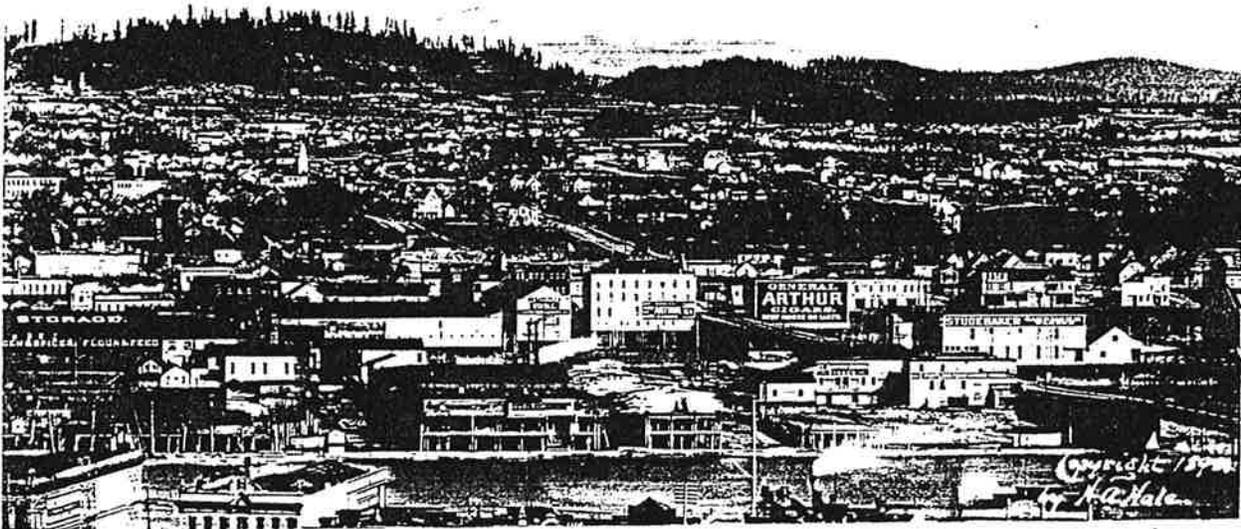


PORTLAND'S EASTSIDE: HISTORIC CONTEXT

1850-1938



Revised From: Portland Oregon's Eastside Historic and Architectural Resources Multiple Properties National Register nomination, 1988.

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HISTORIC CONTEXT

The historic context developed for Portland's eastside is a geographically oriented study; based upon information developed for a State Historic Preservation Office (SHPO) subgrant project which produced the Portland Eastside Multiple Property Submission to the National Register of Historic Places. The geographical area is defined by historical boundaries and threats from urban development. A geographic study necessarily overlays thematic study units and chronological periods.

TEMPORAL BOUNDARIES: 1850-1938

Portland's eastside development began in three separate towns, East Portland platted in 1850, Sellwood, founded in 1882, and Albina, platted in 1872. All three were eventually annexed by the City of Portland. The study area is almost entirely within the boundaries of what first became East Portland, which was incorporated in 1870, and later annexed by Portland in 1891. The end-date of 1938 was provided (at the time of the survey) by the 50-year old criteria for evaluation defined by the National Register.

SPATIAL BOUNDARIES:

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 city of Portland is divided physically and historically by the Willamette. The portion of the city east of the river consists of a gently sloping plain broken occasionally by buttes. The city is also arbitrarily divided north and south by Burnside Street, thus the city has distinct northwest, southwest, northeast, and southeast quadrants. The subject study area is located in the inner core area of the southeast quadrant from the Willamette River west for some two and one-half miles.

The surveyed area is encompassed within the corporate limits of the City of Portland, in Multnomah County and includes the residential neighborhoods of Buckman, Hosford-Abernethy, and Sunnyside.

The study area extends roughly from the Willamette River east to 39th Avenue and from Burnside Street on the north to Hawthorne Boulevard on the south. A slight deviation in the basically rectangular shape of the study area extends ten blocks

south of Hawthorne down 12th Avenue terminating at Division Street. It then proceeds in a northwesterly direction along the Southern Pacific Railroad tracks back to Hawthorne Boulevard (Figure 1).

RELATED STUDY UNITS:

Portland's Eastside historic context overlays the seven Broad Theme categories of Settlement; and Agriculture; Transportation and Communication; Commerce and Urban Development; Industry and Manufacturing; Government; and Culture. There are many Oregon Themes subsumed within these categories represented in the study area.

HISTORICAL OVERVIEW:

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

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

this point it formed a Y: curving to the south it stretched five blocks along present-day Union Avenue, and terminated at Taylor Street; and to the west it stretched along present-day Stark Street, and drained into the Willamette River (Figure 2).

The first white settler in the area was a French-canadian fur trapper named Etienne Lucier. At the time Lucier arrived the area was heavily timbered with a thick undergrowth of laurel and fern, and some scattered clearings were interspersed. Lucier cleared land for a cabin south of what is now Hawthorne Street in the late 1830s. He lived there only a few months. Several years later, the Hudson's Bay Company built a cabin near Lucier's for a retired employee named Porier. When Porier died a short time later, the property was held in trust by Dr. John McLoughlin, chief factor of the Hudson's Bay Company. In 1845 McLoughlin sold the land to James and Elizabeth Stephens.

The Stephens' subsequently filed for a Donation Land Claim of 640 acres, and later acquired other properties that brought their east side holdings to nearly 2000 acres. 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's second house was moved to the northwest corner of S.E. 12th Avenue and Stephens Street where it still stands.

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

Prior to the coming of the railroad transportation was mainly by water. Stephens started the first ferry service across the Willamette soon after he bought his property. Located at the foot of Stephens Street, the service started with a small row boat. Stephens then built a larger ferry which departed from what is now approximately Yamhill or Taylor, and about 1850

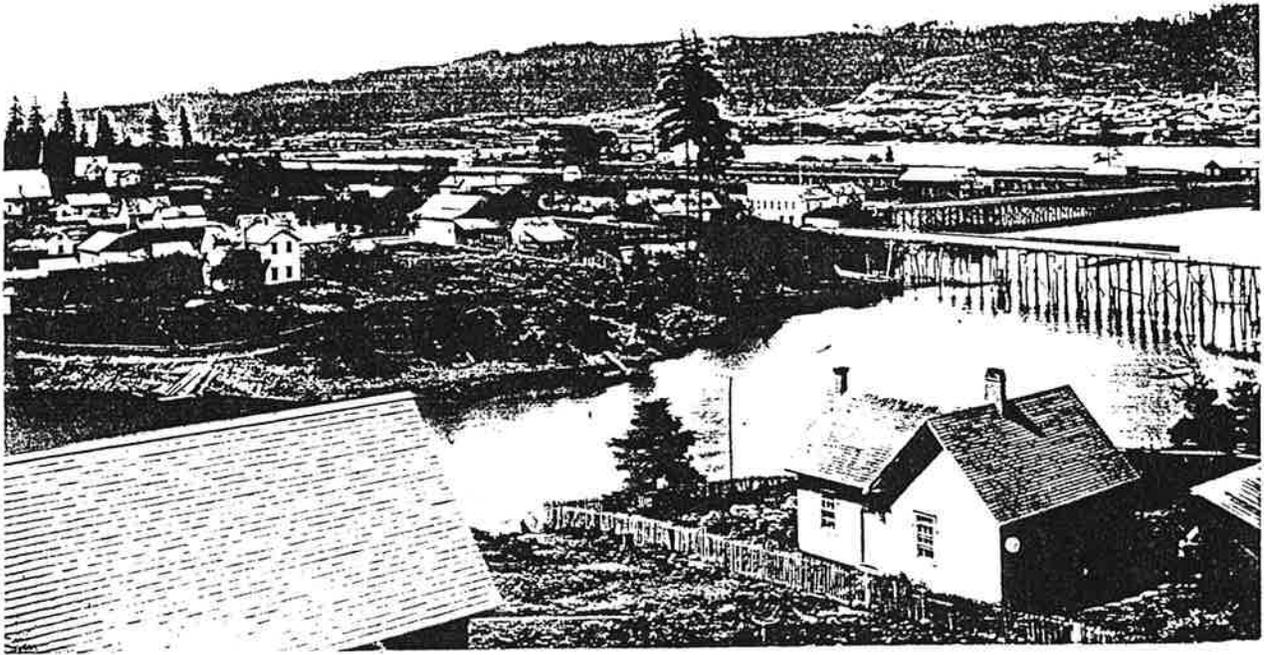


Figure 2. Portland: View from Eastside Toward
Portland Heights, 1874 (OHS Negative #1505).
(Note slough channel in foreground).

constructed a third boat, propelled by horse and treadmill, that operated between Stark on the west side and "J" (now Oak) on the east side. By 1851, the year of the Willamette Meridian Survey, the Barlow Road had developed into a major route for overland pioneers and its northern terminus was at Stephen's "J" Street Ferry.

