrymen continued to use inner southeast housing. The flow of replacements, however, was cut off in the 1920s when European immigration to the United States was severely restricted. The resulting sag in demand for real estate led to abandoned housing, vacant lots, and tax delinquency. By 1944, the inner southeast neighborhoods were disproportionately poor relative to the rest of the city.

¹⁷ John M. Tess, Carl Abbott, and Lewis L. McArthur, "East Portland Grand Avenue Historic District, Portland, Multnomah, Oregon," ([Washington, DC]: Department of the Interior, National Park Service, National Register of Historic Places, 1991), 8:13.

¹⁸ Elisabeth Walton Potter, Lucy Pope Wheeler, and Denys Peter Myers, "Oriental Theatre, 828 Southeast Grand Avenue, Portland, Multnomah, OR, 1970-1979," Historic American Buildings Survey.

¹⁹ Tess, Abbott, and McArthur.

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DESIGN SOURCES

Many residences in the study area were constructed by local carpenters who worked from designs found in pattern books and other publications. John M. Wallace (1865-1936), a long-time resident of the Sunnyside neighborhood, is representative of the carpenters who made their livelihood developing East Portland's neighborhoods. A native of Illinois, Wallace came to Portland some time prior to 1889. In the early 1880s he affiliated himself with Archibald McKenzie, a Portland contractor, and began purchasing lots from the Sunnyside Land and Improvement Company. In 1892 he built a house at 1019 E. 37th where he resided until his death in 1936. During that time Wallace constructed numerous houses and several multi-family dwellings in Sunnyside.

Stokes & Zeller

The work of Richard L. Zeller and William R. Stokes, as W. R. Stokes & Co. (and later called Stokes & Zeller) is found throughout the oldest single family residential portions of the city. It is found in extremely high concentrations in the area now known as Buckman, but is also well represented in Sunnyside and Stephens Addition inside the study area and there are known examples in the Ladd's Addition NRHD adjacent to the study area. The company was responsible for construction of a wide variety of buildings, including single-family residences, duplexes, and large apartment houses, although few, if any, of their larger apartment buildings survive. Beginning in the 1880s they began purchasing lots and building on speculation. In most instances they retained ownership of the buildings and rented them out. Both Stokes and Zeller appear to have had some carpentry training while living in the Cincinnati, Ohio area and both came from builder families. Stokes is recorded to have done a formal apprenticeship in carpentry; no details of Zeller's training are known.²⁰

In 2010, un-catalogued original drawings by the firm were located at the Oregon Historical Society. These drawings suggest that the firm was extremely prolific—166 complete and partial sets of plans, elevations, and construction details were found. These drawings indicate that the firm had its own creative team and did not build from plans published by others, as was suggested in the previous version of this document.²¹

In addition to their construction business, Zeller and Stokes also owned and operated a sash and door factory from approximately 1882-1886 under the name of Zeller, Stokes and Company.²² It was located on the southwest corner of 3rd and Oak Streets, in the study area's first commercial area. The factory supplied construction materials for many of the east side's early buildings.

McKeen Brothers

McKeen Brothers was a well-known Portland design and construction firm founded by David McKeen and included his brothers Lewis, Henry, Matthew, and William over varying and overlapping tenures. David McKeen is listed in city directories as a contractor and designer from 1880 to 1898, and as an architect from 1899 until his death in 1913. The McKeen Brothers built many of the dwellings in the study area, particularly in the Buckman neighborhood. The best known example of a McKeen work within the study area is the Queen Anne-styled Rachel Hawthorne house at 1007 SE 12th Ave.²³

²⁰ J. Gaston, *Portland, Oregon, Its History and Builders* (S.J. Clarke Pub. Co., 1911), 81-82 & 285-286; Richard E. Ritz, *Architects of Oregon: A Biographical Dictionary of Architects Deceased - 19th and 20th Centuries* (Portland, OR: Lair Hill Pub., 2002).

²¹ William R. Stokes and Francis M. Stokes, "William R. Stokes Papers, c. 1880-1960," Francis Marion Stokes Collection: Acc 17970.

²² Portland City Directories: 1880-1886.

²³ Kenneth Naversen, *Beautiful America's Northwest Victorians* (Woodburn, OR: Beautiful America Pub. Co., 2001). Karen Zisman and others, *Rachel Louise Hawthorne House* (Washington, DC: Department of the Interior, National Park Service, National Register of Historic Places, 1989).