Throughout his residency in Portland, Stephens promoted settlement and city development. In 1862 he donated seven acres of his property for the site of the first private asylum for the mentally ill. Stephens was involved in incorporating the city's water company, the East Portland Homestead Company, and the East Portland Savings and Loan Bank.

The development of roads in the study area followed the same pattern as many areas throughout the Northwest. Major roads often conformed to section lines, however, in some instances natural land forms interfered creating exceptions to the grid pattern. For example, Union Avenue followed a section line to the point where it intersected Asylum Slough, at approximately Alder Street; then it was routed to the east one block to avoid the slough. Union, and its extension south of Alder which later became Grand Avenue, were the major north/south corridors within the study area and remain so to the present. Stark Street, a major east/west corridor was originally named Baseline Road, because it was laid out on the Base Line of the first land survey of the Pacific Northwest. However, the western-most blocks of the Stark Street were submerged in a slough until around the turn-of-the-century, when the slough was filled in. Stark Street then became the major transportation corridor that it is today. 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. The grounds were located between 9th and 12th streets and between Asylum (now Hawthorne) and "Q" (now Taylor) streets. The buildings were sited at approximately 10th and Salmon on the south bank of Asylum Slough.

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

and five private patients in the Asylum. With the employees, etc., there is a household of seventy persons, a town in the country."

The asylum was one of the area's first major employers. The 1873 City Directory indicates that roughly 18 to 20 percent of the adult population of the east side worked at the facility. It operated until 1883 when a new hospital opened in Salem. Fire destroyed the Portland buildings five years later. Today, there is no evidence of this institutional retreat.

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

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

The greatest period of growth for the study area occurred between the years 1884 and 1913. Spurred by the completion of the transcontinental railroad to Portland, the opening of the bridges spanning the Willamette River, and the introduction of the streetcar, residential development accelerated and the open spaces of the east side were quickly subdivided. Real estate companies and streetcar line builders frequently worked hand in hand as developers. The Sunnyside Land and Improvement Company, which platted the Sunnyside neighborhood in 1888, was such an enterprise. Sunnyside was the first of the "streetcar-era" neighborhoods and its development included the establishment of the first neighborhood shopping center (Figure 3).

Although the boom period (1884-1913) is well represented by properties in the core area of Portland's eastside, adjacent areas were not always as successful. The nearby Ladd's Addition neighborhood which was platted in 1891 remained dormant through an economic depression at the end of the century. The surrounding land was used for truck farming and grazing for dairy cattle, supplying the produce warehouses in the study area. Ladd's Addition developed rapidly after 1905 and is today a nearly intact 20th century neighborhood which is listed as a Historic District in the National Register of Historic Places.



Figure 3. Portland Streetcar Lines and Commercial Development, SE 33rd & Belmont (OHS Negative #1678).

Between 1915 and 1930 many large apartment buildings were constructed in the project area. The emergence of large apartment buildings was largely the result of the continued demand for housing within the study area. By the 20s most of the inner southeast neighborhoods had been densely developed. Little vacant land remained and rapidly increasing population put severe pressure on the existing housing stock. An article in the December 1, 1929 edition of The Oregonian read: "APARTMENT HOUSES GOING UP RAPIDLY," and stated, "Apartment house construction is proceeding so rapidly and so illy-planned that it is time to put out the "stop, look and listen" sign, according to findings of a sub-committee of the research committee of the Portland Realty Board.

The growth of Portland came to a virtual standstill during the economic depression of the 1930s. 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 neighborhoods for initial, short-term 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.

Summary

The subject area was initially settled as early as the 1820s and platted by the 1850s, yet the earliest significant resource identified is a c.1865 residence. The time periods between 1812 and 1865 are under-represented in the project area. As is frequently the case, early pre-industrial commercial interests and neighborhoods often were replaced by the burgeoning industrial revolution.

Portland's Eastside grew rapidly with the introduction of the railroad which began operating by 1870. The industrial growth changed the topography of the eastside as sloughs were filled in and the marshy river front property reclaimed. The construction of streetcars and railroads expanded the city limits by creating new neighborhoods away from the commercial core.

By 1890 the population influx (from 2,934 in 1880 to 110,532 in 1890) to Portland's eastside created a demand for housing. The construction of multi-family dwellings after the turn-of-the century is a distinctive attribute of Portland's eastside residential neighborhoods. The original core of the

surveyed area shifted from a mixed commercial/residential area, to an industrial/commercial zone with large warehouses, factories, and mills. The waterfront was updated to provide wharves and moorage facilities for the shipping industry.

The 1920s saw a florescence in the country's economic prosperity with the construction of the first "skyscraper" in east Portland. However, the crash in 1929 and subsequent depression stifled the growth of Portland's Eastside. The survey end date (1938) was devised by using the National Register criteria of 50-years old. Of course, the periods between 1938 and the present have had a vast impact on the resources identified in the study area.

Prominent Individuals

James Duthie, a prominent Portland pioneer. The area in which the building is located is named Duthie's Addition. (The Duthie House, 1870)

Edith Gowanlock, assumed the vice presidency in 1912, of her father's Iron Works Company, a position she held until about 1928. During this period of tremendous growth for the Portland Iron Works, Edith Gowanlock, the only woman to hold an executive position in any of the major local foundries, played an active role. Today the Portland Iron Works Company continues as the oldest working foundry in Portland. (The Edith Gowanlock House, 1908)

J.C. Havelly, was the general manager of the Oregon Railroad and Navigation Company and was also involved in real estate development. He is credited with the development of the Woodstock neighborhood south of the study area. (The Havelly House, 1893)

Dr. J.C. Hawthorne, was appointed director of the Multnomah County Hospital, and with Dr. A.M. Loryea, established a private asylum for treatment of the mentally ill. In 1873, Hawthorne became East Portland's second mayor. Hawthorne was involved in the Portland Bridge Company, which constructed the first wooden and steel drawbridges across the Willamette River. In 1879 Hawthorne incorporated the East Portland Park Homestead Association, with the intent of developing and selling lots and he created a park, known as the East Portland Park or Hawthorne Park. (The Hawthorne House, 1892)

Lee G. Holden, organized the volunteer fireman program, and served as Assistant Fire Chief and Fire Chief. Holden made many contributions to the improvement of buildings, equipment and training of fire fighters.

Holden is credited with the design and construction of 24 firehouses in Portland. Eleven of the 24 are still standing. (Two fire stations, 1913 & 1927)

Ellis Lawrence, prominent Oregon architect. (Designed the Troy Laundry Building, 1913)

Etienne Lucier, initial French-canadian fur trapper, who was the first settler in East Portland. His cabin site has not been located.

William Masters, a prominent Portland attorney, his house is a local landmark in the neighborhood. (The Master's House, 1906; currently in a "Restorable" condition)

Harry McCormick, prominent lumberman. (The McCormick House, 1909)

Neustader Brothers, was a prominent early clothing manufacturer. N.B. Neustader began his business in San Francisco in 1852. The Portland Branch of the business was founded in 1878. It continued in operation through the historic period. (The Neustader Store Building, 1900)

Jamieson Parker, noted Portland architect. (Designed the Library, 1924)

James S. Polhemus, In 1880 he was selected as project manager for the construction of jetties at the mouth of Yaquina Bay on the Oregon Coast. In the following years he served as assistant engineer for the first Portland district. And, practically all of the Willamette and Columbia river harbor improvements during this time were made under his supervision. He retired from the position in 1925. (The Polhemus House, 1900)

Leslie Scott, president of The Oregonian, newspaper and author. (The Scott House, 1909)

James B. Stephen, who built and operated the first two ferries between Portland and the east bank of the Willamette River, and laid out the plats for the future city of East Portland in 1851. In 1862 Stephens donated seven acres of his property in East Portland for the site of the asylum. Stephens and his son-in-law Dr. A.M. Loryea, incorporated the city's water company, the East Portland Homestead Company, and the East Portland Savings and Loan Bank. (Earliest building identified in survey area is the Stephens House, 1865)

John F. Tait, perhaps the most prominent laundryman of the Pacific Coast. (Store and Laundry, Troy Building, 1913)

Ernest Vanderwerth, a well-known boat builder. (The Vanderwerth House, 1894)

George Warren Weatherly, built first "skyscraper" in east Portland, (the Weatherly Building, 1928), was owner of Weatherly Creamery Company.