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F. ASSOCIATED PROPERTY TYPES**OUTLINE OF PROPERTY TYPES**

1. **ROMANTIC, ECLECTIC, FORM-DEFINED, AND PERIOD STYLE DWELLINGS**
2. **COMMERCIAL AND INDUSTRIAL BUILDINGS**
3. **PUBLIC AND SOCIAL BUILDINGS**
4. **HISTORIC DISTRICTS**

1. ROMANTIC, ECLECTIC, FORM-DEFINED, AND PERIOD-STYLE DWELLINGS**Description**

The majority of extant residences in Central Southeast Portland were constructed during the period 1880 to 1930. They were constructed primarily for middle and working class people, but included almost all levels of socioeconomic status.²⁴ Most designs emanated from pattern books or local property developers with staff designers and were constructed by local carpenters or builder/developers. Very few “pure” architectural styles are represented here; most of the buildings are hybrids, incorporating features from a variety of popular styles of the day. These run the gamut from the Romantic Styles—vernacular interpretations of Gothic Revival and Italianate—to styles of the late Victorian period—Queen Anne, Stick, and Shingle—to the twentieth century styles—Craftsman, Colonial Revival and historic period revivals. Often, the details of these styles were applied to the Bungalow and Foursquare housing type. The definitions of styles used here are based on Rosalind Clark's *Architecture Oregon Style*, Virginia and Lee McAlester's *A Field Guide to American Housing*, and Herbert Gottfried & Jan Jennings's *American Vernacular Buildings and Interiors, 1870-1960*.²⁵

The two predominant styles are the Queen Anne and Craftsman—both of which were widely adapted to mass vernacular housing and both of which were popular during the area's major periods of development. The Queen Anne was fashionable in the waning years of the nineteenth century and is seen in the study area well into the first decade of the twentieth century. Beginning in approximately 1905, Craftsman style dwellings began to appear, which reflected changing architectural taste. The Craftsman philosophy was a radical departure from the Victorian period, in terms of life style as well as design considerations. Coinciding with this change was the emergence of multi-family dwellings, generally duplexes and fourplexes, most of which were designed in the Craftsman style. Apartment houses of varying sizes were also common and were designed in a variety of early twentieth century styles. These multi-family dwellings were the new middle-class forms of multi-unit housing.

The Bungalow and the Foursquare are the most common building-form types found in the study area. The Bungalow type usually exhibits Craftsman details and form expressed as one or one-and-a-half story homes, with open floor plans. Generally the Bungalow type had a reduced distinction between outside and inside spaces, usually with porches, gables, and hip roofs. In the surveyed area, the Colonial Revival details were also seen on the Bungalow type.²⁶

²⁴ In the sense of the 1989 document, “working class” referred to skilled laborers, small business owners, white collar workers, as well as railroad men, i.e., those who worked for a living rather than invested.

²⁵ Rosalind L. Clark, *Oregon Style: Architecture from 1840 to the 1950s* (Portland, OR: Professional Book Center, 1983); Herbert Gottfried and Jan Jennings, *American Vernacular Buildings and Interiors, 1870-1960* (New York: W. W. Norton, 2009); Virginia McAlester and A. Lee McAlester, *A Field Guide to American Houses* (New York: Knopf, 1984).

²⁶ Gottfried and Jennings, 188.

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The Foursquare or Hip Roof Cottage type is finished in a variety of styles, in the study area those that include Craftsman and Colonial Revival decoration. These one or two story buildings are box-like with a large hip roof, and almost square floor plan, and compact massing that often appears cubical. The average size for this type of house was about twenty-five feet wide by thirty feet deep, with a full-width front porch. The massing and shape of these houses was flexible enough to be commonly used as multifamily housing, in both flats and vertical apartments.

Romantic Styles

The earlier Victorian romantic styles (ca.1850s-1900s) represented in the study area are the Italianate and the Gothic Revival Vernacular. The Italianate style dwellings built within the study area are generally two-story, frame structures with low-pitched hip or gable roof—usually with wide eaves supported by decorative brackets—and relatively few wall surface ornaments. These dwellings often incorporate small, single-story porches with restrained detail and glazing in single or paired entry doors. This stylistic expression date as early as 1860s and lasted to early 1900s, the Stephens House (NRHP) is the earliest example of an Italianate in the study area. The house is rectangular in plan and has a symmetrical facade.²⁷ Later examples are more often asymmetrical, with a dominant rectangular volume intersected by a shallow, full-height ell. Most have offset entrances.

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

Eclectic Styles

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

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

Unlike the other subtypes the Queen Anne/Shingle is distinguished by wall cladding and roof form, which give the effect of complex massing within a smooth surface. In addition, walls are clad exclusively with plain shingles in contrast to the highly decorated wall surfaces of the others. Projecting upper gable ends, sometimes with brackets, and wavy wall surfaces are also found on buildings in this category. Steeply pitched

²⁷ Sally Donovan, "James B. Stephens House, Portland, Multnomah Co., Oregon," (Washington, DC: Department of the Interior, National Park Service, National Register of Historic Places, 1997).

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roof lines with intersecting cross gables, extensive porches—either full-width or wrap-around—dominate the facades. Turrets or half-round towers are common characteristics. Classical details borrowed from the Colonial Revival are the most common decorative detail.