Whidden & Lewis, was Portland's foremost architectural firm from 1890 to 1910. (Designed several structures in the study area)

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IDENTIFICATION

Resource Types:

The following is a discussion of the characteristics of resource types within appropriate Broad Theme Categories verified during the Portland Eastside survey project. Further, the range of properties types within each resource type are briefly discussed. Appendix A presents the distribution of properties inventoried and determined to be significant within each chronological period in the project area.

Commercial and Industrial Buildings

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, primarily due to their utilitarian nature. The majority of properties are of masonry construction, either brick or concrete, and range from 300,000 square foot warehouses to corner grocery stores. All were built in the period 1889 to 1932. The large industrial and commercial buildings are located in the industrial/commercial district between the river and 12th Avenue. Small scale commercial buildings are located primarily along the major east/west right-of-ways.

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

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

The Commercial style buildings were generally associated with automobile showroom buildings. The buildings are of brick or concrete construction, rectangular in plan, with expansive windows often in the Chicago style, wide and numerous bays, stucco finish, geometrical and abstract ornamentation, simple cornice and flat roofline.

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

Of the twenty properties identified with the commercial development of eastside Portland from the turn-of-the-century through the 20s, nineteen are quite similar in floor plan design. The type consists of a ground floor for retail use with apartments on the second floor. An arcade is a distinctive feature found on a number of early buildings which line Burnside Street. The ground floor was originally flush with the second story; however, it was pushed back 12 feet in 1927 when Burnside Street was widened to accommodate increasing automobile traffic. This alteration illustrates the impact which the automobile had on the physical appearance of urban streetscapes.

Government

The buildings associated with governmental agencies such as county courthouses, jails, fire stations, and public works usually reflect popular architectural styles at the time of

construction. Often the buildings are substantial landmarks in a community as a visual symbol of the political system.

There are only four buildings in the surveyed area, three fire stations and a city office which retain architectural integrity.

Culture - Architecture

Most of the remaining social buildings in the study area were constructed from 1900 to 1938. They include fraternal lodges and meeting places, schools, libraries, and churches. The public buildings are from one to three stories in height and are generally constructed of brick or stone. Only a few of the wood frame buildings of the 19th century still remain.

Churches are well represented in the surveyed area and were designed in a variety of styles. Characteristic elements of churches include gable nave, towers with crenelated parapet, partial arch windows, and stained glass windows.

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

The two predominant styles are the Queen Anne and Craftsman -- both of which were widely adapted to mass vernacular housing and both of which were popular during the area's major periods of development. The Queen Anne was fashionable in the waning years of the 19th century and is seen in the study area through the first decade of the 20th century. Beginning in approximately 1905, Craftsman style dwellings began to appear which reflected changing architectural taste. The Craftsman philosophy was a radical departure from the Victorian period, in terms of life style as well as design considerations. Coinciding with this change was the emergence of multi-family dwellings, most of which were designed in the Craftsman style. Apartment houses of varying sizes were also common and were designed in a variety of early 20th century styles.

19th Century Styles: The 19th century styles represented in the study area are the Italianate and the Gothic Revival Vernacular. The Italianate dwellings are generally two-story, frame structures with low-pitched hip or gable roofs -- usually with wide eaves supported by decorative brackets -- and relatively few wall surface ornaments. These dwellings often incorporate small, single-story porches with restrained detail and glazing in single or paired entry doors. The earliest example, the Stephens House, is rectangular in plan and has a symmetrical facade. Later examples are more often asymmetrical, with a dominant rectangular volume intersected by a shallow, full-height ell. Most have offset entrances.

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

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

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. Within the study area, entire blocks or portions of blocks were often developed by the same contractor, resulting in clusters of nearly identical Queen Anne Vernacular houses. Numerous ensembles representing this phenomenon are found throughout the neighborhoods of Central Southeast Portland.

The Queen Anne Cottage exhibits most of the features associated with the Queen Anne Vernacular with the notable exception of size. Generally these houses were 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.

20th Century Styles: The Craftsman is the most prevalent style in the study area. Characteristic elements include a one-and-one-half to two-story box-like volume, rectangular in plan, capped by a low-pitched hip or gable roof with wide overhanging eaves. Rooflines are often broken by dormers and eaves are accentuated by exposed rafters, purlins and decorative brackets. Expansive porches are the rule and verandas, sunrooms and sleeping porches are not uncommon as is the use of rustic materials such as clinkerbrick and cast stone. Variations of the style include buildings which incorporate classical elements such as corner pilasters, columns, friezes, modillions and keystones.

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

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

The interior finishes in both the Craftsman and Bungalow styles are distinctly different from those of the Victorian styles. The decorative moldings of the latter gave way to a much simpler, somewhat heavier effect as seen in plain, unmolded,

baseboards and chair rails. Built-in furniture such as buffets, window seats, and china cupboards, to name but a few, is found in even the simplest dwellings. The interior arrangement of Craftsman style buildings frequently consists of four rooms over four rooms, suggesting the common name Foursquare. Craftsman as well as Bungalow houses tended to have a much more free-flowing or open floor plan than their Queen Anne predecessors.

Small multi-family dwellings are an important part of the fabric of the inner southeast residential neighborhoods. They were constructed during the area's most significant period of growth when the demand for housing skyrocketed. This growth coincided with the newly popular Craftsman style which found expression in a wide variety of building types.

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

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.

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

also featured columns at the porch, lattice glass, and shingled gable ends.

The Tudor and Jacobethan styles were built between 1910 and 1935 in the study area. Single-family dwellings were built in the Tudor style, while multi-family dwellings, particularly apartment houses, were designed in the Jacobethan style. Characteristic elements of the style include steeply pitched gable roof, often with cross gables and double gable dormers, prominent fluted chimneys, bays, oriels, dormers and multi-paned windows. The plan shape is rectangular and construction is of brick, a combination of brick and stucco, or wood frame construction with stucco finish. Decorative half-timbering is a common identifying element.

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

The Mediterranean style is related to both the Spanish 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-sized multi-family dwellings.

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

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

raised basement which was frequently used as living space. As noted above the earliest example of this building type was constructed in the Craftsman style; however, the majority were designed in period revival styles such as Mission, Spanish Colonial Revival, as well as several Tudor-inspired designs. Frequently ornamentation from a variety of different styles were 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.

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

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

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

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

Distribution Patterns of Resource Types:

The methods used in the eastside Portland survey allowed for the identification and evaluation of each property which met a basic set of criteria. Thus, the distribution of resources presented herein is location specific rather than based on predictive models. Complete descriptions and pinpointed locations are available for each property at the Oregon SHPO.

The properties inventoried for 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 a multiple property nomination. During the initial phase of the project, all 381 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. These 340 properties make up the database included in the final evaluation.

EVALUATION

Each property to be included in the final evaluation received a basic level of historic research and architectural evaluation. 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 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. 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 met other criterion.