The Queen Anne/Vernacular type consists of a simplified version of Queen Anne architecture, in which highly variegated decoration may be absent, but massing, facade organization, and features such as polygonal window bays and verandas distinguish the houses relating to the Queen Anne style. The plan is usually rectangular or ell-shaped, with generally fewer wings and bays than the more high-styled Queen Anne. These houses present good construction details, finishes and proportions, thus demonstrating a moderate to high level of design skill and training. In the study area, entire blocks or portions of blocks were often developed by the same contractor, resulting in clusters of nearly identical Queen Anne Vernacular houses. Numerous ensembles representing this phenomenon are found throughout the neighborhoods of Central Southeast Portland (e.g., George P. Lent Investment Properties, AKA Firehouse Row, 621 & 627 SE Harrison Street and 1921 & 1927 SE 7th Avenue, NRHP, 1893).²⁸

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

Form-defined Dwellings: Foursquare and Bungalow

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

In addition to single-family houses, the Foursquare type found expression in a wide variety of multi-family dwellings—particularly duplexes and fourplexes. The first large-scale apartment complex in the area was also designed in the style. Ensembles of similar, if not identical, single-family residences, duplexes and fourplexes of this type are a hallmark of the area.

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

Craftsman details are also commonly applied to the Bungalow building form type. Hallmarks of the type include a low, horizontal mass and one to one-and-one-half story volume. It features large porches and hipped or gabled roofs with dormers and deep eaves with exposed rafters, purlins and braces. Early residences show influences from the Shingle style in the form of shingle siding, particularly in the upper gable ends. These

²⁸ The Queen Anne Vernacular is also known as the Builder's Queen Anne, reflecting its origin in the builders and architects that constructed the houses, who interpreted the current architectural trends..

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houses are distinguished from their Queen Anne/Shingle antecedents by their more formal facade organization.

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

Craftsman details were commonly applied to a number of small court apartments. Sometimes combined with period revival styles, these diminutive courts are primarily located in the Sunnyside neighborhood, and were designed to fit the scale of single-family residences in the area. These courts began appearing in the late 1920s and continued to be constructed for several decades. They are generally one story in height, with different plan types. The earliest types were rectangular in shape while later examples were U-shaped. Each unit has a separate entrance. Window and door openings are repeated in a regular pattern, creating a balanced design. In almost every instance these buildings were faced with stucco or brick.

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

Another application of Craftsman details incorporates classical elements such as corner pilasters, columns, friezes, modillions, and keystones, and is primarily seen in the Foursquare type. This style was commonly used in the multifamily buildings.

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

Historic Period Styles

Tudor and Jacobethan revival styles were built between 1910 and 1935 in the study area. Single-family dwellings were built in the Tudor style, while multi-family dwellings, particularly apartment houses, were designed in the Jacobethan style. Characteristic elements of the styles include steeply pitched gable roof, often with cross gables and double gable dormers, prominent fluted chimneys, bays, oriels, dormers and multi-paned windows. The plan shape is rectangular and construction is of brick, a combination of brick and stucco, or wood frame construction with stucco finish. Tudor style buildings are generally wood-framed and wood-clad along with false half-timbering. Jacobethan style buildings are often clad in brick (which may or may not be structural) and always lack half-timbering.

The Spanish Colonial Revival and Mission Revival styles are the most common of the period revival types in the study area. Built predominately in the late 1920s, representative features include stucco or brick exterior walls, round-headed openings, casement windows, and low-pitched gable and hip roofs often covered with clay tile. Ornamentation on these buildings varies considerably, ranging from the relatively simple Mission style with its curvilinear parapets, blind arches and niches, and restrained use of medallions, to the much more elaborate Spanish Colonial Revival. Decorative features here commonly include cast stone entrance

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surrounds, medallions, and finials, as well as wrought-iron and ceramic tiles. Heavily textured plaster work is found in many interiors as is ironwork in the form of hanging light fixtures and wall sconces.

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

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

The medium scale units differed from the earlier duplexes and fourplexes in three major ways: construction material, plan, and massing. Unlike their wood clad predecessors, these later buildings have masonry exterior surfaces, usually brick or stucco. Although rectangular plans remained common in the 1910s and 1920s, U-shaped and H-shaped configurations were also introduced during this period as was a single, primary entrance—usually with an elaborately embellished vestibule. These buildings were generally two to three stories in height with a raised basement which was frequently used as living space. The earliest examples of this building type were constructed in Bungalow forms; however, most were designed in period revival styles such as Mission, Spanish Colonial Revival, as well as several Tudor-inspired designs. Frequently ornament from a variety of different styles was mixed with no overriding stylistic expression.

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

Significance

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

The dwellings span different styles and types from the small to the large, and the simple to the grand, and are therefore representative of the lifestyle and economic status of residents in the study area from the 1860s to the 1930s. The residences represent a remarkable range of stylistic examples still intact in an area with virtually no open lots and few residences built after World War II. The flat lay of the land, the installation of the streetcar lines, and later the mobility of the automobile and the easy accessibility of materials spurred several housing booms during the historic period. The availability of kit houses aided speculators and residents in rapidly developing the study area with the styles and ornamentation of the day. Housing was inexpensive on the east side of the river compared to the west side during the historic period. The area was seen for the most part as the homes of the working class residents of Portland.