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

The last section of the evaluation form was the National Register criteria. In order to be "eligible", each property had to meet at least one of the criterion A, B, C, or D. Properties were marked Yes for eligible, No for not eligible, or Eligible if Restored if the property is likely to be eligible if it were restored. Some properties were only eligible as part of an ensemble of one or more other properties. Ensembles generally had to be contiguous, and of the same style or association. A fifth category called Historic Interest was created for properties which had historic or architectural merit but were not quite strong enough to meet the National Register criteria. It should be noted that the Historic Interest category is not

intended to be a comprehensive category of properties which contribute to the study area, as there are many other properties in the area which were not picked up in 1984, and probably equally qualify for this category. Because the 1988 inventory properties were selected for their potential National Register status, some properties which fit equally well in the Historic Interest category have not yet been identified in this inventory. The Historic Interest properties were generally the lesser examples of each style and function type, and therefore, it was decided that though not completely consistent, identification of these properties should be included in the final database. The final evaluation tally was as follows:

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

Only the Eligible and Ensemble properties are discussed below in the property specific evaluations. The Eligible and Ensemble properties distribution is presented, according to chronological periods, in a series of survey area maps in Appendix A. The Restorable properties category is further discussed in the Treatment section.

Assessment of property types:

Commercial and Industrial

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

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, industry/processing/, agriculture, mill, laundry, warehouse, and auto assembly plant. Commercial and

industrial building styles include primarily Italianate, Classical Revival, Mission/Spanish Colonial Revival, Commercial Style, and styles of the Modern Movement.

The development and re-development of commercial and industrial property types is extremely dynamic and thus, is a "wild card" where preservation and adaptive re-use is concerned. Re-use of warehouses and manufacturing buildings is often predicated on the real estate market, tax incentives for rehabilitation and other economic conditions. Commercial structures are readily adaptable, but are subject to the same variables as industrial buildings.

The early wooden commercial buildings have nearly all been replaced by brick or masonry construction materials, which are now giving way to formed concrete and steel. The pre-1883 industrial buildings have been subsumed by more modern industrial and manufacturing concerns.

Of the twenty properties identified with the commercial development of eastside Portland from the turn-of-the-century through the 20s, nineteen are quite similar in floor plan design. The type consists of a ground floor for retail use with apartments on the second floor. An arcade is a distinctive feature found on a number of early buildings which line Burnside Street.

There are four properties associated with the growth of manufacturing activities. All of the buildings are located in the industrial core area near the waterfront. A woolen mill is the earliest representative of the manufacturing process in the survey area; a second mill and warehouse processed cereal. The Portland cement building is an unusually "high style" Classical Revival/Commercial style. While, the Ford Motor Company assembly plant is an important early (1914) link to the dramatic impact automobiles had on Portland's landscape.

Warehouses in the study area are prominent reminders of the industrial boom period experienced in the inner southeast. One of the seven warehouses is of wooden construction and represents one of the oldest known buildings associated with the manufacture of wagons and buggies as well as agricultural implements.

Government and Social Buildings

Governmental and social resources make up only a small percentage of the existing resources in the study area. As a group the public-social resources are indicative of the lifestyle and social interests which were common in the study area. The number and type of public and social services shed light on the emphasis placed on community life by the citizens of the area and by the City of Portland.

The governmental and social properties are significant primarily for their function such as lodges, schools, and fire stations. The resources also include churches which are primarily significant for their architectural merit. All of the governmental and social buildings are important for the unique character and sense of community they lend to the area.

The original city water office building, designed in a Jacobethan style, is one of the oldest and best preserved of early government buildings on the east side.

The energetic career of Fire Chief Lee G. Holden is represented by two of the three fire stations identified in the survey area. The fire stations include one of his earliest (1913) designed with Italianate elements and his last design (1927).

Of the six churches assessed, three have Gothic Revival detailing, and one demonstrates Richardsonian Romanesque massing. An unusual Prairie School representative and a Half-Modern style complete the distinctive 20th century architecture created for religious institutions.

Fraternal lodges (3) were styled in American Renaissance or Colonial Revival character in the study area. One school designed in Classical Revival style and a Colonial Revival library are both local landmarks in their neighborhoods.

An ornate Mission/Spanish, Mediterranean Revival large-scale movie house is a city-wide landmark. The Bagdad Theater is even more significant since the only other large theater on the eastside was demolished in the 1960s.

The nature of governmental and social buildings contain a certain degree of cultural value to the local community. As such, the churches, schools, libraries, and fire stations are often maintained by a wide audience of tax payers rather than single owners. However, a problematic aspect of public buildings is adapting them to re-use plans.

Culture - Architecture

Residential properties make up approximately two-thirds of the existing resources in the study area. The dwellings span a variety of housing types from the small to the large, and the simple to the grand, and are therefore representative of the lifestyle and economic status of residents in the study area from the 1860s to the 1930s. The residences represent a remarkable range of stylistic examples still intact in an area with virtually no open lots and few residences built after World War II. The flat lay of the land, the installation of the streetcar lines, and later the mobility of the automobile and the easy

accessibility of materials spurred several housing booms during the historic period. The availability of kit houses aided speculators and residents in rapidly developing the study area 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 common styles, representing the adaptation of east coast styles to suit the needs of western expansion. 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. The use of wood as the most common material reflects the abundance of wood available in Oregon. The predominant styles are Italianate, Queen Anne, Colonial Revival, Bungalow/Craftsman, and Mission/Spanish Colonial Revival.

The styles represent the evolution of architecture from the late 19th century through the early 20th century. These buildings give strong visual character to the area and reveal information regarding aesthetic tastes of each era, the development of construction methods, and availability of materials. The residences counted as "significant" within this category represent the best preserved examples typifying a style group or the earliest examples of each style group which still retain integrity.

The residential properties are important primarily for stylistic reasons, but also have significance in some cases due to function. 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 planning at the time (Appendix B).

19th Century Examples: There are only two houses representative of the Italianate style. These residences are also the two earliest period houses in the study area, and both are associated with early settlement and important individuals.

One small vernacular house type with fairly intact detailing was recorded in the survey area. At one time a number of houses of this type were scattered in the periphery of the early commercial district. Many of these were constructed to house transient laborers and others associated with the construction of the railroads. The majority of these early houses were destroyed

during re-development of the area in the early years of the 20th century.

There are 33 single family dwellings in the study area with Queen Anne designed characteristics. Fourteen dwellings are distinguished as "high style" Queen Anne buildings, by their quality of construction and complexity of ornamental detailing. However, although towers are common Queen Anne features, there are only three examples in the study area that have intact towers. The remaining nineteen examples reflect Vernacular, Cottage, and Colonial Revival elements as well.

20th Century Examples: The Bungalow/Craftsman design is represented by ten single family dwellings, while nine examples also contain elements from Shingle (2); Colonial Revival (4); Dutch Colonial Revival (1); and Prairie School (1).

There are 28 multi-family buildings included in the survey, encompassing twenty-two duplexes, and fourplexes, three medium-scale apartments and three large apartments. Within this group there are three ensembles of two or more properties. Pairs of identical design multi-family dwellings are included in this ensemble category.

The Spanish Colonial Revival/Mission style was fairly popular in the design of multi-family dwellings; three examples were inventoried in this style. One other apartment building has Mediterranean elements with a Spanish/Mission design. One of the large scale apartment structures in the survey area is designed in the Tudor Revival/Jacobethan style. All of these 20th Century apartments are medium to large scale in size reflecting the transition from multi-family dwellings styled after houses, to a modern interpretation of a convenience lifestyle.

The residential properties within the surveyed area encompasses a wide range of styles, economic levels, and settlement patterns. The residential property is also one of the most vulnerable areas of historic preservation. The rights of private ownership can have devastating impacts on significant properties. Thus, great attention must be given to the educating of historic-home owners.

PREVIOUS SURVEYS:

A City of Portland Historic Resource Inventory was conducted in 1984 and is the foundation work upon which the current study was built. The previous study findings were updated and absorbed into the 1988 inventory procedures, to provide a consistent comprehensive inventory of the study area. Any substantially altered or demolished buildings were removed from inventory consideration.

SURVEY & RESEARCH NEEDS:

Survey Needs: The early period of East Portland 1820-1890 is under-represented. Need to identify any resources relating to these eras; such as locating historic archaeological resource sites through intensive level survey.

The 1988 survey included the category of Historic Interest which included properties which have historic or architectural merit but do not strongly meet the National Register criteria. Because this portion of the survey was only completed for properties added to the survey area in 1988 it is inconsistent with the 1984 survey data. The historic interest category is important at the local level for defining properties that possess the feeling of the community and which may be restorable to some degree. Thus, a survey specifically oriented to identify properties with Historic Interest would be appropriate.