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

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

Registration Requirements

Residential properties make up approximately two-thirds of the existing resources in the study area. The residential properties are important primarily for stylistic reasons, but also have significance in some cases due to function or biographical association. The predominant styles are Queen Anne, Italianate, Colonial Revival, , Craftsman and Mission/Spanish Colonial Revival most of these primarily appear in a foursquare or bungalow form type. The styles represent the evolution of architecture styles from the late nineteenth century through the early twentieth century. These buildings give strong visual character to the area and reveal information regarding aesthetic tastes of each era, the development of construction methods, and availability of materials. Significance by function was broken down into these subcategories: single-family dwelling and multiple-family dwelling. Multiple-family dwelling was further divided into duplex, fourplex, one-story apartment, medium scale apartment house, and large scale apartment building. The functions and styles evoke the lifestyle and economic status of the residents of the area over time. Further, the functions reveal information regarding land use availability and land planning of the times.

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

2. COMMERCIAL AND INDUSTRIAL BUILDINGS**Description**

This property type includes buildings associated with the storage, processing, shipment, and sale of a wide variety of products. With several notable exceptions, these buildings do not exhibit any particular stylistic features, due primarily to their utilitarian nature. A majority of the properties is of masonry construction, either brick or concrete, almost invariably striped from the board-forming process, that range from warehouses of 300,000 square feet to corner grocery stores. All were built in the period 1889 to 1938. The large industrial and commercial buildings are located in the industrial/commercial district between the river and 12th Avenue. Small-scale commercial buildings are located primarily along the major east/west arterial streets.

The earliest surviving industrial buildings in the study area are of wood construction, although several remain, only a very few retain their original characteristics. The others were destroyed by fire and redevelopment pressures. Beginning in early 1900s, these buildings were being constructed of brick. The earliest examples are of solid-brick construction; however, as technology improved brick veneer was applied over a wood, and later, a metal frame. Reinforced concrete structure buildings are found throughout the area, built as early as 1920. Art Deco, Moderne, and Modern Commercial styles are among the trends related with this type of buildings and materials.

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

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and a recessed central entry. Siding, window, and door features are generally similar to the residential style but often less ornate.

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

The Mission/Spanish Colonial Revival style for commercial buildings is similar to that for residential buildings in detail. Many of the commercial buildings of this style are located along major east/west arterials. They are distinct from the residential variety in form, massing, and detail, which is generally more simplified and symmetrical. The typical commercial building in the Mission/Spanish Colonial Revival style is characterized by a rectangular plan, low-pitched red tile roof, and wood-frame construction with stucco surface or brick construction. A notable exception is the Bagdad Theater (3702 SE Hawthorne Boulevard (NRHP); despite its name, it is indeed Spanish Colonial Revival) which, as a movie palace, is intentionally overwrought.

The Modern Commercial style buildings are generally, but not exclusively, associated with automobile showroom buildings. The buildings are of brick or poured-concrete construction, rectangular in plan, with expansive windows often in the Chicago style, wide and numerous bays, stucco finish, geometric and abstract ornamentation, simple cornice and flat roof line. The roofline in many of these buildings was defined by a parapet wall, with bowed roof. The roof structure was usually wood trusses or in some cases metal trusses.

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

Significance

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

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

Registration Requirements

Commercial and industrial properties make up approximately one-third of the existing resources in the study area. These properties are important primarily due to their function; however, some do have significance based on style, or a combination of style and function. The predominant functions are store/department store, recreation and culture, industry/processing/extraction, agriculture/subsistence, transportation, and warehouse.

The functions represent the primary uses of buildings in the late nineteenth century and early twentieth century buildings. The functions also depict the typical activities which took place, and types of businesses which were located in the area. Commercial and industrial building styles include primarily Italianate, Classical Revival,

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Mission/Spanish Colonial Revival, Commercial, and the Modern Movement styles.

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

3. PUBLIC AND SOCIAL BUILDINGS

Description

Most of the extant public and social buildings in the study area were constructed from 1900 to 1938. They include fraternal lodges and meeting places, schools, fire stations, and churches. The public and social buildings vary from one to three stories in height and are generally constructed of brick, wood, or stone. Only a few of the wood-frame buildings of the nineteenth century still remain, however some modern wood structures still stand. Each of the neighborhoods has its own examples of each type, for instance there is one notable fire station located in each neighborhood. The study area includes the former East Portland Branch Library (110 SE Alder Street, 1911, NRHP). Fraternal lodges were designed in a variety of styles, each a unique landmark in the study area. The study area includes several churches in the Romanesque and twentieth Century Gothic styles. These stone churches are among the finest early twentieth century churches in the city. The churches are generally constructed of ashlar stone and have sculpted masses making up the overall form. They are primarily Romanesque in style with Gothic detailing. Characteristic elements include gabled eave, towers with crenelated parapet, partial-arch windows, and stained glass windows. Many other twentieth century churches from the period of significance exist in a variety of unique styles and much like the fraternal lodges are often architectural landmarks in the community.

Significance

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

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

Registration Requirements

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

To meet registration requirements, buildings should have been built between 1862 and 1938. They should retain sufficient integrity to evoke the character of their style or function type, and they should be among the best examples or most characteristic examples typifying that style or function. Religious properties must meet criteria consideration A, for being significant for their architectural or artistic distinction or historical importance.