Transportation is of extreme importance to the development of Portland's Eastside, yet no railroad stations, terminus, or streetcar routes were identified. And, there is very little which demonstrates the impact automobiles had on the project area.

Research Needs: Why did so many produce warehouses and agriculture oriented buildings spring up in this area? Research development of produce wholesalers and agriculture (thematic historic context).

Can the location of Lucier's 1820s cabin and Porier's cabin be pinpointed and identified with signage?

Can the location of the Stephens' log house (1845-1860) be pinpointed and identified with signage? And also the three ferry landings?

Research and develop historic profiles of early industries and manufacturers, such as the Standard Box Co., Iron Works, Woolen Mills, Sawmills, laundries, produce companies, agricultural implements, etc.

Portland bridges thematic study.

REGISTRATION:

Barber Block (12-15-77)

Fenton, Judge Wm. House (8-29-79)

East Portland Branch Public Library of Multnomah County (9-8-87)

*Ladd's Addition Historic District (8-31-88)

New Logus Block (2-1-80)

Osborn Hotel (3-27-80)

Portland General Electric Co. Station (12-2-85)

**Portland Oregon's Eastside Historic and Architectural
Resources, 1850-1938, Multiple Properties Submission
(Pending)

West, Nathaniel Bldg. (4-26-84)

West's Block (10-10-80)

* Adjacent to survey area.

** Portland Eastside MPS individual listings presented in
Appendix C.

TREATMENT:

The development of treatment strategies is based on the need to prepare preservation plans to insure the protection of historic properties. Treatment activities must be built upon a broad foundation of support from neighborhood, local government and state planning levels.

The residents of Southeast Portland have a long history of neighborhood involvement in critical city development issues. The Model Cities program of the 1960s led to the creation in 1968 of the Southeast uplift program covering all of southeast Portland with a focus on employment, housing, and education.

The most important action was to join seven other southeast neighborhoods to challenge the environmental impact statement for the Mount Hood Freeway. This six-mile freeway segment would have connected Interstate 5 and Interstate 205 at the cost of directly displacing 1750 households, creating severe traffic congestion problems on feeder streets, and blighting adjacent neighborhoods. However, the persistent opposition of the neighborhoods placed the freeway and its effects on southeast communities on the public agenda and provided necessary support for the political decision against construction in 1974. Most recently, the city's Central City Plan, designed to develop ways to accommodate the expected expansion of downtown Portland, acknowledges the need to maintain eastside residential areas and buffer them from the impacts of the industrial and commercial area to the west (Erigeron, et. al., 1988).

Residents have turned to more positive efforts with the creation of the Portland Historical Landmarks Commission and Planning Commission. The initial work by architect Al Staehli was expanded into an ordinance authorizing historic conservation districts for residential areas in 1977 (Erigeron, et. al., 1988).

The City of Portland's ordinances do provide a measure of protection for National Register properties. The City Landmarks Commission also can protect properties which are designated as local landmarks.

Local Level Activities

To further protect the integrity of neighborhoods, the development of a Conservation District Advisory Council is recommended. The adjacent Ladd's Addition advisory council could be used as a model for this voluntary community action. A high priority for increasing public awareness must be to create an environment which is supportive of restoration projects.

The City of Portland currently has a protective status for National Register properties. In addition to ordinance protection is the continued support of restoration projects, through incentive programs such as, the Portland Development

Commission's loans for historic rehabilitation. The local government should also take the lead in requesting Grants-in-aid funding from the Oregon SHPO for further survey and planning, or education oriented projects.

State Level Activities

There were twenty-four (24) properties identified during this survey which are eligible for consideration to the National Register if appropriate restoration steps were accomplished. Several of the properties are ineligible because of exterior aluminum siding or alterations to windows and store fronts. Among the 24 properties are locally important landmarks. The Restorable properties could be targeted as a first-step effort in generating enthusiasm for preservation projects at the community level.

The twenty-four properties include single family dwellings (11); multi-family dwellings (4); stores (5); a church; a manufacturing building; a warehouse; and one with an unknown original function.

Treatment activities by program area include:

Registration:

Encourage owner's of significant properties to list them on the National Register. Only 31% (36) of the 114 properties evaluated as meeting strongly the National Register criteria were actually listed in the Multiple Resource nomination. Therefore, convincing the other 78 property owners of the value of the National Register program is a high priority.

This goal could be accomplished by sending out yearly informational mailings reminding owners of the significance of their property.

Or, advertise the availability of sub-grant funds for preparation of additions to the Portland Oregon's Eastside Multiple Properties nomination which encompass properties identified by this study.

Protection:

Encourage the support for rehabilitation through economic incentive programs such as Oregon's state tax-assessment rate freeze and Federal Tax-act programs.

This goal could be accomplished by yearly mailings to National Register property owners to explain the programs to them.

Grants-in-Aid:

Support community activities by actively seeking projects which contribute survey information, registration of properties, or educational programs as a final product.

This goal could be accomplished by advertising for specific projects that would be given priority ranking in the grant selection process.

Or, solicit the aid of specialist to complete or update the survey and research needs.

The preservation and treatment goals for Portland's Eastside are critical to the survival of historic resources in this area. Development pressures in Portland's Eastside have been intense in recent years and many of the older houses have been replaced by commercial and industrial buildings. Several major transportation corridors bisect the area, including the Union/Grand and 11th/12th Avenue couplets and 7th Avenue. These thoroughfares are often heavily congested, serving through traffic as well as local traffic. Faced with increasing threats, the urgency of a preservation program along with community and local government support could avert destruction of this areas historic resources.

APPENDIX A

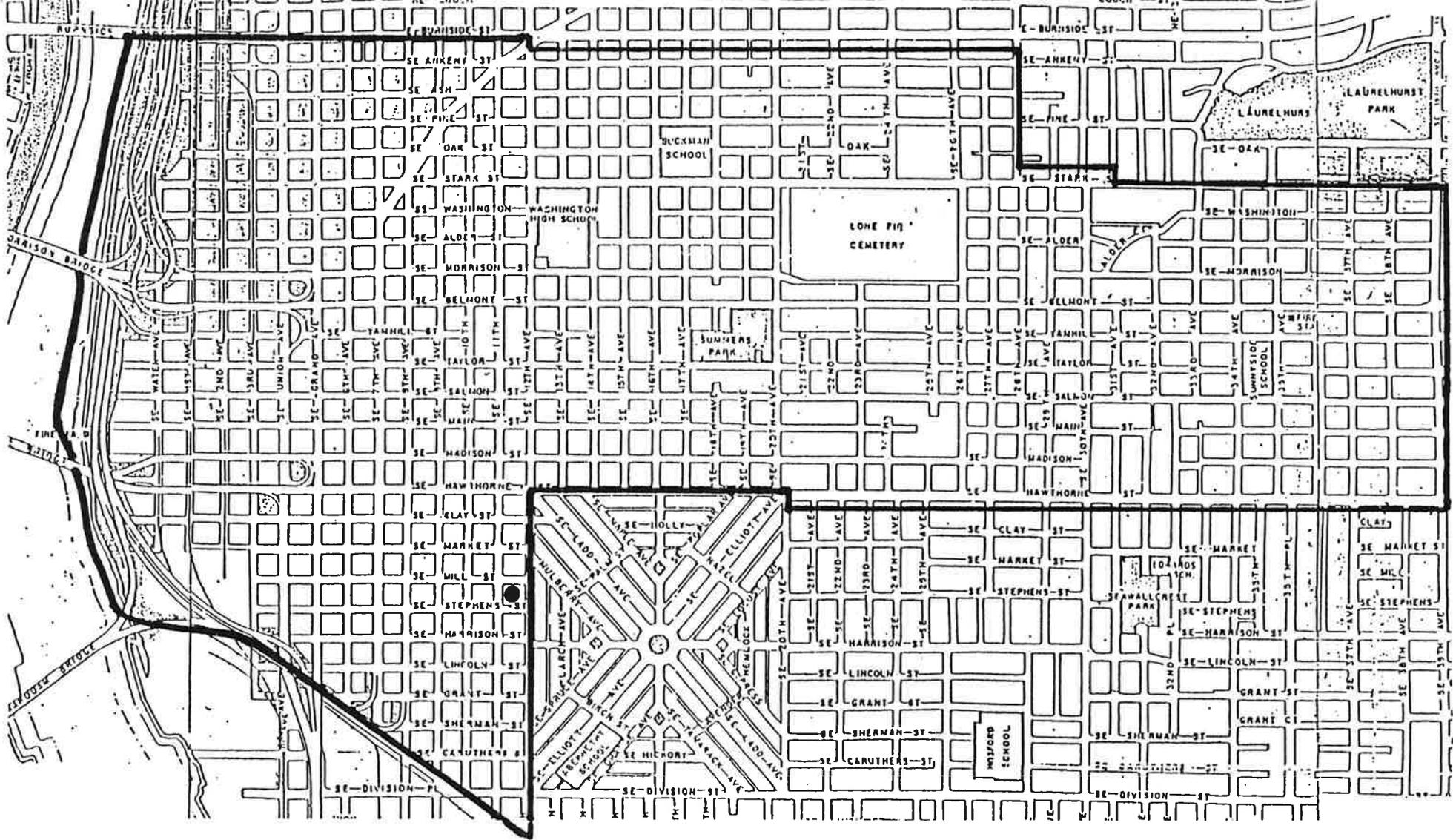
Distribution of Eligible and Ensemble properties in the survey area according to chronological periods. Properties are located to within the block, rather than the exact lot. The specific lot information is available in the Oregon SHPO files.

Map 1: 1847-1865

Map 2: 1866-1883

Map 3: 1884-1913

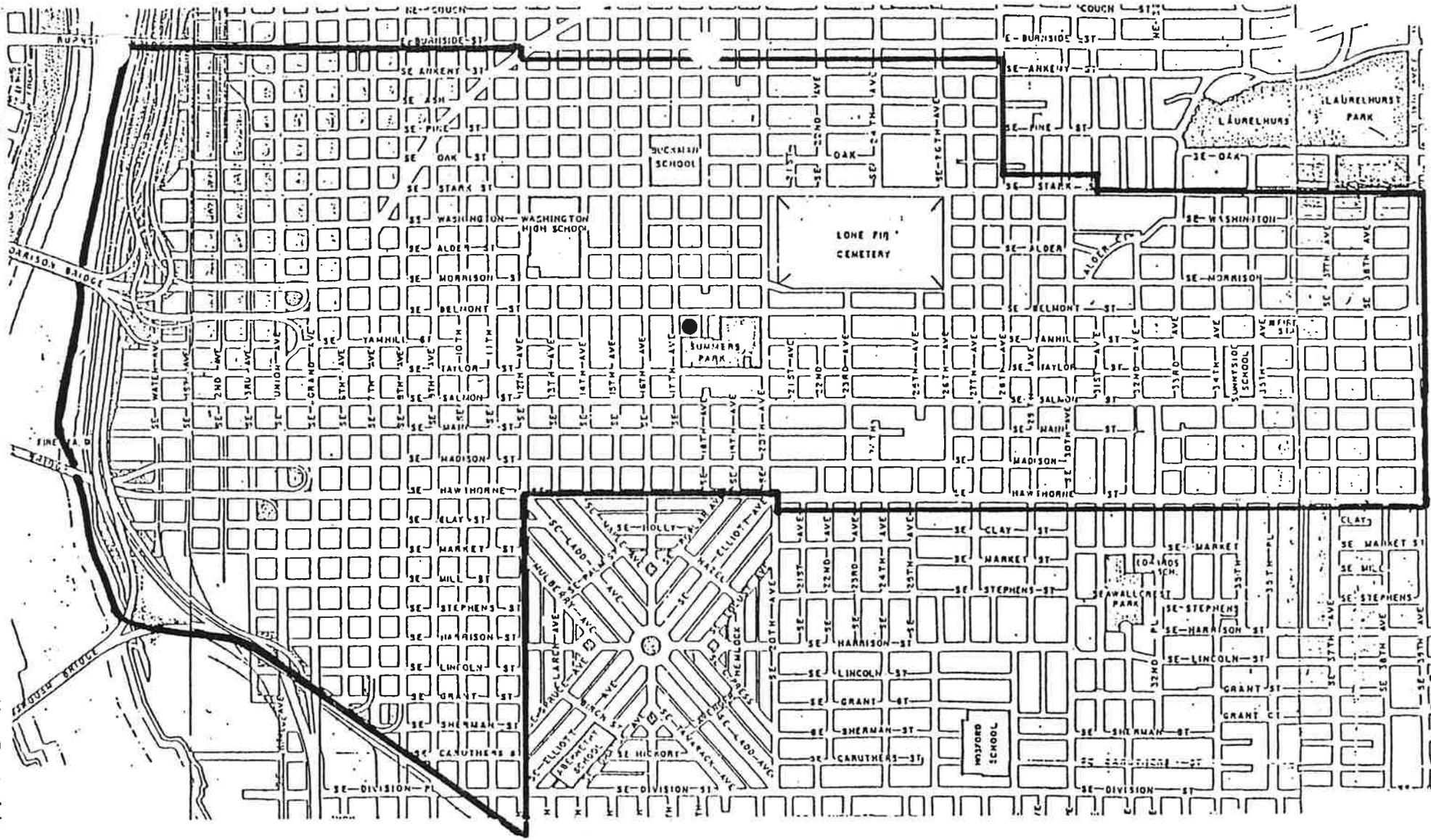
Map 4: 1914-1940



Map 1 : Distribution of Eligible and Ensemble Properties in the Survey Area -- 1847-1865.

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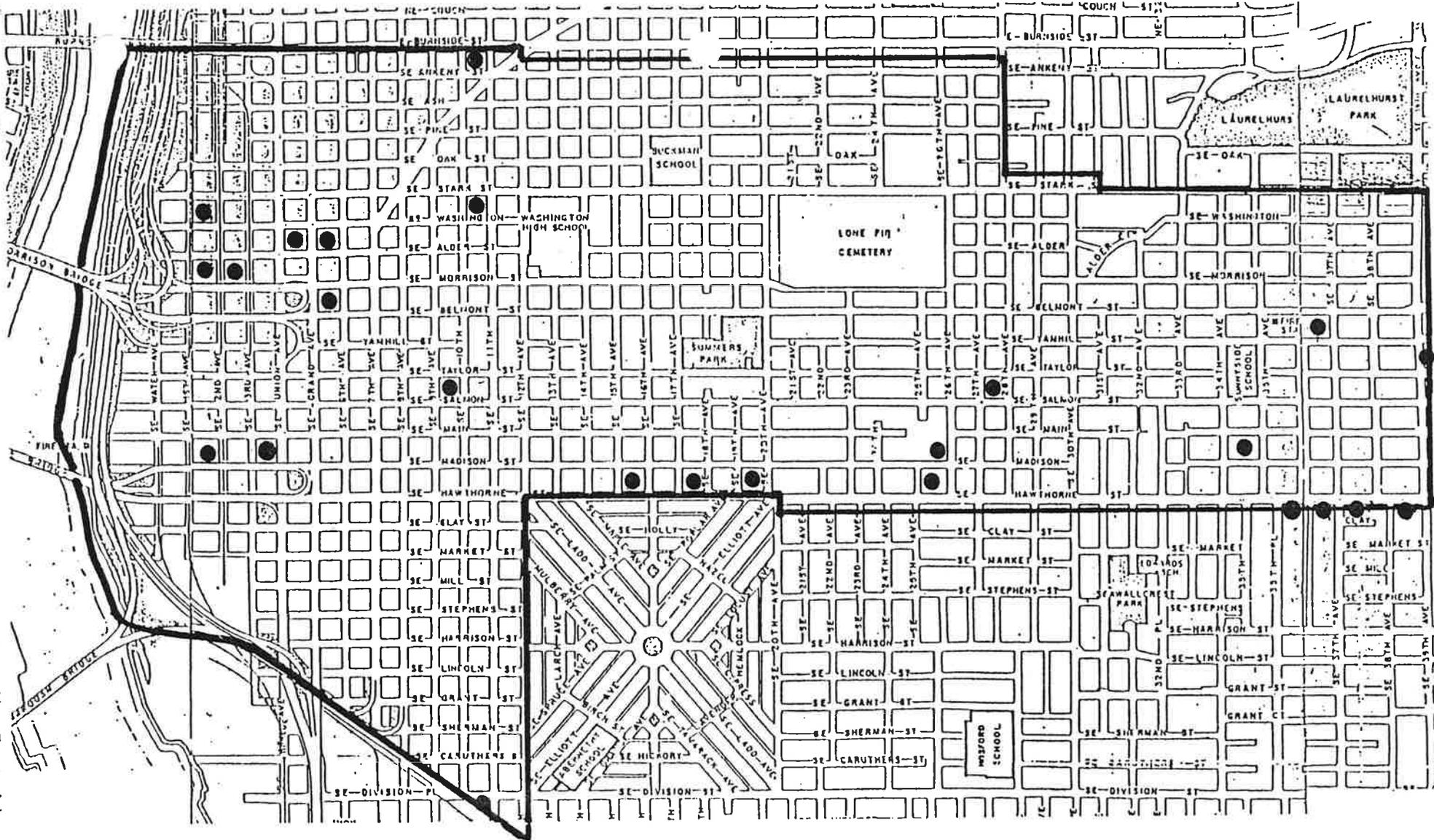
PORTLAND CENTRAL SOUTHEAST SURVEY AREA
FOR MULTIPLE RESOURCE NATIONAL REGISTER NOMINATION