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4. HISTORIC DISTRICTS

Description

Historic districts are a defined geographic area within which the resources, landscape, and streetscape present a coherent and historically significant whole. Within the study area, districts may incorporate commercial, residential, public, and social properties representing a variety of building types and styles. Potential districts within the study area demonstrate the patterns of development created by evolving transportation technology, while retaining the streetscape of an unplanned, yet dense, late-nineteenth and early-twentieth century American neighborhood. Districts within the study area also convey the historical development of the former city of East Portland and/or the adjacent formerly unincorporated community of Sunnyside and the subsequent growth of each area after incorporation into the City of Portland.

Significance

Districts within the study area may be locally significant under Criterion A for Community Planning & Development, Commerce, and Industry, as related to the growth and development of the area, and/or under Criterion C, Architecture for the collective architectural representation of the late-nineteenth and early-twentieth century architecture of the Pacific Northwest. Further research may demonstrate that other areas of significance apply.

Registration Requirements

A district must consist of a defined geographic space within the study area where a simple majority of individual properties were constructed between 1850 and 1938 and retain their historic integrity. Further, the accompanying streetscape and the district as a whole must possess sufficient historic integrity to convey a sense of the original urban fabric.

Resources that retain sufficient historic integrity are referred to as "contributing" to the historic character of the district. These buildings, structures, objects, and sites are constructed within the period of significance and individually convey their historic integrity through the retention of the majority of their historic materials and design. Contributing resources listed as part of a historic district nomination need not meet all of the individual registration requirements for their property type as noted in this document, nor be individually eligible for listing in the Register. Alterations made during the period of significance are considered to have gained significance in their own right and do not diminish the historic integrity of a resource. "Non-contributing" resources are those properties constructed after 1938, and/or those that do not retain sufficient historic integrity.

The historic integrity of contributing buildings may be somewhat less than what is required for individual listing in the Register. For example, minor changes to a building's windows, door openings, and porch elements are acceptable provided the individual resource still retains the majority of its key character-defining features of its type and style. Replacement windows of similar size to the originals may be acceptable if the majority of the remaining exterior historic features are retained. The addition of modern siding materials may also be acceptable for contributing buildings if the siding resembles the historic material and the exteriors are otherwise unaltered. The replacement of original cedar shake/shingle roofing with asphalt composition shingle on housing of this period is nearly universal throughout the study area, wtherefore this change should not be considered detrimental. However, individual alterations over time may cumulatively diminish the historic integrity of a property, making it non-contributing.

Basement garages and garages attached to single- and multi-family homes during the period of significance are historically significant. The 2011 intensive level survey conducted on a small subset of study area has indicated that the majority of these garages were constructed within the historic period and therefore show the evolution of the neighborhood from streetcar based transportation into the motor age. Garages built after 1938 are non-contributing resources, but do not detract from the historic integrity of other buildings on the same

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property unless the non-contributing intrusion is more visually dominant than the accompanying contributing historic building.

Buildings constructed during the period of significance and moved within or into a district during the period of significance are contributing properties if they retain their historic integrity. Resources constructed during the period of significance but moved within or into a historic district after 1938 may be considered a contributing property to a district under Criterion C if the resource resembles existing contributing historic properties within the district, retains its historic integrity, and meets the applicable requirements of Criteria Consideration B for moved properties.

District Boundaries

Historic districts listed under this document should be inclusive, and need not exclude properties based on function, type, or style. Boundaries also should not necessarily be based on legally filed subdivision plats. Instead, boundaries should be based on patterns of historic development and use; architectural merit; and changes in the historic character of the architecture and the streetscape primarily found along arterial streets. Changes in character are identified by high concentrations of out-of-period buildings and out-of-period alterations that detract from the integrity of the buildings. Strictly temporal boundaries may also be identified where the development of portions of existing plats was delayed due to the need for extensive fill before development was feasible. Properties on both sides of such a boundary may have high integrity, but be of noticeably different styles and construction, have differing lot orientations, and/or exhibit wide difference in construction dates.

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G. GEOGRAPHIC DATA

The geographic area is defined by the boundary of the 1984 survey and inventory project and subsequent intensive-level survey conducted in 1988 for the purpose of this Multiple Property Document. The study area is located on the east side of the Willamette River across the river from downtown Portland, and is generally bounded by E Burnside Street to the north, excluding the Laurelhurst area, SE 39th Avenue to the east; SE Hawthorne St to the south, but running along the north and west boundaries of the National Register-Listed Ladd's Addition Historic District south to SE Division Street; and the Willamette River on the west. Within the boundary is a great variety of commercial, industrial, residential, and public property types. See Additional Documentation, Maps 1 and 2.

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H. SUMMARY OF IDENTIFICATION AND EVALUATION METHODS [for initial documentation]

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

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

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

Each property to be included in the final evaluation received a basic level of historic research and architectural evaluation. The following areas of research were conducted at the Oregon Historical Society for each of these properties: 1) Vertical files; 2) Biography and Scrapbook Indexes; 3) Portland City Directories; 4) Portland Newspaper Index; 5) Sanborn Fire Insurance Maps; 6) Business and Industry file, if applicable; 7) Multnomah County Metzker Atlas, 1927-1936; 8) Block Book (land ownership 1907); 9) Oregon Historical Quarterly; 10) Index to West Shore Periodical; and 11) Portland Realty Atlas (ownership in 1928). In addition, a title search for ownership through 1938 was conducted for all landmarks, RI, RII and RIII properties. Current legal descriptions were pulled for all 1988 inventoried properties from the City of Portland Building Bureau.