Map 2 : Distribution of Eligible and Ensemble Properties in the Survey Area -- 1866-1883.

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PORTLAND CENTRAL SOUTHEAST SURVEY AREA
 FOR MULTIPLE RESOURCE NATIONAL REGISTER NOMINATION



Map 4: Distribution of Eligible and Ensemble Properties in the Survey Area -- 1914-1940.



PORTLAND CENTRAL SOUTHEAST SURVEY AREA
 FOR MULTIPLE RESOURCE NATIONAL REGISTER NOMINATION

APPENDIX B

Portland's Eastside Significant Properties.

Portland's Eastside: Property Evaluation

| Periods | Broad Theme | Oregon Theme | Function | Notes | Style | # |
|-----------|--------------------------------|----------------|-----------------|----------------|-----------------------|---|
| 1847-1865 | Culture | 19th C Arch | Single Family | Stephen House | Italianate | 1 |
| 1866-1883 | Culture | 19th C Arch | Single Family | Duthie House | Italianate | 1 |
| | | Landscape Arch | Cemetery | | | 1 |
| 1884-1913 | Transportation & Communication | Communication | Telephone-graph | | Second Empire | 1 |
| | | Land Travel | Motor Co & Svc. | | Commercial | 1 |
| | Commerce & Urban Dev. | Commercial | Stores | | Italianate | 3 |
| | | | Store-Laundry | | Classic Revival | 1 |
| | | | Grocery | Hippo Hardware | Craftsman | 1 |
| | | | Store | | Craftsman | 1 |
| | | | Store | | Mis-Sp Col Rev | 1 |
| | | | Store | | Vernacular-Commercial | 1 |
| | | | Store | Ag. implements | Commercial | 1 |
| | | | Store | | Commercial | 2 |
| | | | Store-Laundry | | Col Rev-Industrial | 1 |
| | Industry & Manufact. | Industrial | Warehouses | | Industrial | 5 |
| | | Manufacturing | Woolen Mill | | Vernacular Commercial | 1 |
| | Government | Local | Fire Station | | Italianate | |

| Periods | Broad Theme | Oregon Theme | Function | Notes | Style | # |
|---------|-------------|--------------|---------------|---------------|----------------------|----|
| | | | Fire Station | | Commercial | 1 |
| | | | City Water | | Jacobethan | 1 |
| | Culture | Religion | Church | Baptist | Richardson Roman | 1 |
| | | | Church | | 2nd Gothic Rev | 2 |
| | | | Church | Ger Apostolic | Gothic Revival | 1 |
| | | Fraternal | Masonic Hall | | American Renaissance | 1 |
| | | 19th C Arch | Single Family | | Vernacular | 1 |
| | | | | | Queen Anne | 28 |
| | | | | | Shingle | 1 |
| | | | Multi-Family | | Italianate | 1 |
| | | 20th C Arch | Single Family | | Queen Anne | 4 |
| | | | | | Bungalow-Crafts | 9 |
| | | | | | Shingle | 2 |
| | | | | | Colonial Rev. | 5 |
| | | | | | Dutch Col Rev | 1 |
| | | | | | Col Rev-Victorian | 1 |
| | | | | | Bungalow | 1 |
| | | | | | Prairie School | 1 |
| | | | Multi-Family | | Bungalow-Crafts | 3 |
| | | | | | Craftsman | 9 |
| | | | | | Arts & Crafts | 2 |
| | | | | | Bungalow Col Rev | |

| Periods | Broad Theme | Oregon Theme | Function | Notes | Style | # |
|-----------|------------------------|-----------------|------------------|--------|----------------------|---|
| | | | | | Col Rev-Med Rev | 1 |
| | | | | | Classical Rev | 1 |
| | | | | | Commercial | 2 |
| 1914-1940 | Commerce & Urban Dev | Commercial Dev | Stores | | Commercial | 4 |
| | | | | | Half-Modern | 1 |
| | | | | | Sp-Miss-Col Rev | 1 |
| | | | | | Weatherly Bldg | |
| | | | | | Modern-Romanesque | 1 |
| | | | Mortuary | | Art Deco | 1 |
| | Industry & Manufactur. | Industrial | Warehouses | | Industrial | 2 |
| | | Manufacturing | Auto assembly | Ford | Industrial | 1 |
| | | | Portland cement | | Neo-classic Rev | 1 |
| | | | Mill-Warehouse | Cereal | Industrial | 1 |
| | Government | Local | Fire Station | | Commercial | 1 |
| | Culture | Religion | Church | LDS | Prairie School | 1 |
| | | | | | Half-Modern | 1 |
| | | Education | School | | Classic Rev | 1 |
| | | Literature | Library | | Colonial Rev | 1 |
| | | Fraternal | Woodmen of World | | Colonial Rev | 1 |
| | | | Masonic | | American Renaissance | 1 |
| | | Performing Arts | Theater | Bagdad | Sp-Miss Med-Rev | 1 |
| | | 20th C Arch | Single Family | | Bungalow-Crafts | 1 |
| | | | Multi-Family | | Tudor Rev-Jacob | 1 |
| | | | | | Sp-Miss Col Rev | 3 |
| | | | | | Prairie School | |

APPENDIX C

Portland Eastside MPS

(36) Individual nominations filed in alphabetical order, as follows:

| | |
|--|--|
| Bagdad Theatre | 3708-3726 SE Hawthorne |
| Bartman, Gustave, House | 1817 SE 12th |
| Deere, John, Plow Company Building | 215 SE Morrison |
| Douglas Building | 3525-2541 SE Hawthorne |
| Dupont, Edward D., House | 3326 SE Main |
| Eugenia Apartments | 1314 SE Salmon |
| Farrer, Franklin W., House | 2706 SE Yamhill |
| Fisher, Thaddeus, House | 913-915 SE 33rd |
| Frigidaire Building | 230 E Burnside |
| Gowanlock, Elizabeth B., House | 808 SE 28th |
| Hawthorne, Rachel Louis, House | 1007 SE 12th |
| International Harvester Co. Warehouse | 79 SE Taylor |
| Italian Gardeners etc. Market Bldg. | 1305-1337 SE Union |
| Jones, Clarence H., House | 1834 SE Ankeny |
| Knight, F. M., Building | 3300 SE Belmont |
| Krouse, Nettie, Fourplex | 2106-2112 SE Main |
| Kuehle, Henry, Investment Property | 201-213 SE 12th |
| Lent, George P., Investment Properties | 1921-1927 SE 7th; 621-637 SE Harrison |
| Mohle, Wilhelmina, House | 734 SE 34th |
| Munsell, William O., House | 1507 SE Alder |
| Olympic Cereal Mill | 107 SE Washington |
| Oregon Portland Cement Building | 111 SE Madison |
| Page and Son Apartments | 723-737 E Burnside |
| Parelius, Martin, Fourplex | 423-429 SE 28th; 433-439 SE 28th |
| Piper, Charles, Building | 3610-3624 SE Hawthorne |
| Polhemus, James S., House | 135 SE 16th |
| Portland Fire Station No. 7 | 1036 SE Stark |
| Portland Fire Station No. 23 | 1917 SE 7th |

| | |
|-------------------------------------|--------------------------------------|
| Raabe, Captain George, House | 1506-1508 SE Taylor |
| Raymond, Jessie M., House | 2944 SE Taylor |
| Santa Barbara Apartments | 2052 SE Hawthorne |
| Scott, Leslie M., House | 2936 SE Taylor |
| Sensel, Henry, Building | 3556-3562 SE Hawthorne |
| Troy Laundry Building | 1025 SE Pine |
| Wallace, John M., Fourplex | 3645-3655 SE Yamhill |
| Webb, Alfred, Investment Properties | 1503-1517 SE Belmont; 822 SE 15th |