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

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

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

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

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

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

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

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

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

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

Barbara Grimala has her B.A. in art history from Portland State University in Oregon. She had previous

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experience with the 1984 Portland Historic Inventory as chair for four southeast Portland neighborhoods.

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

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

2010 RECONNAISSANCE LEVEL SURVEY AND SELECTIVE INTENSIVE LEVEL SURVEY

The 2012 amendments to this MPD were based on additional new research conducted from 2010-2011 by the Buckman Historical Association and the Bosco-Milligan Foundation/Architectural Heritage Center. A reconnaissance level survey (RLS) of 485 properties was conducted by a volunteer team led by Elizabeth O'Brien, B.Arch. and Timothy Askin, M.S. based on prior work by Kirk Ranzetta, Ph.D. (Entrix, Inc.) for the Buckman Historical Association. Boundaries for this RLS were established as rectangle bounded by the following streets: SE 12th Avenue, E Burnside Street, SE Twentieth Avenue, and SE Morrison Street. Properties on the bounding streets were selected for survey by whether their legal address was on the bounding street or if they shared a tax lot with a building with a legal address on said streets. Only the south side of E Burnside Street was surveyed as the center line of that street serves as the Buckman neighborhood's official boundary. Both sides of other boundary streets were surveyed, depending on whether property had its primary frontage on those streets or shared a tax lot with a building with such frontage. The survey covered approximately 116 acres. A total of 484 properties were surveyed.

Contributing/Significant Properties	356
Non-contributing (historic)	46
<u>Out of Period</u>	<u>82</u>
Total	484

These surveys revealed the necessity of amending this MPD to allow for historic districts. Substantial areas of intact historic character and sociocultural landscape were noted within the original study area that are eligible to the National Register at the local level.

Survey Authors

Elizabeth J. O'Brien has a Bachelor of Architecture from University of Oregon. She has worked in historic preservation for over 20 years.

Timothy Askin is preservation consultant and architectural historian based in Portland, OR. He has a Master of Science degree in Historic Preservation from the University of Oregon and has worked in the field since 2009.

Amendment Authors

Timothy Askin (see above).

Ernestina Fuenmayor is an architect who obtained her qualification in Architecture from the Universidad

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Central de Venezuela in Caracas, Venezuela in 2002. She has a certificate in Historic Preservation from the Boston Architectural Center (now Boston Architectural College). In 2010, she obtained a Master of Science in Historic Preservation from the University of Oregon.

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ADDITIONAL DOCUMENTATION

- Map 1: General Location Map
- Map 2: Multiple Property Document study area
- Map 3: James Stephen's 1865 replat of the Village of East Portland
- Map 4: Original Plat Map of Sunnyside subdivision from 1888

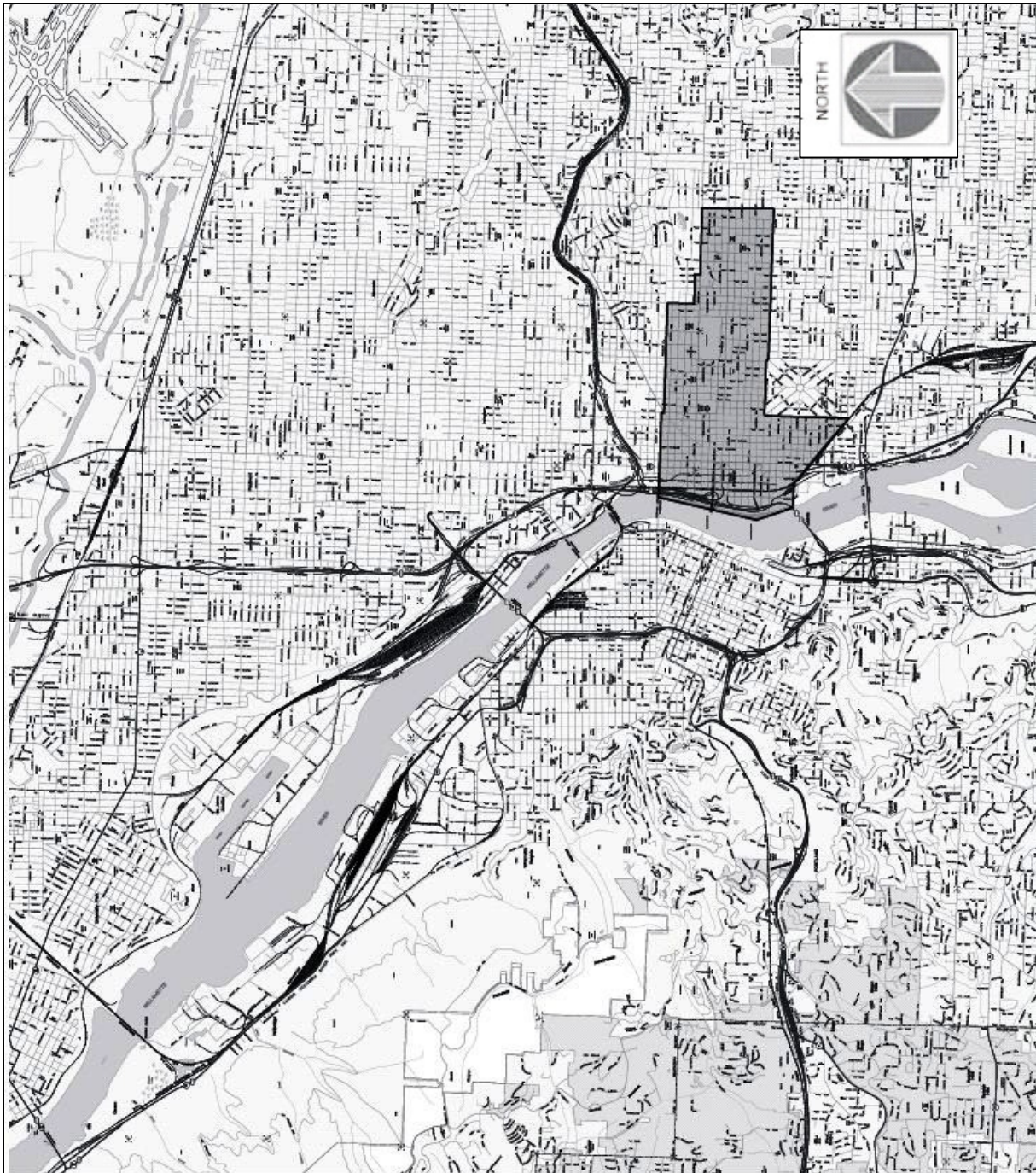
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N/A
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Map 1. General Location Map. Courtesy of the Oregon Department of Transportation, Geographic Information Services. No Scale.



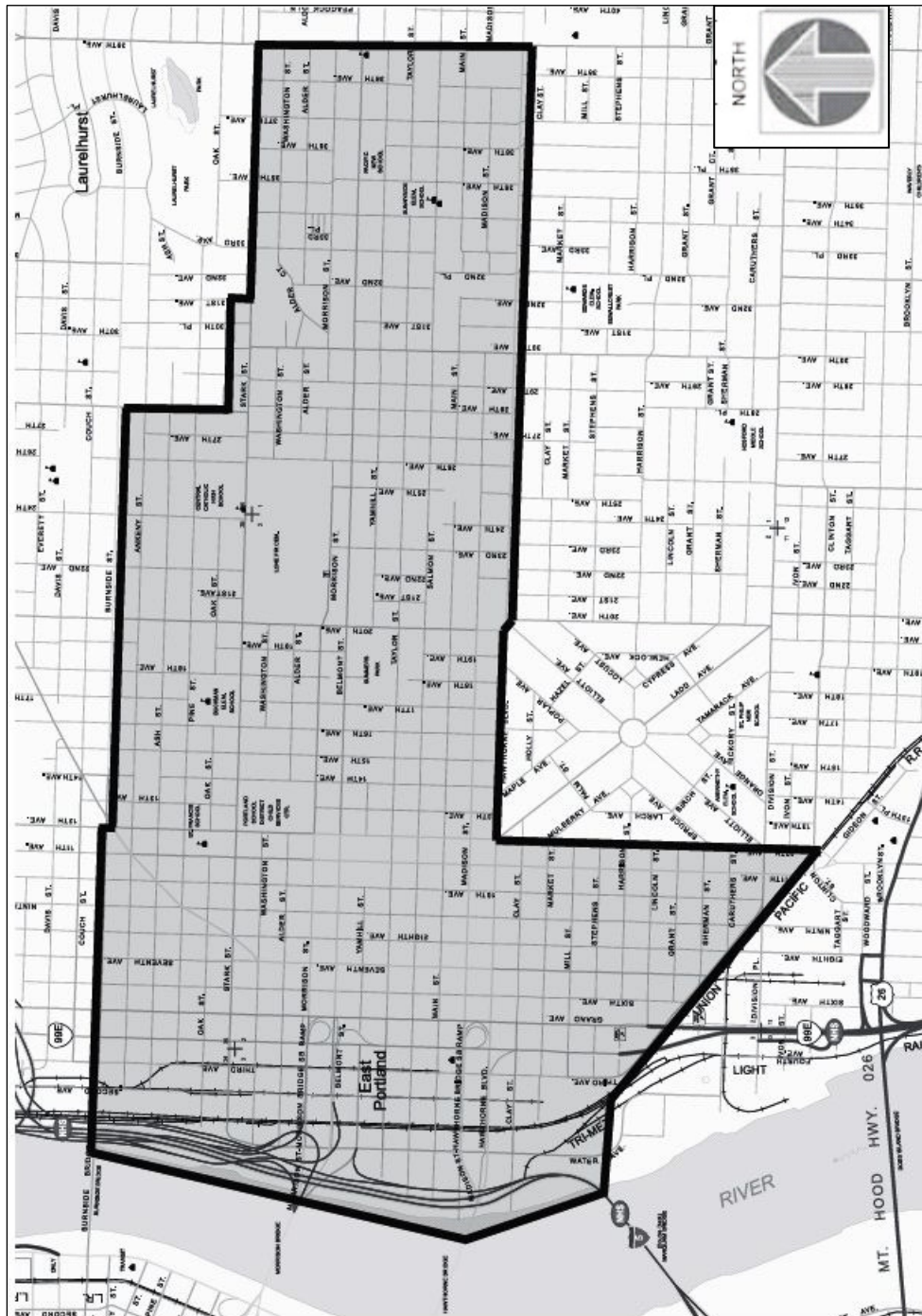
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Map 2: Multiple Property Document Study area. Courtesy of the Oregon Department of Transportation, Geographic Information Services. No Scale.