STATE OF OREGON

INTEROFFICE MEMO

Parks and Recreation Division

378-

TO: Le, Elisabeth, James, Tibby

DATE: April 27, 1989

FROM: Lou Ann *Forrester*SUBJECT: Program Area Activities Related to the Portland's Eastside:
Historic Context

The following activities were defined during the development of the Portland's Eastside: Historic Context, and should be incorporated into your yearly work program. It might be helpful to keep a copy of this memo with your work activities and goals. Of course, not all of the suggestions herein will be easily accomplished nor are they of particular higher priority than your other activities. However, an important aspect of each completed historic context is to provide direction in each program area, and generate a plan toward historic preservation.

The Portland's Eastside: Historic Context was a geographically-oriented study which emphasized the identification and evaluation of property types. Out of this study, the "Portland Oregon's Eastside Historic and Architectural Resources, 1850-1938, Multiple Properties Submission" was created. And, while this monumental effort documents a cross-section of properties, there are many things left to do.

1. Survey and Grants

Encourage subgrant proposals which enhance or update the existing survey and research needs. Such as:

Theme specific studies, i.e. transportation,
commercial

Resource specific studies, i.e. produce warehouses

2. National Register

Encourage owners of significant properties to list them on the National Register. Only 31% (36) of the 114 properties evaluated as meeting strongly the National Register criteria were actually listed in the Multiple Resource nomination. Therefore, the following properties should be considered a high priority for adding to the nomination. This goal may be accomplished by sending yearly informational mailing to remind the owners of the significance of their property.

Portland's Eastside: Historic Context 1850-1938

(Eligible Properties not currently included
in the Multiple Property Submission.)

INDEX

| | | | |
|------|-----|--------------|-------------|
| 800 | | SE 10th | EL Eligible |
| 1127 | | SE 10th | EL Eligible |
| 2505 | | SE 11th | EL Eligible |
| 135 | | SE 12th | EL Eligible |
| 1825 | | SE 12th | EL Eligible |
| 923 | | SE 13th | EL Eligible |
| 217 | | SE 14th | EL Eligible |
| 531 | | SE 14th | EL Eligible |
| 532 | -38 | SE 15th | EL Eligible |
| 1006 | -10 | SE 15th | EL Eligible |
| 1014 | -16 | SE 15th | EL Eligible |
| 1137 | | SE 20th | EL Eligible |
| 1234 | | SE 20th | EL Eligible |
| 420 | | SE 22nd | EL Eligible |
| 1408 | | SE 22nd | EL Eligible |
| 1404 | | SE 25th | EL Eligible |
| 807 | | SE 28th | EL Eligible |
| 900 | | SE 35th | EL Eligible |
| 1038 | | SE 39th | EL Eligible |
| 102 | -32 | SE Alder | EL Eligible |
| 109 | | SE Alder | EL Eligible |
| 231 | | SE Alder | EL Eligible |
| 537 | | SE Alder | EL Eligible |
| 615 | | SE Alder | EL Eligible |
| 622 | | SE Alder | EL Eligible |
| 1516 | -18 | SE Alder | EL Eligible |
| 532 | | SE Ankeny | EL Eligible |
| 1842 | | SE Ankeny | EL Eligible |
| 2116 | | SE Ankeny | EL Eligible |
| 1304 | | SE Ash | EL Eligible |
| 1216 | | SE Belmont | EL Eligible |
| 1232 | | SE Belmont | EL Eligible |
| 1728 | | SE Belmont | EL Eligible |
| 2808 | | SE Belmont | EL Eligible |
| 3240 | | SE Belmont | EL Eligible |
| 616 | | E Burnside | EL Eligible |
| 738 | | E Burnside | EL Eligible |
| 938 | | E Burnside | EL Eligible |
| 1028 | | E Burnside | EL Eligible |
| 702 | -10 | SE Grand | EL Eligible |
| 1108 | | SE Grand | EL Eligible |
| 208 | | SE Hawthorne | EL Eligible |

| | | | |
|------|-----|--------------|-------------|
| 1309 | | SE Hawthorne | EL Eligible |
| 1529 | | SE Hawthorne | EL Eligible |
| 2610 | | SE Hawthorne | EL Eligible |
| 2625 | | SE Hawthorne | EL Eligible |
| 3862 | | SE Hawthorne | EL Eligible |
| 1504 | | SE Madison | EL Eligible |
| 1722 | | SE Madison | EL Eligible |
| 1814 | | SE Madison | EL Eligible |
| 1834 | | SE Madison | EL Eligible |
| 2519 | -28 | SE Madison | EL Eligible |
| 3443 | -49 | SE Madison | EL Eligible |
| 2040 | | SE Main | EL Eligible |
| 3108 | -12 | SE Main | EL Eligible |
| 3402 | | SE Main | EL Eligible |
| 130 | | SE Morrison | EL Eligible |
| 500 | -34 | SE Morrison | EL Eligible |
| 1230 | | SE Morrison | EL Eligible |
| 1335 | -39 | SE Morrison | EL Eligible |
| 2115 | | SE Morrison | EL Eligible |
| 2203 | | SE Pine | EL Eligible |
| 1322 | -26 | SE Salmon | EL Eligible |
| 2712 | | SE Salmon | EL Eligible |
| 3428 | | SE Salmon | EL Eligible |
| 2039 | | SE Stark | EL Eligible |
| 3037 | -39 | SE Stark | EL Eligible |
| 2036 | | SE Taylor | EL Eligible |
| 2108 | | SE Taylor | EL Eligible |
| 2304 | | SE Taylor | EL Eligible |
| 3205 | | SE Taylor | EL Eligible |
| 3210 | | SE Taylor | EL Eligible |
| 3616 | | SE Taylor | EL Eligible |
| 5 | | E Union | EL Eligible |
| 338 | | SE Union | EL Eligible |
| 81 | | SE Yamhill | EL Eligible |
| 2727 | | SE Yamhill | EL Eligible |
| 2805 | | SE Yamhill | EL Eligible |
| 3520 | | SE Yamhill | EL Eligible |
| 3620 | -24 | SE Yamhill | EL Eligible |

3. Review and Compliance

Provide the Portland City Landmarks Commission with a copy of the Portland's Eastside: Historic Context to use when reviewing city planning projects, and other activities.

4. Investment Tax Credits

Encourage the use of federal tax credits for certified rehabilitation of work performed on income producing properties.

5. Special Assessment Program

Encourage the owners of properties listed in the Multiple Resource nomination to apply for the special tax assessment program. Currently, out of the 36 properties included in the nomination only three are taking advantage of the program. This goal may be accomplished by sending yearly informational mailing to remind property owners of the programs benefits.

The following properties are eligible but have not applied for the Special Assessment Program:

APPENDIX C

Portland Eastside MPS

(36) Individual nominations filed in alphabetical order, as follows:

* = under Special Assessment Program

| | |
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| Deere, John, Plow Company Building | 215 SE Morrison |
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| *Dupont, Edward D., House | 3326 SE Main |
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| Farrer, Franklin W., House | 2706 SE Yamhill |
| Fisher, Thaddeus, House | 913-915 SE 33rd |
| Frigidaire Building | 230 E Burnside |
| Gowanlock, Elizabeth B., House | 808 SE 28th |
| Hawthorne, Rachel Louis, House | 1007 SE 12th |
| International Harvester Co. Warehouse | 79 SE Taylor |
| *Italian Gardeners etc. Market Bldg. | 1305-1337 SE Union |
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| | |
|--|--|
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