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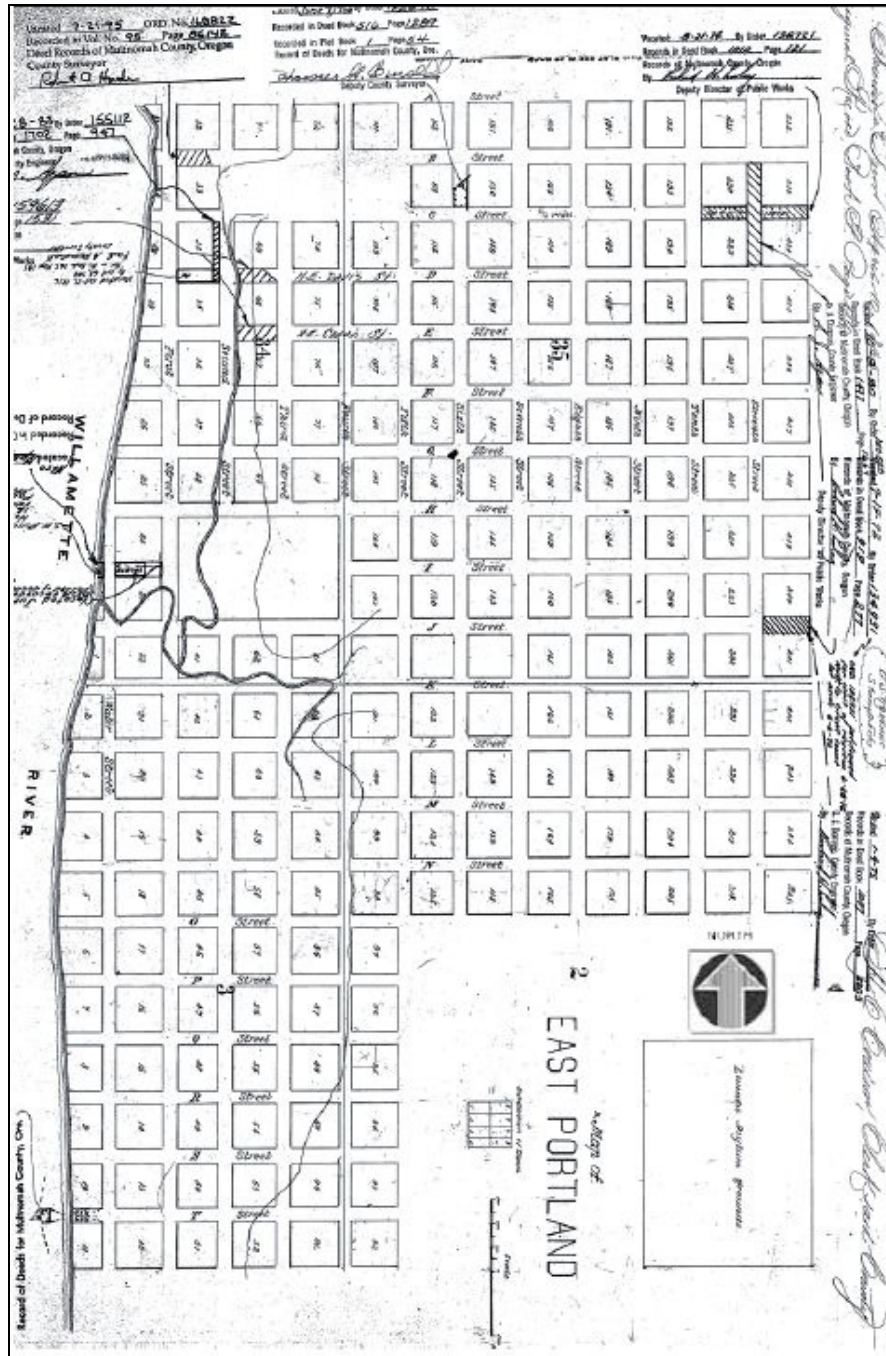
N/A

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Map 3: James Stephen's 1865 replat of the Village of East Portland, extending the grid eastward from 1st Street to 12th Street (later Avenues). Courtesy of Multnomah County, Oregon, Assessment & taxation Division.



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Map 4: Original Plat Map of Sunnyside subdivision from 1888. Courtesy of Multnomah County, Oregon, Assessment & taxation Division.

